ARF PLUS PRO F16 FALCON

The F-16 "Fighting Falcon" by Skymaster

The 1/5 F16 produced by Skymaster is the result of years of R&D work and excessive testing. We are proud that you have decided to buy the best ARF 1/5 F16 in the market today. We hope you enjoy your F16! Please note that the photos show certain views from the prototypes. Some modifications and upgrades might have taken place by the release of the model. We have tried to produce a very scale replica of this classic jet. Many scale options are included with your model including operating canopy, speed brakes, spoilers and ordinance kit. This manual describes the assembling of " PRO" model. Opening canopy, speed brakes, landing gear and doors are factory installed. Before you start building and setting-up your aircraft, please make sure you have read this instruction manual, and understood it. If you have any questions, please don't hesitate to contact us. Below are the contact details:

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INTRODUCTION

Thank you for purchasing Skymaster arf pro F16! We have put a lot of effort and time into this model. We at Skymaster strive to be a market leader in the ARF— jet market. We were the first company to produce ARF—jets in the world and we would like to continue being amongst the best. Although we have made every effort that this model was fit for shipping, we would like you to inspect the contends and call your nearest dealer immediately if any defects or missing parts are spotted! This manual will allow you to duplicate the factory prototypes.

LIABILITY

You have acquired a kit, which can be assembled into a fully working R/C model when fitted out with suitable accessories, as described in the instruction manual with the kit. However, as manufacturers, we at Skymaster are not in a position to influence the way you build and operate your model, and we have no control over the methods you use to install, operate and maintain the radio control system components. For this reason we are obliged to deny all liability for loss, damage or costs which are incurred due to the incompetent or incorrect application and operation of our products, or which are connected with such operation in any way. Unless otherwise prescribed by binding law, the obligation of the Skymaster company to pay compensation is excluded, regardless of the legal argument employed. This applies to personal injury, death, damage to buildings, loss of turnover and business, interruption of business or other direct and indirect consequent damages. In all circumstances our total liability is limited to the amount which you actually paid for this model.

BY OPERATING THIS MODEL YOU ASSUME FULL RESPONSIBILITY FOR YOUR ACTIONS.

It is important to understand that Skymaster, is unable to monitor whether you follow the instructions contained in this instruction manual regarding the construction, operation and maintenance of the aircraft, nor whether you install and use the radio control system correctly. For this reason we at Skymaster are unable to guarantee, or provide, a contractual agreement with any individual or company that the model you have made will function correctly and safely. You, as operator of the model, must rely upon your own expertise and judgment in acquiring and operating this model.

WARNING

This ‘jet’ aircraft is a high-end product and can create an enormous risk for both pilot and spectators, if not handled with care, and used according to the instructions. Make sure that you operate your jet according to the AMA rules, or those laws and regulations governing model flying in the country of use. The engine, landing gear, servos, linkages and control surfaces have to be attached properly. Please use only the recommended servos and accessories. Make sure that the ‘Centre of Gravity’ is located in the recommended place. Use the nose heavy end of the CG range for your first flights. A tail heavy plane can be an enormous danger for you and all spectators. Fix any weights, and heavy items like batteries, very securely into the plane. Make sure that the plane is secured properly when you start the engine. Have a helper hold your plane from the nose before you start the engine. Make sure that all spectators are far behind, or far in front, of the aircraft when running up the engine. Make sure that you range check your R/C system thoroughly before the 1st flight. It is absolutely necessary to range check your complete R/C installation first WITHOUT the engine running. Leave the transmitter antenna retracted, and check the distance you can walk before ‘fail-safe’ occurs. Then start the engine, run at about half throttle and repeat this range check. Make sure that there is no range reduction before ‘fail-safe’ occurs. If the range with engine running is less then with the engine off, please DON’T FLY at that time. Make sure that your wing spar tube is not damaged. Check that the anti-rotation dowels for the wings are not loose. Check that the wing, stab, fin and nose retaining bolts are tight. Please don’t ignore our warnings, or those provided by other manufacturers. They refer to things and processes which, if ignored, could result in permanent damage or fatal injury. Secure the plane before starting engine.

ARF Paint

The color finish on your Skymaster F16 arf pro model was applied out of the mould. We have used only the highest standard automotive paints to finish your model.

Should you damage the finish, Skymaster stock the color paint and hardener required for the repair. A good automotive spray painter should also be able to mix and supply the correct samples for repair.

If you have no experience in the use of these paints, it will be best to seek assistance.

Do not leave your model unprotected in the sun! always cover your model or park it in the shade. Extreme temperatures will damage the paint!

Finishing Your All White F16 ARF PRO

It is always best to fully assemble the model before painting. By doing so no damage or glue prints will ruin the paint.

The all white model will have some release agent on the surfaces.

Use #1000 wet and dry paper to sand the entire model. Mould lines can be sanded and filled using normal automotive fillers.

Please be extra careful when sanding near the hinge line! The hinges can easily be damaged. When masking and painting please make sure the control surfaces are not bend past 90—180 degrees extensively. This will cause the hinges to crack and may cause flutter.

The rudder and clear canopy are not installed. It is best to install these components after painting was done.

HANDLING & TRANSPORTING

Composite models are very light but strong. These characteristics do have a down side! It is brittle.

Take care when handling your model. DO NOT ATTEMPT TO PICK UP AN FULLY FUELED MODEL BY THE LEADING EDGE BY YOURSELF! The leading edges will crack and delaminate. Full size jets have specially marked access points for the hooks of cranes!

Inspect your model before and after a rough landing. Make sure all parts are safe and sound.

Inspect model before and after transport. A sudden stop can easily cause an unnoticed dent!

We recommend to REMOVE the elevators and wings for transport. It will only take a couple of seconds.

The wings and tails are very flight worthy structures. They are light and extremely strong , however, they will dent if mishandled. Always support these structures on clean soft foam rubber.

Tools and Adhesives
Tools etc:

This is a fairly quick and easy plane to build, for a jet model, not requiring difficult techniques or special equipment, but even the building of Skymaster aircraft requires some suitable tools! You will probably have all these tools in your workshop anyway, but if not, they are available in all good hobby shops, or hardware stores like "Home Depot" or similar.

1. Sharp knife (X-Acto or similar)
2. Allen key set **(metric)** 2.5mm, 3mm & 5mm
3. Sharp scissors, curved type for canopy
4. Pliers (various types)
5. Wrenches **(metric)**
6. Slotted and Phillips screwdrivers (various sizes)
7. Drills of various sizes
8. Battery drill and Dremel tool (or similar) with cutting discs, sanding tools and mills
9. Sandpaper (various grits), and/or Permagrit sanding tools.
10. Carpet, bubble wrap or soft cloth to cover your work bench (most important !)
11. Car wax polish (clear)
12. Paper masking tape
13. Denaturized alcohol, Acetone, or similar (for cleaning)

Adhesives:

Not all types of glues are suited to working with composite parts. Here is a selection of what we normally use, and what we can truly recommend. Please don't use inferior quality glues - you will end up with an inferior quality plane, that is not so strong or safe. Jet models require good gluing techniques, due to the higher flying speeds, and hence higher loads on many of the joints. We highly recommend that you use a slow cured epoxy for gluing highly stressed joints, like the hinges and control horns, into position and the most commonly used is 'Aeropoxy' (Bob Violett Models, USA). The self-mixing nozzles make it easy to apply. It takes about 1 - 2 hours to start to harden so it also gives plenty of time for accurate assembly. Finally it gives a superb bond on all fibreglass and wood surfaces.

1. CA glue 'Thin' and 'Thick' types. We recommend ZAP, as this is a very high quality.
2. ZAP-O or Plasti-ZAP, odourless (for gluing the clear canopy)
3. 30 minute epoxy (stressed joints must be glued with 30 min and NOT 5 min epoxy).
4. Aeropoxy/Loctite Hysol 3462 or equivalent (optional, but highly recommended)
5. Epoxy laminating resin (12 - 24 hr cure) with hardener.
6. Milled glass fibre, for adding to slow epoxy for stronger joints.
7. Micro-balloons, for adding to epoxy for lightweight filling.
8. Thread-locking compound (Loctite, or equivalent)

At Skymaster we try our best to offer you a high quality kit, with outstanding value-for money, and as complete as possible. However, if you feel that some additional or different hardware should be included, please feel free to let us know.

HEALTH

Use a mask (available at auto paint stores) to protect from inhaling the glass or carbon fiber dust. Use this mask whenever you are sanding or cutting fiberglass or carbon fiber materials. Use a charcoal filter paint mask (available at auto paint supply stores) when spraying any primer or paint. Spray out of doors or in a properly vented spray booth. Use safety glasses any time rotary tools, such as Dremel cut-off disc or Perma-Grit cutters, are being used.

GENERAL ASSEMBLY TECHNIQUES

We recommend to wax the model before assembling. This will help protect the finish from an epoxy finger print. Wax will not help for CA glues!
Extra glue, extra paint, extra resin will add up to a heavy model. Plan before you glue!
The glass cloth side of parts to glue, should be sanded with #80 grit paper for best glue adhesion.

Support the fuselage on foam pads.

Skymaster makes every attempt to insure that the parts fit. However, due to manufacturing tolerances, some parts may fit a little tight. Always trial fit parts and adjust if needed.

Only use high quality adhesives such as the ZAP products from Pacer Technology.

For extremely high stress areas we recommend “Aeropoxy.” It is the strongest and best gripping adhesive we have found.

If fuel or grease are on the surface, first clean with acetone or thinners.

Clean off all excess glue—excess glue is excess weight.

Always check the outside skin of the model to look for any glue residue and remove it with Acetone before it cures. “Aeropoxy” is tough to remove once it has thoroughly cured.

Radio equipment

Failure to use the recommended servos, output arms, extensions, and hardware may result in a loss of control!

Throughout this manual we make use of various types of servos and radio equipment! We have used JR equipment during the installation process. If you make use of another manufacturer, please use equipment with similar specifications!

The F16 will require extension leads! Please use high quality extension leads. Make use of ceramic non ferrite cores if leads exceeds 1 meter.
The trend nowadays is to use dual battery management systems and dual RX equipment. With the introduction of 2.4 GHz even quad RX systems are considered as normal for a jet model.
Always center and install the correct output arms while on the bench, once the servo is in the aircraft access to the servo arm screw is sometimes limited.
Do not save any money when buying radio equipment. The price of servo's are far from the price of replacing the entire model.

REMEMBER: The best equipment is only as good as the weakest link. Ask yourself if this servo or link or lead etc is worthy of my trust to protect my very large investment...

Accessories

1. 2 DS8911 servo's for the elevator.
2. 2 DS 8911 for flaperons
3. 1 DS8911 for rudder
4. 2 DS 8911 for slats
5. 1 JR8511 steering servo.
6. 2 x 2way valve + 1 x 1way valves + sequencer for landing gear + doors + brakes
7. 1 x 2 way valve for speed brake
8. 2 x 2way + sequencer for opening canopy
9. Powerbox Royal with build in matchbox function.
10. Pneumatic support set for landing gear
11. 1 x Turbine motors, with thrust range between 18kg and 21kg, with accessories.
12. Fuel tubing, Hopper tank (or BVM UAT), festo fittings, fuel filters, fuel tube etc
13. Cable ties in various lengths.
14. Radio system with S-bus or X-bus technology (will simplify the radio installation)

Did you understand everything in this manual completely?
Then, and only then, let's start assembling your F-16. If not, please read it again before you start the assembly.

Kit Contents

Picture A

F16 ARF PRO Contents:

Picture A
- Fuselage front and rear section.
- Fin + Rudders & nose cone & tail cone.
- Nose gear + Main gear + doors installed + spoilers installed
- Wings left and right + flaps + ailerons
- Elevator left and right
- Ventral fins
- Canopy assembly + glass

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OPTIONAL PARTS

Slat Mounts Aircraft Grade Aluminum
Included with kit

Photo 1

3 x Air Tanks
1 x Retract Valve
2 x Filler & 2 x Pressure Gauges
1 x Electronic Brake Valve
5 x Air Tubing, 10 x Quick Disconnect

Photo 2

Fuel Tank

Accessory Set

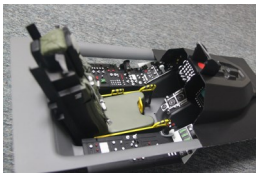
Photo 3

Photo 4

Jettronic 2way & 1 way valve & Sequencer

Control Brake, Gear and Doors

Photo 5



Stainless Steel Tail Pipe

Cockpit + Pilot

Photo 6

Photo 7

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Photo 8

L/G hydrolic set

Photo 9

Metal horns

Tank Hardware

Photo 10

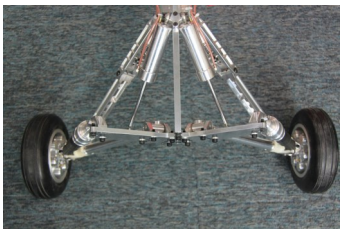


Photo 11

LG Set + Steering

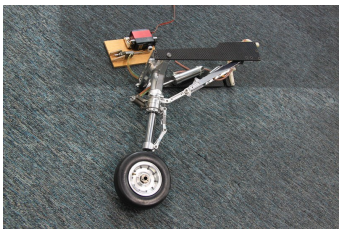


Photo 12

Photo 13

Afterburner rings

Orbinance & Pylons

Photo 14

Skymaster ARF PLUS PRO

WINGS

NOTE: After many repeated test, we found this issue to be addressed: Photo 21 Please glue hardwood right under the current slat servo mount. Replace screws with longer screws (about 6mm longer) to increase strength. Mark √ each step.

The 1/5 F16 have 2 control surfaces on each wing. Slat and Flaperon. It is up to you in what configuration you would like to build F16. You can opt for full flaps on the wing and tailerons. Or you can go with flaperons mixed with tailerons. The F16 with the help of slats can fly real slow. It is important to make sure the SLAT STOP is working properly for the safety concern.

SLATS:


Photo 15


Photo 16

- ☐ Remove and mark servo covers and inspect plywood.
  Use dremel to clean out some glue and ply to make sure servos will fit well.
- ☐ Pull out the pin hinge and remove the slat.
- ☐ A factory installed bellcrank will be exposed.
- ☐ Install metal horn to 8911 slat servo and 2 HD L-brackets
- ☐ The bearings on metal horn should be 10mm centre/centre.


Photo 17

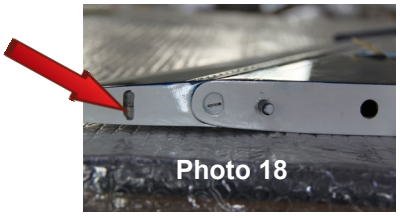


Photo 18


Photo 19


Photo 19

- ☐ The bellcrank slot must fit over the servo horn bearings for slide fit.
- ☐ Check operation against wing. Make sure no binding near the “slat stop”.
- ☐ Install servo cover.
- ☐ Repeat for other wing

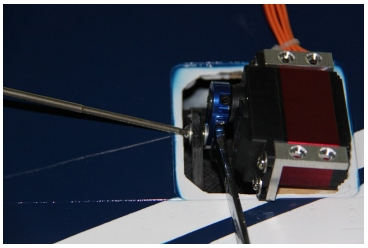


Photo 20

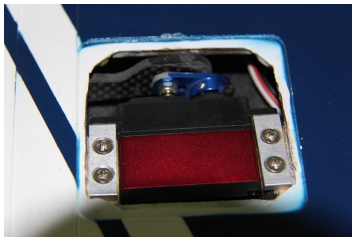



Photo 21

- *NOTE: The flap servos are located inside the fuselage. It is very important to match the flap slot with servo actuator. If you use other servos than JR, you will need to modify the height of the servo for best fit.*

Photo 22

Photo 23

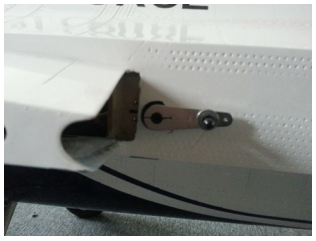


Photo 24

- Fit 2 L-shape servo brackets to DS8911 servos and secure to inside root of fuselage.
- Flap servo horn 30mm facing rear and parallel to thrust line. Install nipple to horn. Use loctite.
- Secure extension wire. Use safety clips on joint.
- Trial fit wing to fuselage and check nipple alignment in flap slot.
- The flap can be removed via pin hinge.

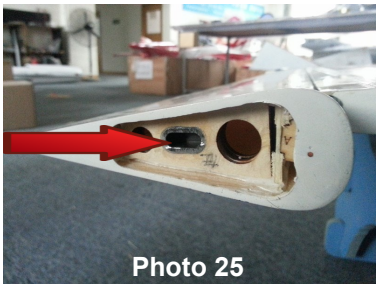


Photo 25

Photo 26

Photo 27

- Check video to show assemble of flap : http://youtu.be/08hA0KalZvg

ELEVATORS

NOTE: Use some protective foam on the work bench to protect the paint surface from unwanted dents. A removable elevator mechanism is installed. Mark √ each step.

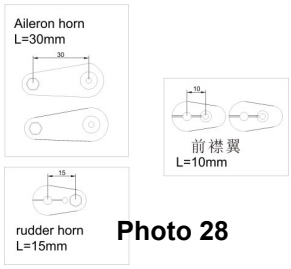


Photo 28

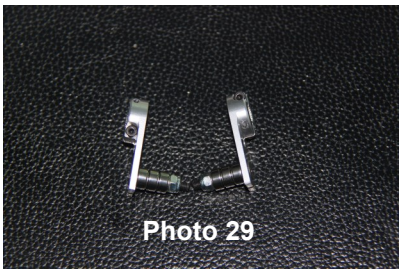


Photo 29


Photo 30

- ☐ Make up elevator horn. 1pr semetrical. Bearing is 55 mm from centre of screw to to shaft(p30)
- ☐ Trial fit JR8911 servo to elevator mount. The depth of the servo is **EXTREMELY IMPORTANT**. We have deigned the mount for 8911 servos. Some shimming may be needed to get correct height. The elevator horn must be as close as possible to fuselage skin. When happy secure servo with 4 screws.
- ☐ Fit servo horn and centre servo using radio. Remove horn. Locate servo cover and mark location of horn. Drill hole to clear horn, refit horn and cover.
- ☐ Cut a slot slightly over size in the root of elevator to hold bearing mount for elevator control. Trial fit the elevator assembly with recess mount. **NOTE: because of the angle of elevator shaft and rear fuselage, the slot WILL NOT be flush with root of elevator. Do not glue flush!**

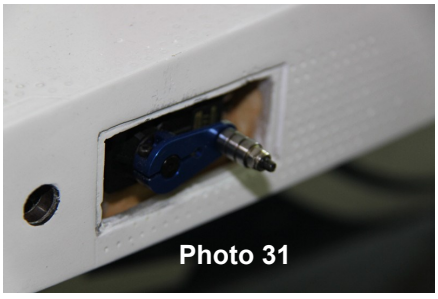


Photo 31

- ☐ Mix 30 minute epoxy and fill slot in root of elevator with glue. Use some oil/wax over the servo horn and root of elevator. This will prevent gluing horn to elevator.
- ☐ While glue still wet, fit elevator with bearing mount over servo horn and keep in position till glue set. Unclip elevator and check operation. Careful planning is needed.

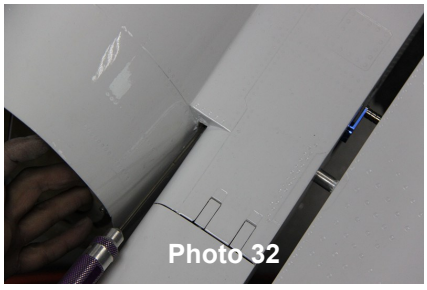


Photo 32

- ☐ Make sure the elevator is clipped before each flight. (p32).
- ☐ Run servo wires away from tailpipe. Repeat for other elevator.

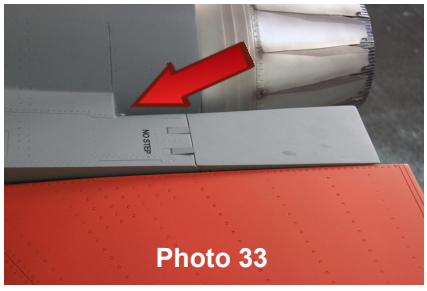


Photo 33

RUDDER

NOTE: Make sure to have some sort of protective foam on the work bench. This will protect the paint surface from unwanted dents. Note that we have used JR servos. If you use different servos, you may need to shim servo to fit rudder slot. No play must be present. Mark √ each step.

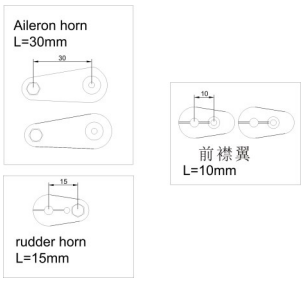


Photo 34

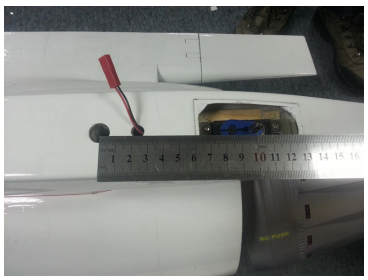
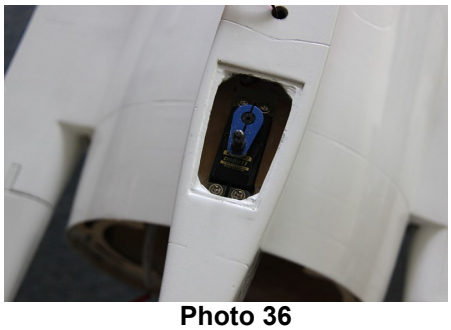


Photo 35



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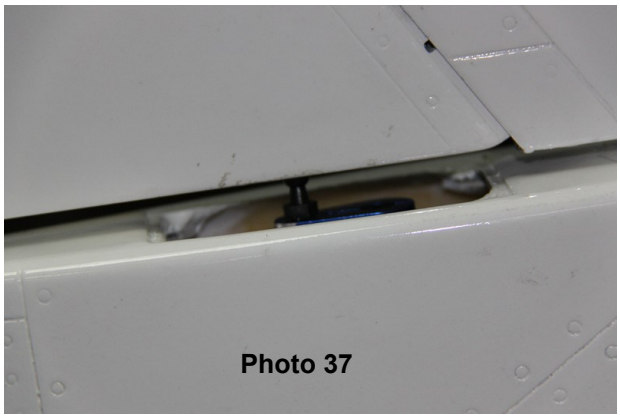

Photo 37

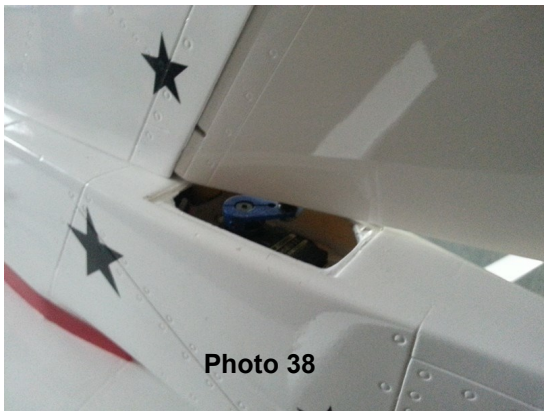

Photo 38

☐ Fit horn to servo and centre servo. Make up rudder nipple(15mm). Use loctite.

☐ Fit servo to fin. Nipple centre should be 100mm from main spar centre.

☐ Trial fit rudder. Adjust if needed.

☐ The rudder can be removed by pulling out the piano hinge wire.

☐ Check left and right deflection. Check for play. If happy secure fin with allen key.

FUSELAGE REAR

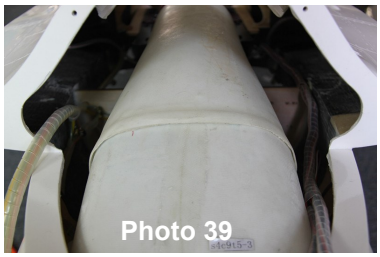
Photo 39

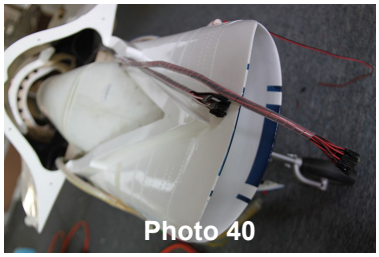
Photo 40

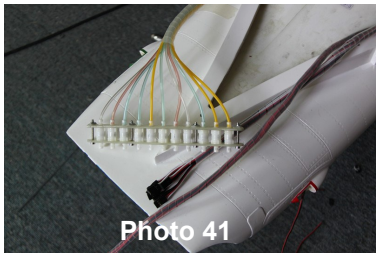
Photo 41

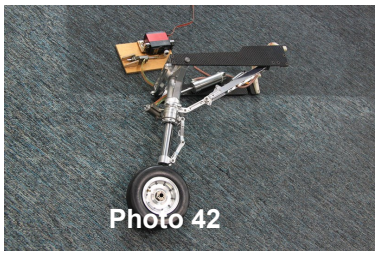
Photo 42


Photo 43


Photo 44

- Before joining the fuselage it is necessary to tidy up the servo wires. Make sure wires are secure and will not touch the tailpipe.
- Tidy up the air line. Use quick disconnects between front and rear fuselage. This will make it easier the remove nose in future.
- Check operation of landing gear and doors.
- Slide tailpipe into rear section. Secure rear former with 4 screws.
- Adjust the length pipe to fit snug against bypass and no play is felt. Secure bypass to engine rails.
- Route 3 servo wires along inner skin of rear fuselage.
- Speed brake air tubing and LG + Door air tubing will all be factory fitted. Route to front of rear fuselage.
- Install JR DS8511 steering servo. Bolt with 4 x M3 bolts and lock nuts.
- Centre servo and connect to actuator. The nose steering use hydrolic fluid. Check no air bubbles between 2 cylinders. See video below!
- Secure tail cone with 4 screws.
- https://www.youtube.com/watch?v=eXW2E1gKLus&feature=youtu.be

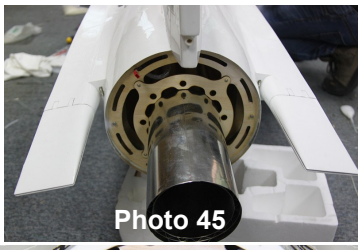
Photo 45

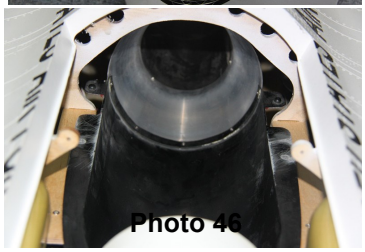
Photo 46

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FUSELAGE JOINT

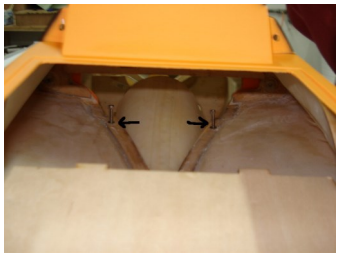

Photo 47

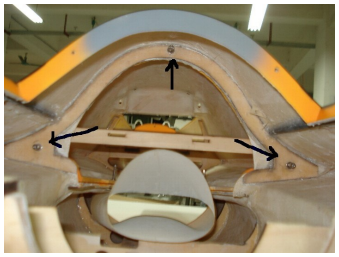

Photo 48

Photo 49

- ☐ Route all air tubing and servo wires clear of tank.
- ☐ Secure front fuselage with 8 x M4.

Photo 50

FUEL CELLS

NOTE: Bad plumbing lead to flame outs. This will destroy your model. Please take your time and do a good job.

- ☐ Make up fuel line fittings. Make sure clunk moves freely and reaches all corners of inside of tanks.
- ☐ Fit to main tank. Mark pipes for “inlet” and “outlet”.
- ☐ Secure 2 saddle tanks in position. Saddle tanks will feed main tank. The main tank will feed UAT.
- ☐ Plumb tank using diagram on next page.
- ☐ Fill tank and check for leaks.
- ☐ Drain tank with turbine fuel pump and check no air Bubbles in system until last drop is drained. A good plumbing will secure good turbine operation.

Photo 51

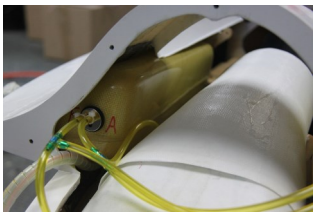

Photo 52

SMOKE TANK:

Note : Optional smoke tank can be installed infront of turbine!

Photo 53

FUEL CELL DIAGRAM

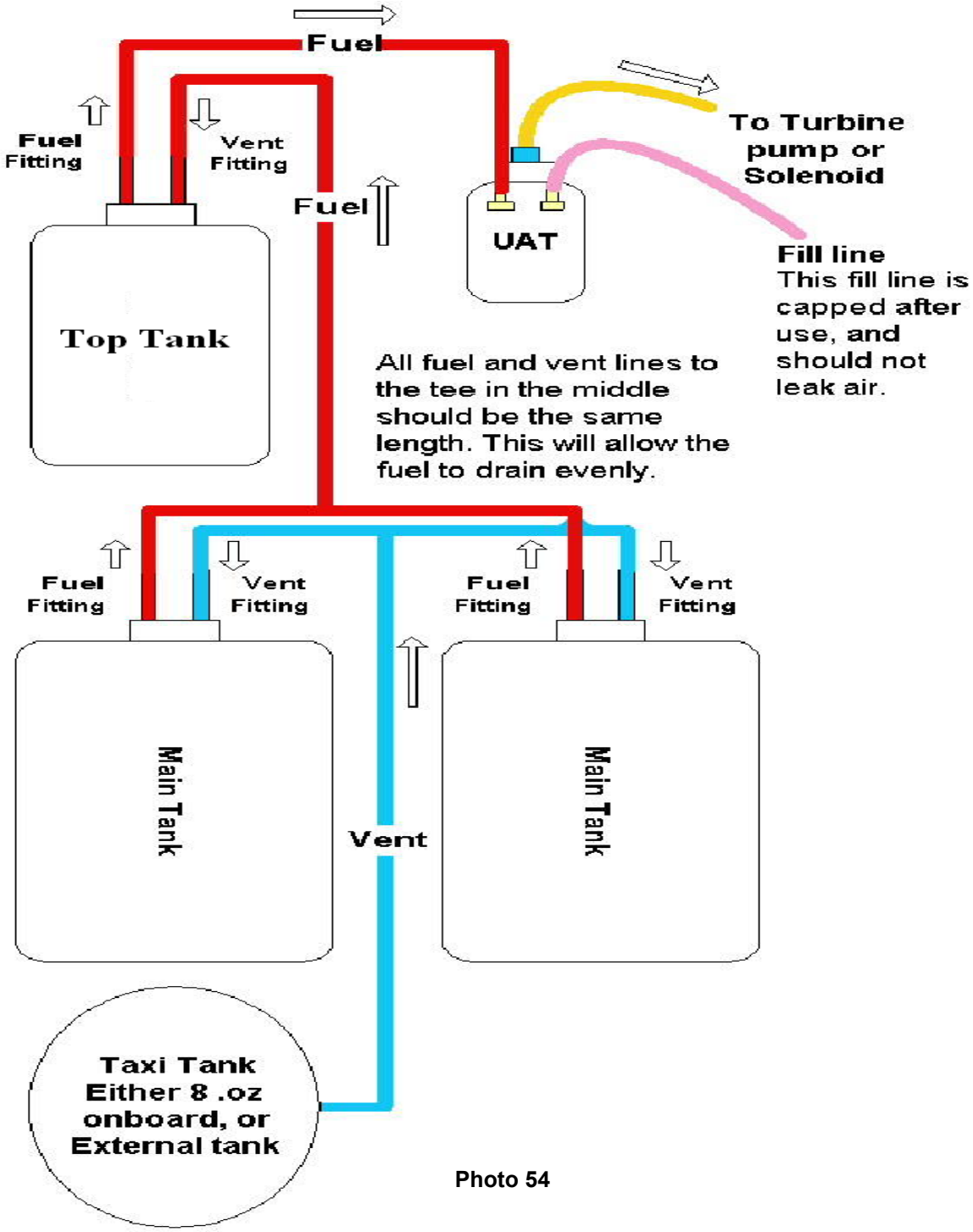

Photo 54

AIR SYSTEM You will need 2 x 2way and 1x 1way + sequencer. All work done at factory.

- Glue the air tanks (3) with silicon
- Use quick connectors on fuselage joints to help with break up of model.
- Fit the 3 filler valves and 3 pressure gauges onto plywood tray.
- Plumb the landing gear, door and brake system by using color air tubing. T all same color tubing together until a single pipe emerge. Fit electronic valves + sequencers on tray.

Photo 55

- Plumb speed brake.
- Secure 3 x 2 way electronic valves. This will be for speed brake and opening canopy. Canopy use sequencer to lock canopy in down position.
- The air system will consist of :

Air up, Air down retracts (2)
Air up, Air down nose + front main door(2)
Air up, Air down rear main door (2)
Air out brakes (1)
Air up, Air down speed brake (2)
Air up, Air down opening canopy (4)
Air filler input (3)

Total of 16 pipes

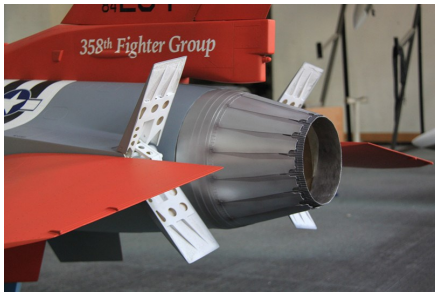

Photo 56

- Air leaks can damage your model! Please do a thorough check for air leaks. Make sure the system can hold pressure for at least an hour in the up and down position.
- Do not rush this installation.

- For scale functions such as speed brake and opening canopy you will require additional 2 way electronic valves.

Photo 57

AIR DIAGRAM

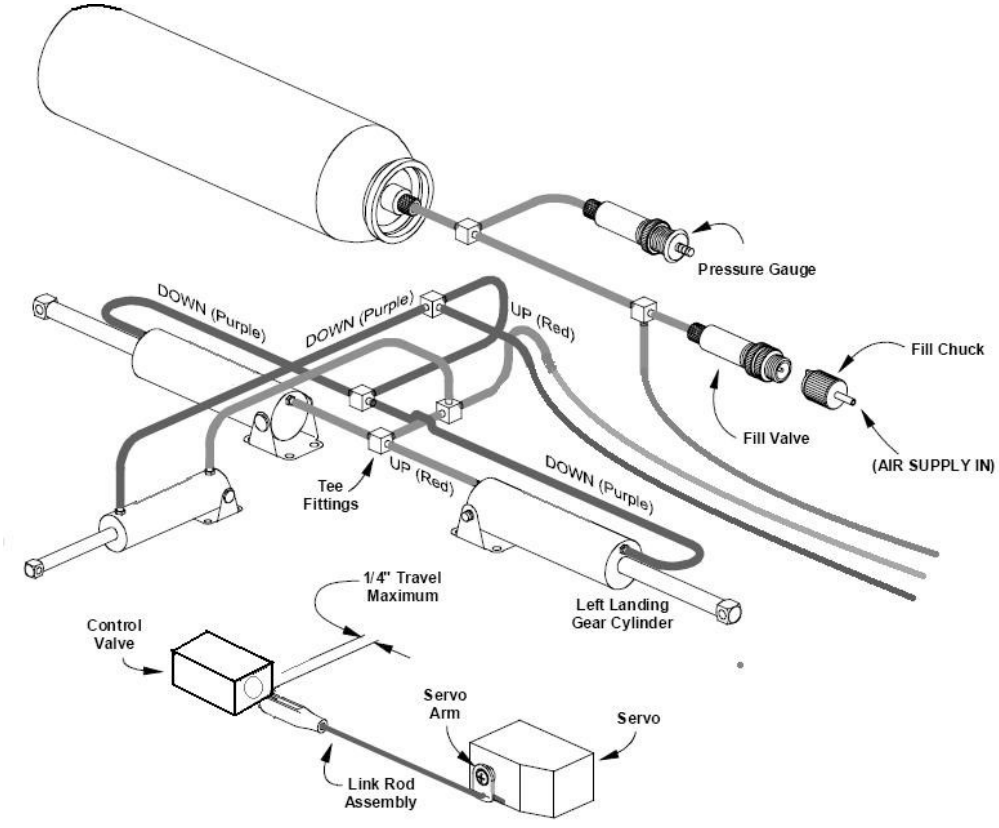

Photo 58 Diagram for retracts

TURBINE INSTALLATION

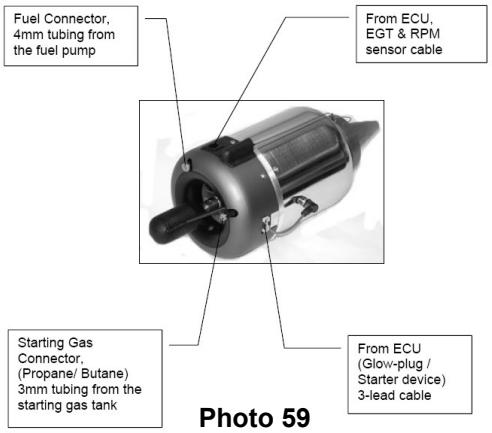

Photo 59

- Please follow the instructions supplied with your turbine.
- Run all turbine wires and power cables on opposite side of servo wires.
- Always secure all wires in harness. I would suggest you install a FOD. This will save you money in the long run.
- Install fuel pump close to UAT. We recommend to make use of a mechanical shut off valve as well.


Photo 60

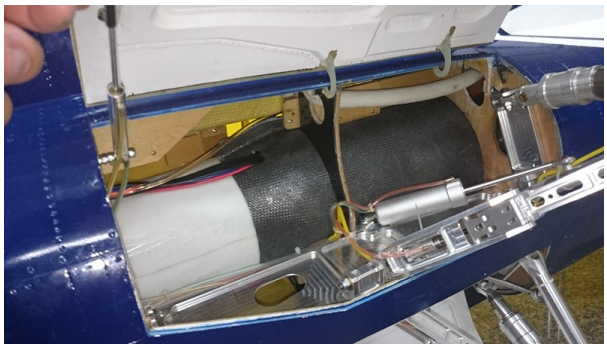
Photo 61

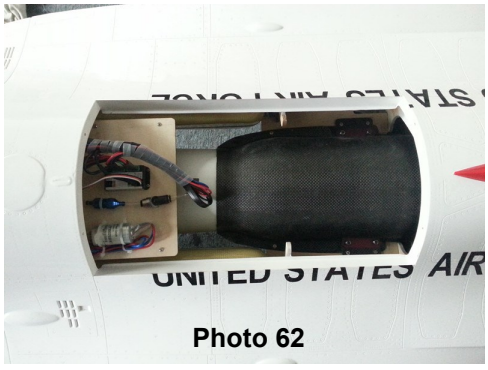
Photo 62

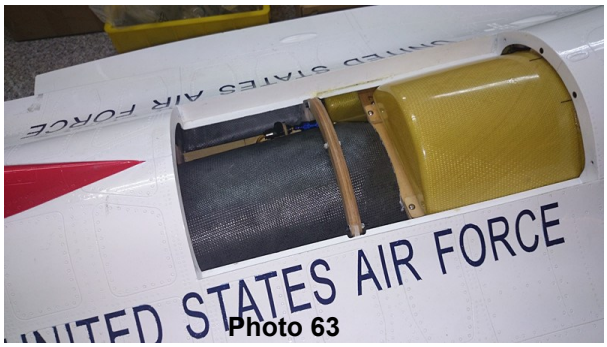

Photo 63

- Secure all Festo pipes with cable ties.
- Install LeFe / Li Po battery in nose.

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COCKPIT AND CANOPY (after painting)

Photo 64

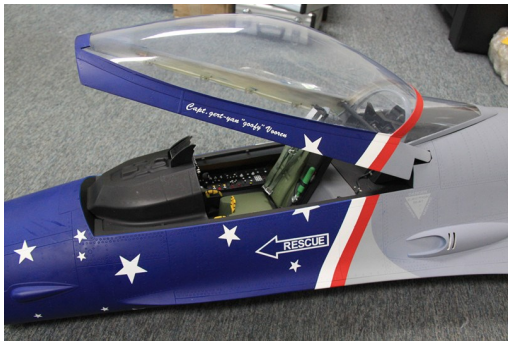

Photo 65

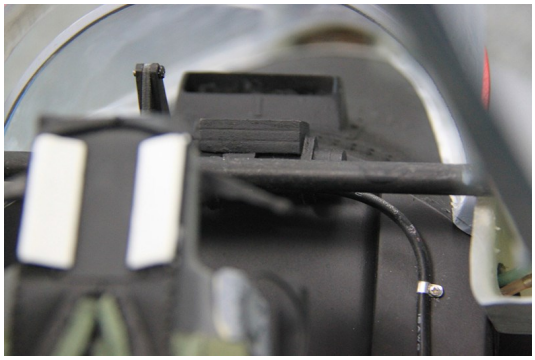

Photo 66

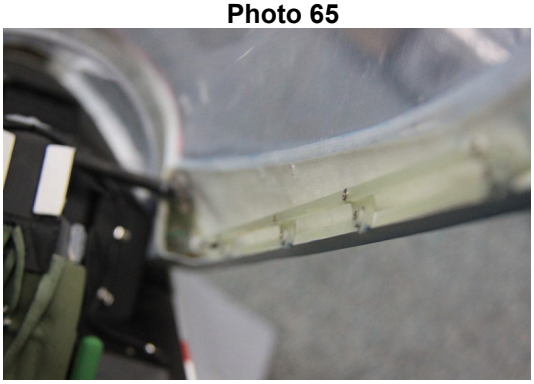

Photo 67

NOTE : The opening canopy is option. It can be ordered. All work done by factory. You will need to install the 2 x 2way valves and sequencer to operate canopy cylinders.

- ☐ Cut cockpit to fit fuselage.
- ☐ Secure rear of cockpit with 2 screws.
- ☐ Check that canopy cleat the cockpit. Trim if needed.
- ☐ Install pilot.

EQUIPMENT INSTALLATION INTO F16

- Equipment installation is a personal venture. There is one golden rule: Do it as neat and logical as possible! This will make fault finding and service of components easier. The F16 basically consist of 7 circuits!

1. Servo wires
2. Power cables
3. Data cables
4. Pneumatic pipes
5. Air pipes
6. Fuel pipes
7. RX cable / Satellite Receivers

Please try and separate these circuits as far as possible. It is advisable not to run RX cables near any kind of electrical fields. Make all switches and filler valves and charging sockets easy accessible. If you use S-bus technology it will simplify installation.

- The F16 will come out tail heavy if you do not plan installation. It is very important to install all equipment as far forward as possible.
- I have installed all batteries in nose.
- The cone can easily be removed to gain access to batteries and filler valves. Make sure the servo wires is routed for the job!

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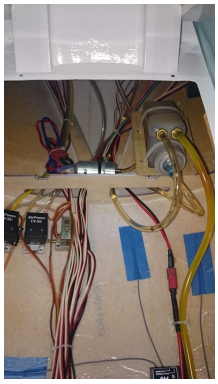

Photo 68

Photo 69

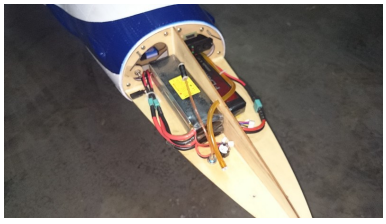

Photo 70

BEFORE YOU FLY

It is assumed that the builder of this kit has acquired the basic skills and knowledge necessary to make a safe and functional radio control installation into a model. Therefore, these notes are intended only to assist that experience.

TRAVEL MAX SETTINGS:

1.	Elevator	100	mm at T/E
2.	Rudder	42	mm each way
3.	Taileron	100	mm each way
4.	Flap	75	mm
5.	Flaperon	17	mm each way
6.	Slats	25	mm

SLAT MIX TO ELEVATOR VIDEO

This setting for high alpha flight!

LANDING SETTINGS

1.	Faperon	0	mm (no flaperon control for landing (only elevons)
2.	Flaps	70	mm (deployed below 90mph)
3.	Elevator mix 5mm up to Flap (for level flight)		
4.	Taileron	100	mm
5.	Slats	25	mm

TAKE OFF / NORMAL SETTINGS

1.	Flaperon	17	mm mixed to Elevons
2.	Elevator	100	mm
3.	Taileron	66	mm
4.	Flaps	40	mm
5.	Slats	18	mm

Photo 71

Do not change location of CG unless you are experience and have some feel of model before! 250mm— 280mm from leading edge.

I have flown F16's in various setups. It is very predictable model to fly. If you do not like to use flaperons and elevons, you can simply set it up with convention elevator and ailerons. The F16 have 1 huge control surface on the wing. So be careful with too much travel as the model will be over sensitive! The setup describe above is the best for this model for good response and very slow controllable landings.

Elevons: Tail surface setup for elevator and ailerons function also called tailerons.
Flaperons: Wing control surface set up for both flaps and ailerons.

- Set the maximum speed to 200mph! The prototype was tested with K210 turbine.

Take-Off

Do some taxi tests before your flight! Make sure you are familiar with all settings and make sure the model track straight on the ground without rudder input.

Choose a fine day for the maiden flight. Select take off flap or flight mode 1 and open throttle. Gently pull back on stick 40m down the runway. Raise the flaps and gear at safe altitude. If the ailerons feel sluggish—select higher rate. Land and adjust to fit your need. I

Slow Flight

Most of the first flight should be utilized to get familiar with the slow speed flight characteristics. Select the flaps to the takeoff position; there should be no pitch change. Extend the gear and select full landing flaps; adjust the power to maintain level flight and a speed of about 80—90mph. Climb to a safe altitude and slow the model to the edge of a stall to know where that edge is.

Landing

Fly a complete circuit before landing. Approach from the downwind side and lower the LG. Fly a complete circuit getting use to the power required. On the next circuit lower the flaps. It is very important to get the nose up for landing. Use elevator to get nose up and throttle to change altitude. You will need to work out a glide slope to fit your run way. Just before touch down—pull more elevator to flare model. If you do not get the nose up—it will be difficult to stop in time. Do not pull to much elevator in glide slope as you may ran out of elevator. There is fine line between just right and too much. Do not use speed brakes for landing on maiden. When you are happy and more experienced the speed brakes will slow model down faster. Let the model roll out and apply brakes.

Taxi back and do necessary adjustments to customize F16 before next flight.

We at Skymaster wish you many happy flights with your F16! Add some landing lights and load those weapons.

Blue skies!

Anton Lin and Skymaster Team!

Ordinance

Photo 72

Skymaster produce a set of ordinance. It can be ordered painted or unpainted.

All ordinance are slide fit for easy removal. All hard points and slots factory installed!