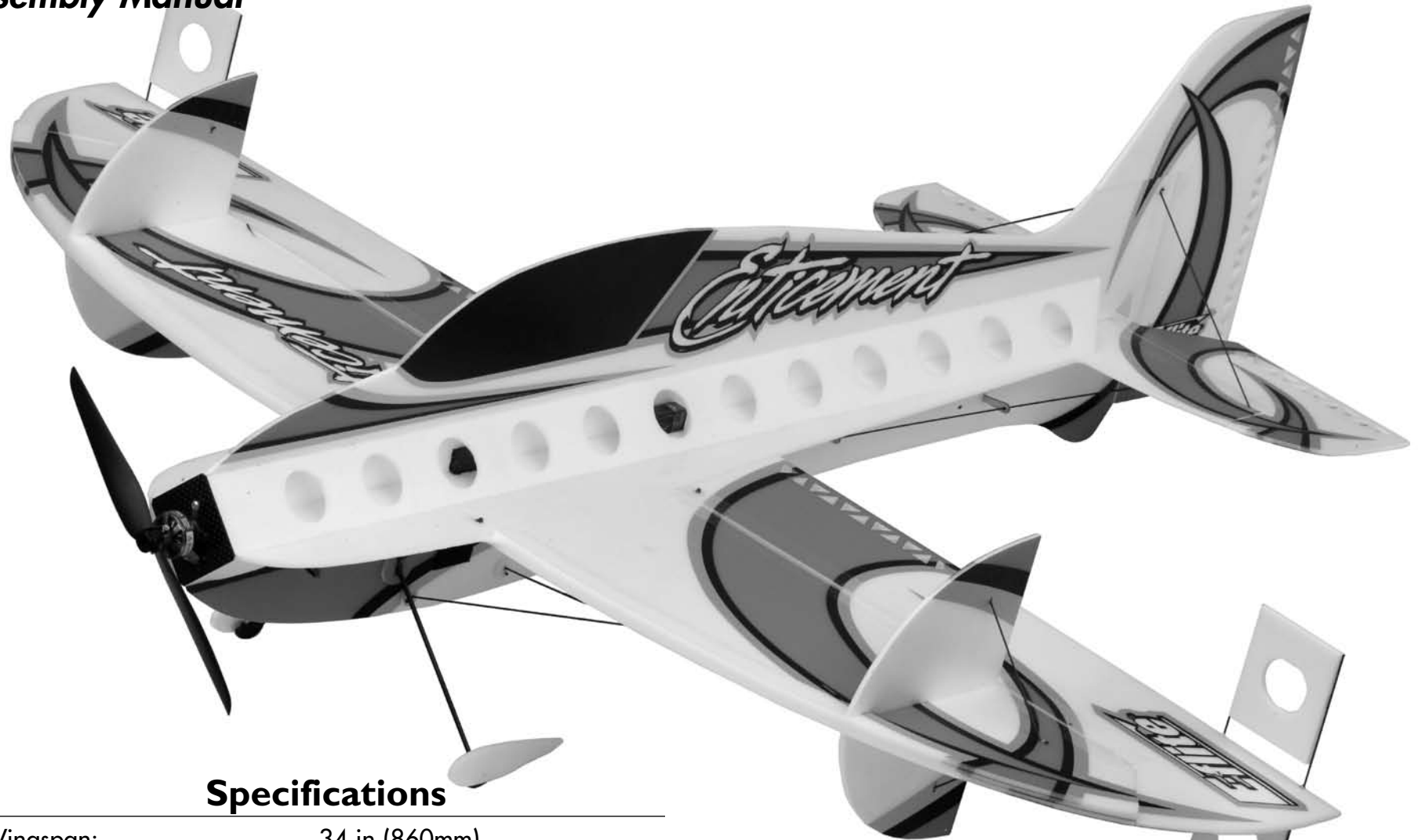


Enticement F3P Profile

Assembly Manual



Specifications

Wingspan:	34 in (860mm)
Length:	33 in (833mm)
Wing Area:	245 sq in (15.5 sq dm)
Weight w/ Battery:	5.0-5.75 oz (140-165 g)
Weight w/o Battery:	4.0-5.0 oz (115-140 g)

E-flite[®]
ADVANCING ELECTRIC FLIGHT

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Introduction

Thank you for purchasing the E-flite® Enticement F3P. The Enticement is an attractive, easy-to-assemble flat foam model, that offers incredible precision and aerobatic flight characteristics. Constructed primarily of 3mm Depron foam, the Enticement improves upon other similar designs in the market by adding the stability and strength some other models lack. The lightweight, laser-cut foam construction, carbon fiber support rods and carbon fiber firewall set a new industry standard for quality, durability and performance.

For anyone looking for an extremely lightweight, indoor foamie that excels in precision aerobatic flight and is easy to assemble, the Enticement is sure to tempt even the most steadfast RC pilot.

Using the Manual

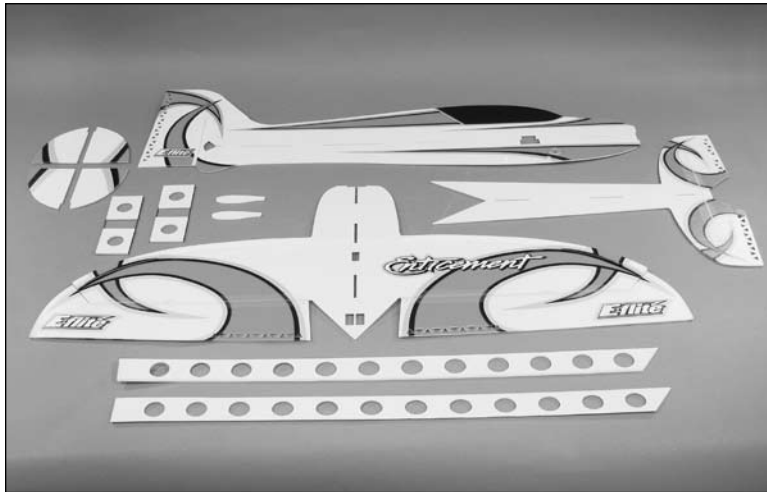
This manual is divided into sections to help make assembly easier to understand, and to provide breaks between each major section. In addition, check boxes have been placed next to each step to keep track of each step completed. Steps with a single circle (○) are performed once, while steps with two circles (○ ○) indicate that the step will require repeating, such as for a right or left wing panel, two servos, etc.

Remember to take your time and follow the directions.

Contents of Kit/Parts Layout

Replacement Parts

EFL1176	Motor Mount/Firewall
EFL1177	Carbon Pushrod Set
EFL1178	Carbon Bracing and Landing Gear
EFL1179	Wheel Pants
EFL1180	Pushrod Supports (Wood)
EFL1181	Landing Skids, 2.5mm



Required Radio Equipment

You will need a minimum 6-channel transmitter (for proper mixing and dual rate capabilities), crystals, micro receiver, and three sub-micro servos. You can choose to purchase a complete radio system that includes all of these items or, if you are using an existing transmitter, just purchase the other required equipment separately. We recommend the crystal-free, interference-free Spektrum™ DX7 2.4GHz DSM2™ 7-channel system. If using your own transmitter, we recommend the use of a JR SPORT™ 6-channel UltraLite receiver and E-flite® S60 Super Sub-Micro servos for 72MHz users or the Nanolite 6-channel flight pack for Spektrum users.

For Spektrum DX7 users

SPMAR6300F DSM2 6CH Nanolite Flight Pack

For 72MHz users

JRPR610UL** R610UL 6CH FM, Shrinkwrap
FM Receiver (72MHz)
EFLRS60 6.0-Gram Super Sub-Micro Servo (3)

If you are using a Spektrum DX6

SPM6000 AR6000 DSM 6-Channel Park
Flyer Receiver
EFLRS60 6.0-Gram Super Sub-Micro Servo (3)

Important Information About Motor Selection

We recommend the E-flite® Park 250 Brushless Outrunner Motor 2200Kv (EFLM1130) to provide you with lightweight precision F3P performance.

Outrunner Setup (E-flite)

EFLM1130	Park 250 Brushless Outrunner Motor, 2200Kv
EFLA1010	10-Amp Pro Brushless ESC
GWSEP8040B	8x4 Direct Drive Propeller
THP4802SJPL	480mAh 2-Cell 7.4V Li-Po, JST
EFLC3005	Celectra™ 1–3 Cell Li-Po Charger

Optional Accessories

EFLA110 Power Meter

Required Tools and Adhesives

Tools & Equipment

EFLA250 Park Flyer Tool Assortment, 5-piece

Or Purchase Separately

EFLA257 Screwdriver, #0 Phillips (or included with EFLA250)

Foam-safe CA
Foam-safe CA activator
Hot glue gun
Low-temperature hot glue
Hobby knife (#11 blade)
Ruler
Soldering iron
Straight edge
Square
Low-tack masking tape

Notes Regarding Servos and ESC

WARNING: Use of servos other than those we recommend may overload the BEC of the recommended Electronic Speed Control (ESC). We suggest the use of only the servos we recommend when utilizing the recommended ESC's BEC, or the use of a separate BEC (like the UBEC) or receiver battery pack when using other servos.

Note on Lithium Polymer Batteries



Lithium Polymer batteries are significantly more volatile than alkaline or Ni-Cd/Ni-MH batteries used in RC applications. All manufacturer's instructions and warnings must be followed closely. Mishandling of Li-Po batteries can result in fire. Always follow the manufacturer's instructions when disposing of Lithium Polymer batteries.

Warning

An RC aircraft is not a toy! If misused, it can cause serious bodily harm and damage to property. Fly only in open areas, preferably at AMA (Academy of Model Aeronautics) approved flying sites, following all instructions included with your radio.

Keep loose items that can get entangled in the propeller away from the prop, including loose clothing, or other objects such as pencils and screwdrivers. Especially keep your hands away from the propeller.

Warranty Period

Horizon Hobby, Inc., (Horizon) warrants that the Products purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase by the Purchaser.

Limited Warranty

(a) This warranty is limited to the original Purchaser ("Purchaser") and is not transferable. REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE EXCLUSIVE REMEDY OF THE PURCHASER. This warranty covers only those Products purchased from an authorized Horizon dealer. Third party transactions are not covered by this warranty. Proof of purchase is required for warranty claims. Further, Horizon reserves the right to change or modify this warranty without notice and disclaims all other warranties, express or implied.

(b) Limitations- HORIZON MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, ABOUT NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE PRODUCT. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

(c) Purchaser Remedy- Horizon's sole obligation hereunder shall be that Horizon will, at its option, (i) repair or (ii) replace, any Product determined by Horizon to be defective. In the event of a defect, these are the Purchaser's exclusive remedies. Horizon reserves the right to inspect any and all equipment involved in a warranty claim. Repair or replacement decisions are at the sole discretion of Horizon. This warranty does not cover cosmetic damage or damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or modification of or to any part of the Product. This warranty does not cover damage due to improper installation, operation, maintenance, or attempted repair by anyone other than Horizon. Return of any goods by Purchaser must be approved in writing by Horizon before shipment.

Damage Limits

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY CONNECTED WITH THE PRODUCT, WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, NEGLIGENCE, OR STRICT LIABILITY. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability.

If you as the Purchaser or user are not prepared to accept the liability associated with the use of this Product, you are advised to return this Product immediately in new and unused condition to the place of purchase.

Law: These Terms are governed by Illinois law (without regard to conflict of law principals).

Safety Precautions

This is a sophisticated hobby Product and not a toy. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the Product or other property. This Product is not intended for use by children without direct adult supervision. The Product manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or injury.

Questions, Assistance, and Repairs

Your local hobby store and/or place of purchase cannot provide warranty support or repair. Once assembly, setup or use of the Product has been started, you must contact Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please direct your email to productsupport@horizonhobby.com, or call 877.504.0233 toll free to speak to a service technician.

Inspection or Repairs

If this Product needs to be inspected or repaired, please call for a Return Merchandise Authorization (RMA). Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as **Horizon is not responsible for merchandise until it arrives and is accepted at our facility.** A Service Repair Request is available at www.horizonhobby.com on the "Support" tab. If you do not have internet access, please include a letter with your complete name, street address, email address and phone number where you can be reached during business days, your RMA number, a list of the included items, method of payment for any non-warranty expenses and a brief summary of the problem. Your original sales receipt must also be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

Warranty Inspection and Repairs

To receive warranty service, you must include your original sales receipt verifying the proof-of-purchase date. Provided warranty conditions have been met, your Product will be repaired or replaced free of charge. Repair or replacement decisions are at the sole discretion of Horizon Hobby.

Non-Warranty Repairs

Should your repair not be covered by warranty the repair will be completed and payment will be required without notification or estimate of the expense unless the expense exceeds 50% of the retail purchase cost. By submitting the item for repair you are agreeing to payment of the repair without notification. Repair estimates are available upon request. You must include this request with your repair. Non-warranty repair estimates will be billed a minimum of ½ hour of labor. In addition you will be billed for return freight. Please advise us of your preferred method of payment. Horizon accepts money orders and cashiers checks, as well as Visa, MasterCard, American Express, and Discover cards. If you choose to pay by credit card, please include your credit card number and expiration date. Any repair left unpaid or unclaimed after 90 days will be considered abandoned and will be disposed of accordingly. ***Please note: non-warranty repair is only available on electronics and model engines.***

Electronics and engines requiring inspection or repair should be shipped to the following address:

Horizon Service Center
4105 Fieldstone Road
Champaign, Illinois 61822

All other Products requiring warranty inspection or repair should be shipped to the following address:

Horizon Product Support
4105 Fieldstone Road
Champaign, Illinois 61822

Please call 877-504-0233 with any questions or concerns regarding this product or warranty.

Safety, Precautions, and Warnings

As the user of this product, you are solely responsible for operating it in a manner that does not endanger yourself and others or result in damage to the product or the property of others.

Carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.) that you use.

This model is controlled by a radio signal that is subject to interference from many sources outside your control. This interference can cause momentary loss of control so it is necessary to always keep a safe distance in all directions around your model, as this margin will help to avoid collisions or injury.

- Always operate your model in an open area away from cars, traffic, or people.
- Avoid operating your model in the street where injury or damage can occur.
- Never operate the model out into the street or populated areas for any reason.
- Never operate your model with low transmitter batteries.
- Carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.) that you use.
- Keep all chemicals, small parts and anything electrical out of the reach of children.
- Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.

Airframe Assembly

Required Parts

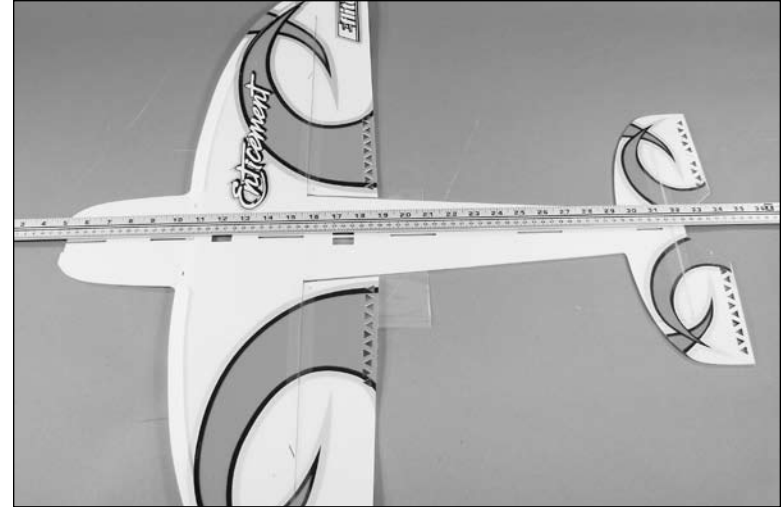
Vertical fuselage	Foam firewall
Top fuselage stiffener (2)	Bottom fuselage stiffener (2)
Stabilizer/rear horizontal fuselage	
Main wing/front horizontal fuselage	

Required Tools and Adhesives

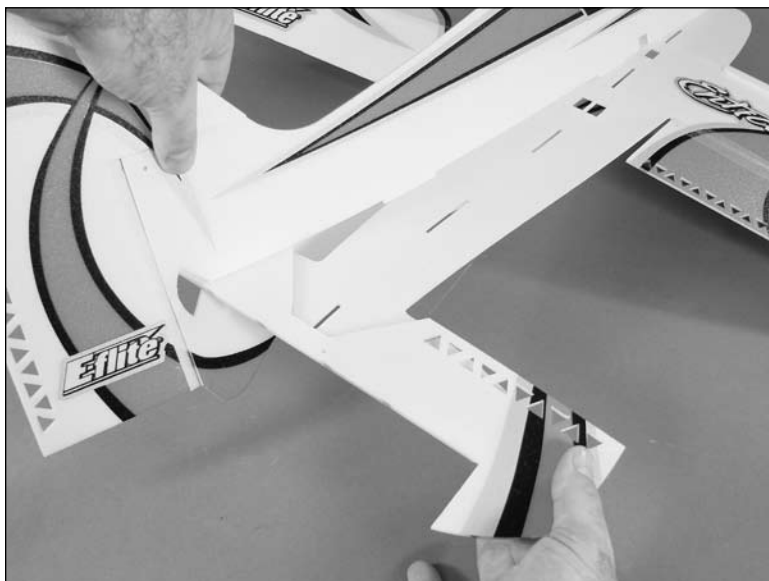
Foam-safe CA	Square
Foam-safe CA activator	Straight edge
Low tack tape	

Note: Although it is easy to build your Enticement, it is also easy to build it crooked. Take your time with each step and check the alignment of the model as you progress. A straight model will perform much better than one that is not.

- 1. Place a piece of waxed paper or the packaging from your model onto your work surface. With the main wing resting on the waxed paper, slide the rear horizontal fuselage in position. Use a straight edge to check the alignment of the two pieces, aligning the holes in the center of each. (Make sure the top of both fuse pieces are facing up.) Use foam-safe CA to glue the two pieces together. Allow the CA to fully cure before proceeding.



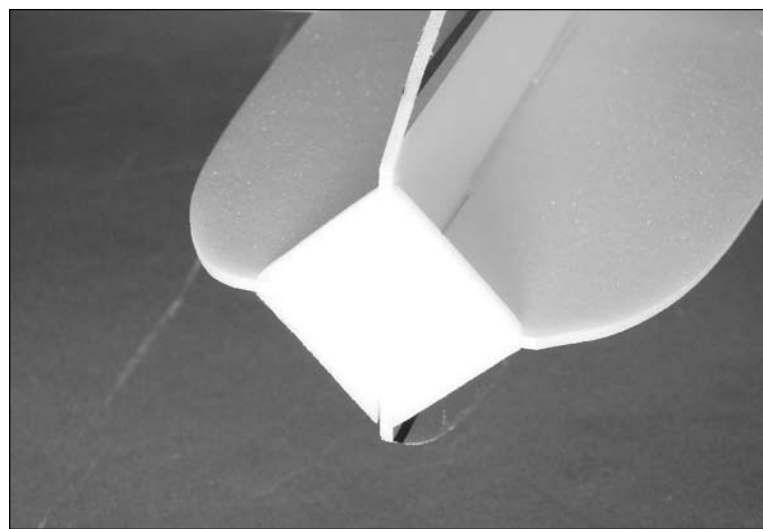
- 2. Slide the horizontal fuselage into the vertical fuselage, nose first. You will need to fold the elevator up onto the stabilizer and bend the horizontal fuselage slightly to fit it into the vertical fuselage.



- 3. Flip the elevator back into its correct position and align the tabs from the vertical fuselage into the slots in the horizontal fuselage. Do not glue the vertical fuse to the horizontal fuse at this time.



- 4. Position the foam firewall at the front of the fuselage. The vertical and horizontal fuselage pieces will fit tight against the firewall. Use foam-safe CA to glue the foam firewall to the vertical and horizontal fuselage.

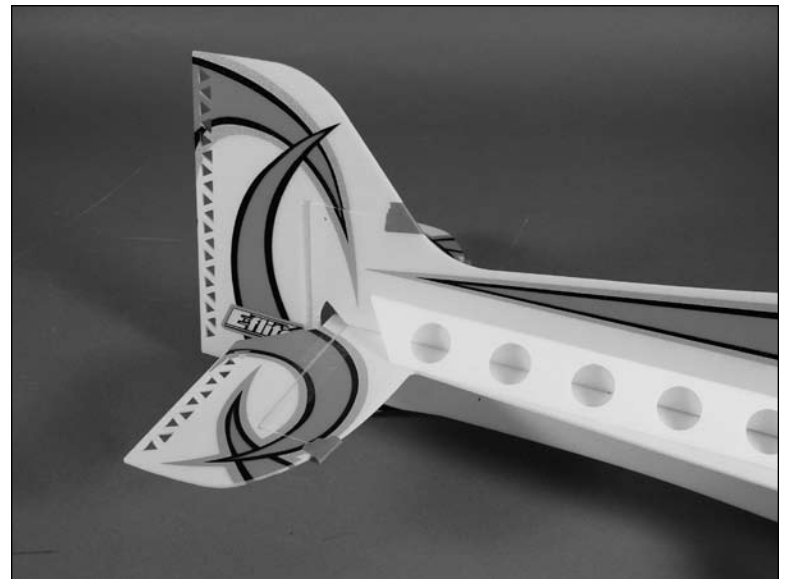


- 5. Use a square and foam-safe CA to glue the vertical and horizontal fuselage pieces together. Start at the front and slowly work your way toward the rear of the fuselage, gluing small sections at a time.



Note: Use low-tack tape to tape the control surfaces in their neutral positions. This will make the airframe easier to handle during assembly. Be careful not to tape the printed surfaces as there is a chance of the printing coming off when removing the tape.

- 6. Locate the top fuselage stiffeners. Note the positioning of the stiffener in the following photos. Glue the stiffener to the top edge of the foam firewall to start. Again, work slowly, gluing the stiffener to the fuselage pieces. The stiffener is positioned at a 45-degree angle to each; position it equally on both fuselage pieces.



- 7. Locate the bottom fuselage stiffeners. Note the positioning of the stiffener in the following photo. Glue the stiffener to the top edge of the foam firewall to start. Glue the stiffener to the fuselage pieces using foam-safe CA.



Carbon Rod/Landing Gear Installation

Required Parts

Assembled airframe	Molded skid (2)
1 ⁵ / ₈ -inch (41mm) carbon rod (2)	
5 ⁵ / ₈ -inch (144mm) carbon rod (2)	
10 ³ / ₄ -inch (274mm) carbon rod (2)	
11 ¹ / ₂ -inch (294mm) carbon rod (2)	
3/32 x 6 ⁷ / ₈ -inch (2.5mm x 175mm) landing gear strut (2)	

Required Tools and Adhesives

Foam-safe CA	Foam-safe CA activator
Hobby knife	Square

Note: You must take extra care in this section to maintain the alignment of your airframe and to not build in any unwanted twists in the airframe. Make sure to keep everything aligned and the wing straight with the fuselage. Also make sure not to induce any twist in the wing, which could adversely affect the flight characteristics of your aircraft.

- 1. Use a hobby knife to remove the hinge tape covering the slots for the carbon rods along the aileron hinge line on both the left and right wing panels.



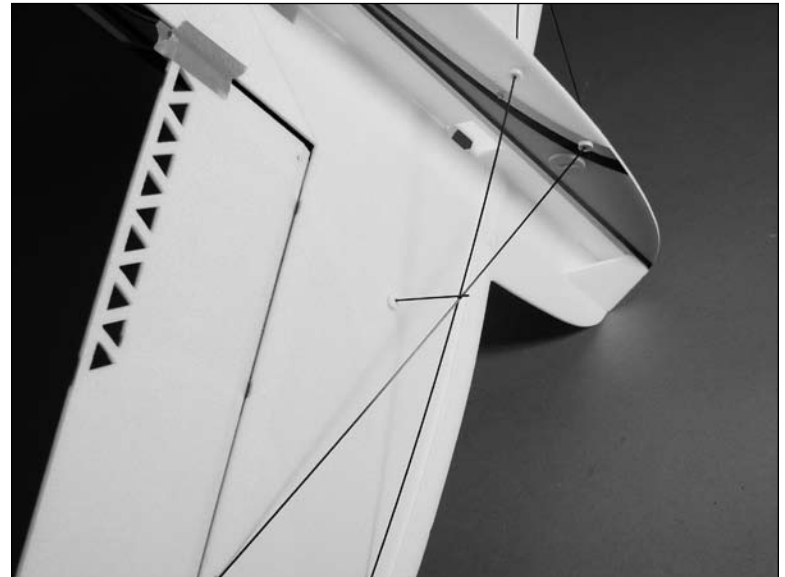
- ○ 2. Locate the 10³/₄-inch (274mm) carbon rod. Position the rod from the slot near the leading edge of the wing to the rear position on the vertical fuselage. Glue ONLY the position at the wing at this time. The carbon will protrude out of the top of the wing for all struts about 1–2mm.



- ○ 3. Locate the 11¹/₂-inch (294mm) carbon rod. Position the rod from the slot near the aileron hinge line of the wing to the forward position on the vertical fuselage. Glue ONLY the position at the wing at this time.



- 4. Repeat Steps 2 and 3 for the opposite wing panel.
- 5. Check the alignment of the wing to the fuselage to make sure the wing is not twisted and is parallel to the work surface. Use foam-safe CA to glue the carbon rods to the vertical fuselage once the alignment has been checked thoroughly.
- 6. Locate the two 1⁵/₈-inch (41mm) carbon rods. Position the rod in the wing flush with the top of the wing. Align the carbon rod at the "V" intersection nearest the fuselage of the carbon wing rods. Use foam-safe CA to glue the 1⁵/₈-inch (41mm) carbon rods to the wing and the intersection of the carbon rods. The support rod should be perpendicular to the wing.



- 7. Locate the two $5\frac{5}{8}$ -inch (144mm) carbon rods. Insert the carbon rods between the vertical fin and horizontal stabilizer. Glue the rods at the fin ONLY using foam-safe CA, then use a square to check to make sure the fin is square to the stabilizer. Once the fin and stabilizer are square, use foam-safe CA to glue the carbon rods to the stabilizer.



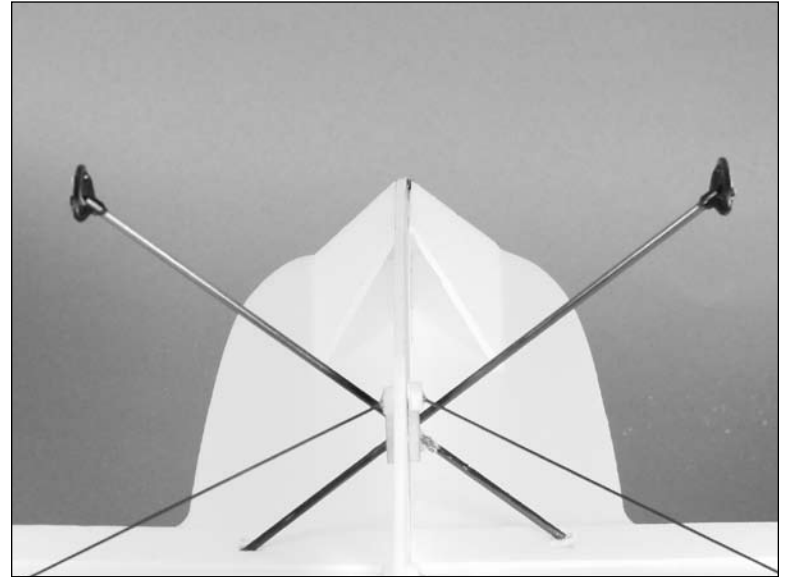
- 8. Locate the two $\frac{3}{32} \times 6\frac{7}{8}$ -inch (2.5mm x 175mm) landing gear struts. Use foam-safe CA to glue the molded skids to the struts.



- 9. Slide the struts through the fuselage and into the slot in the wing. Allow about 3/32-inch (2.5mm) of the strut protruding above the top of the wing.



- 10. Align the skids so they are parallel to the horizontal fuselage and use foam-safe CA to glue the landing gear to the vertical fuselage and wing.



Servo Installation

Required Parts

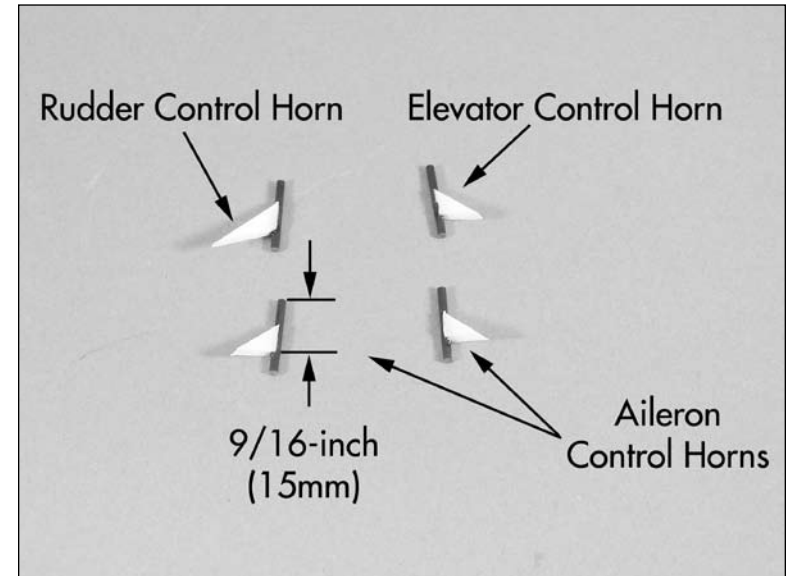
Airframe assembly
Rudder control horn support
1/16 x 13/16-inch (2mm x 20mm) carbon control horn (4)
4-inch (103mm) carbon pushrods (2)
14⁷/₁₆-inch (370mm) carbon pushrod (1)
15⁵/₈-inch (398mm) carbon pushrod (1)
Plywood pushrod supports (4)

Control horn support (3)
Heat-shrink tubing (4)

Required Tools and Adhesives

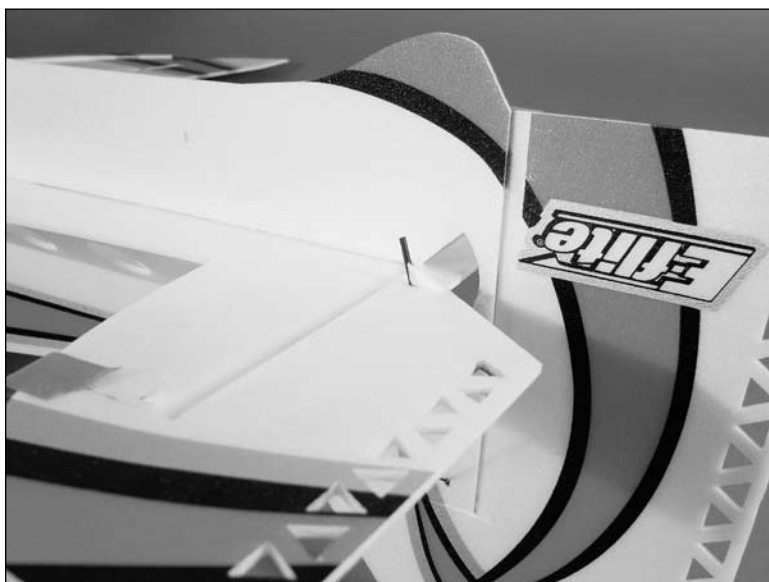
Foam-safe CA
Low-temperature hot glue
Soldering iron
Foam-safe CA activator
Hot glue gun
Hobby knife

1. Use a ruler to measure 9/16-inch (15mm) on each of the four 1/16 x 13/16-inch (2mm x 20mm) carbon control horns. Use foam-safe CA to glue each of the control horn supports to the rods with the bottom edge of the support 9/16-inch (15mm) from the top of the control horn.



Note: The rudder control horn support is longer than the aileron and elevator supports. This longer edge faces away from the control horn as shown in the photo.

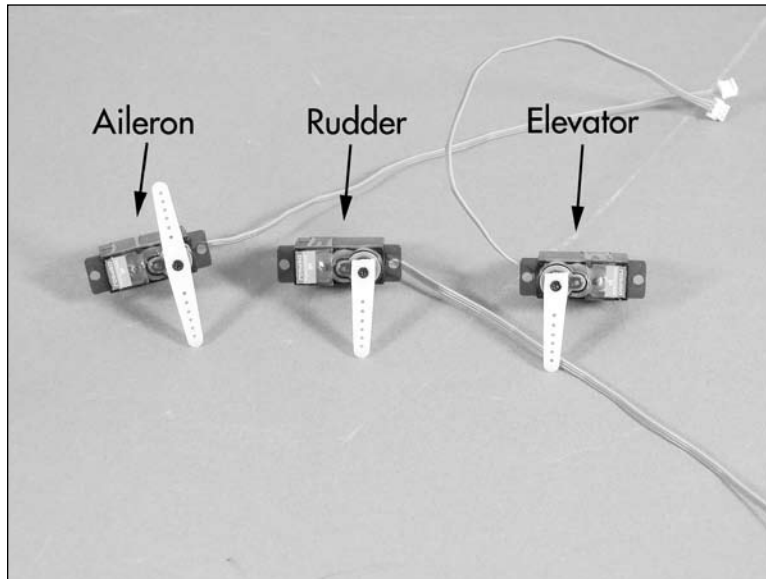
- 2. Use foam-safe CA to glue the control horns to the ailerons and elevator. Make sure to remove any hinge tape using a hobby knife so the support is glued directly to the foam. All control horn supports should be perpendicular to the hinge line.



- 3. Use foam-safe CA to glue the rudder control horn to the rudder. The horn will be on the side opposite the elevator control horn. Again, remove any hinge tape so the horn is glued securely to the rudder.



- 4. Plug the servos into the radio system and make sure they operate and are centered as well. Also center the trims on the transmitter at this time. If you are using a computer radio, start with a clear model program and check that all sub trims are set to 0 and all throws are set to 100%. Prepare the servos for installation by attaching the long 3D arms on the servos and by removing any unnecessary arms from the elevator and rudder servo horns as shown.



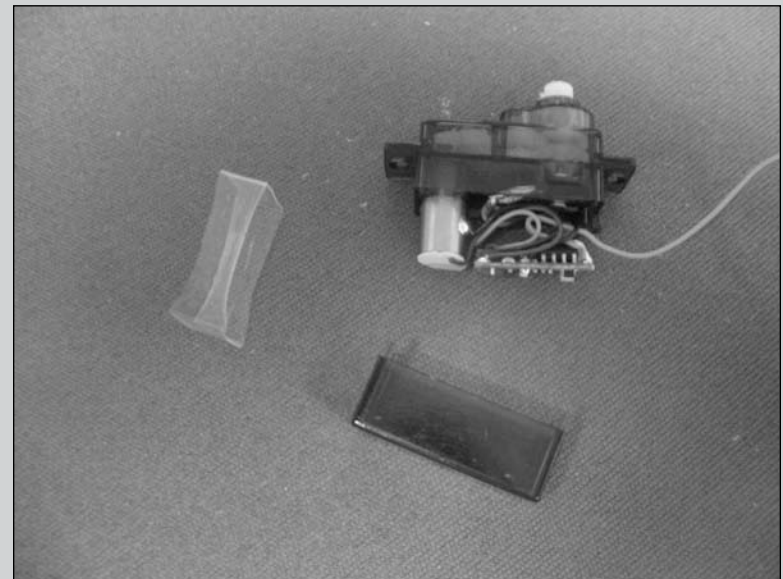
WARNING: The next step will void your servo warranty!

Hint: If you really want to lighten up the Enticement there are a few things that can be done.

These next steps will net almost 3 grams in savings.

You will need extra 1mm carbon rod and extra heat shrink tubing to complete the following steps.

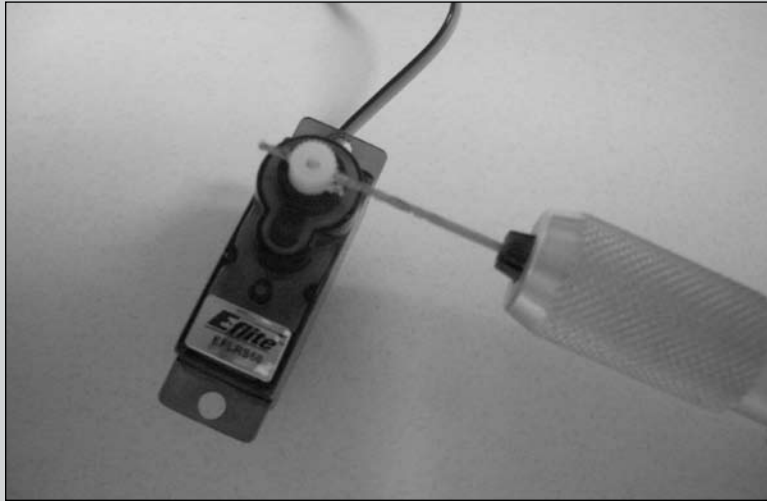
- A. Take the case off of the bottom of the S60 servo.



You can also eliminate the servo control horn by using a piece 1mm carbon rod cut to the correct length. This must be done with great caution.

- C. Center the servo using the radio system as described in Step 4.

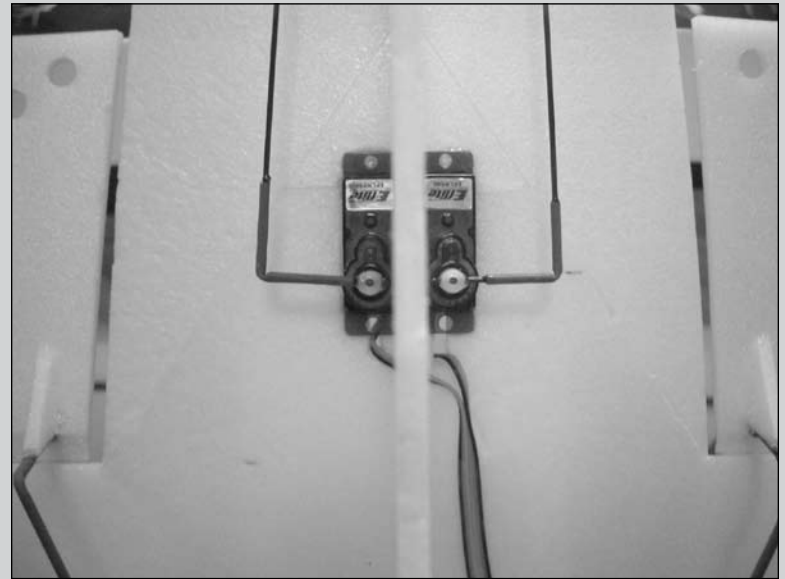
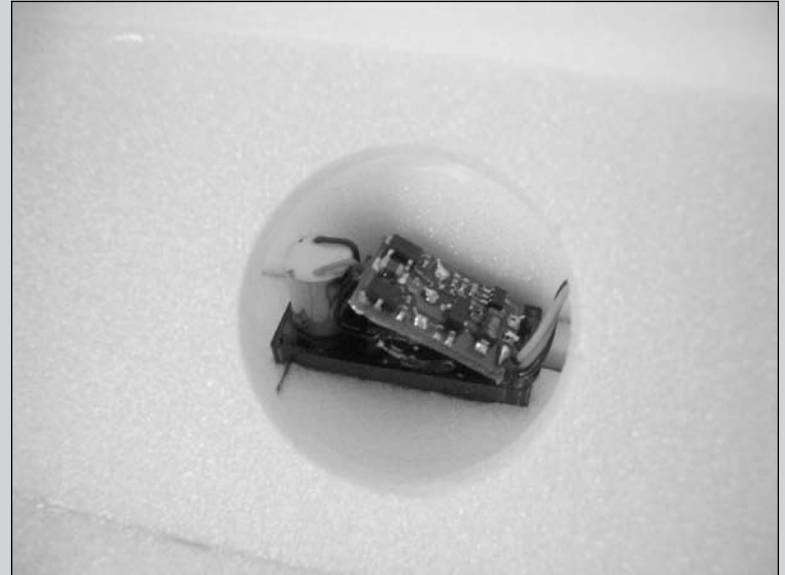
- D. Carefully drill out the servo spline at the correct angle for the carbon rod.

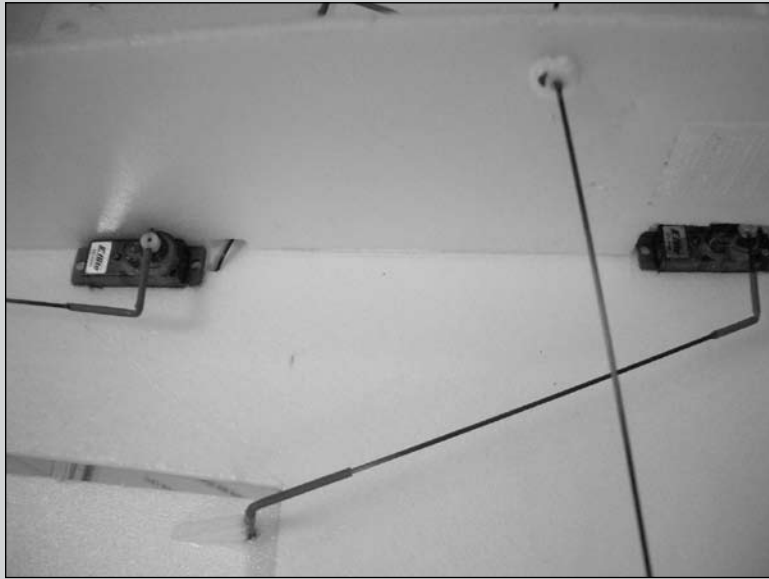


- E. Insert the carbon rod and glue it to the spline. (Do this with extreme caution!) The easiest way that we have found is to turn the servo upside down (spline down) and use thin CA that has been put on the end of a hobby knife blade.

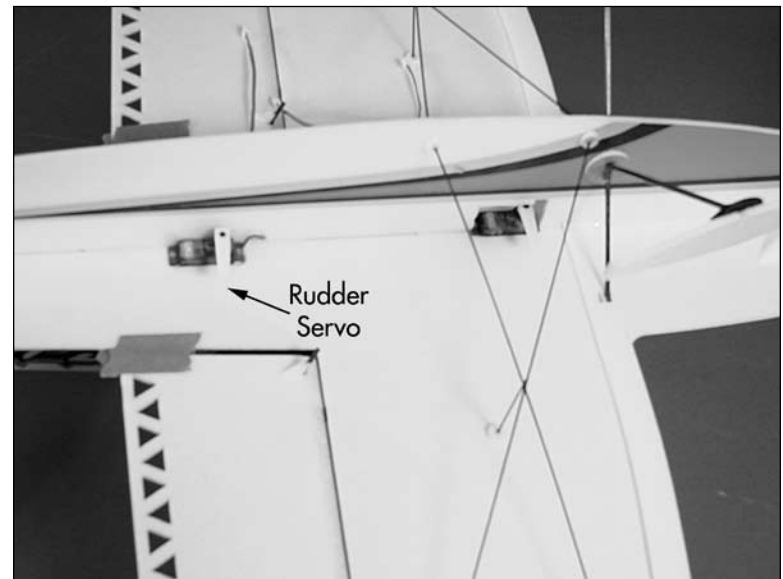
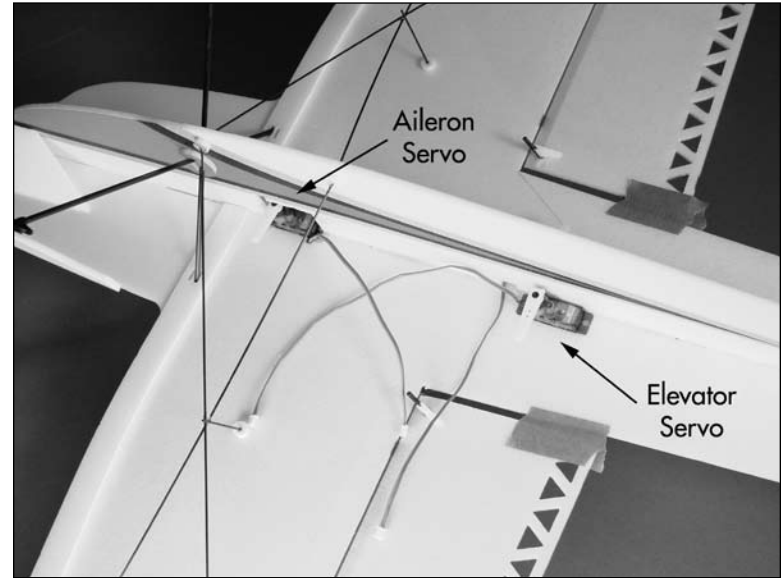


The following images show the servos installed with the previous modifications.

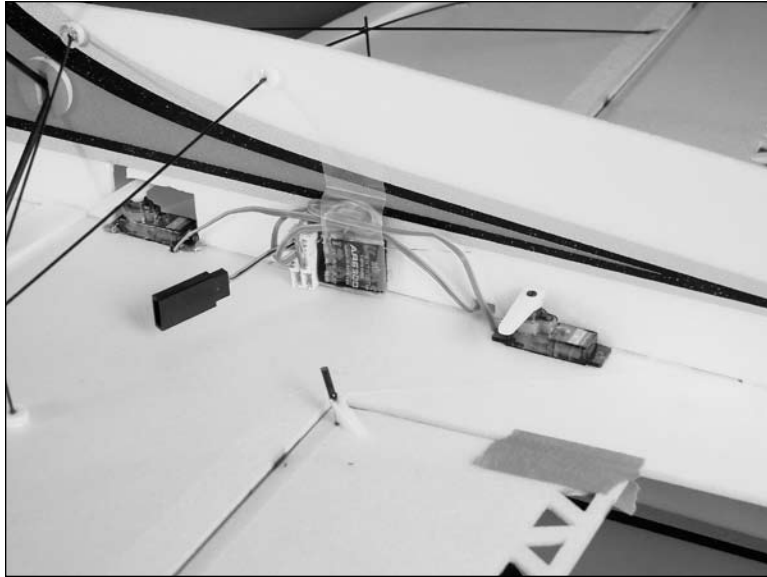




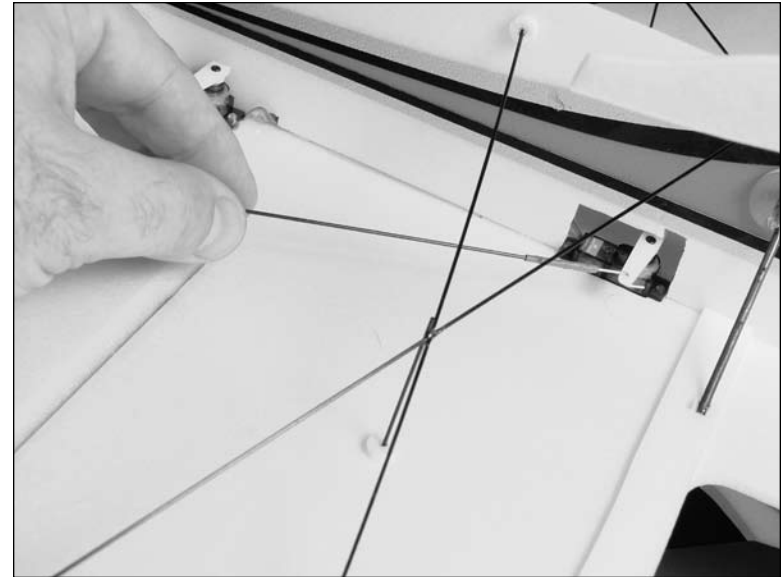
- 5. Use low-temperature hot glue to secure the servos in the fuselage. All the output arms for the servos will face the front of the aircraft.



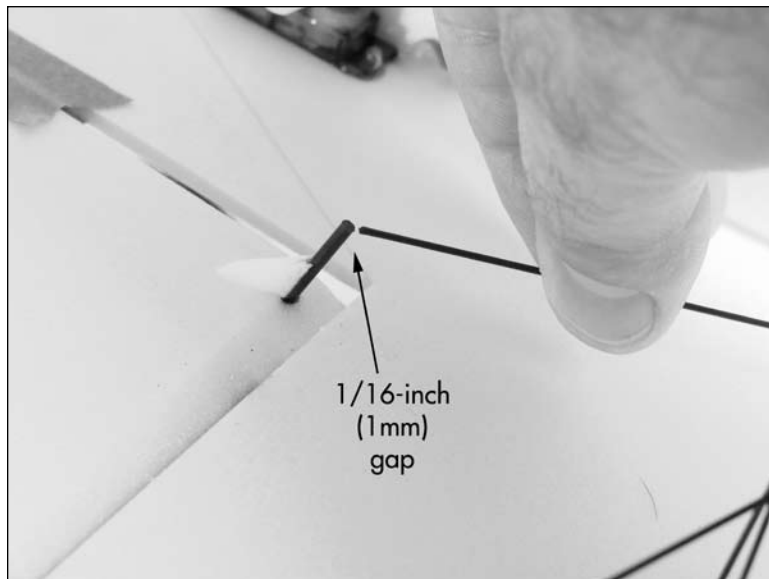
- 6. Use hook and loop tape to attach the receiver to the fuselage. Use clear tape to secure the servo leads to the fuselage so they will not interfere with the operation of the linkage in flight. Also plug the adapter for the speed control into the receiver at this time if necessary.



- 7. Attach the Z-bend from the 4-inch (103mm) carbon pushrods to the outer holes of the aileron servo arm.



- 8. With the ailerons and aileron servo centered, check the distance between the horns and pushrods. There should be a 1/16-inch (1mm) gap between them. If not, use side cutters to trim the pushrods to the correct length.



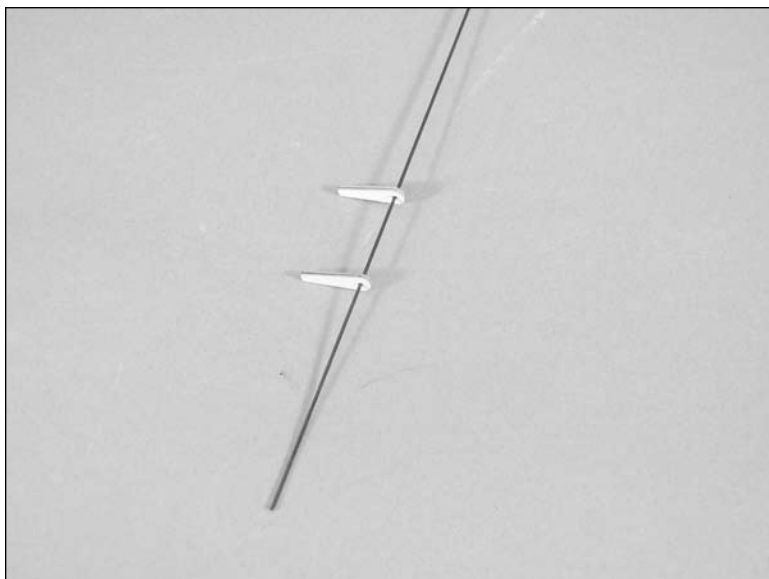
- 9. Slide the heat shrink tubing on the control horns, then slide the pushrods into the heat shrink, centering the heat shrink between the two. Use a soldering iron to shrink the tubing onto the control horns and pushrods for both ailerons.



Note: You must use a soldering iron to shrink the tubing. The heat from other methods cannot be controlled as well and will cause damage to your airframe.

- 10. Repeat Steps 7 through 9 for the opposite aileron pushrod installation.

- ○ 11. Slide the two supports onto the 15⁵/₈-inch (398mm) rudder pushrod.



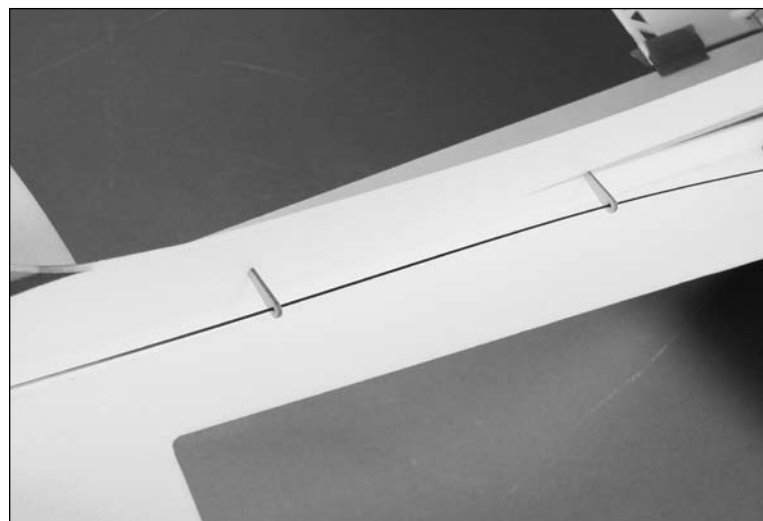
- ○ 12. Attach the Z-bend from the pushrod to the rudder servo.



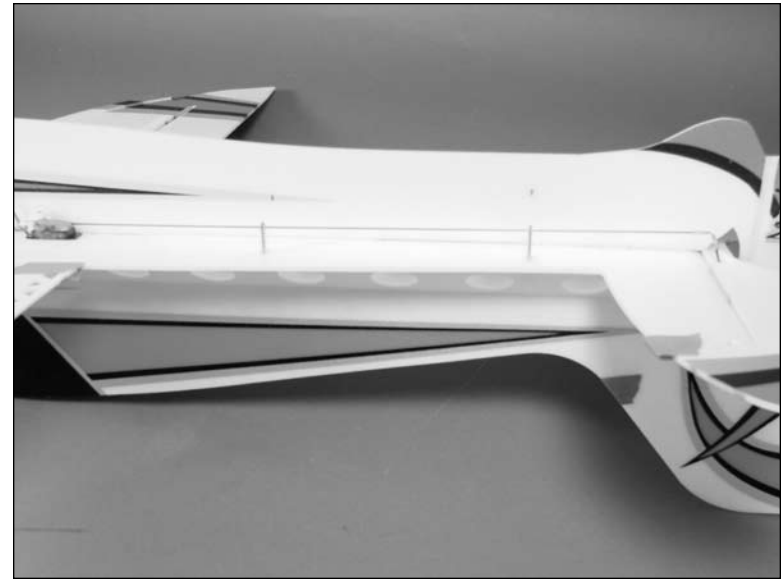
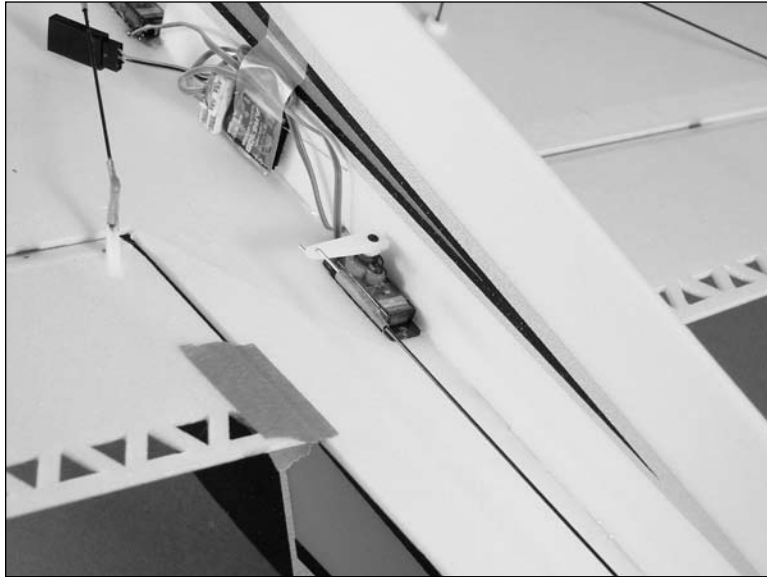
- ○ 13. Repeat Steps 8 and 9 to attach the pushrod to the control horn.



- ○ 14. Use foam-safe CA to glue the pushrod supports in the notches in the fuselage. Make sure to position the supports so they do not bind the pushrod when operating the rudder.



- 15. The installation of the $14\frac{7}{16}$ -inch (366mm) elevator pushrod is identical to that of the rudder pushrod. Repeat Steps 8 through 14 to install the elevator pushrod.



- 16. Once all the pushrods have been installed, remove the low-tack tape holding the control surfaces centered and check the operation of your radio system.

Motor Installation

Required Parts

Assembled airframe	Carbon firewall
Motor w/hardware	Speed control
Propeller	Hook and loop tape
Motor battery	

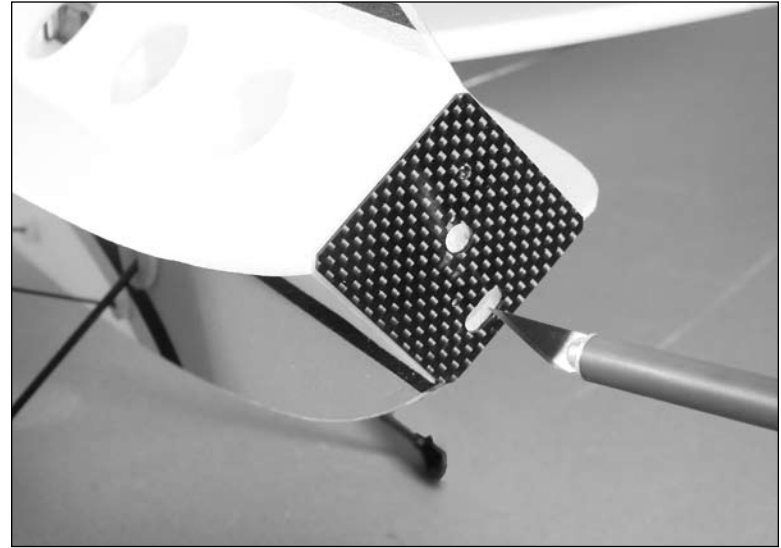
Required Tools and Adhesives

Foam-safe CA	Foam-safe CA activator
Hobby knife	Phillips screwdriver: #0

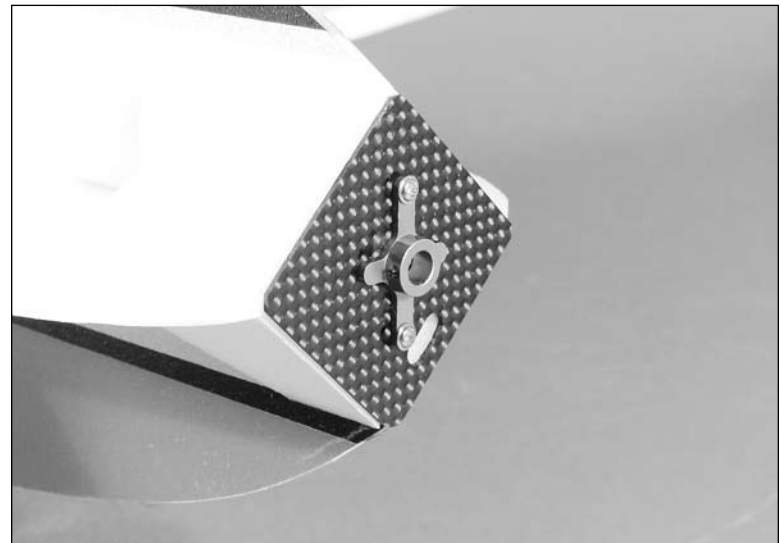
- 1. Use foam-safe CA to attach the firewall to the fuselage. The opening for the motor leads is on the left-hand side of the aircraft from the pilots perspective toward the bottom. (Make sure to locate the firewall as pictured below.)



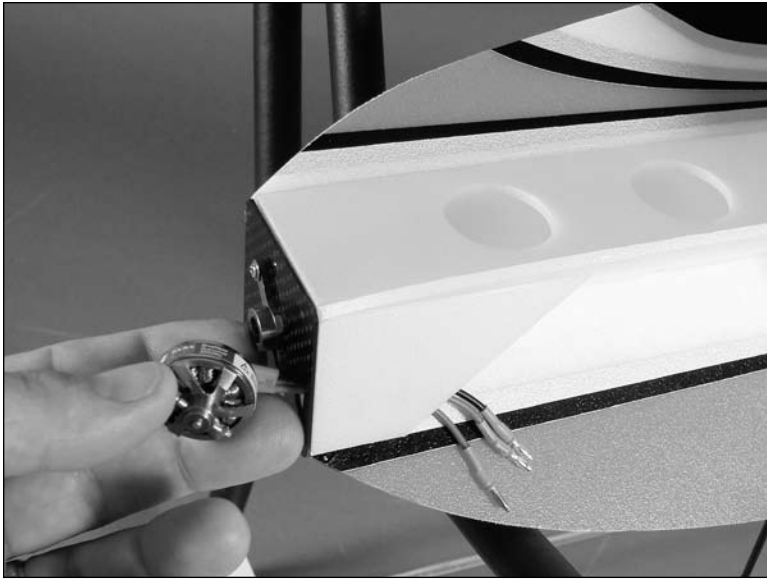
- 2. Use a hobby knife to remove the foam from the firewall in the location for the motor leads and in the center of the firewall as well.



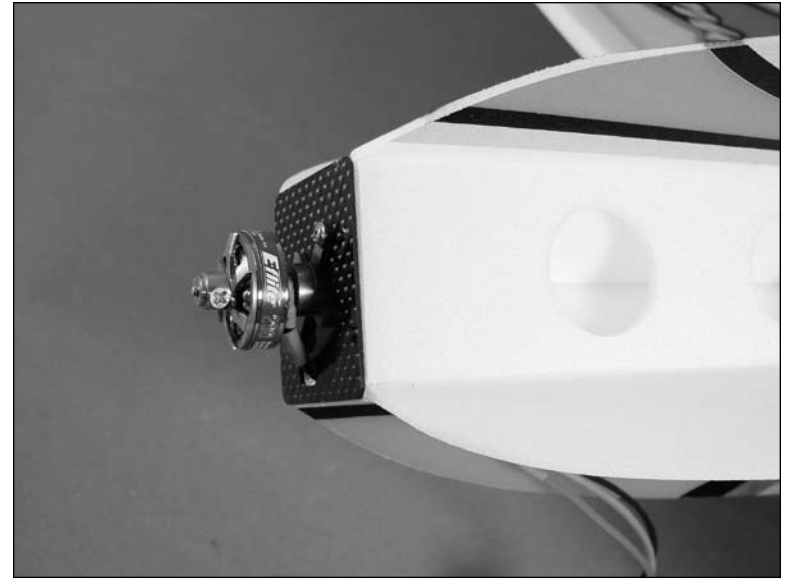
- 3. Attach the motor mount to the firewall using the hardware provided with the motor and a #0 Phillips screwdriver.



- 4. Pass the motor leads through the hole in the firewall. Attach the speed control to the leads at this time.



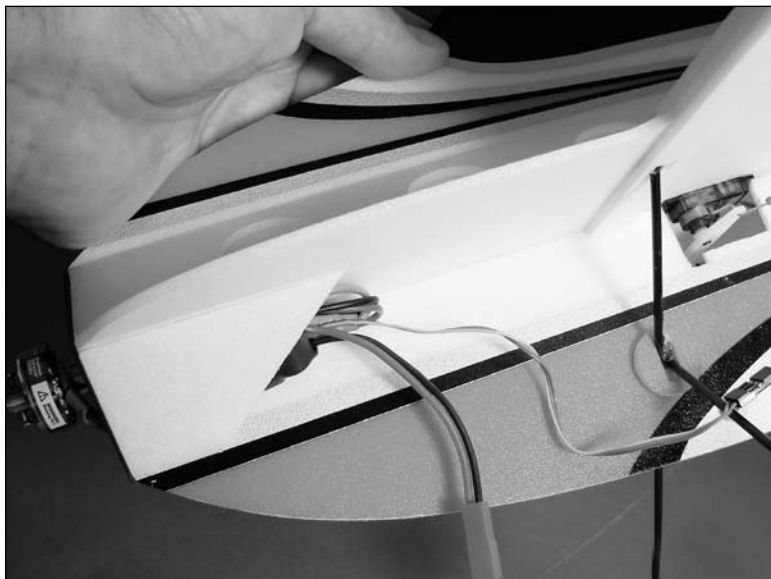
- 5. Attach the motor to the motor mount using the hardware provided with the motor.



WARNING: The next step will void your ESC warranty! This is only necessary to remove additional weight from your airframe.

Remove the heat shrink from the ESC will also help to reduce the weight of the airframe.

- 6. Carefully secure the speed control in the "pocket" created by the bottom fuselage stiffener using hook and loop tape.



- 7. Attach the battery to the fuselage using hook and loop tape.



Important Information About Your Brushless ESC

Make sure your ESC brake is programmed to Off. Also, be sure to use an ESC with the proper low-voltage cutoff and it is set correctly for the batteries you are using.

- 8. Turn on the radio system and plug the battery into the speed control. Use the throttle to check that the motor rotates counterclockwise when viewed from the front. If not, follow the directions included with your speed control to change the direction of the motor rotation.

Note: Never check the motor rotation on the bench with the propeller installed. The plane could move and cause serious injury. Always check the motor without the propeller to avoid injury.

Important Information About Your Propeller

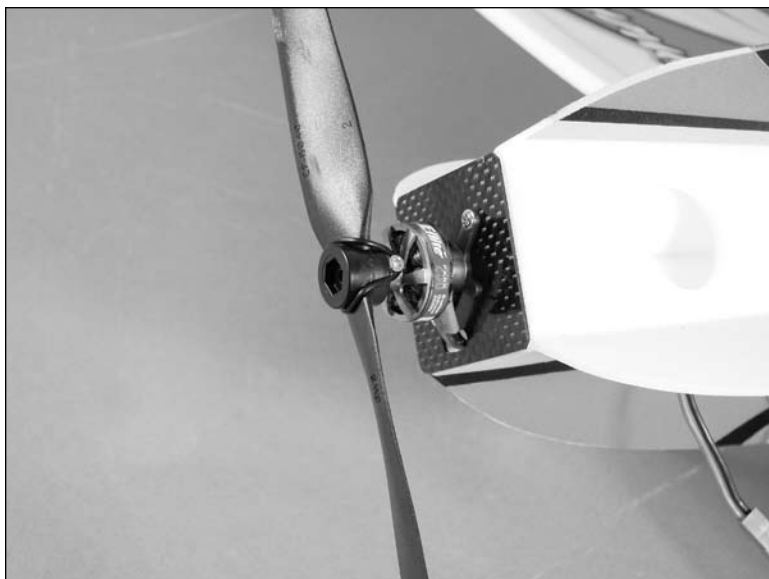
It is also very important to check to be sure the propeller is balanced before installing onto the shaft. An unbalanced propeller may strip the gears or cause poor flight characteristics.

Note: If it is necessary to enlarge the hole in the propeller, make sure to check the balance of the propeller afterwards.

- 9. Install the adapter (included with the motor) or drill the propeller as necessary to fit your particular motor.



- 10. Attach the propeller to the motor following the instructions provided with the motor.



Final Assembly

Required Parts

Assembled airframe	Side force generator (4)
Drag brake (2)	Wheel pant (2)
3 1/8-inch (80mm) carbon rod (4)	
2-inch (50mm) carbon rod (2)	

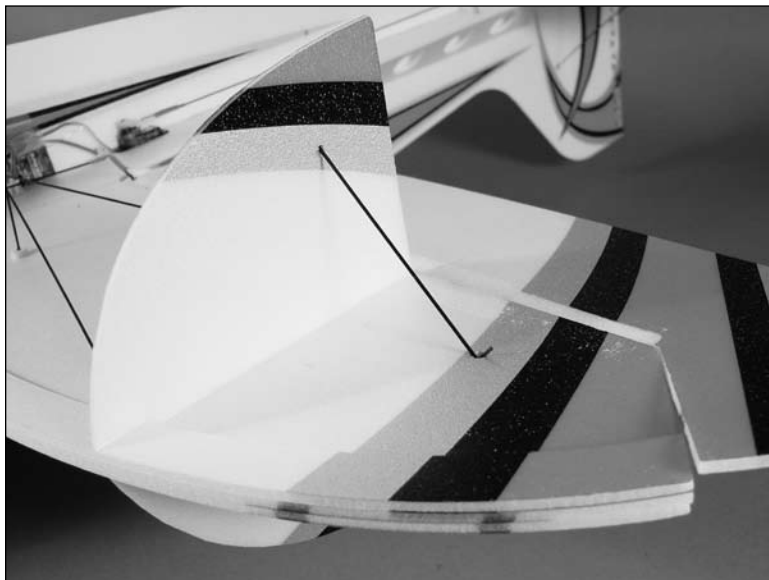
Required Tools and Adhesives

Foam-safe CA	Foam-safe CA activator
Square	Ruler

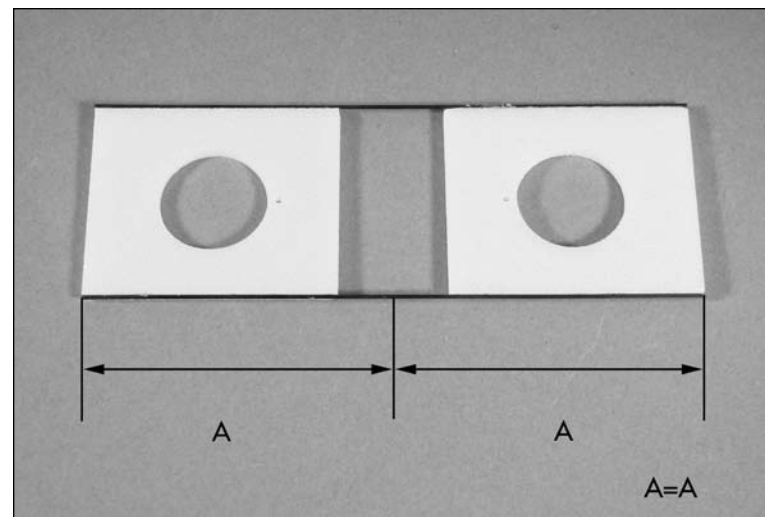
- 1. The side force generators are positioned on the wing, aligned with the two holes near the wing tip. Use foam-safe CA and a square to glue the side force generators to the top and bottom of the wing.



- 2. Position a 3 1/8-inch (80mm) carbon rod between the wing and each of the side force generators. Use foam-safe CA to glue the carbon rods to the wing. Double-check the alignment to make sure the side force generators are square to the wing; then use foam-safe CA to glue the carbon rods to the generators.



- 3. Measure and mark the center (top to bottom) of the drag brake.



- 4. Use foam-safe CA to glue the drag brakes to the trailing edge of the aileron using the notches in the aileron as guides. Also make sure the drag brake is square to the aileron as shown.

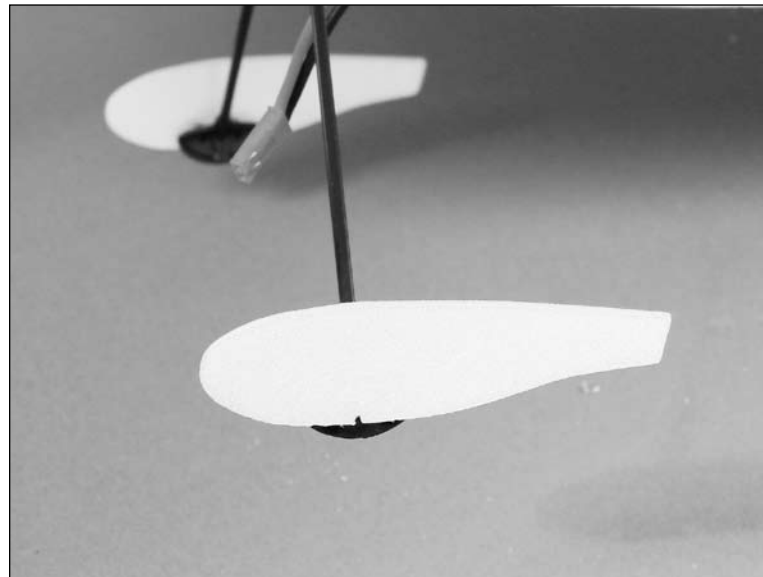


- 5. Position a 2-inch (50mm) carbon rod between the bottom of the aileron and each of the drag brakes. Use foam-safe CA to glue the carbon rods to the aileron. Double-check the alignment to make sure the drag brakes are square to the aileron, then use foam-safe CA to glue the carbon rods to the drag brakes.



- 6. At this time it is suggested to go back and check all the glue joints to make sure they are solid. Apply foam-safe CA to any areas that may need a little extra glue.

- 7. Use foam-safe CA to glue the foam wheel pant onto the molded skid. Use the notch in the wheel pant to center it on the skid.



Control Throws

- 1. Turn on the transmitter and receiver of your Enticement. Check the movement of the rudder using the transmitter. When the stick is moved right, the rudder should also move right. Reverse the direction of the servo at the transmitter if necessary.
- 2. Check the movement of the elevator with the radio system. Moving the elevator stick down will make the airplane elevator move up.
- 3. Check the movement of the ailerons with the radio system. Moving the aileron stick right will make the right aileron move up and the left aileron move down.
- 4. Use a ruler to adjust the throw of the elevator, ailerons and rudder. Adjust the position of the pushrod at the control horn to achieve the following measurements when moving the sticks to their endpoints.

Note: Measurements are taken at the widest point on the surface.

Ailerons

Low Rate: 1 1/4-inch (35mm) with 25% Expo (Up/Down)

High Rate: 2-inch (50mm) with 40% Expo (Up/Down)

Elevator

Low Rate: 1-inch (25mm) with 20% Expo (Up/Down)

High Rate: 1 1/2-inch (40mm) with 45% Expo (Up/Down)

Rudder

Low Rate: 1 1/2-inch (40mm) with 30% Expo (Left/Right)

High Rate: 2 3/4-inch (70mm) with 50% Expo (Left/Right)

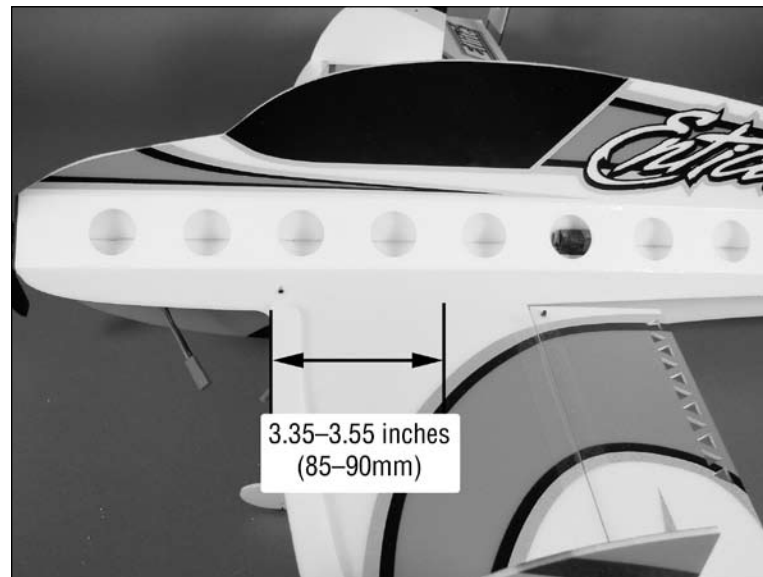
These are general guidelines measured from our own flight tests. You can experiment with higher rates to match your preferred style of flying.

Center of Gravity

An important part of preparing the aircraft for flight is properly balancing the model.

Caution: Do not inadvertently skip this step!

The recommended Center of Gravity (CG) location for the Enticement is 3.35–3.55 inches (85–90mm) behind the leading edge of the wing at the center.



After the first flights, the CG position can be adjusted for your personal preference.

Range Test Your Radio

- 1. Before each flying session, be sure to range check your radio. This is accomplished by turning on your transmitter with the antenna collapsed. Turn on the receiver in your airplane. With your airplane on the ground and the engine running, you should be able to walk 30 paces (approximately 100 feet) away from your airplane and still have complete control of all functions.

If not, don't attempt to fly! Have your radio equipment checked out by the manufacturer.

- 2. Double-check that all controls (aileron, elevator, rudder and throttle) move in the correct direction.
- 3. Be sure that your transmitter batteries are fully charged, per the instructions included with your radio.

Preflight

Check Your Radio

Before going to the field, be sure that your batteries are fully charged per the instructions included with your radio. Charge both the transmitter and receiver pack for your airplane. Use the recommended charger supplied with your particular radio system, following the instructions provided with the radio. In most cases, the radio should be charged the night before going out flying.

Before each flying session, be sure to range check your radio. See your radio manual for the recommended range and instructions for your radio system. Each radio manufacturer specifies different procedures for their radio systems. Next, start the motor. With the model securely anchored, check the range again. The range test should not be significantly affected. If it is, don't attempt to fly! Have your radio equipment checked out by the manufacturer.

Note: Keep loose items that can get entangled in the propeller away from the prop. These include loose clothing, or other objects such as pencils and screwdrivers. Especially keep your hands away from the propeller.

Double-check that all controls (aileron, elevator, rudder and throttle) move in the correct direction.

Check the radio installation and make sure all the control surfaces are moving correctly (i.e. the correct direction and with the recommended throws). Test run the motor and make sure it transitions smoothly from off to full throttle and back. Also ensure the engine is installed according to the manufacturer's instructions, and it will operate consistently.

Check all the control horns, servo horns, and clevises to make sure they are secure and in good condition. Replace any items that would be considered questionable. Failure of any of these components in flight would mean the loss of your aircraft.

Flying Your Enticement

Flying the Enticement is about as fun as it can get. Very light wing loading and extreme control throws make for some precise F3P flying. Verify that your CG is at the correct location as per the manual and that you have your rates set up to your liking. Verify all control throws are in the correct direction and the motor spins in the correct direction as well.

Point the model into the wind and add some throttle trim until the motor begins to turn. This will be your flight idle. Now, apply power slowly. You will find the model will become airborne very quickly and at a low speed. This model excels at flying slow and easy as well as fast and extreme. Trim the model for level flight at half throttle. Only use full throttle for maneuvering.

You will find you can adjust the CG to your liking by moving the battery pack fore or aft on the fuselage.

To land the Enticement just reduce the throttle to idle and feed in up elevator until the model settles into a slightly nose-high attitude. Gently fly the model down to the landing spot with a final flair at touchdown. You will find the model will have a very short roll out. We hope you enjoy the Enticement as much as we do.

Happy landings.

2007 Official AMA National Model Aircraft Safety Code

GENERAL

- 1) I will not fly my model aircraft in sanctioned events, air shows or model flying demonstrations until it has been proven to be airworthy by having been previously, successfully flight tested.
- 2) I will not fly my model higher than approximately 400 feet within 3 miles of an airport without notifying the airport operator. I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full-scale aircraft.
- 3) Where established, I will abide by the safety rules for the flying site I use, and I will not willfully or deliberately fly my models in a careless, reckless and/or dangerous manner.
- 4) The maximum takeoff weight of a model is 55 pounds, except models flown under Experimental Aircraft rules.
- 5) I will not fly my model unless it is identified with my name and address or AMA number on or in the model. (This does not apply to models while being flown indoors.)
- 6) I will not operate models with metal-bladed propellers or with gaseous boosts, in which gases other than air enter their internal combustion engine(s); nor will I operate models with extremely hazardous fuels such as those containing tetranitromethane or hydrazine.

RADIO CONTROL

- 1) I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
- 2) I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.
- 3) At all flying sites a straight or curved line(s) must be established in front of which all flying takes place with the other side for spectators. Only personnel involved with flying the aircraft are allowed at or in front of the flight line. Intentional flying behind the flight line is prohibited.

- 4) I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. (Only properly licensed Amateurs are authorized to operate equipment on Amateur Band frequencies.)
- 5) Flying sites separated by three miles or more are considered safe from site-to-site interference, even when both sites use the same frequencies. Any circumstances under three miles separation require a frequency management arrangement, which may be either an allocation of specific frequencies for each site or testing to determine that freedom from interference exists. Allocation plans or interference test reports shall be signed by the parties involved and provided to AMA Headquarters.

Documents of agreement and reports may exist between (1) two or more AMA Chartered Clubs, (2) AMA clubs and individual AMA members not associated with AMA Clubs, or (3) two or more individual AMA members.

- 6) For Combat, distance between combat engagement line and spectator line will be 500 feet per cubic inch of engine displacement. (Example: .40 engine = 200 feet.); electric motors will be based on equivalent combustion engine size. Additional safety requirements will be per the RC Combat section of the current Competition Regulations.
- 7) At air shows or model flying demonstrations, a single straight line must be established, one side of which is for flying, with the other side for spectators.
- 8) With the exception of events flown under AMA Competition rules, after launch, except for pilots or helpers being used, no powered model may be flown closer than 25 feet to any person.
- 9) Under no circumstances may a pilot or other person touch a powered model in flight.



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