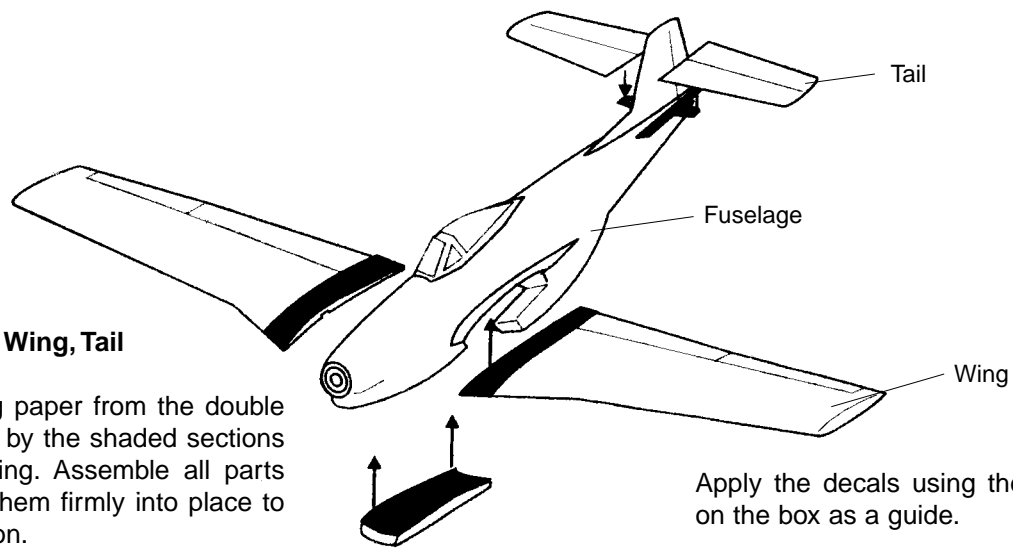


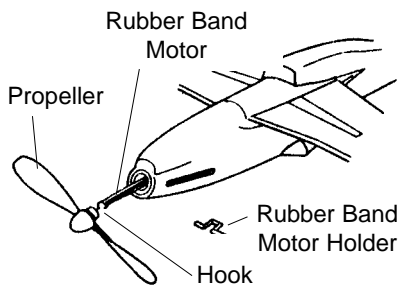
# ASSEMBLY OF YOUR P-51 MUSTANG RUBBER BAND POWER AIRPLANE



## 1 Assembling The Wing, Tail and Fuselage

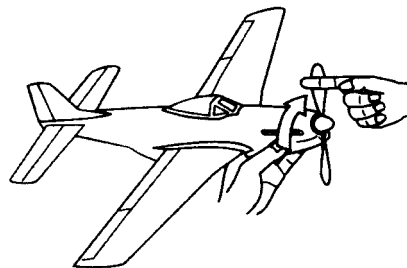
Remove the backing paper from the double sided tape indicated by the shaded sections shown on the drawing. Assemble all parts shown by pressing them firmly into place to ensure good adhesion.

Apply the decals using the pictures on the box as a guide.



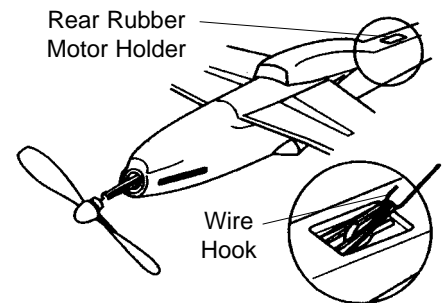
## 2 Assembling The Propeller And Motor

Remove the rubber band motor holder from the rubber band motor. Attach the rubber band motor to the hook on the back of the propeller hub.



## 3 Winding The Rubber Motor

Wind the rubber motor by turning the propeller clockwise. Start with 60- 100 turns for a short test flight. The maximum number of turns is 200.

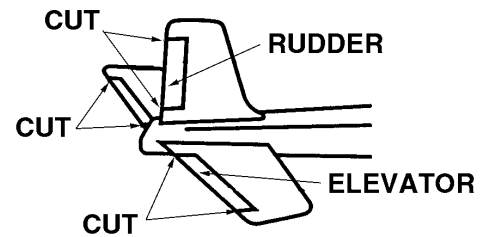


## 4 Changing The Rubber Motor

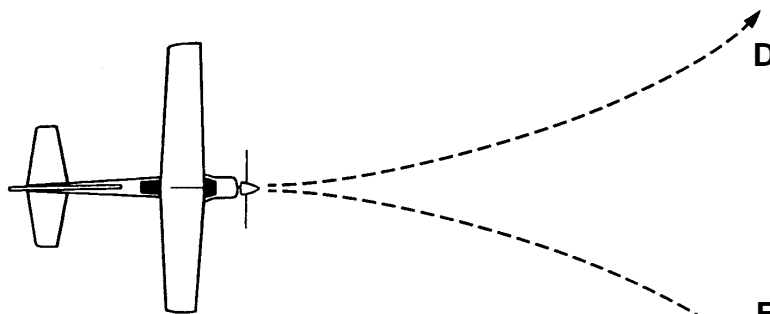
If you should break a rubber band motor, you can change it using the wire hook as shown above. A spare rubber band motor is included in the kit.

## TRIMMING YOUR P-51 MUSTANG (Must be done before flying!)

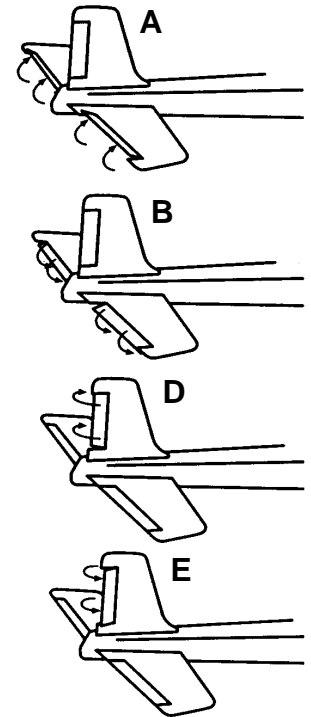
- 1 It is important to test, or trim, your P-51 correctly. The airplane should climb and turn efficiently.
- 2 Using a hobby knife, **carefully** cut **only** the **top** and **bottom** of the rudder and the **inside** and **outside** ends of both elevators.
- 3 Before winding the rubber motor, grasp the airplane body and gently toss the airplane into the wind. It should glide straight ahead and settle gently to the ground. See diagram below.



- A = Crash. Bend elevators upward 1-2mm.  
 B = Stall. Bend elevators down 1-2mm.  
 C = Correct flight path.



- D = To veer left, bend rudder slightly to the left.  
 E = To veer right, bend rudder slightly to the right.

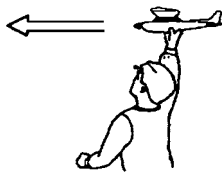


- 4 Repeat step 3 until proper flight is achieved.

## TEST FLYING YOUR P-51 MUSTANG

1. Take your P-51 out into the middle of a field. Wind the rubber motor. Hold the P-51 over your head and release the propeller. Toss the airplane **into the wind**, keeping the airplane level.

Wind direction →



2. The airplane should climb gently and turn gradually. If it stalls or crashes, adjust the elevator. If it does not turn, bend the rudder 1-2 mm to the left or right. Refer to "Trimming your P-51" for details.

### IMPORTANT THINGS TO REMEMBER WHEN YOU ARE FLYING YOUR P-51:

The most important thing that determines how well your P-51 flies is how well you have trimmed it out.

Because it can fly high and far you must be in a large area away from houses, streets, trees, and overhead wires.

Closely inspect your P-51 after every flight. Make sure the wings are not broken and are securely fastened to the airplane body. Make sure none of the tail parts are broken. See the **REPAIR** section for details.

Always throw the P-51 into the wind. Do not fly the P-51 if it is too windy.

### CAUTION

- DO NOT FLY NEAR POWER LINES.
- ALWAYS LAUNCH PLANE AWAY FROM PEOPLE AND OBSTACLES.
- NEVER POINT THE PLANE AT ANYONE OR ANYTHING.
- ALWAYS LAUNCH SKYWARD.
- DO NOT LAUNCH INDOORS.

### REPAIR

Repairs can be made to your model using clear tape. You may also use white PVA glues or epoxy. **Never** use polystyrene cements or "super" glues as they will melt the styrofoam.