

GoldWing RC

MX2 50CC V4 Giant Scale Aerobatic Aircraft



Specifications

Wing Span:	88-1/2"(2250mm)
Length:	85-3/4"(2180mm)
Wing Area:	1488sq in(96sq dm)
Flying Weight:	16.5-17.8lbs(7500-8100g)
Gas:	50CC-70CC Gas DLE55, DLE61, DA50, DA60, EME60, GP61
Electric Power:	Hacker Q80-8M with 12S 5000mah 24x10 prop KUZA EXM 8015 with 12S 5000mah 24x10 prop Or other 4000Watt electric motor
ESC:	160A
Radio:	4+ Channels
Servos:	5-6 servos required 180 oz to 330 oz (11-20kg/cm) JR 8911, Savox 1256

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Version 2.0, Apr 2014

Dear Customer,

Thank you for purchasing the new Goldwing RC giant scale aerobatic aircraft. This manual covers the MX2 50CC V4 aircraft. The MX2 is designed for the popular 50-70cc engines and weighs approximately 7.5 kg to 8.1 kg. Perfect for IMAC or Freestyle flying, this new giant offers everything you want in a giant scale aerobat including great looks! Covered in genuine Ultracote, this ARF comes with premium hardware, carbon fiber landing gear,, Larger diameter carbon fiber wing tube, stainless steel Axle kits, **carbon fiber horns** and pre-hinged ailerons. **Also the new Carbon fibre tail wheel assembly with CNC machined metal parts, including the aluminium tail wheel hub.** We hope you will enjoy your new giant scale aircraft as much as we have.

The new V4 version of MX2 50CC has the following Improvements:

1. Control surfaces are larger than previous versions. Up to 60 degrees of throw on all control surfaces. Greater control when carrying out extreme 3D or aerobatic flight.
2. Packed in strong honeycomb board cartoons. For better protection during transportation.
3. Improved carbon fiber tail wheel assembly, using CNC machined metal parts including aluminum tail wheel hub.
4. Improved wheels with aluminum hub and built with more durable materials, and filled with rubber.
5. Using high quality cap head screws.
6. Spare covering included in the package. Convenient for repairs.
7. Improved ball link assemblies.
8. Upgraded to carbon fiber control horns.
9. Improved axles, the material of the axle is now stainless steel.
10. Increased diameter carbon fiber wing tube over previous versions.
11. Includes Side Force Generator's(SFG)
12. This V4 new design with its longer fuselage moment arm aiding the tracking of the model, giving it rock sold precision flight. Making it perfect for modern day flight schedules, IMAC and Freestyle competitions.

A QUICK WORD ABOUT SAFETY AND RADIO CONTROL FLYING MODELS

With radio control aircraft, like any hobby or sport, there are certain risks. The operator of these models is responsible for these risks. If misused or abused, you may cause serious bodily injury and/or damage to property. With this in mind, you will want to be certain that you build your model carefully and correctly. If you are not an experienced flier, have your work checked and ask for help in learning to fly safely. **This model aircraft is not a toy** and must be operated and flown in a safe manner at all times. Always perform a pre-flight check of the model including all control surfaces, correct function of the radio gear, structure, radio range, and any other area relating to the safe operation of this aircraft.

Models are not insurable but operators are. You can obtain coverage through membership in the Academy of Model Aeronautics (AMA). For an AMA information package call 1-800-435-9262, ext. 292 or visit the AMA website at "www.modelaircraft.org". Or if you are in any other country please contact the appropriate body.

By the act of using the final assembled model, the purchaser/operator accepts all resulting liability.

Goldwing RC WARRANTY AND RETURN POLICY

GoldWing RC guarantees this product to be free from defects in both material and workmanship at the date of purchase. This does not cover any parts damaged by use, misuse or modification. In no case shall liability exceed the original cost of this kit. Because Goldwing RC has no control over the final assembly or equipment/components used in the final assembly, no liability shall be assumed for any damage resulting from the use of this model by the user. By the act of using the final assembled model, the user accepts all resulting liability. If you should find any missing or damaged parts, or have any questions about this product, please contact within 30 days of the purchase in order to be covered by our warranty. You may contact us at service@goldwingrc.com.

Included Features:

Anodized aluminum Long servo arms



Adjustable pushrods for easy fine tuning(Includes wrench)



Larger aileron and elevator design. Up to 60 degrees of throw on all control surfaces for excellent 3D aerobatic flying



High quality ball link assemblies



Aluminium hub rubber wheels



Improved axles (the material of the axle is now stainless steel)



Servo lead safety clips



High performance cap head bolts



Flat nylon hinges for improved flying strength



Honeycomb board carton packing for safer transportation



Pre-hinged control surfaces



Pre-assembled and mounted gas tank



Installed servo wire guide tube



Extra covering provided for small repairs, genuine Ultracote / Oracover



Removable rudder



Side force generators included



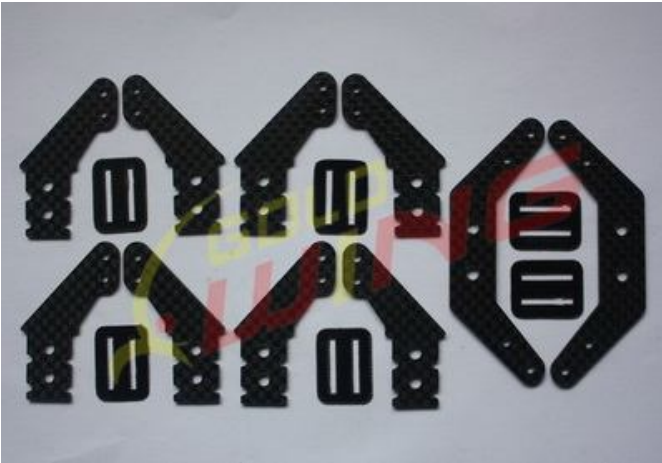
CNC anodized aluminum canopy bolts



Full length tuned pipe design inside the fuselage



**Carbon Fiber accessories version:
Extra strength carbon fiber control horns**



One piece air foiled carbon fiber landing gear



Carbon fiber tail wheel assembly with CNC machined metal parts, including the aluminium tail wheel hub.

CNC Aluminium & Carbon fiber tail wheel assembly
(Include Aluminium hub tail wheel)



Increased diameter carbon fiber wing tube over previous versions



Carbon fiber stab tube



Scheme A White/black/green



Scheme C Red/white/black





Items required to complete this Model:

- 50-70cc gas engine with stock or aftermarket exhaust systems
- Appropriate propeller for your engine
- All the required engine and exhaust mounting hardware
- Ignition battery and switch
- One quality throttle servo and appropriate servo arm
- Four high quality metal gear servos of 180 in-oz or better for the ailerons and elevators
- One high quality rudder servo of 240 in-oz or better
- Appropriate servo arms for the above
- Heavy duty servo wire extensions. Recommends two 24", one 18", two 12" extensions. Your installation though may vary.
- Two heavy duty switches with charging jacks for the Rx
- Two high quality Rx batteries of significant capacity to power your choice of servos.
- One receiver of your choice

Required Tools

- Covering Iron and heat gun
- Assortment normal hobby tools such as screwdrivers, hobby knife, drill and drill bits, pliers, etc.
- Thick and thin CA adhesives
- 30 minute epoxy
- Isopropyl alcohol
- Ruler or tape measure
- Blue thread-lock or equivalent

Note: As with all kits, it's a good idea to read all the instructions and study the parts before you begin construction. Handle the parts of this kit with care so you do not damage any of the structure or covering. Inspect all the parts for any shipping damage and report any issues to as soon as you can. Make sure you have a flat and sturdy workbench and follow all safety advice for the tools and adhesives you plan to use.

AIRCRAFT COVERING

1. With all ARFs, varying temperatures and storage delays can cause covering material to loosen over time and transportation. We recommend lightly going over all the covering with a covering iron set at medium temperatures. Be sure to use a soft cover over your iron so you do not scratch the covering surface. Be sure you go over all seams and edges of the covering to assure it is secure to the airframe and other covering. Be careful not to apply too much heat or you may cause bubbles or damage to the covering. A heat gun may also be used along with a soft cotton cloth to shrink and adhere the covering. Again, be extremely careful when using a heat gun.
2. Be sure to seal any exposed wood with a thin coating of epoxy to prevent engine oil from soaking in. This is especially important around the engine compartment and servo openings with exposed areas.
3. Some modelers prefer to seal the hinge gaps using strips of appropriate covering or clear trim tape. We have found this to be helpful with models intended for higher speed flight or models with unusually large

hinge gaps. Our aircraft utilize a very tight double beveled hinge line and do not normally require this step. Sealing the hinge gaps is therefore left as an option for the modeler.



Please verify the accessories before commencing assembly:

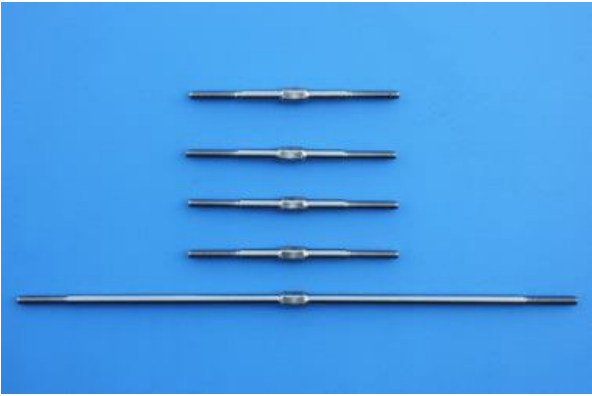
- Carbon Fiber control Horns (Bag No. KA06CA) : 8 single horns for ailerons and elevator. 2 dual horns for rudder.



Sand the area of the horn that will be glued to help adhesion.



- Adjustable pushrods kits: (Bag No. KA05CBG3) Four 3x60mm pushrods for ailerons. One 3x165mm pushrods rudder (Pull-push style)



- Pull-pull assembly kits for the rudder. (Bag No. KA05CD)



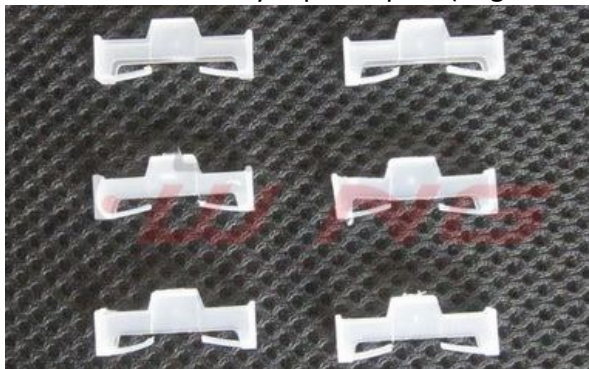
- Ball link assembly (Bag No. KAG00131): 8 for ailerons and elevators.



- Alu long arm kits (Bag No. KA05CC): 4 single arms for ailerons and elevators. 1 dual arm for the rudder.



- Servo lead safety clips: 6 pcs (Bag No. KAG0021)



- 3.5" Alu main wheels: 2pcs (Bag No. KAG0159)



- New stainless steel Axle kits (Bag No. KA05CH)



- Carbon fibre tail wheel assembly with CNC machined metal parts, including the aluminium tail wheel hub. (Bag No. KAGC104)



- 4mm ALU canopy bolts (Bag No.KAG0043)



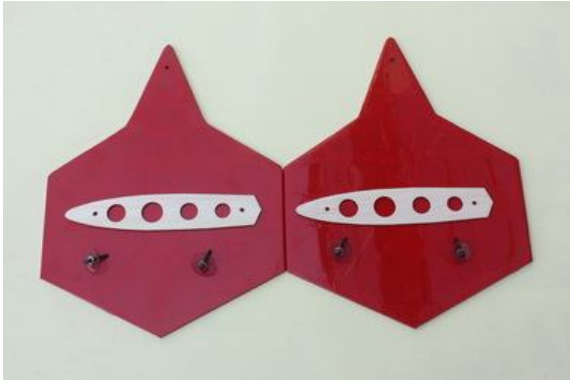
- Extra covering provided for small repairs



- Wrench set (Bag No. KA05CE)



Side force generators (4 x 3x20mm hex bolts & 4 x washers & 2 balsa sheet)



- Bolts for landing gear: 4(4x20mm) hex bolts & 4 washers & 4(M4) stainless steel self-locking nuts



- Bolts & washers for cowl: 4(3x16mm) Hexagon bolts and 4 washers



- Spares bag(Two spare aluminum hand-twist bolts \Two spare wing bolts\One spare tail wheel spring)



RUDDER ASSEMBLY

NOTE: There are pictures of different planes in this manual, however, this plane's rudder is assembled the same way.

1. It is much easier to install the twin control horns before installing the rudder. Locate the carbon fiber rudder control horns, ball links, and associated bolts and nylon-insert lock nuts. Use some fine sandpaper to roughen up the center areas of the two control horns so that the glue adheres better. Using a sharp hobby knife or soldering iron remove the covering away from the slots in the rudder and trial fit the two control horns.
2. Mix up some 30 minute epoxy and coat the inside of the slots and the center of the control horns. Hint: a scrap piece of 1/16" ply, tooth pick, or old hobby blade can be used to coat the inside of the rudder slots. Slide the control horns in place and make sure they are centered perfectly by using a ruler to measure between the pivot holes and the hinge line. Wipe any excess glue off with isopropyl alcohol and paper towels. Install the ball links, bolts and nuts into the holes to help assure alignment of both control horns while the glue cures. NOTE: There are pictures of different planes in this manual; however, this plane's rudder is assembled the same way.



3. To fit the rudder to the fin, locate the rudder hinge wire and insert. To make it easier to insert twist as it is inserted.



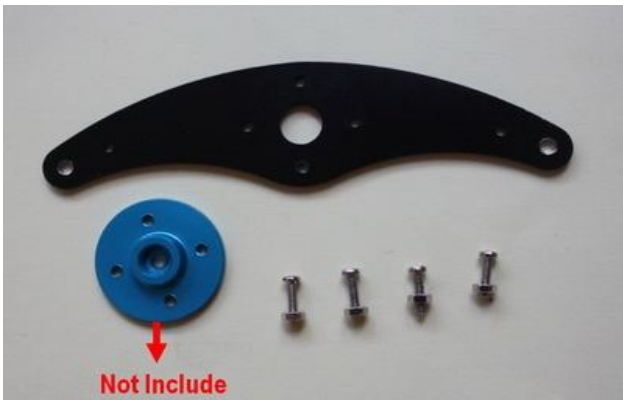
4. The MX2 can use either closed loop or a rear push pull servo for the rudder. We recommend that you balance the model assembled before choosing your servo placement.

5. The MX2 is supplied with a high quality set of pull-pull cables and ball-links.

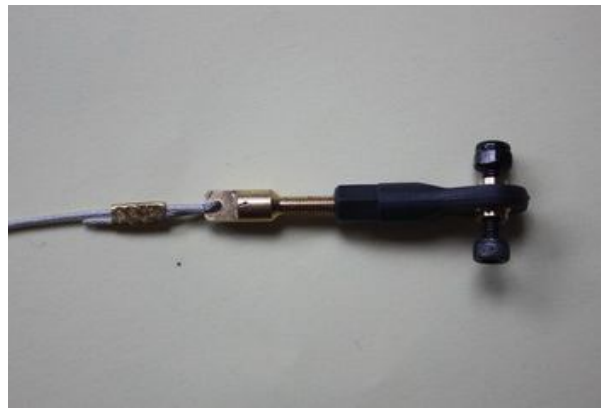


6. Install your rudder servo into the precut locations in the fuselage. Using a fine drill pre-drill the holes and drop thin CA into the holes to strengthen the wood. You will need 3 inch arms on the servo. Set up your radio accordingly and center the rudder servo.

7. Aluminum dual servo arm are include in the kit, enlarge the control holes with 3mm drill bit.



8. The MX2 has the closed loop pre-installed and crimped at the rudder end. These can be connected with the M3 bolt and nut. The wire will be left looped inside the fuselage and will need to be connected to the servo arm.



9. Use your radio system to center the rudder servo and attach either the supplied arm or an appropriate arm for your servo. Thread one of the ball links about half way onto one of the threaded couplers. Feed the loose end of one of the cables through a brass tube and then through the threaded coupler. Holding the rudder centered, adjust the cable length as tight as possible while checking the ball link position over the servo arm. When satisfied with the position, pinch the cable around the threaded coupler and then feed the loose end back through the brass tube. Loop the cable back through the brass tube as before and crimp the brass tube three times just tight enough not to cut the brass tube but enough to securely hold the wire in place. Cut off the excess cable with wire cutters. Wick thin CA into the brass tube to help hold the cable secure. Repeat for the other cable. Hint: Once you have established the position of the threaded coupler on the cable, you can remove the ball link from the rudder horn to give you more working slack in the fuselage. Re-install the ball link prior to setting the other cable.

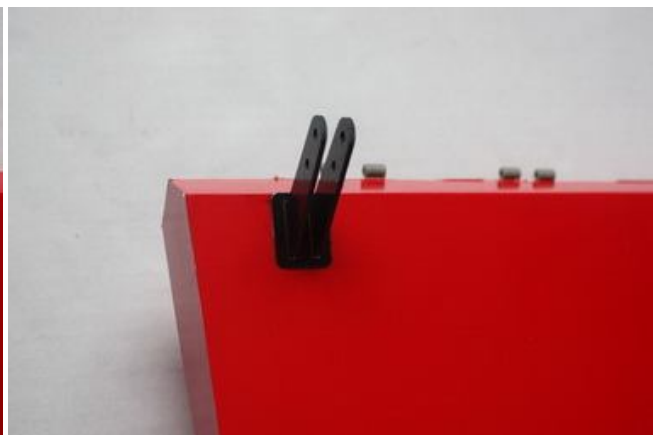
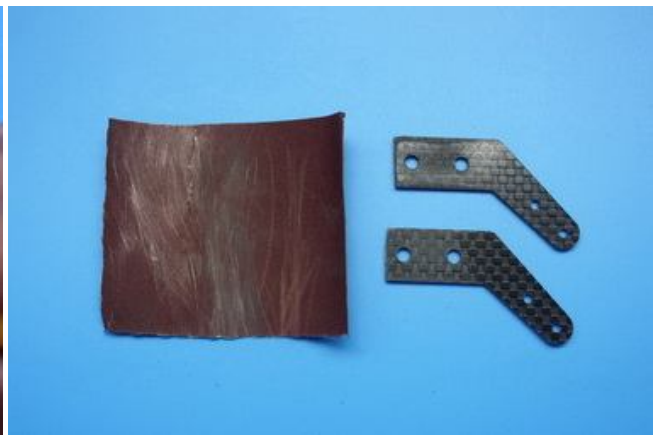
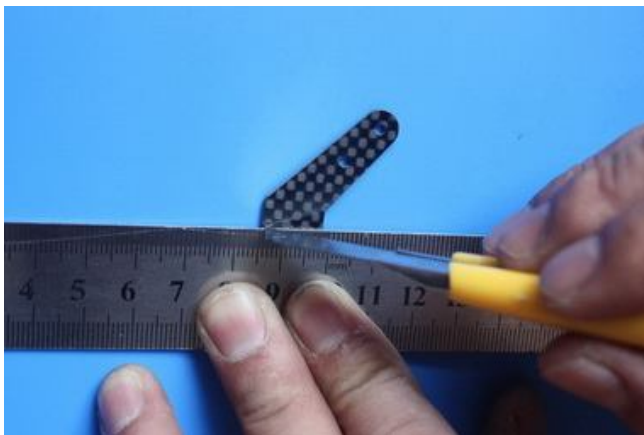


10. Check the operation of the rudder using your radio and make sure there is no binding and the cables are adjusted properly. You may have to tighten the cables after a few flights as they may stretch slightly from the initial installation.

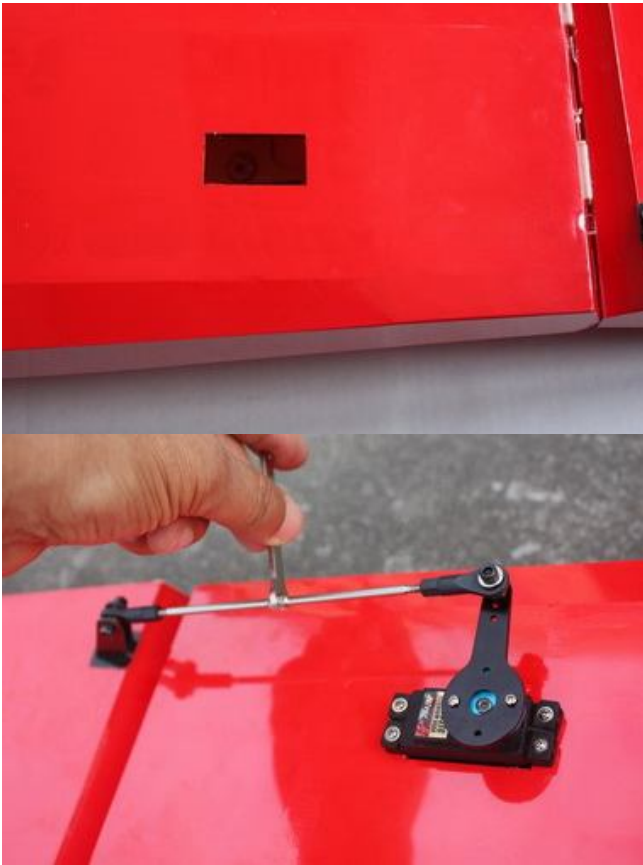
11. The MX2 also provides pull-push style for rudder. Below is picture of pull-push style linkage set.



12. Cut off excess carbon fiber rudder horn, and use sandpaper to rough the parts needed to inlay, and use epoxy glue to glue the horn in place.



13. Use 3x165mm push rod between the servo and the rudder horn. Then use the wrench to adjust the pushrod to the appropriate length.



LANDING GEAR ASSEMBLY

NOTE: There are pictures of different planes in this manual, however, this plane's landing gear is assembled the same way.

1. Locate the supplied main and tail wheel landing gear parts and sort them out on your workbench.



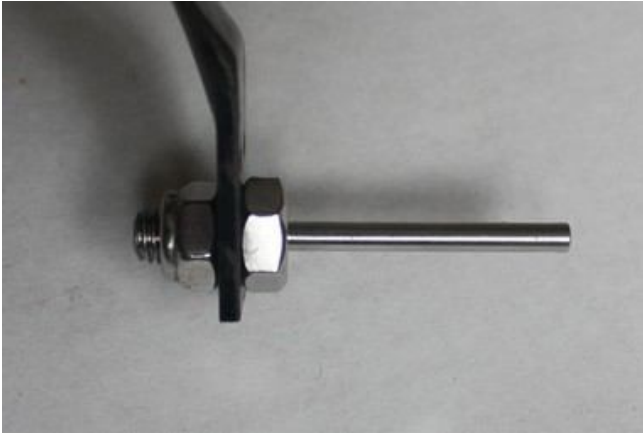
2. Bolt the main gear to the bottom of the fuselage using the supplied bolts. Place the nuts in through the can tunnel opening with appropriate size spanner. Remember the gear will rake forward.



3. Loosen out the inner nut, then apply thread lock to the axle. Tighten the nut back in place, allow the thread locker to dry.



4. Install the main wheel axles to the composite landing gear and tighten the nylon-insert lock nut. Install one wheel collet onto the axle. Use a second wheel collar as a guide to leave a gap on the inboard of the axle. Use a small drop of thread-lock and tighten in place. Slide the wheel onto the axle and install a second wheel collar also using thread-lock on the set screw. For greater strength, filing a flat where the grub screw mounts will stop the collet being able to be turned.



5. Fit the wheel part in place and install using the two supplied bolts. Use thread-lock to secure the bolts in place. Repeat the above steps for the other side.



6. Use your finger to find the three holes at the bottom of the fuselage. Using a knife clear the holes and fix the tailwheel in place. Use loctite on the bolts. Then install the spring, using the self-tapping screw to attach the other end of the spring onto the rudder.



8. The following is a picture of correctly installed tail wheel assembly.



NOTE: One spare tail wheel spring is included in the spare hardware pack.



WINGS ASSEMBLY

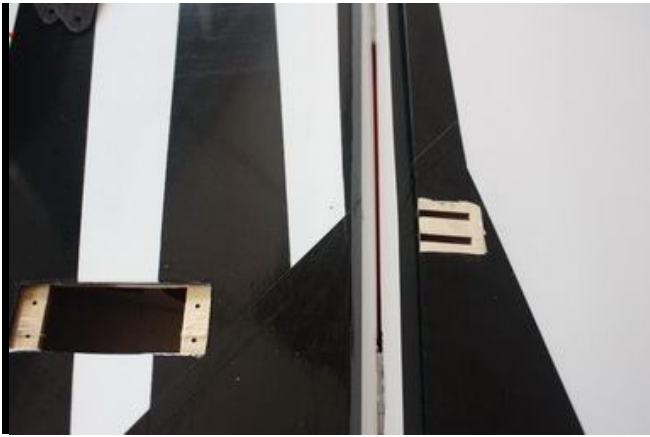
NOTE: There are pictures of different planes in this manual, however, this plane's wings is assembled the same way.

1. Aileron push rod linkage set. 3mmx60mm Pushrods for aileron.



2. Locate the slots for the aileron control horn and remove the covering with a sharp knife. Place the horns into position and the cover over the top to work out the area needing to be removed.





3. Rough the area of the horn that will be glued in place.

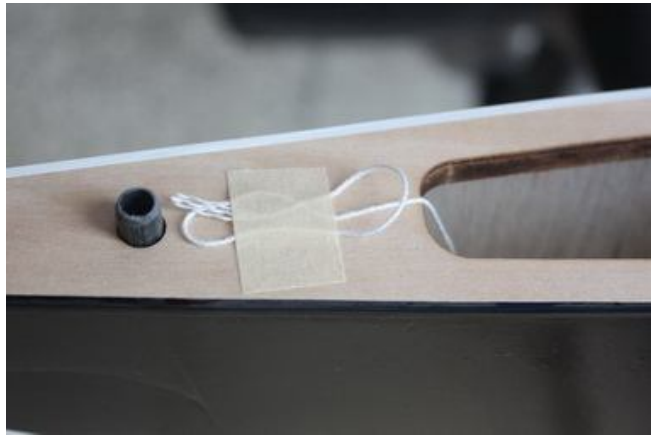
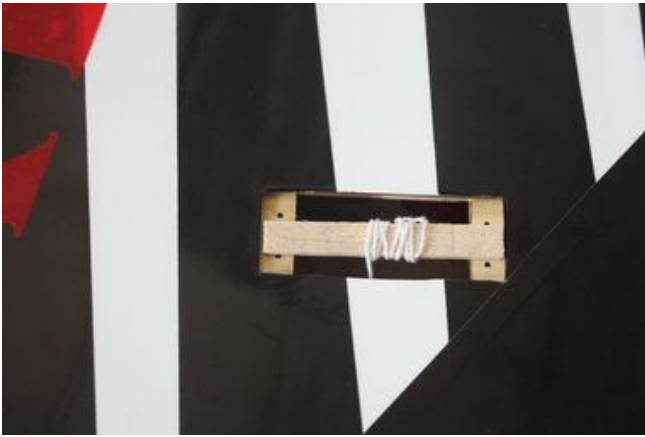


4. Using 30 minute epoxy glue the horn and plate into the aileron.



REPEAT FOR THE OTHER SIDE

5. A string is pre-placed in the wing to facilitate the installation of aileron servo wire.



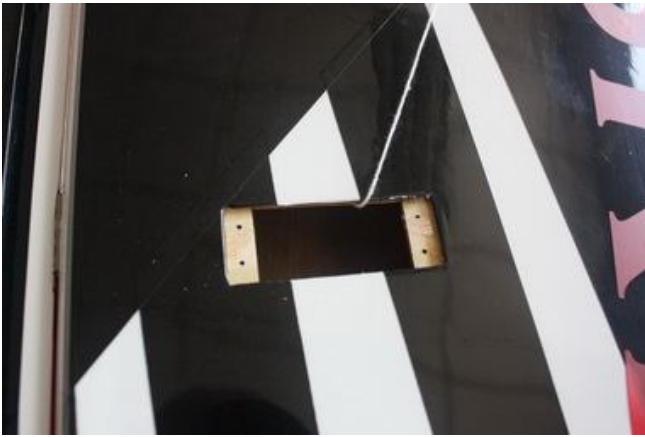
6. Connect extension servo wire, secure with safe clips.



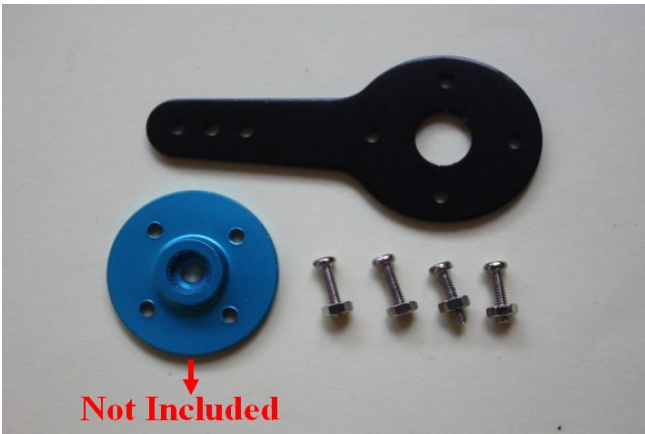
7. Tie up servo extension with the string, and then pull it through the wing.



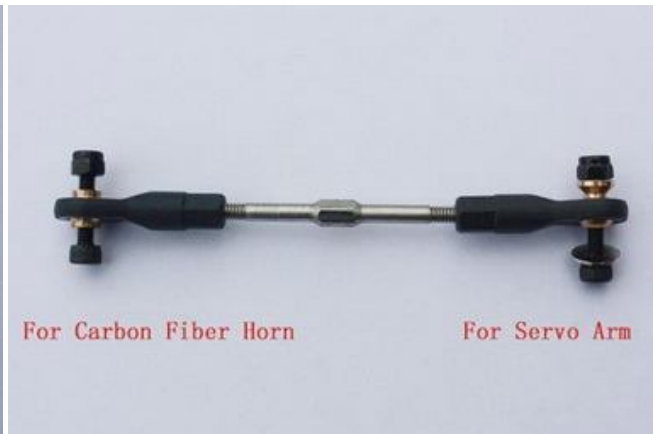
8. Screw holes for servo mounting are pre-drilled by laser in factory, install servo with 4 self threading screws.



9. Locate the included aluminum long servo arm, enlarge control holes with 3mm drill bit



10. Using the pushrods connect the servo arm to the horn. Remember that on the pushrod one end is reverse threaded.





Use M3 bolts and nuts to connect the pushrod. Set it so the aileron is level when the arm is at 90 degrees. Then use the wrench to adjust the pushrod to the appropriate length.

REPEAT FOR THE OTHER SIDE

ELEVATOR ASSEMBLY

NOTE: There are pictures of different planes in this manual, however, this plane's elevator is assembled the same way.

1. Push rod linkage set for elevator. 3mmx60mm Pushrods for elevator.



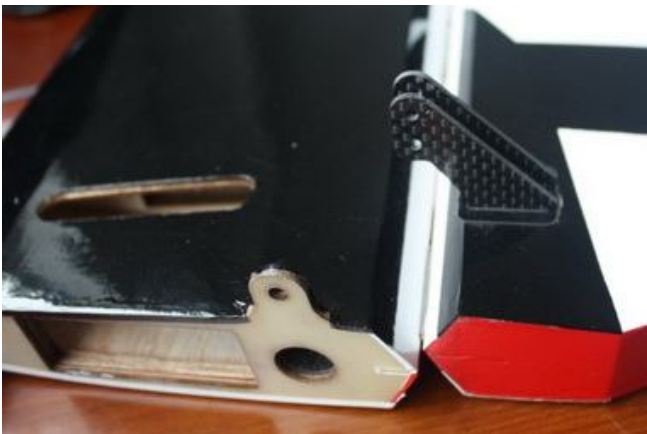
2. Find the slots for the control arms in the elevators and remove the covering where the horns are inserted and the area for the plate.



3. Sand the area on the horn that will be glued inside the elevator.

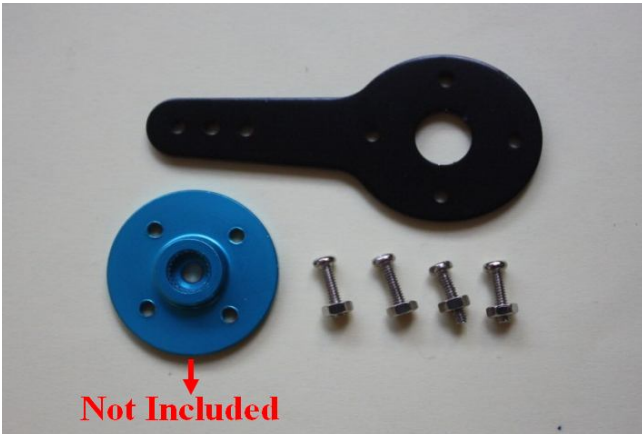


4. Using plenty of 30 minute epoxy fit the horn and plate into place. Use a ball joint and bolt to hold the horn in place while drying.

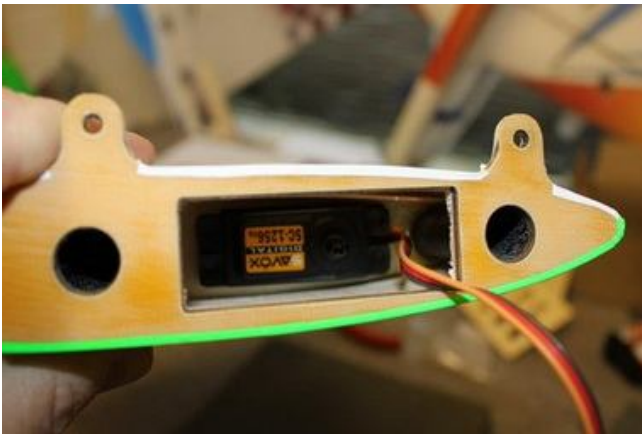


REPEAT FOR THE OTHER SIDE

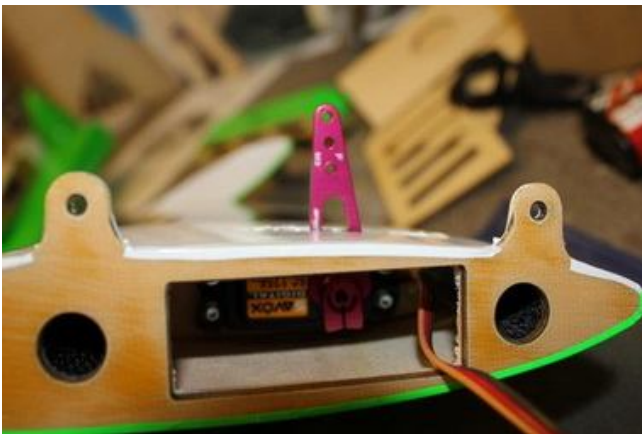
5. Place long arms onto the servo's you are planning to use for the elevators.



6. Place the servo into the elevator and screw in place. Remember to harden the holes with thin Cyano.

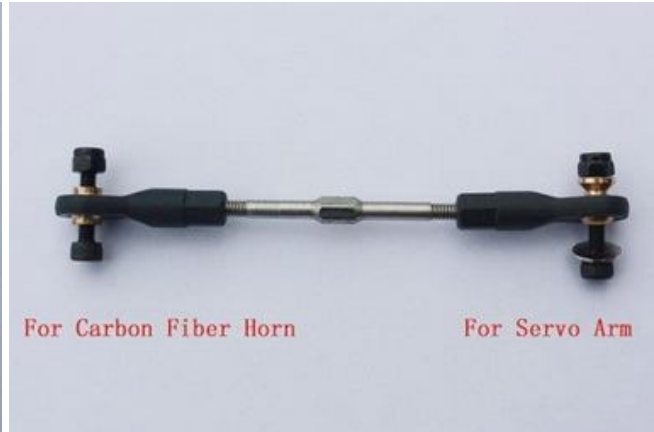


7. Place the servo arm back onto the servo, remembering to centre.



Use nutlock on the servo arm screw.

8. Fit the pushrod in place remembering one end is reverse threaded. Set it so the arm is centered and the elevator is flat. Choose the holes depending on how much deflection you require.



Use the wrench to adjust the pushrod to the appropriate length.

REPEAT FOR THE OTHER SIDE

ENGINE, EXHAUST, & FUEL SYSTEM INSTALLATION

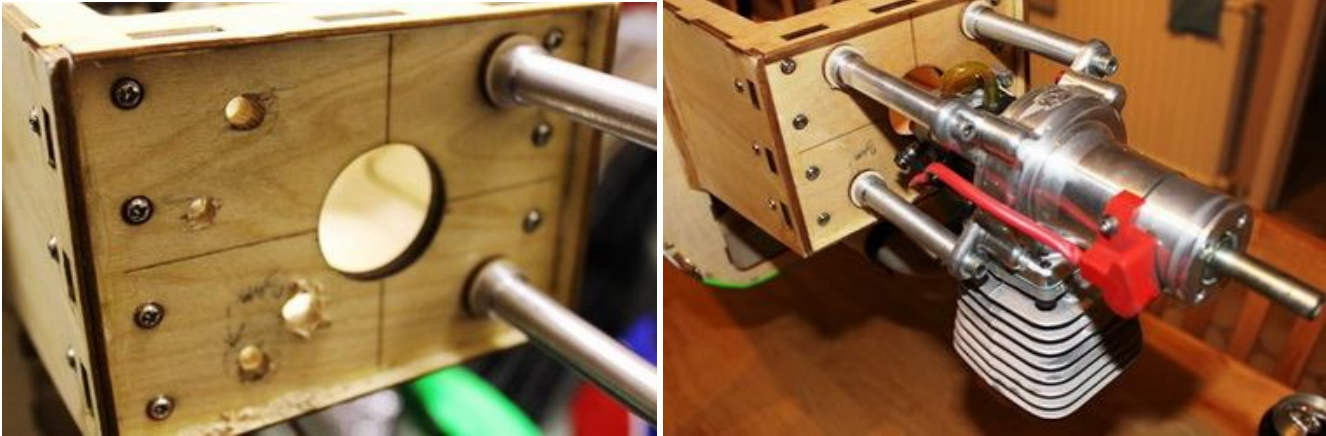
NOTE: There are pictures of different planes in this manual, however, this plane's engine is assembled the same way.

1. Templates are provided in the kit for both DA 50 and 60 along with the 3W 50 cc. Select the correct guide for your engine and mark and drill the mounting holes and cut out the center as indicated. Notice that the engine center line is offset to the left to compensate for the right thrust built into the engine box.

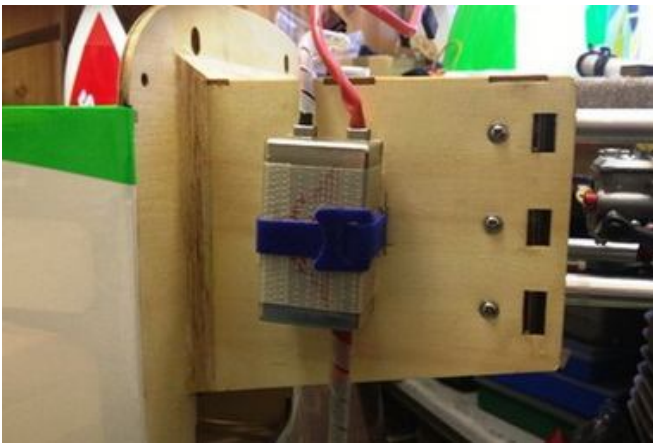


2. Fit the Cowl and measure the distance from the engine bulkhead to the front of the cowl, add approx 2-3mm for the spinner back plate and this is the length that your engine should be set. Using the correct length

stand offs, mount your engine securely using bolts, washers, and locknuts. The use of thread-lock is also highly essential for the engine bolts.



3. Mount the ignition module according to the manufacturer's instructions. The best place to mount it is on the side of the engine box. Secure the pickup lead and ignition wires with zip ties so that they do not vibrate or touch any hot part of the engine or exhaust.



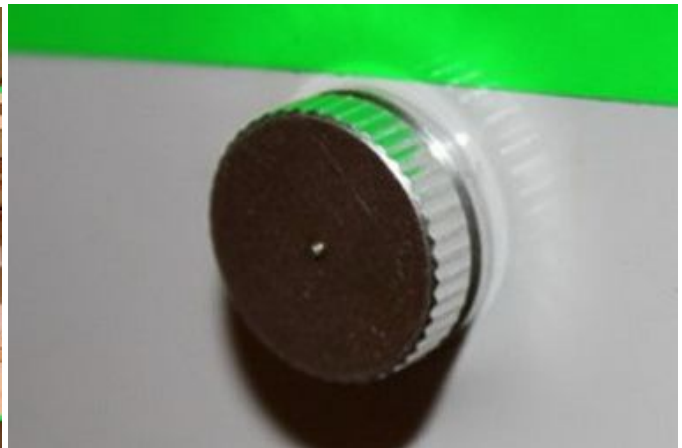
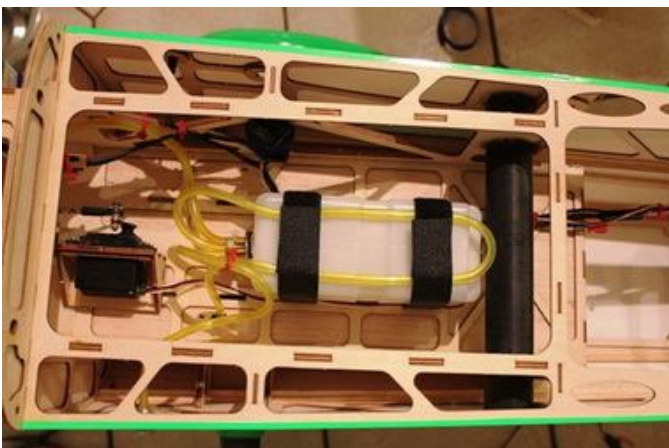
5. Assemble the throttle servo mount using the supplied laser cut parts or there is a servo cutout in the bottom of the engine box for 50cc-70cc engines. Mount your throttle servo and complete your linkage setup. A hole will need to be drilled on the firewall to allow the pushrod to connect to the throttle arm on the carb.





6. An extra servo can be fitted for choke or a mechanical linkage can be used.

7. The fuel tank is preassembled. Complete the installation in the fuselage using zip ties or velcro straps to hold the tank in position. Connect a fuel line between the tank and carb, a fuel line between the tank vent and the bottom of the fuselage, and a fill line to a fueling port which can be mounted on the fuselage side opposite your ignition switch. Make sure your vent line does not come close to any hot exhaust part such as the muffler or canister. GW recommends the use of small zip ties or fuel line clamps to secure the lines to the tank.



A barb on the bottom of the fuselage can be fitted for the vent.

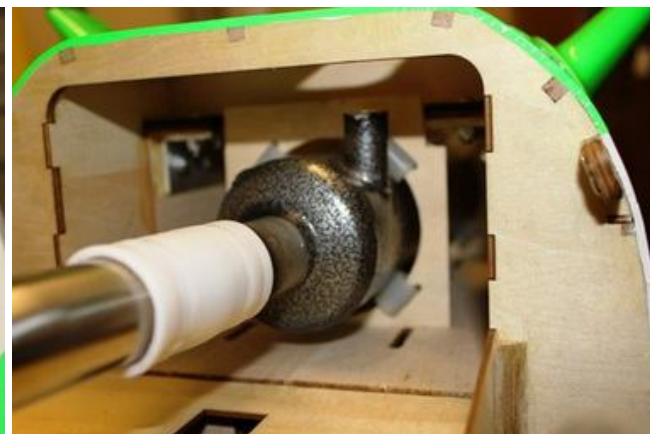
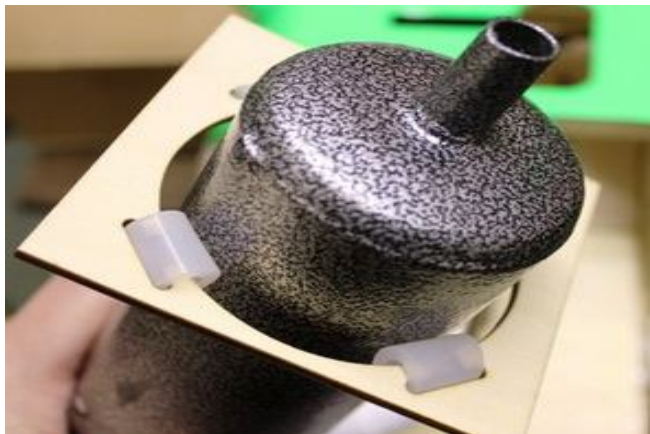
8. The MX2 comes with a canister pipe tunnel. Standard muffler, pitts muffler, canister or tuned pipe can be fitted. If a tuned pipe is going to be used the end of the can tunnel can be removed. The tunnel can be closed off to accept canisters of all sizes, or stock mufflers. Follow the manufacturer's instructions for your exhaust

system paying attention to vibration mounts if required and air flow requirements. Trial fit your exhaust system now and work out any additional supports, but do not permanently install the system until you fit the cowling in the next steps.

Pitts Muffler



Canister Fitting



Tuned Pipe Mounting



The MX2 comes with many openings for the exhaust outlet, line up the exhaust then remove the covering for the required outlet. They come with covers that can be used for cooling. Use a soldering iron to open up the holes.



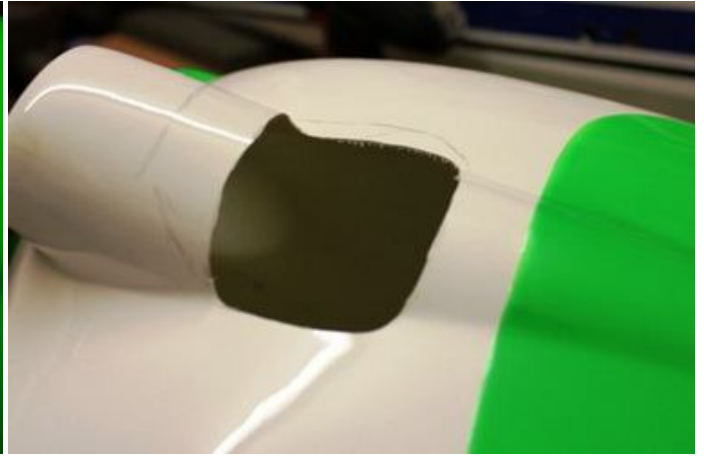
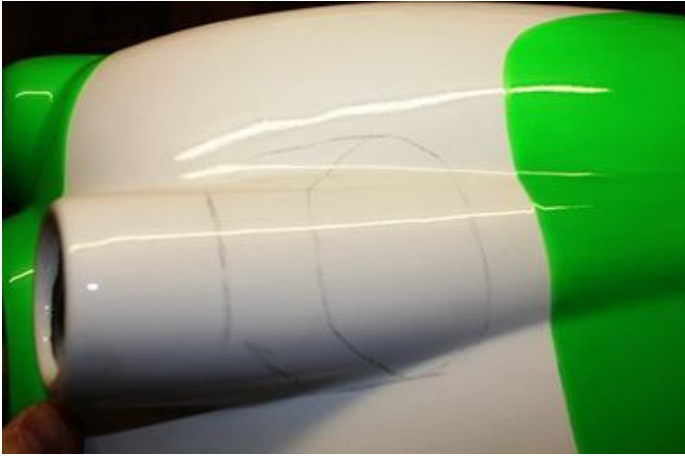
COWLING INSTALLATION

NOTE: There are pictures of different planes in this manual, however, this plane's cowling is assembled the same way.

1. With the engine fitted, tape a piece of card to the bottom of the fuselage that can overlap the cylinder head. Remove the engine and refit the cowl. Then fold over the card to show where the cylinder head would be as below.



2. Mark onto the cowl the area to remove, and remove with a dremel.



As the MX2 has a scale inlet, depending on your engine it may need to be removed. If it is still attached it may be beneficial to strengthen with a small amount of glass cloth.

- If your exhaust outlet comes out within the cowl area then use the same method.
- Depending on the amount of cooling required for your engine a template for louvers in the bottom of the cowl has been provided. Use a dremel tool to remove the material.

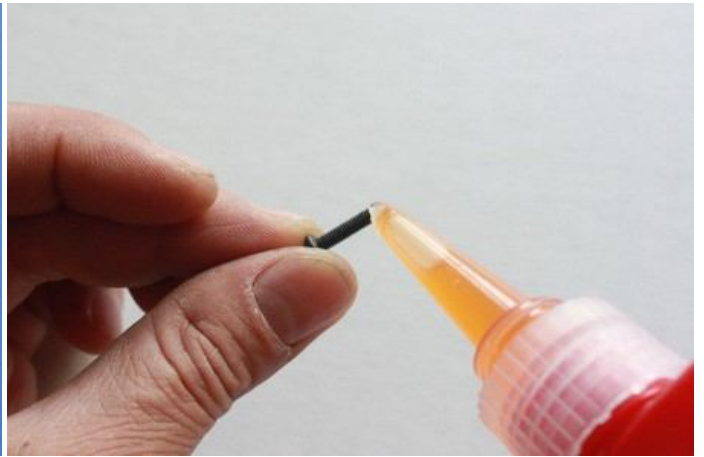


- When the cowl clears the engine etc correctly the prop shaft of the engine will be in the centre of the cowl.

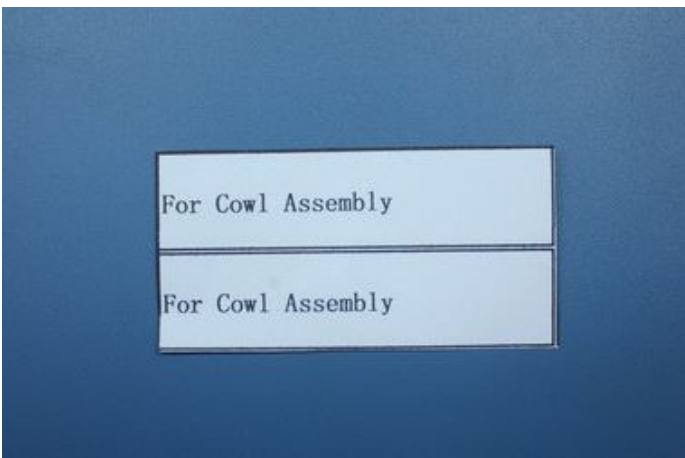


3.The cowl is secured with four 3 x 16mm bolts and washers.

Apply nutlock onto the bolts as the vibration from the gas engine will shake them come loose.



Labels are provided for aligning the drill holes for the cowl. Stick them on without the cowl, mark the hole. Fit the cowl then press back down. The hole will then show the area to drill. See below.





FINAL RADIO SYSTEM INSTALLATION

Whether you use 72 MHz systems or the newer 2.4 GHz systems, correct radio installation and care is vital to the safe and reliable operation of your aircraft. Follow the manufacturer's instruction for installation guidance of receivers and batteries paying attention to factors such as vibration isolation, adequate cooling, and clearances.

1. Mount your receiver(s) securely in a location which provides a clean and maintenance free solution to your setup. All servo wires should be neatly routed and secured in place so they will not come loose or flop around during flight.
2. The fuselage ply sides provide space to mount your switches just below the canopy. Mount your switches according to the manufacturer's instructions and route your wires safely and securely as above.
3. Your receiver battery(s) can be mounted in a variety of locations depending on your balance needs. Regardless of where you mount your batteries it is vital that they are very secure with no possibility of coming loose. Use double sided velcro to hold the batteries from sliding around and then use zip ties or Velcro straps to secure them tightly in place.
4. Servo and battery leads are the life blood of your aircraft. Make sure all wires are top quality and connectors are tight and display no loose pins or frayed wires. Servo clips are provided in the kit for your convenience. These servo clips can even be glued to the wood structure using CA if desired.
5. Check all radio programming and control surface operations thoroughly before your initial flight. Check your radio range according to the radio manufacturer's instructions both with the engine off and running.

Balancing and Pre-Flight Checks

Most state of the art aerobatic aircraft allow for a wide margin for balancing depending on what level of precision or freestyle flying the pilot prefers. To perform properly without being too pitch sensitive, you must not go too aft on the CG. **GoldWing RC recommends an initial CG setting of 136-158mm (5.4-6.2inches) behind the leading edge of the wing at the root.** More experienced pilots may want to set the CG further aft for more 3D capability. Varying weights of engines and radio gear will dictate how you should install each. The batteries can easily be located pretty much anywhere in the fuselage. For those using a heavy engine, servo cutouts are provided in the rear of the fuselage for the rudder servos. These options should allow you to balance the model without adding any weight.

Note: The best way to check your balance is to trim for level flight at about 1/2 to 3/4 throttle and then roll inverted. The aircraft should maintain level flight with very little to no down elevator input. If the aircraft

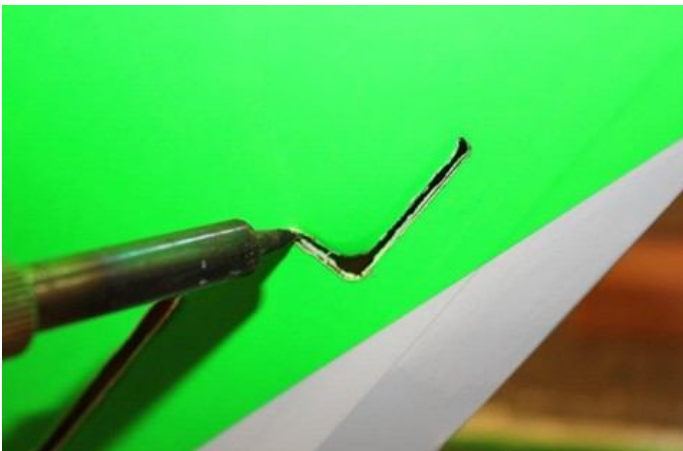
climbs when inverted then you've probably got your CG too far aft. If the nose drops more than slightly, then you are most likely nose heavy.

Recommended control surface deflections:

	Low Rate	High Rate
Elevator	15-20 degrees	50-55 degrees
Rudder	25-30 degrees	45-50 degrees
Ailerons	15-20 degrees	40-45 degrees

Use exponential on the dual rates at levels that suit your flying style.

If you find that you require tail weight and cannot move parts around the aircraft a rear hatch has been added. Glue in the inner ring, once the covering has been removed. Then screw on the supplied cover.



Final Assembly and Pre-Flight Inspections

1. Before arriving at your flying field, be sure all your batteries are fully charged and all radio systems are in working order.

2. Installation of the rudder

The rudder is removable for convenience in transportation, it is connected to fuselage by inserting a 1.8 mm steel rod through the hinge line.



Then install pull-pull ball links on control horns.



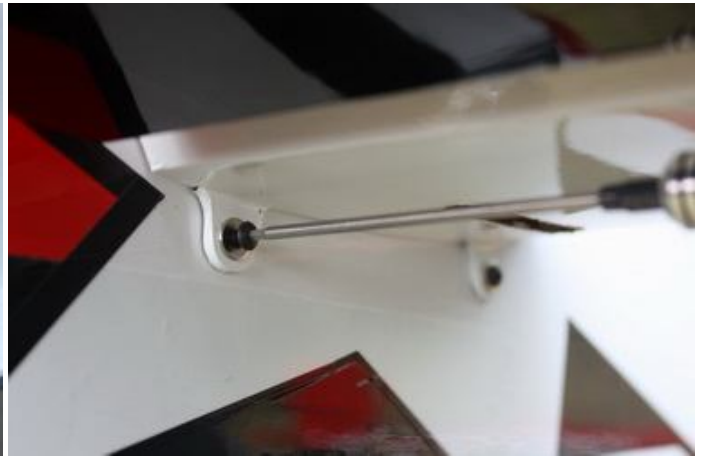
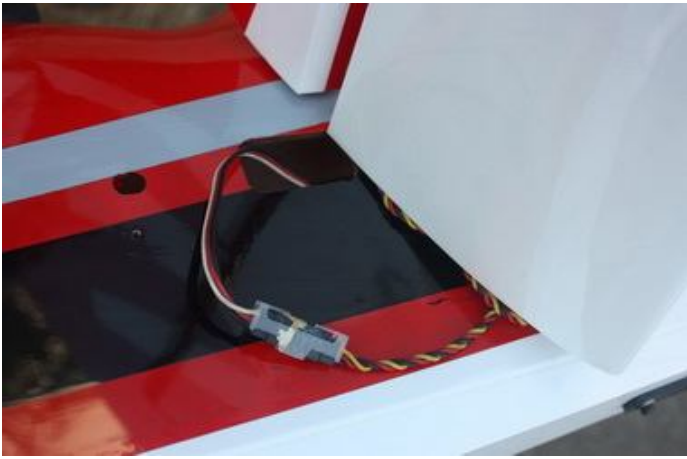
Hook up the tail wheel spring.



3. Installation of Elevators

Connect servo extension wire, secure with safe clips.

Attach elevators with 3x12mm Hex-head bolts and washers. Check these after every flight.

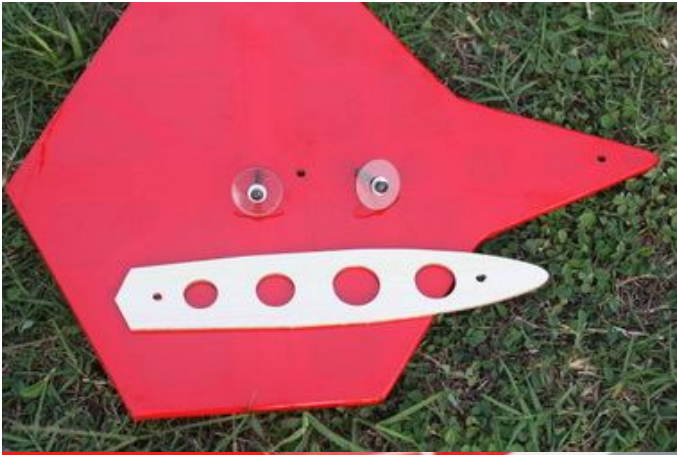


4. Install the wings onto the fuselage being careful to align the wing tube with the wings and not force it. The wing tube may be initially tight but will loosen after some with use. Guide your servo wires into the fuselage openings and connect to the correct aileron channels. Servo clips are highly recommended. Once you have the wings fully seated in the fuselage tighten the wing bolts inside the fuselage.



5. Side force generators assembly.

Cut the wing film needed to be install the SFG. Fixed the SFG Use M3X20 cap head bolts and washers and balsa sheet.



6. Fill your fuel tank making sure your vent line is not plugged or capped. With the canopy off, this is a good time to check for any fuel leaks.

7. Position the canopy in place and tighten ALU canopy bolts. Be sure to use the supplied rubber washers under the screw heads.



NOTE: Two spare aluminum hand-twist canopy bolts is included in the spare hardware pack.



8. Check all control surfaces for secure hinges by performed a slight tug on the control surfaces and observing if there is any give in the hinges. Check all control rods, ball links, servo screws, etc. for correct operation and installation.
9. Check your batteries and perform a range check once again with the engine off and running. Be sure all surfaces are moving in the correct direction and the correct amount for your flying setup.
10. You are now ready for your maiden flight! Good luck and enjoy your new aircraft! If you have any comments or questions about this manual or the aircraft please email service@goldwingrc.com.

Recommend Accessories (Not included) :

*** KUZA Heavy duty 7075 aluminum Servo Arm**

For Futaba servo (25T) :

47mm/1.75in Single No. KAG0S7F

100mm/4in Dual No. KAG0D723F



For Hitec servo (24T) :

47mm/1.75in Single No. KAG0S7H

100mm/4in Dual No. KAG0D73H



For JR servo (23T) :
47mm/1.75in Single No. KAG0S73J
100mm/4in Dual No. KAG0D73J



* **3.5in C.F Spinner** No. KAG0135



* **Wingbags for 50CC** No. KAG0094



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