

# OBSESSION

## 3D ARF



Congratulations on your purchase of the **Obsession 3D ARF**. This is a very unique dual-purpose aircraft, capable of flying any FAI pattern sequence with ease, while exhibiting remarkable 3-D capabilities. Every effort has been made to produce a lightweight, straight, easy to assemble aircraft. Because of its oversize control surfaces which are double beveled to allow for extreme throws, great care must be taken in the set-up and flying of this airplane. Quality hardware components have been provided to allow for 3D set-up while maintaining adequate mechanical advantage to eliminate flutter. It is your responsibility as an advanced pilot to fly the aircraft in an intelligent manner. **THROTTLE MANAGEMENT IS A MUST!!!!!!** Carl Goldberg Products has flown the **Obsession 3D ARF** through a very rigorous flight-testing schedule and have stressed the airframe beyond all practical parameters without a single failure. Carl Goldberg Products will NOT warrant the **Obsession 3D ARF** against flutter due to improper set-up or excessive speed maneuvers. Having said that, we believe you will find the **Obsession 3D ARF** to be one of the most responsive, in-the-groove aircraft on the market. The **Obsession 3D ARF** excels at high-alpha maneuvers including Harriers (both upright and inverted), high-alpha rolls, and high-alpha knife edge. Torque rolls, waterfalls, knife edge loops and elevators are all within the performance parameters of this unique aircraft. Just remember to use common sense when flying this high performance machine.

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## CARL GOLDBERG PRODUCTS, LTD.

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We are very proud of the construction of the **Obsession 3D ARF** and all of our other ARF aircraft. Each aircraft is jig built to insure a straight true airframe. Every effort is made to build as light an aircraft as possible. As with any professional builder, glue is used sparingly. **Please take a moment during assembly and run a bead of CA or aliphatic resin into the high stress joints, such as the landing gear plate, servo mounting trays, wing hold down blocks, etc.** Also, during the course of shipping from the manufacturer to our facility in the United States, it is not uncommon for the aircraft to experience several changes in climate. This may cause the iron-on covering to develop wrinkles. This is not a fault of the manufacturer. Please take a few minutes with your heating iron and heat gun to iron down the seams and re-shrink the covering where needed. The results will be a beautiful aircraft with a breathtaking finish that you will be proud to display at your flying club.

### **Important Information**

Covering coming loose is not COVERED UNDER WARRANTY. Due to temperature changes the plane may develop some wrinkles in the covering that you will need to remove with an iron. Be sure to seal the edges down first so that you do not cause the covering to shrink and leave exposed areas of wood. Please inspect the plane before beginning to assemble to make sure you are happy with it. After assembly has begun you cannot return the kit. If you find a problem before beginning to assemble the plane you must contact us, please do not return it to the dealer.

## Parts List

1. Fuselage
2. Fiberglass Cowl
3. Wing (Right & Left) with ailerons
4. Stab (Right & Left) & elevator assembly
5. Rudder
6. Fiberglass wheel pants
7. Canopy
8. Canopy Hatch

### Motor Hardware

1. (2) Motor Mounts
2. (4) 8-32 x 1" Socket Head Bolts
3. (4) #6 x 3/4 Socket Head Screws
4. (4) #8 lock washers
5. (4) #8 flat washers

### Landing Gear

1. Main Gear 1 left 1 right
2. (4) 4-40 x 1/2" Button Head Bolts
3. (4) 4-40 Blind Nuts
4. (6) 8-32 x 1/2" Socket Head Bolts
5. (2) 3-1/4" main wheels
6. (2) 5/32 x 1-1/4" Axles
7. (2) Axle Locking Nuts
8. (2) 4mm flat washers
9. (2) 5/32 Wheel Collars
10. (2) 4-40 x 1/8 Set Screws

### Tail wheel

1. (1) Tail wheel bracket
2. (1) 1-1/2" tail wheel
3. (2) 6-32 x 3" threaded rod
4. (2) 6-32 Hex Nut
5. (2) #6 Washer
6. (6) 1/8" Adjustable Horn bracket

### Wing

1. (1) 1-1/2" x 25-3/16" Wing Tube
2. (2) 4-40 x 1/2" Bolt

### Stabilizer

1. (1) 1/2" x 15-9/16" Rear Stabilizer Tube
2. (1) 1/2" x 8-11/16" Front Stabilizer Tube
2. (2) 4-40 x 1/2" Bolt

### COWL HARDWARE

1. (4) 4-40x 1/2" Button Head Screws

### Control System

1. (5) Nylon Adjustable Control horns
2. (5) 6-32 x 2-1/4" Allen head Bolt
3. (5) Nylon Nut
5. (5) Nylon Cup Washer
6. (2) 4-40 x 2-3/16" double Threaded Rod (Aileron)
7. (2) 4-40 x 4-7/8" Double Threaded Rod (elevators)
8. (1) 4-40 x 6-1/4" Double Threaded Rod (Rudder)
9. (5) 4-40 Hex Nut
10. (5) 4-40 Metal Clevis
11. (5) Metal Clevis Clips
12. (1) 2-56 x 15" Threaded Rod (Throttle Pushrod)
13. (1) 1/8 I.D. x 14" Nylon Tubing (Throttle Pushrod)
14. (1) EZ connector (Throttle)

### Fuel Tank

1. (1) Fuel Tank
2. (1) Rubber stopper
3. (2) Metal caps for stopper
4. (1) Screw
5. (1) Clunk
6. (3) Aluminum fuel tubes
7. (1) Silicone fuel line

### Additional Items Needed

1. (5) Servo arm extensions
2. (1) Fuel Tubing 36"
3. Electrical Straps (various sizes)
4. 1/2" Foam Rubber
5. (3) 24" Servo Extensions
6. (2) 12" Servo Extensions
7. (1) Y-Harness
8. (1) 24" Thread

Before beginning assembly of your **Obsession 3D ARF**, we highly recommend that you study this manual in its entirety. You should begin planning your radio installation based on your choice of engine and equipment from the beginning.

Because the **Obsession 3D ARF** is intended for those with some degree of modeling experience, every little detail will not be covered. This is not a basic trainer. Assembly of this aircraft will be easy for the experienced modeler, and by following the instructions within this manual and using the skills you've gained during your modeling career you will be able to produce a first class aircraft.

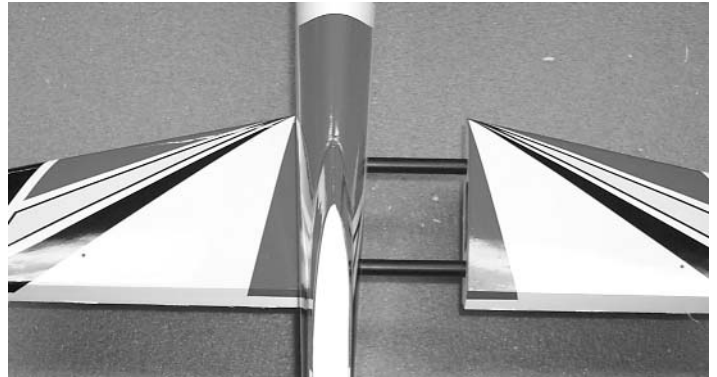
## Building supplies needed

Hobby knife w/#11 blades  
Thin CA  
Medium CA  
Canopy glue  
30 minute epoxy  
Thread lock  
Diagonal wire cutters  
Pliers  
Assorted drill bits  
Various sized screwdrivers( both Phillips and standard head)  
Tape measure  
Dry-erase marker  
Paper towels  
Rubbing alcohol  
Electrical tape  
4-40 Tap & Die Set  
3/32, 7/64, 9/64 & 3mm Allen wrench

## Mounting Stab

### Collect the following parts:

- (1) Left Stabilizer
- (1) Right Stabilizer
- (1) 1/2" x 8-11/16" Front Stabilizer Tube
- (1) 1/2" x 15-9/16" Rear Stabilizer Tube
- (2) 4-40 x 1/2 bolts



1. Begin construction by Inserting the front and rear stabilizer tubes through the fuselage. (The short tube goes in front).

2. Trial fit each side of the stabilizers onto the tubes. Lightly sand the tube openings if necessary.

### Note:

**Now is the time to decide if you want to glue the stabilizer to the tubes and the fuselage, or if you wish to have removable stabilizers.**

## Gluing Stabilizer

1. Using a pencil, make an outline where the stabilizer rest against the fuselage.
2. Remove both stabilizers from the tubes.
3. Remove the tubing from the fuselage.
4. Lightly sand the tubing using 220 sand paper.
5. Remove the covering from the fuselage inside the outline that you made.
6. Mix up epoxy and slide the stabilizer assembly together again, allow to dry.

## Removable Stabilizer

1. Using a drill for a 4-40 tap, drill through the hole located on top of the stabilizer.



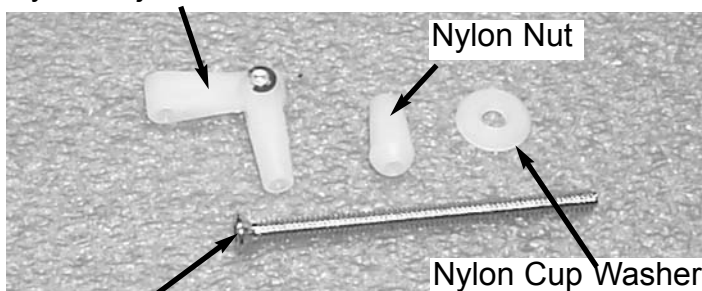
2. Tap the hole with a 4-40 tap.

3. Making sure that the stabilizers stay tight to the fuselage, repeat for the other side.

4. Before flying place clear plastic tape over the screw holes to keep the screws from vibrating out.

## Control Horn Part Names

Nylon Adjustable Control Horn

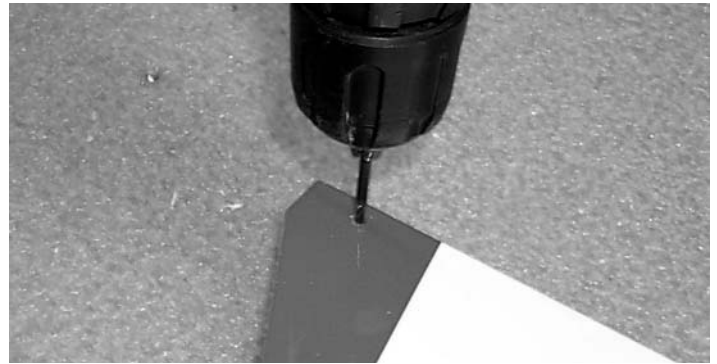


6-32 x 2-1/4" Allen head Bolt

## Installing Elevators

Collect the following parts:

- (1) Left Elevator
- (1) Right Elevator
- (8) C/A Hinge
- (2) Nylon Adjustable Control horns
- (2) 6-32 x 2-1/4" Allen head Bolt
- (2) Nylon Nut
- (2) Nylon Cup Washer



1. At the corner of the elevator, on the top and bottom, feel for the pre-drilled hole in the plywood stiffener.

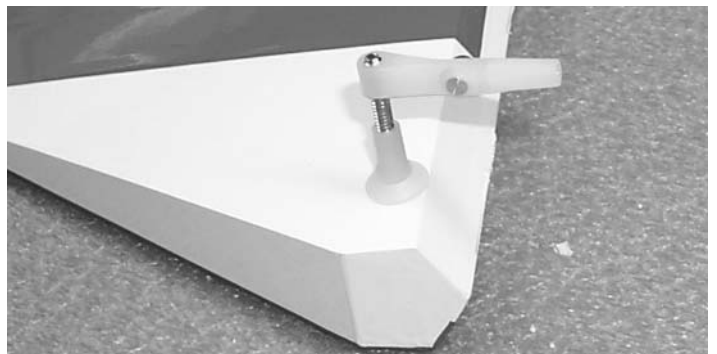
2. Using a 1/8" drill, drill half way through the elevator hole from both top and bottom till the drill pass through the elevator.

3. Insert the 6-32 x 2-1/4 allen head bolt into the top of the elevator.

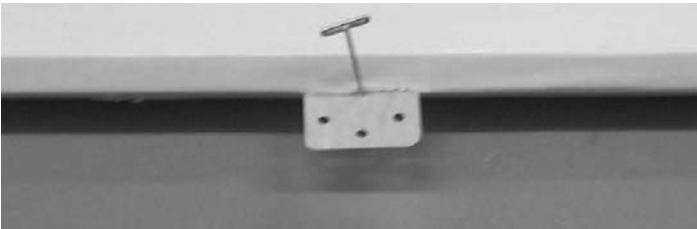
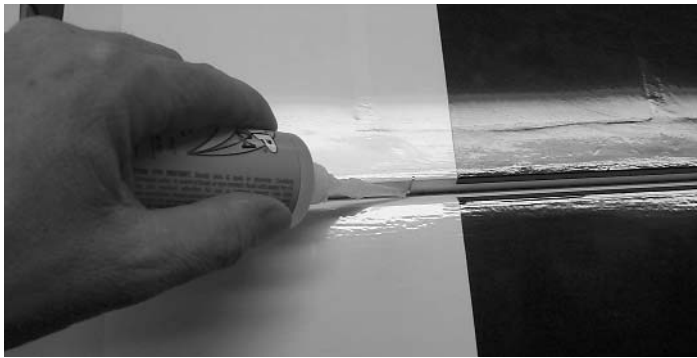
4. Thread the bolt all the way till the head is flush with the top of the elevator.

5. On the bottom of the elevator, place first the cup washer then the nylon nut onto the 6-32 bolt.

6. Using a metric allen wrench tighten the nylon nut all the way down till it rest in the cup washer and is tight to the elevator.



7. Thread the nylon adjustable control horn onto the bolt. **(Note: Thread the side that you can see the cut threads in the nylon onto the bolt)**



8. Insert four hinges with pins in the center into the elevator and slide the elevator on to the correct stabilizer.

9. Place 3 drops of thin CA on both sides of each hinge. Remove the pins.

10. Repeat steps 1 thru 9 for the other elevator.

## Elevator Servo

**Collect the following parts:**

- (2) Servos with mounting screws
- (2) 24" Extensions
- (2) 4-40 Metal Clevis
- (2) 4-40 Hex Nut
- (2) Metal Clevis Clips
- (2) 4-40 x 4-1/2" Double Threaded Rod



1. Remove the covering over the elevator servo hole just below the leading edge of the stabilizer.

2. Plug the 24" servo extension onto the servo plug and tape securely.

3. Mount your servo using the hardware supplied with the radio.

## IMPORTANT!

To ensure that any connections located inside the Fuselage will not come loose, either when the wires are pulled, or during flying, always tape them securely together with electrical tape.



3. Thread the 4-40 x 4-7/8" double threaded rod into the nylon adjustable control horn.

9. Place a 4-40 hex nut and a metal clevis on the other end of the threaded rod.

10. Mount the clevis to the servo arm and place the clevis clip on the clevis.

11. Repeat 1 thru 10 for the second elevator servo.

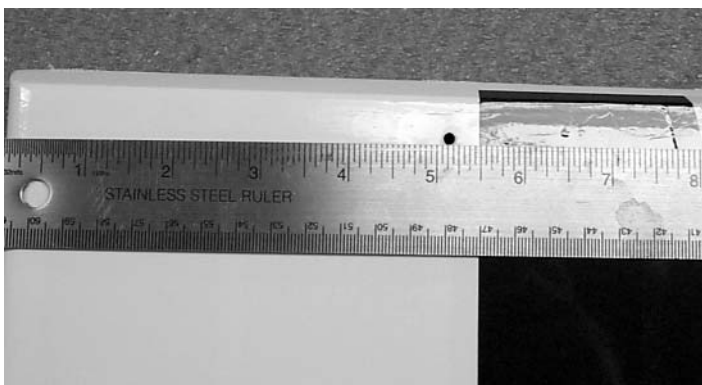
## Note:

The servo arms that are shown are after market arms to help increase the the amount of servo movement.

## Rudder Installation

**Collect the following parts:**

- (1) Rudder
- (3) C/A Hinge
- (1) Nylon Adjustable Control horn
- (1) 6-32 x 2-1/4" Allen head Bolt
- (1) Nylon Nut
- (1) Nylon Cup Washer



1. Measure up from the bottom of the rudder approximately 5" to locate the rudder control horn hole.
2. Using a 1/8" drill, drill half way through the the hole from both sides till the drill pass through the rudder.
3. Insert the 6-32 x 2-1/4 allen head bolt into the left side of the rudder.
4. Thread the bolt all the way till the head is flush with the side of the rudder.
5. On the side of the rudder, place first the cup washer then the nylon nut onto the 6-32 bolt.
6. Using a metric allen wrench tighten the nylon nut all the way down till it rest in the cup washer and is tight.
7. Thread the nylon adjustable control horn onto the bolt. (**Note: Thread the side that you can see the cut threads in the nylon onto the bolt**)
8. Hinge the rudder to the fuselage using 3 CA hinges and thin CA glue.

## Rudder Servo

### Collect the following parts:

- (1) Servos with mounting screws
- (1) 24" Extensions
- (1) 4-40 Metal Clevis
- (1) 4-40 Hex Nut
- (1) Metal Clevis Clips
- (1) 4-40 x 6-1/4" Double Threaded Rod



1. Remove the covering on the right side of the fuselage over the rudder servo hole. The hole is just above the elevator hinge line of the stabilizer.

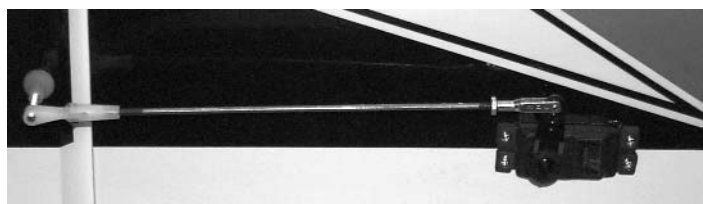
### Note:

**There is a rudder servo hole on both the left and right side of the fuselage. Using two rudder servos will give the rudder more authority for 3 D aerobatics but, will also place more weight in the tail, which could cause CG problems.**

**If you choose to mount two servos then low profile servos will probably be need to fit. Or blocks of wood to move the rudder servos farther apart inside the fuselage.**

**We have only supplied to you the hardware for one servo horn.**

2. Plug the 24" servo extension onto the servo plug and tape securely.
3. Mount your servo using the hardware supplied with the radio.



4. Connect the pushrod hardware to the rudder and servo same as you did with the elevators.

## Mounting Tailwheel

Collect the following items:

- (2) 6-32 x 3" All threaded rod
- (2) Small White Adjustable Horn
- (1) Tailwheel Bracket
- (2) #4 x 1/2" Sheet Metal Screw
- (2) #6 Flat Washer
- (2) 6-32 Hex Nut
- (2) 1/8" Wheel Collars
- (2) 4-40 x 1/8 Cup Screw
- (2) Tailwheel Springs



1. Mark the center of the fuselage and locate the tailwheel bracket so the the first bend is on the rudder hinge line.

2. Mark two hole locations and make two holes using a 3/32" bit.

3. Mount the bracket to the fuselage using the #4 x 1/2" sheet metal screws.

4. Thread the 6-32 x 3" rod into brass nob that is on top of the axle on the bracket.

5. Place on both ends of the threaded rod a white horn bracket.



6. Drill a 1/8" hole located at 3/4" back from the hinge line and 1/2" up from the bottom of the rudder.

7. Insert the second 6-32 x 3" all threaded rod and center it using the #6 washer with a 6-32 hex nut.

**Use thread lock on the nuts.**

8. Place on both ends of the threaded rod a white horn bracket.

9. Connect one side of the spring to the horn bracket.

10. Then cut the springs to length so that there is a slight tension in the spring.

11. Connect the springs between the two adjustable horn brackets.

12. Insert a 4-40 x 1/8" cup screw into each of the 1/8" wheel collars.

13. Place one of the 1/8" wheel collars onto the tailwheel bracket axle.

14. Slide the wheel onto the axle and place the second wheel collar into the axle.

15. Center the wheel on the axle and tighten the wheel collars next to the wheel.

## Main Landing Gear

Collect the following items:

- (2) Right & Left Landing Gear
- (4) 8-32 x 1/2" Socket Head Bolts



1. Remove the covering over the screw holes for the main landing gear on the bottom of the fuselage.



2. Remove the covering over the landing gear slots on the side of the fuselage.





3. Insert the landing gear through the slot on the side of the fuselage.

4. Using the 8-32 x 1/2" socket head bolts and thread lock, screw the landing gear into the blind nuts that are already installed in the fuselage.



2. Place the wheel pant onto the axle.

3. Align the bottom of the wheel pant with the bottom of the landing gear.

4. Mark the hole locations on the wheel pants.

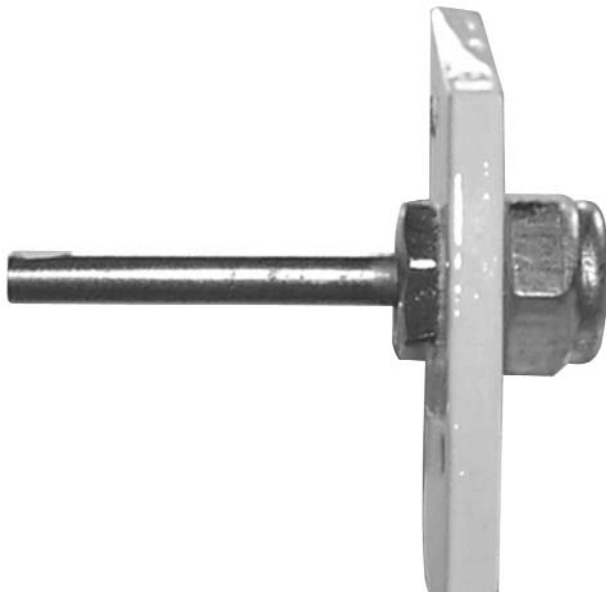
5. Drill 1/8" holes on the marks you just made.

6. Insert the 4-40 blind nuts inside the wheel pants.

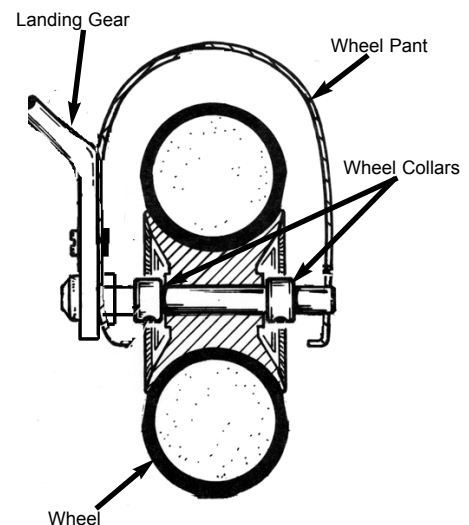
## Wheel Pants

Collect the following items:

- (2) 5-32 x 1-1/4" Axle with Locking Nut
- (4) 5/32 Wheel Collars
- (4) 4-40 x 1/8" Cup Screws
- (4) 4-40 Blind Nuts
- (4) 4-40 x 1/2" Button Head Screws
- (2) 3-1/4" Wheels



1. Mount the axle to the landing gears.



7. Mount the wheel pants back on the landing gear along with the wheel collars and wheels.

8. Center the wheel on the axle.

## Engine Installation

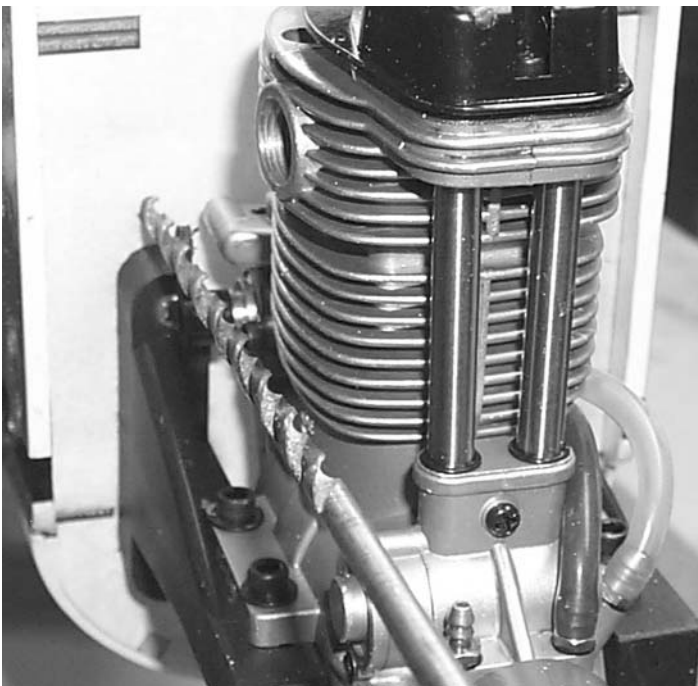
Collect the following items:

- (2) Nylon Motor mounts
- (4) 8-32 x 1" Socket Head Screw
- (4) #8 Washer
- (4) #8 Lock Washer
- (4) #6 x 3/4" Socket Head Sheet Metal Screw

### Note:

The firewall is pre-drilled for the motor mounts. the distance between the motor mount is 1.915, this will work for the OS 120 FS or the YS 140 or any other motor needing that clearance.

New blind nuts can easily be installed in the back of the firewall if your choice of motor does not fit. Measure between the screw holes to find the vertical center line. Locate the horizontal centerline by placing a motor mount on the firewall and marking the location that the outer line meets the firewall.



1. Install the motor mounts to the firewall using the 8-32 x 1" socket head screws and the #8 washers. **Use thread Lock on the screws**

2. Place your engine on the motor mounts so that the prop drive washer is **5-3/4"** from the firewall.

3. Mark the motor screw locations and drill a 3/32" hole at each location.

4. Screw the motor to the mounts using the #6 x 3/4" socket head screws.

5. Drill a 3/16" hole at the throttle pushrod location.

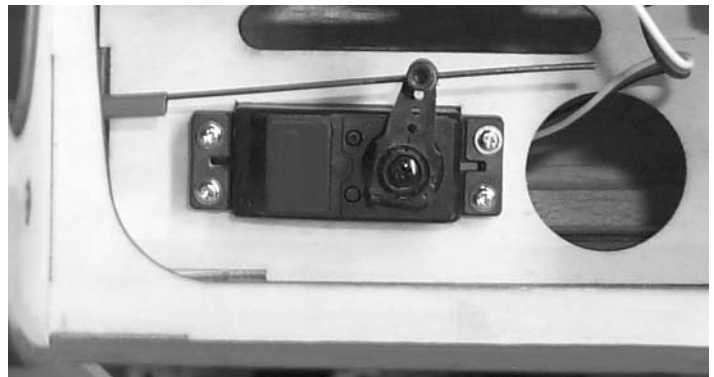
### Note:

depending on the motor used your pushrod may not be in the same location as shown.

## Throttle Servo

Collect the following items:

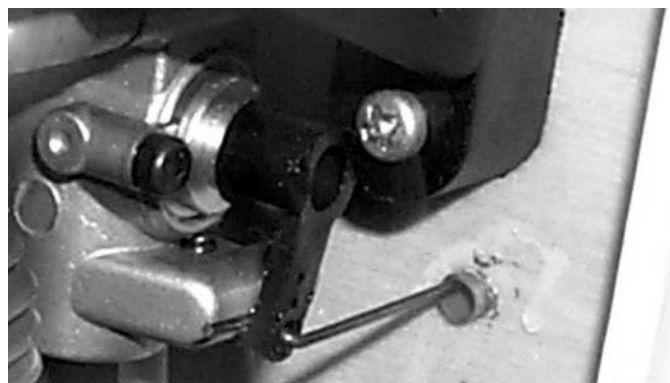
- (1) Throttle Servo with mounting hardware
- (1) .062 x 15" Wire
- (1) 1/8 x 12" Tubing



1. Install the throttle servo inside the fuselage using the hardware provided by the radio manufacturer.

2. Insert the throttle pushrod tubing through the firewall and route it back to the throttle servo.

3. Install the EZ connector to the throttle servo arm. **Use Thread Lock**



4. Make a bend at one end of the 15" wire.

5. Install the pushrod wire.

## Cowl

Collect the following items:

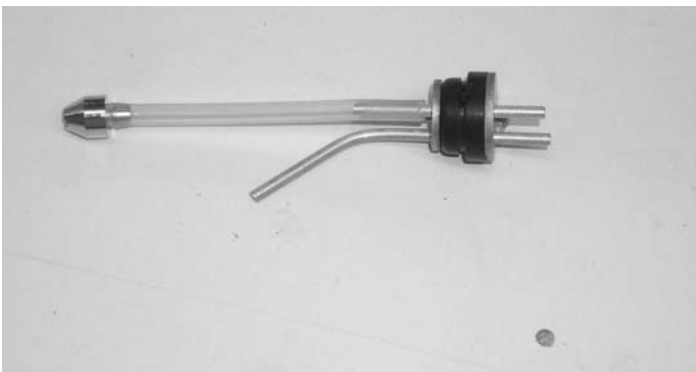
- (1) Fiberglass Cowl
- (4) #2 x 5/16" Sheet metal Screws

1. Install the fiberglass cowl onto the fuselage.
2. It helps if you make small cut outs in the fiberglass then slowly increase the sizes of the holes till the cowl fits over the motor.
3. Make sure the cowl has at least a 1/16" clearance behind the spinner.
4. Screw the cowl to the fuselage using the #2 x 5/16" screws.

## Fuel Tank Assembly



1. Locate the fuel tank and hardware.



2. Assemble the cap by inserting the screw through the large washer, through the black rubber and threading into the small washer on the back side. Insert the three metal fuel lines into the holes in the cap. The short line will be the pickup line and will have the silicone tubing attached to the back end. On the other end of

the silicone tube install the clunk. This should be adjusted in length so the clunk is about 1/4" off the bottom of the tank. One of the long tubes should be bent so it rest against the top of the tank. This is the vent line. The other tube will be the fill line. Insert the stopper in the tank and mark the fill, vent, and pickup line so you don't get them mixed up later. If you are using a YS engine which pressurizes the tank, you should wrap the tank in strapping tape with a couple of loops going around the cap to make sure it does not blow off.

## Mounting Fuel Tank

Collect the following items:

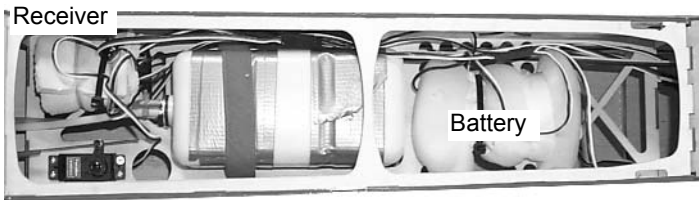
- (1) Fuel Tank
- (1) Velcro® Strap
- (1) 36" Fuel Line



1. Join the velcro together to make a long strip.
2. Thread the velcro® through the slots from the bottom on either side of the fuel tank opening in the tray.
3. Slide the fuel tank into the middle of the fuselage tray and under the center former.
4. Strap the Velcro® tight around the fuel tank.
5. Push the fuel tubing through the holes in the firewall and pull them back to the fuel tank and attach.
6. Hold the fuel lines in place using electrical straps.

## Installing Receiver & Battery

In our plane we wrapped the receiver and battery in 1/2" foam then we mounted the receiver in front of the fuel tank with the battery behind the tank. Use electrical straps to hold them both in place.

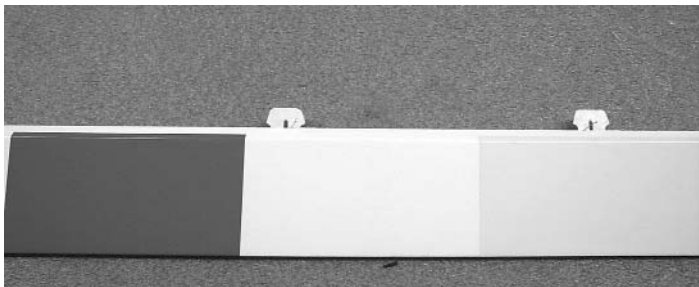


Plug a Y-harness into the receiver and pull one plug out each side of the fuselage from the hole just behind the wing tube hole.

## Aileron Installation

### Collect the following parts:

- (1) Left & Right Wing
- (1) Left & Right Aileron
- (10) C/A Hinge
- (2) Nylon Adjustable Control horns
- (2) 6-32 x 2-1/4" Allen head Bolt
- (2) Nylon Nut
- (2) Nylon Cup Washer



1. Measure 16-3/8" from the end of the aileron to find the hole for the control horn.

2. Using a 1/8" drill, drill half way through the hole from both top and bottom till the drill pass through the aileron.

3. Insert the 6-32 x 2-1/4 allen head bolt into the top of the aileron.

4. Thread the bolt all the way till the head is flush with the top of the aileron.

5. On the bottom of the aileron, place first the cup washer then the nylon nut onto the 6-32 bolt.

6. Using a metric allen wrench tighten the nylon nut all the way down till it rest in the cup washer and is tight to the aileron.

7. Thread the nylon adjustable control horn onto the bolt. **(Note: Thread the side that you can see the cut threads in the nylon onto the bolt)**



8. Insert five hinges with pins in the center into the aileron and slide the aileron on to the correct wing half.

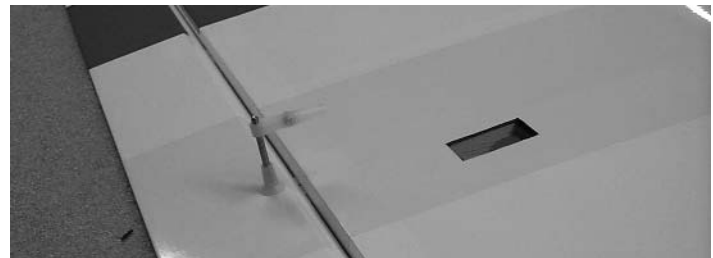
9. Place 3 drops of thin CA on both sides of each hinge. Remove the pins.

10. Repeat steps 1 thru 9 for the other aileron.

## Aileron Servo Installation

### Collect the following parts:

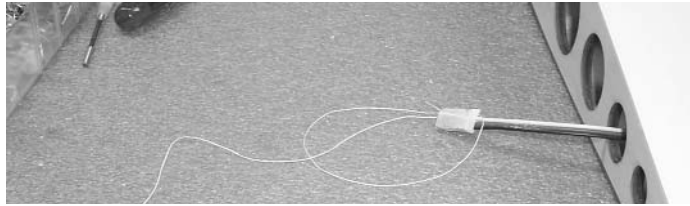
- (2) Servos with mounting hardware
- (2) 4-40 x 2-3/16" double Threaded Rod
- (2) 4-40 Metal Clevis
- (2) 4-40 Hex Nut
- (2) Clevis Clips



1. Remove the covering over the aileron servo hole on the bottom of each wing.

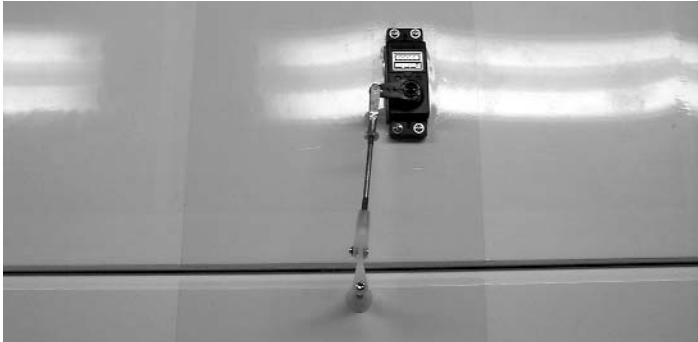
2. Plug the 12" servo extension onto the servo plug and tape securely.

3. Tie 24" of sewing thread to one of the 4-40 nuts with the other end tied to your servo extension wire.



4. Insert the nut through the aileron servo hole and let the nut fall through the wing and out the hole at the root.

5. Mount your servo using the hardware supplied with the radio.



6. Thread the 4-40 x 4-7/8" double threaded rod into the nylon adjustable control horn.

7. Place a 4-40 hex nut and a metal clevis on the other end of the threaded rod.

8. Mount the clevis to the servo arm and place the clevis clip on the clevis.

9. Repeat 1 thru 8 for the second aileron servo.

## Mounting Wing to Fuselage

Collect the following parts:

(1) Left & Right Wing

(1) 1-1/2" x 25-3/16" Wing Tube

(2) 4-40 x 1/2" Bolt

1. Insert the tube into one of the wing halves.

2. Trial fit each side of the wing through the fuselage.

3. Lightly sand the tube openings if necessary.

4. Drill and tap the wing to the tube one side at the time (**Keep the wing tight to the fuselage**).

5. **Before flying place clear plastic tape over the screw holes to keep the screws from vibrating out.**

## Canopy & Hatch

Collect the following parts:

(1) Canopy

(1) Hatch

(2) 4-40 x 1/2" Bolt



1. Place the hatch on the fuselage and secure using 4-40 x 1/2 bolts. **Don't forget thread lock**

2. Cover the fuselage with wax paper around the hatch area.

8. Glue the canopy to the hatch.

### Caution:

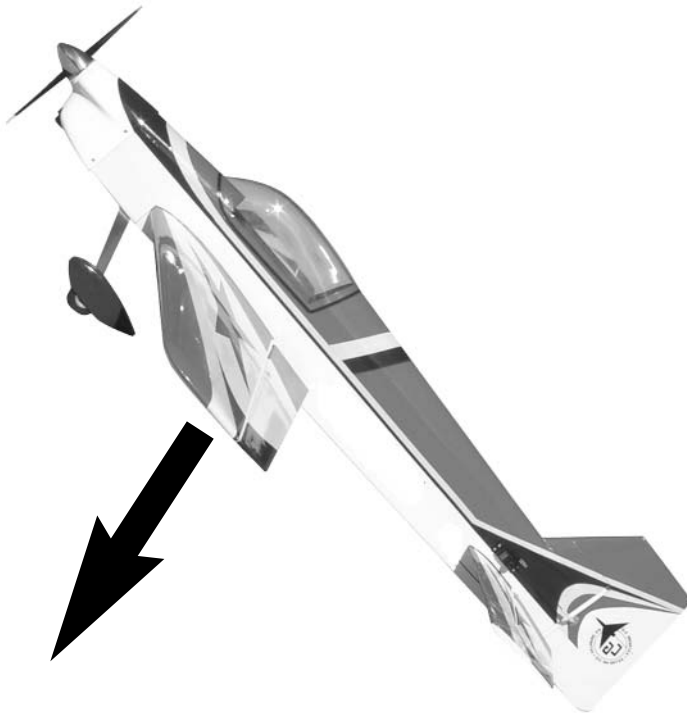
**Make sure that no glue touches the fuselage.**

## Balancing & Control Throws

Your model should balance at 9-3/8" at the fuselage side to start. For extreme 3D flying you may want to move the CG back even farther after you are use to the **Obsession 3D**. Just remember that the further back you go the more sensitive it will become. With extreme throws the model can get beyond the ability of novice pilots very quickly.

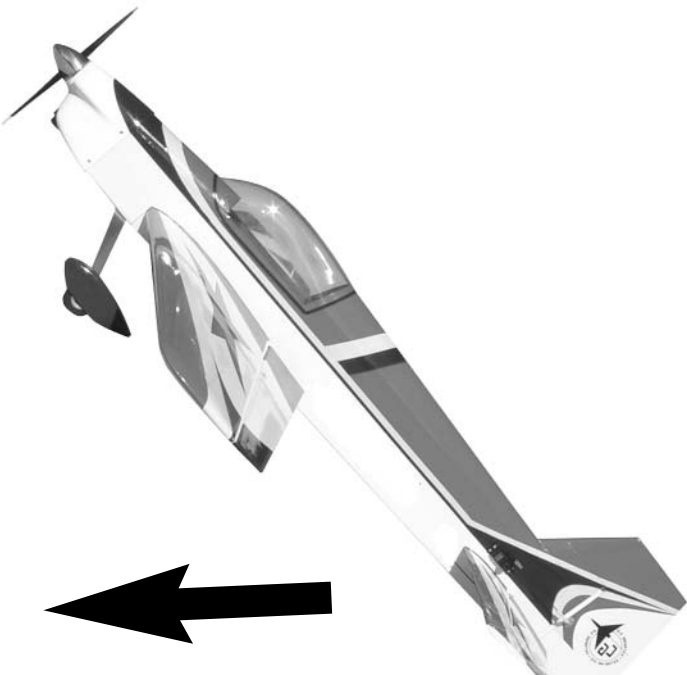
Start with the controls set at low rate with the ailerons plus or minus 1/2", the elevator plus or minus 1" and the rudder plus or minus 1-1/2". High rate should be all you can get.

Good Luck and I hope you enjoy flying the **Obsession 3D**.



### The Elevator

This maneuver has your plane drop vertically in a nose high attitude, depending on wind conditions any where from a 45 degree angle in low wind to almost backwards in higher wind conditions. To perform it, at a high altitude with high rates on, pull your throttle back and feed in the elevator until you have the full high rate applied. Use the rudder to guide the plane, and adjust attitude with minor throttle inputs. You will loose altitude quickly, to recover, apply full power and fly out level. Watch out for getting too low or applying too much rudder, it could cause the plane to snap.



### The Harrier

This maneuver has your plane in very slow forward flight in a nose high 45 degree attitude. To perform it, enter the same way as you would an elevator, then feed in power until the plane maintains altitude and starts to fly forward at a nose high attitude. Maintain it by holding up elevator and adjusting power, use the rudder to change direction. Using ailerons may cause the plane to snap and should be avoided. Add power and push the nose back over to recover.



### The Waterfall

This maneuver has your plane flipping around the axis of the wing, while dropping. Starting from a high altitude, go to low throttle and gradually pull the nose up to near vertical. Just when the plane is about the stall, give it full down elevator and full power. Make attitude corrections with the rudder and ailerons to keep the plane flipping on axis. Cut the throttle and hold full down elevator as the plane flips around to nose high again, add power to flip it over again. Watch your altitude as to not get too close to the ground. Neutralize the elevator and add power to recover.

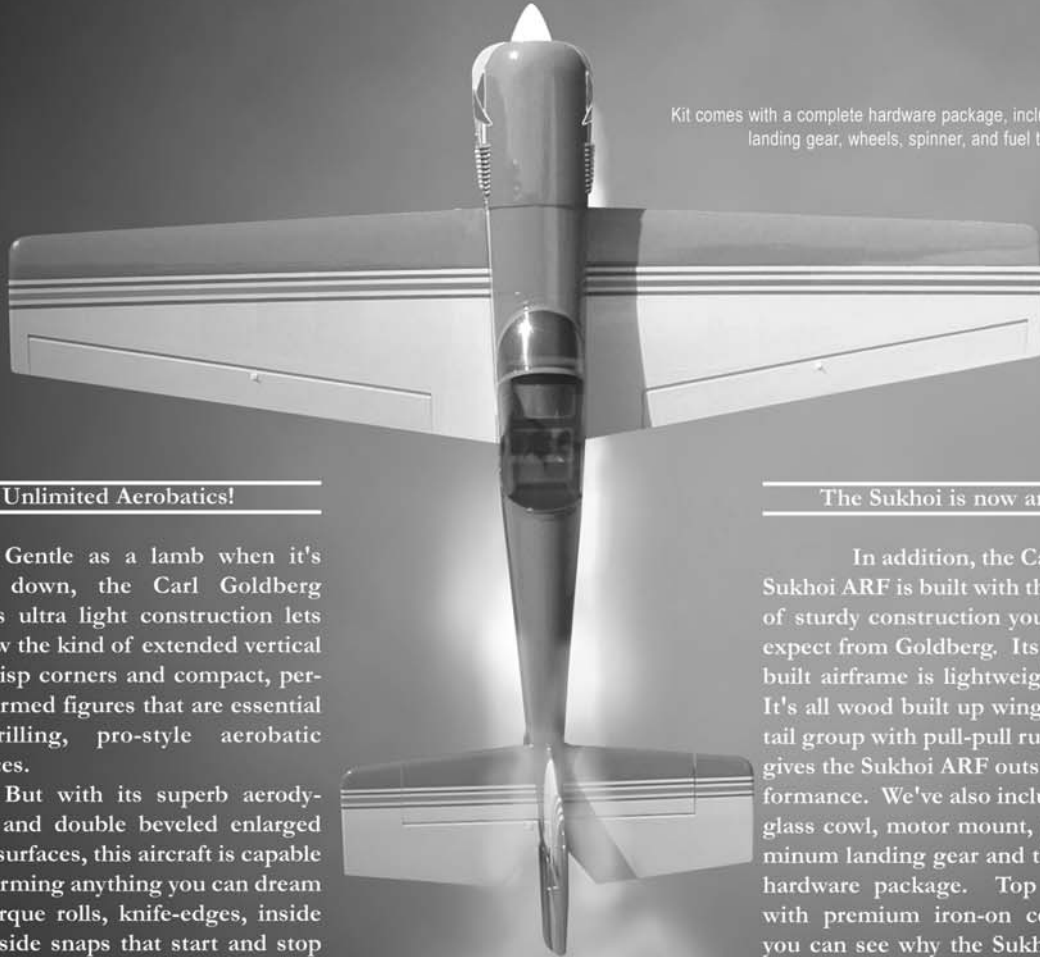


### The Blender

This is a violent maneuver that starts with a vertical rolling dive that stops the descent as it changes into a flat spin. Start at a good high altitude, go to low throttle and push the nose down into a straight dive. Feed in full left aileron and complete 3 rolls, then immediately move your transmitter sticks to an inverted snap position, down elevator, left aileron, right rudder, all full throw. Now feed in high throttle to flatten the spin and stop the altitude loss. Recover by neutralizing the rudder and ailerons, and holding a little down elevator. After you gain some airspeed you can roll out to upright. Use caution as this is a violent and high G maneuver that will put a great deal of stress on the Plane

Unlimited Aerobatics!

# Sukhoi SU26MX ARF



Kit comes with a complete hardware package, including aluminum landing gear, wheels, spinner, and fuel tank.

## Unlimited Aerobatics!

Gentle as a lamb when it's slowed down, the Carl Goldberg Sukhoi's ultra light construction lets you draw the kind of extended vertical lines, crisp corners and compact, perfectly formed figures that are essential for thrilling, pro-style aerobatic sequences.

But with its superb aerodynamics and double beveled enlarged control surfaces, this aircraft is capable of performing anything you can dream up; Torque rolls, knife-edges, inside and outside snaps that start and stop instantly, plus tumbling maneuvers that really tumble become every day experiences.

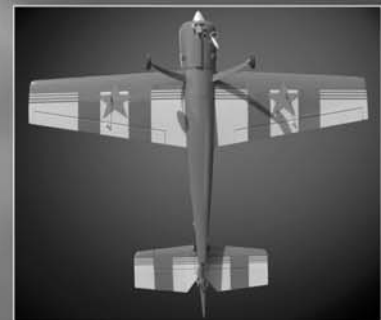
## The Sukhoi is now an ARF!

In addition, the Carl Goldberg Sukhoi ARF is built with the same type of sturdy construction you've come to expect from Goldberg. Its all-wood jig built airframe is lightweight and true. It's all wood built up wings and airfoil tail group with pull-pull rudder control gives the Sukhoi ARF outstanding performance. We've also included a fiberglass cowl, motor mount, painted aluminum landing gear and the complete hardware package. Top all this off with premium iron-on covering and you can see why the Sukhoi SU26MX ARF is the kind of value you have depended on for years from Carl Goldberg Products.

## Features

- Plug-In Wing and Stab
- Pull-Pull Rudder Control
- Double Beveled and Oversized Control Surfaces
- All Wood Airframe and Built Up Wing
- Airfoiled Tail Group
- Fiberglass Cowl
- Motor Mount
- Painted Aluminum Landing Gear
- Premium Iron-On Covering

Wing Span: 72½"  
Overall Length: 65"  
Area: 949 Sq. In.  
Flying Weight: 9-10 lbs.  
Engine: .60-.90 2-Stroke  
.90-1.20 4-Stroke  
Radio: 4 - Channel Radio  
6 - Standard Servos



Goldberg's Sukhoi SU26MX ARF also features an airfoiled tail group and double beveled enlarged control surfaces for outstanding aerobatics.



Introducing The Sukhoi SU26MX ARF From Carl Goldberg Products.  
**CARL GOLDBERG PRODUCTS LTD.**

Available at your local hobby shop!

P.O. Box 818, Oakwood, GA 30566

Phone: 678-450-0085

Fax : 770-532-2163

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