FlightPower LiPo FP30 4S 14.8V 3350mAh 30C
Dimensions: 5.24 x 1.58 x 1.06” [133 x 40 x 27mm]
Weight: 12.56 oz [356g]
FlightPower LiPo FP55 4S 14.8V 3350mAh Star Plug (FPP55S)
Dimensions: 5.12 x 1.54 x 1.10” [130 x 34 x 38mm]
Weight: 14.11 oz [400g]

Receiver:
- A 3+ channel transmitter is required for the Bird of Time EP.
- The use of a transmitter with a program memory feature is recommended. We recommend the Affordable Race Max 64.

Battery Recommendations:
- The recommended battery size is 14.8V 3300-3500mAh. This voltage and capacity along with the FlightPower 30C LiPo battery will provide 10-12+ flights to an aircraft with a near vertical climb angle at full throttle. We found that the 3300mAh pack will balance the weight of the aircraft at the recommended G.C. with little or no added ballast when using the recommended motor and ESC.

Battery:
- Serves as the input battery capacitor. If an ESC larger than the recommended ESC is used, a smaller battery may be needed in order for both to fit into the compartment. The ESC can be located further aft requiring motor lead or receiver lead extensions, paying attention to proper G.C. location. The FlightPower 2000mAh battery will fit with the recommended Miche ESC.

FlightPower LiPo FP30 4S 14.8V 3350mAh 30C
Dimensions: 5.24 x 1.58 x 1.06” [133 x 40 x 27mm]
Weight: 12.56 oz [356g]
FlightPower LiPo FP55 4S 14.8V 3350mAh Star Plug (FPP55S)
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Battery Recommendations:
- The recommended battery size is 14.8V 3300-3500mAh. This voltage and capacity along with the FlightPower 30C LiPo battery will provide 10-12+ flights to an aircraft with a near vertical climb angle at full throttle. We found that the 3300mAh pack will balance the weight of the aircraft at the recommended G.C. with little or no added ballast when using the recommended motor and ESC.

Battery:
- Serves as the input battery capacitor. If an ESC larger than the recommended ESC is used, a smaller battery may be needed in order for both to fit into the compartment. The ESC can be located further aft requiring motor lead or receiver lead extensions, paying attention to proper G.C. location. The FlightPower 2000mAh battery will fit with the recommended Miche ESC.
FlightPower LiPo FP30 4S 14.8V 3350mAh 30C

Dimensions: 5.2 x 1.58 x 1.06” [133 x 40 x 27mm]
Weight: 12.56oz [356g]

FlightPower LiPo FP50 4S 14.8V 3600mAh 50C

Dimensions: 5.2 x 1.58 x 1.14” [133 x 40 x 29mm]
Weight: 14.11oz [400g]

CHARGER: required. An economical Onyx charger and a high end Triton charger are recommended here.

Duratrax Onyx 225 AC/DC Advanced Charger

NEVER charge the batteries in the plane.

ELECTRIC MOTOR & BATTERY SAFETY PRECAUTIONS

SERVOS:

On pages 3-4 in the manual booklet there are servos recommended which have been discontinued and are no longer available. Listed here are current model servos recommended for the Bird of Time. Other models of similar size and torque rating will also work.

Futaba S3154 Digital Micro High-Torque Servo

SAFETY PRECAUTIONS

SERVOS:

On pages 3-4 in the manual booklet there are servos recommended which have been discontinued and are no longer available. Listed here are current model servos recommended for the Bird of Time. Other models of similar size and torque rating will also work.

Futaba S3154 Digital Micro High-Torque Servo

ALWAYS keep your face and body as well as all spectators at least 1 ½” [19mm] or smaller from the prop: loose clothing, ties, scarves, long hair or loose objects such as pens or screwdrivers that may fall out of shirt or jacket pockets into the prop.

NEVER use the LiPo battery unattended while charging. If the LiPo battery becomes hot or starts to swell, stop charging and remove the battery to a safe location.

ALWAYS use safety glasses when running motors.

Once the motor batteries are connected, the electric run the motor in an area of loose gravel or sand; the keep your face and body as well as all spectators away from the prop: loose clothing, ties, scarves, long hair or loose objects such as pens or screwdrivers that may fall out of shirt or jacket pockets into the prop.

ALWAYS disconnect the motor batteries when charging. ALWAYS follow the charging instructions included with your charger for charging LiPo batteries. LiPo batteries can cause a fire if misused and should always be charged under close supervision.

Never use a LiPo-approved charger.

ALWAYS keep the charger's output volts to match the battery.

Never charge at currents greater than 1C unless the battery is rated for a higher charge rate.

ALWAYS trickle-charge a LiPo battery.

ALWAYS allow the battery temperature to exceed 150 degrees F (65° C).

Never charge the batteries in the plane.

Never charge the batteries in the plane.

Never charge the batteries in the plane.

ALWAYS use a LiPo-approved charger.

NEVER use a NiCd/NiMH peak charger to charge a LiPo battery.

NEVER charge in excess of 4.2V per cell unless the battery is rated for a higher voltage.

NEVER charge through the “discharge” lead. This process is not recommended and can cause the battery to overheat.

NEVER charge at currents greater than 1C unless the battery is rated for a higher charge rate.

NEVER trickle-charge a LiPo battery.

NEVER charge the battery temperature to exceed 150 degrees F (65° C).

Never charge the batteries under conditions where the temperature will rise during charging.

NEVER charge with the motor batteries plugged in.

NEVER charge the batteries in direct sunlight.

NOTE: The LiPo battery becomes hot or starts to swell, stop charging and remove the battery to a safe location.

Note that only 3 of the 32 servos recommended in the manual booklet have been discontinued. The other 29 servos are still available.

BATTERY RECOMMENDATIONS:

The recommended battery size is 1.4V 3300–3600mAh. This voltage and capacity range, along with the FlightPower 30 charger, will provide 1-2 additional flights at a higher vertical climb angle at full throttle. We found that the 3300mAh/3600mAh pack will balance the plane at the recommended C.G. with little or no added ballast when using the recommended motor and ESC.

FlightPower LiPo FP30 4S 14.8V 3350mAh 30C

Dimensions: 5.2 x 1.58 x 1.06” [133 x 40 x 27mm]
Weight: 12.56oz [356g]

FlightPower LiPo FP50 4S 14.8V 3600mAh 50C

Dimensions: 5.2 x 1.58 x 1.14” [133 x 40 x 29mm]
Weight: 14.11oz [400g]
1. The canopy design has been updated to be easily removable for battery access. The section in the manual booklet (pages 12-13) can be skipped. To remove the updated canopy, slide it forward and then lift it up on the aft end.

2. Two motor mounting templates are provided on the other side of this addendum. One is for the recommended RimFire .32 motor and the other is for blanks for use with other motors. Photocopy, then cut out the template and temporarily tape it to the firewall. Accuracy is important in this step to ensure that the motor, and therefore spinner too, are properly centered on the firewall.

3. In the section Install the Rudder on page 9 of the manual booklet, the rudder servo location is now located beneath the wing saddle (previously mounted in the fuselage nose). The installation procedure for the servo and pushrod hardware remain the same.

4. In the section Install the Elevator Linkage beginning on page 10 of the manual booklet, a CS-5 micro servo is recommended. However, this model servo is no longer available. We recommend the Hitec S115R as a substitute (see recommendations in the Flight Equipment section of this addendum). The installation procedure for the servo and pushrod hardware remain the same.

5. The balancing instructions in the manual booklet on page 14 remain the same. Ideally, the recommended balance point can be achieved by shifting the flight battery (and/or ESC and receiver) forward or aft. Adding ballast to achieve the correct balance should be a last resort. With the recommended components (motor, battery, and ESC), the Bird of Time EP should balance very near the recommended C.G. point.

6. Use something with a sharp tip such as a T-pin to make indentations onto the firewall for the motor mounting holes.

7. Use sandpaper on the inside of the fiberglass fuselage where you plan to install the ESC. Clean the fuselage in just in front of the motor. Mix up a small batch of 3-minute epoxy and apply a thin coating onto the side of the fuselage for the ESC as well as some along the battery tray as shown. Allow the epoxy to completely harden before continuing.

8. Use a small drill bit to make pilot holes at the marks you made. Then, slowly drilling the holes with a 1/8" [3.2mm] bit.

9. Install the receiver has been moved from the nose of the fuselage to just in front of the rudder servo. Shown here, the receiver is secured to the tray using self-adhesive hook and loop material (not included, use GPMQ4480).

10. Use whatever the ledges of the E-flite leg placement you plan to install the ESC. Clean the leg locations with a paper towel dampened with alcohol. Mix up a small batch of pavement epoxy and apply a thin coating onto the side of the leg placement for the ESC as well as some along the battery tray as shown. Allow the epoxy to completely harden before continuing.

11. Connect your ESC to the motor leads. Use self-adhesive hook and loop material (not included) to affix your ESC to the fuselage side. Be sure that the motor wires are not contacting the motor.

12. Make a battery strap by cutting a length long enough to wrap around your battery and the battery tray. Overlap the mating ends by 1" [25mm] and feed the strap around the battery tray. Apply some self-adhesive hook and loop material to wrap the strap onto the tray and to your battery and next fit it in place.

13. Before installing the propeller in the next step, take this time to test the operation of the motor using your radio system. Ensure that the motor is rotating in the correct direction and the ESC brake function is turned ON. Snap the propeller into place onto the motor. This propeller is designed specifically for the ESC if the motor is rotating in the incorrect direction as determined by the poor glide angle when you turn the throttle to full throttle from the front. This is also a good time to set up and test your throttle fail safe function. Refer to your radio system manual for fail safe programming instructions.

14. Unscrew the nylon locknuts from the folding propeller blade pins and slide the pins out from the spinner hub. Fit the propeller blades into the hub and then reinsert the pins. The locknuts should be just tight enough so the blades still rotate freely on the pins.

15. The balancing instructions in the manual booklet on page 16-17 the text refers to launching the Bird of Time using a winch or high start. Obviously with the motor installed, these launching methods are no longer necessary. The recommended RimFire .32 and included prop kit provides an abundance of power so launching the glider hand launch (or your assistant’s hand) is the perfect send off and face clear of the prop, hold the glider over your head by the nose near the balancing point. Thrust up and give the glider a gentle push into the wind with a slight upward angle. The thrust of the power system should pull the glider forward with authority and to a high altitude quickly.

16. The landing procedure has not changed from the manual booklet on page 17. Once you are up high for your final landing approach, be sure to power down the motor and jedemerell as possible. You may need to use a tool inserted through one of the firewall cooling holes as leverage in order to align the motor mounting holes with the holes in the firewall. Take care when doing this as to not damage the exposed coils in the motor.
ADDENDUM INSTRUCTIONS

1. The canopy design has been updated to be easily removable for battery access. The entire Fuselage section in the manual booklet (pages 12-13) can be skipped. Remove the updated canopy, slide it forward and then flip it up on the aft end.

3. In the section "Install the Rudder Mount" in the manual booklet on page 9. The hook parts are not included with the Bird of Time EP.

5. In the section "Install the Motor Mount" on page 10 of the manual booklet, a CS-5 micro servo is recommended. However, this model servo is no longer available. We recommend the Futaba 5313H as a substitute (see recommendations in the Flight Equipment section of this addendum). The installation procedure for the servo and pushrod hardware remains the same.

8. Use a small drill bit to make pilot holes at the marks you made. Then, flush drilling the holes with a 1/8" [3.2mm] bit.

9. Fit the motor into the fuselage and up to the firewall. Install the motor using the included four 3/4" machine screws, four 3mm flat washers, and threadlocking compound. You will likely need to use a tool inserted through one of the firewall cooling holes as leverage in order to align the motor mounting holes with the holes in the firewall. Take care when doing this so as not to damage the exposed coils in the motor.

10. Use sandpaper on the inside of the fiberglass fuselage where you plan to install the ESC. Clean the sanded area with a paper towel dampened with alcohol. Mix up a small batch of 5-minute epoxy and apply a thin coating onto the side of the fuselage for the ESC as well as some along the battery tray as shown. Allow the epoxy to completely harden before continuing.

11. Connect your ESC to the motor leads. Use self-adhesive hook and loop material (not included) to affix your ESC to the fuselage side. Be sure that the motor wires are not contacting the motor.

14. Unscrew the nylon locknuts from the folding propeller blade pins and slide the pins out from the spinner hub. Fit the propeller blades into the hub and then reinstall the pins. The locknuts should be tight enough so the blades still rotate freely on the pins.

16. Pull the spinner backplate onto the collet and tighten it down with the nylon spinner washer and prop nut. Install the spinner cone using the included 2.5 x 22mm flat head machine screw.

BALANCE THE MODEL (C.G.)

In the manual booklet on page 14 the balancing instructions in the manual booklet on page 14 remain the same. Ideally, the recommended balance point can be achieved by shifting the flight battery (and/or ESC and receiver) forward or aft. Adding ballast to achieve the correct balance should be a last resort. With the recommended components (motor, battery, and ESC), the Bird of Time EP should balance very near the recommended C.G. point.

The balancing instructions in the manual booklet on page 14 remain the same. Ideally, the recommended balance point can be achieved by shifting the flight battery (and/or ESC and receiver) forward or aft. Adding ballast to achieve the correct balance should be a last resort. With the recommended components (motor, battery, and ESC), the Bird of Time EP should balance very near the recommended C.G. point.

TAKEOFF

14. Unscrew the nylon locknuts from the folding propeller blade pins and slide the pins out from the spinner hub. Fit the propeller blades into the hub and then reinstall the pins. The locknuts should be tight enough so the blades still rotate freely on the pins.

15. Fit the collet prop adapter onto the motor shaft. Slide it fully onto the motor. Fit the hexagonal collar onto the collet adapter.

LANDING

The landing procedure has not changed from the manual booklet on page 17. Once you are set up for your final landing approach, be sure to power down the motor and propeller soaked in a towel or rolled up in a towel. Ensure that the motor is rotated in the correct direction and the ESC brake function is turned ON. Snap page 10 of the manual booklet onto the Bird of Time EP if the motor is rotating in the incorrect direction. Do this by inserting the collet adapter into the front of the fuselage. This is also a good time to set up and test your throttle fail safe function. Refer to your radio system manual for fail safe programming instructions.
The balancing instructions in the manual booklet on page 14 remain the same. Ideally, the recommended balance point can be achieved by shifting the flight battery (and/or ESC and motor) forward. A second recommended position is 6 inches closer to the front of the fuselage. If this is your first flight, be prepared to make any corrections that might be necessary if the plane is particularly out of trim. Gain some altitude and then make your trim setting changes if need be. You will also find that the glider has a tendency to pitch up with throttle. This cannot be trimmed out with the elevator trim setting. You will either need to slow down or raise the nose to pull it forward. The recommended power system should provide you with enough motor run time to get 10-12 climbs to altitude.

The canopy design has been updated to be easily removable for battery access. The entire Final Assembly section in the manual booklet (pages 12-13) can be skipped. To remove the updated canopy, slide it forward and then lift it up on the aft end.

3. In the section Install the Tow Hook Mount on page 9 of the manual booklet, the builder’s servo location is now located beneath the wing saddle (previously mounted in the fuselage nose). The installation procedure for the servo and pushrod hardware remains the same.

4. In the section Install the Elevator Linkage beginning on page 10 of the manual booklet, a CS-5 micro servo is recommended. However, this model servo is no longer available. We recommend the Futaba S3124 as a substitute (see recommendations in the Flight Equipment section of this addendum). The installation procedure for the servo and pushrod hardware remains the same.

8. Use a small drill bit to make pilot holes at the marks you made. Then, finish drilling the holes with a 1/8" [3.2mm] bit.

9. Fit the motor into the fuselage and up to the firewall. Install the motor using the included four 3x10mm machine screws, four 3mm flat washers, and threadlocking compound. You will likely need to use a tool inserted through one of the firewall cooling holes as leverage in order to align the motor mounting holes with the holes in the firewall. Take care when doing this so as to not damage the exposed coils in the motor.

10. Use sandpaper on the inside of the fiberglass fuselage where you plan to install the ESC. Clean the inside of the fuselage in just in front of the firewall. Install the ESC onto the firewall so as to not damage the exposed coils in the motor. Place the ESC as far forward as possible but not so far that the motor will not fit into the fuselage. The ESC may require you to extend (or make extensions) the motor leads as necessary.

11. Connect your ESC to the motor leads. Use self-adhesive hook and loop material (not included) to affix your ESC to the fuselage side. Be sure that the motor wires are not contacting the motor.

12. Make a battery strap by cutting a length long enough to wrap around your battery and the battery tray. Overlap the mating ends by 1" [25mm] and feed the strap around the battery tray. Apply some self-adhesive hook and loop material to the tray and to your battery and test fit it in place.

13. Before installing the propeller in the next step, take this time to test the operation of the motor using your radio system. Ensure that the motor is rotating in the correct direction and the ESC brake function is turned on. Snap the propeller onto the motor and, with the motor attached to the firewall, try to turn the propeller clockwise and then counterclockwise. If the propeller is spinning properly, replace the propeller cone and prop adapter onto the motor. Make sure the propeller is seated properly and that the prop adapter is tight. Turn the power on slowly and make sure that the propeller spins freely and that there is no binding. If necessary, you may need to locate your ESC aft of the battery. This may require you to extend (or make extensions) the motor leads as necessary.

14. Unscrew the nylon locknuts from the folding propeller blade pins and slide the pins out from the spinner hub. Place the propeller blades into the hub and then reinstall the pins. The locknuts should be just tight enough so the blades still rotate freely on the pins.

15. Fit the collet prop adapter onto the motor shaft. Slide it fully onto the motor. Fit the hexagonal collar onto the collet adapter.

16. Put the spinner backplate onto the collet and tighten it down with the nylon spinner washer and prop nut. Install the spinner cone using the included 2.5 x 22mm flat head machine screws.
FLIGHT POWER LiPo FP30 4S 14.8V 3350mAh 30C
Star Plug (FPWP3334)
Weight: 12.56oz [356g]
FlightPower LiPo FP50 4S 14.8V 3600mAh 50C
Dimensions: 5.12 x 1.34 x 1.50" [130 x 34 x 38mm]
Weight: 14.11oz [402g]

CHARGER:
An economical Onyx charger and a high end Triton charger are recommended here.

FLIGHT EQUIPMENT

Great Planes ElectriFly Triton2 EQ AC/DC Charger
ALWAYS get help from an experienced pilot when learning to operate motors.

SAFETY PRECAUTIONS

WARNING:
Follow the charging instructions included with your battery. Failure to follow the instructions can cause permanent damage to the battery and surrounding items in the case of a fire or explosion.

ALWAYS remove the propeller if the motor batteries will be disconnected while working on your plane.

ALWAYS remove the motor batteries when charging.

ALWAYS follow the charging instructions included with your charger for charging LiPo batteries. LiPo batteries can cause serious damage if misused.

ALWAYS charge through the “charge” lead.

ALWAYS charge a LiPo battery in a fireproof location.

ALWAYS remove the batteries from the plane after a crash. Set them aside in a safe location for at least 20 minutes. If the battery starts to swell, quickly move the battery to a safe location, preferably outside. Place it in a bucket, covering the battery with sand. Never use water to try and put out a LiPo fire.

ALWAYS make sure the motor is at a safe distance away from the prop, loose clothing, shirt sleeves, ties, scarves, long hair or loose objects such as pencils or screwdrivers that may fall out of shirt or jacket pockets into the prop.

ALWAYS charge the LiPo battery unattended while charging. If the LiPo batteries become hot or start to swell, stop charging and remove the battery to a safe location.

ALWAYS disconnect the Lipo battery, ESC, and receiver when working on your plane.

ALWAYS switch off the transmitter before connecting the motor battery.

ALWAYS plug the motor batteries as soon as your flight is over and before turning off your transmitter.

ALWAYS use a LiPo-approved charger.

ALWAYS sell the charger’s output volts to match the battery volts.

ALWAYS charge a LiPo’s battery in a fireproof location.

ALWAYS charge through the “charge” lead.

ALWAYS KEEP OUT OF THE REACH OF CHILDREN.

ALWAYS remove the batteries from the plane before disassembly. Set them aside in a safe location for at least 20 minutes. If the batteries are damaged in the crash and you cannot fire them, the battery starts to swell, quickly move the battery to a safe location, preferably outside. Place it in a bucket, covering the battery with sand. Never use water to try and put out a LiPo fire.

ALWAYS touch the motor during or right after operation. The motor can start at any time and cause permanent damage to the motor and ESC.

ALWAYS disconnect the LiPo battery, ESC, and receiver when working on your plane.

FWARNING:
NEVER connect a LiPo to a 12V system.

NEVER charge at currents greater than 1C unless the battery is rated for a higher voltage.

NEVER charge through the “discharge” lead.

NEVER charge at currents greater than 1C unless the battery is rated for a higher charge rate.

NEVER trickle-charge a LiPo battery.

NEVER charge the battery temperature exceeds 150 degrees F (65°C).

NEVER disassemble or modify the pack wiring in any way or puncture the cells.

NEVER discharge below 2.7V per cell.

NEVER place the battery or charge on combustible materials or leave it unattended during charge or discharge.

NEVER charge the batteries in the plane.

ALWAYS get help from an experienced pilot when learning to operate motors.

ALWAYS use safety glasses when running motors.

NEVER run the motor in an area where loose gravel or sand, the propeller may throw such material in your face or eyes.

ALWAYS keep your face and body as well as all spectators away from the plane during takeoff and landing.

ALWAYS remove the motor batteries before disassembling the plane.

ALWAYS switch off the transmitter before disconnecting the motor battery.

ALWAYS switch off the transmitter before connecting the motor battery.

WARNING:
On pages 3-4 in the manual booklet there are instructions on how to operate the motor.
The Hitec Energy Sport 60A ESC is a low profile speed controller with BEC that we recommend.

The RimFire .32 will provide ample power to climb quickly to altitude. The Hitec Energy Sport 60A ESC is a low profile speed controller with BEC that we recommend.

Great Planes RimFire .32 42-50-800 Outrunner Brushless (GPMG4700)

BATTERY RECOMMENDATIONS:
The recommended battery size is 14.8V 3000–3600mAh. This voltage and capacity along with the RimFire .32 motor will provide 10-12+climbs to altitude with a near vertical climb angle at full throttle. We found that the 3600mAh 4S pack will balance the plane at the recommended C:4 with little or no added ballast when using the recommended motor and ESC.

NOTE: Some inside the battery compartment is limited. If an ESC larger than the recommended ESC is used, a smaller battery may be needed in order for both to fit in the compartment. Officers, the ESC can be located further aft if required: motor head or nosecon head extensions, paying attention to proper C:4 location. The FlightPower LiPo battery will fit with the recommended Mitec ESC.

FlightPower LiPo FP30 4S 14.8V 3350mAh 30C
Dimensions: 5.12 x 1.34 x 1.50" [130 x 34 x 38mm]
Weight: 12.56oz [356g]
FlightPower LiPo FP50 4S 14.8V 3600mAh 50C
Dimensions: 5.12 x 1.34 x 1.50" [130 x 34 x 38mm]
Weight: 14.11oz [402g]

CHARGER:
An economical Onyx charger and a high end Triton charger are recommended here.

FLIGHT EQUIPMENT

Great Planes ElectriFly Triton2 EQ AC/DC Charger
ALWAYS get help from an experienced pilot when learning to operate motors.

SAFETY PRECAUTIONS

WARNING:
Follow the charging instructions included with your battery. Failure to follow the instructions can cause permanent damage to the battery and surrounding items in the case of a fire or explosion.

ALWAYS remove the propeller if the motor batteries will be disconnected while working on your plane.

ALWAYS remove the motor batteries when charging.

ALWAYS follow the charging instructions included with your charger for charging LiPo batteries. LiPo batteries can cause serious damage if misused.

ALWAYS switch off the transmitter before connecting the motor battery.

ALWAYS plug the motor batteries as soon as your flight is over and before turning off your transmitter.

ALWAYS use a LiPo-approved charger.

ALWAYS sell the charger’s output volts to match the battery volts.

ALWAYS charge a LiPo’s battery in a fireproof location.

ALWAYS charge through the “charge” lead.

ALWAYS KEEP OUT OF THE REACH OF CHILDREN.

ALWAYS remove the batteries from the plane before disassembly. Set them aside in a safe location for at least 20 minutes. If the batteries are damaged in the crash and you cannot fire them, the battery starts to swell, quickly move the battery to a safe location, preferably outside. Place it in a bucket, covering the battery with sand. Never use water to try and put out a LiPo fire.

ALWAYS touch the motor during or right after operation. The motor can start at any time and cause permanent damage to the motor and ESC.

ALWAYS disconnect the LiPo battery, ESC, and receiver when working on your plane.

FWARNING:
NEVER connect a LiPo to a 12V system.

NEVER charge at currents greater than 1C unless the battery is rated for a higher voltage.

NEVER charge through the “discharge” lead.

NEVER charge at currents greater than 1C unless the battery is rated for a higher charge rate.

NEVER trickle-charge a LiPo battery.

NEVER charge the battery temperature exceeds 150 degrees F (65°C).

NEVER disassemble or modify the pack wiring in any way or puncture the cells.

NEVER discharge below 2.7V per cell.

NEVER place the battery or charge on combustible materials or leave it unattended during charge or discharge.

NEVER charge the batteries in the plane.

ALWAYS get help from an experienced pilot when learning to operate motors.

ALWAYS use safety glasses when running motors.

NEVER run the motor in an area where loose gravel or sand, the propeller may throw such material in your face or eyes.

ALWAYS keep your face and body as well as all spectators away from the plane during takeoff and landing.

ALWAYS remove the motor batteries before disassembling the plane.

ALWAYS switch off the transmitter before disconnecting the motor battery.

WARNING:
On pages 3-4 in the manual booklet there are instructions on how to operate the motor.
The Hitec Energy Sport 60A ESC is a low profile speed controller with BEC that we recommend.

The RimFire .32 will provide ample power to climb quickly to altitude. The Hitec Energy Sport 60A ESC is a low profile speed controller with BEC that we recommend.

Great Planes RimFire .32 42-50-800 Outrunner Brushless (GPMG4700)

BATTERY RECOMMENDATIONS:
The recommended battery size is 14.8V 3000–3600mAh. This voltage and capacity along with the RimFire .32 motor will provide 10-12+climbs to altitude with a near vertical climb angle at full throttle. We found that the 3600mAh 4S pack will balance the plane at the recommended C:4 with little or no added ballast when using the recommended motor and ESC.

NOTE: Some inside the battery compartment is limited. If an ESC larger than the recommended ESC is used, a smaller battery may be needed in order for both to fit in the compartment. Officers, the ESC can be located further aft if required: motor head or nosecon head extensions, paying attention to proper C:4 location. The FlightPower LiPo battery will fit with the recommended Mitec ESC.