**Hints and Tips**

## Section 6: Installing the Flap Linkage

**Step 3**
Some slight experimentation is needed both with your radio system and the length of the linkage to get the proper amount of throw.

## Section 7: Mounting the Wing to the Fuselage

**Steps 6 through 11**
Wing strut mounting – There is a different angle on each end of the strut, ½" opening on wing end, ¾" opening on fuse end. The manual gives dimensions for the hole on the wing end of the strut. I then mounted the strut to the wing, and then used a pen through the fuse blind nut to mark the location of the hole for the fuse end.
To mount the fairings, I mounted the struts and placed the fairings where they needed to be, and then marked on the strut where the fairing would be located. Then removed the struts and fairings from the plane and marked the location of the hole in the fairing. The fairings are glued to the wing and fuse with epoxy. It is necessary to use tape to hold the fairings in place as they need to be "formed" to fit properly.

## Section 8: Installing the Horizontal Stabilizer

**Step 2**
There is a block tack glued in place on the back of the fuse that will need to be removed to install the stab. This is installed to prevent damage to the fuse in shipping. A X-acto knife or similar can be used to remove this block.
On the kit I assembled, the notch in the top of the fuse was not large enough for the vertical fin extension. This notch must be enlarged to allow the vertical fin extension to seat against the trailing edge of the horizontal stabilizer.
Use care not to put too much pressure on the top of the fuselage above the horizontal stabilizer or you may damage the fuse.
**Step 6**
Pay special attention to the cautions in the manual, which mention not pressing hard with the knife when removing the covering from horizontal stabilizer. If it is cut to deep, it will fail.

## Section 9: Installing the Vertical Stabilizer (Fin)

**Step 4**
Here again, pay special attention to the cautions in the manual, which mention not pressing hard with the knife when removing the covering from the fuse. If it is cut to deep, it will fail.
**Step 5**
Use a good amount of epoxy to fill any gap there may be between the vertical stabilizer and the fuselage to provide an adequate glue joint.

## Section 10: Hinging the Rudder

**Step 6**
Thread the nylon horn bracket onto the rudder torque rod prior to installing the rudder on to the fuse to ease installation.

## Section 11: Hinging the Elevators

**Step 1**
The joiner wire cannot be centered on both elevators due to the arm coming in contact with the fuselage. Offset the joiner wire such that the arm clears the fuse side with a clevis installed to the arm. There are pre-drilled holes in the elevators and pre-slotted for the wire, but the pre-drilled holes cannot be used.

## Section 12: Installing the Elevator and Rudder Servos and Linkage

**Step 8**
The tail cone will need to be notched out to install over the vertical fin extension and elevator joiner wire in order to seat against the fuselage.

## Section 13: Installing the Main Landing Gear and Wheel Pants

**Step 2 and 3**
The hole for the axle was pre-drilled on this kit.
**Step 11**
Be very carefull not to overtighten the landing gear bolts or you can strip the threads in the landing gear legs.

## Section 15: Mounting the Engine

For installing the Satio 1.20-1.80 to locate the mounting holes, draw a vertical line 15/16" over from each side from each side of the engine box. The lines should be 2 ½" apart approximately. Then draw a horizontal line 7/8" down from the top of the engine box. Then draw another line down 2 7/8" from the top of the motor box. Then locate the mounting holes where the lines connect.