

Flyzone ME 109

FF to R/C Conversion Instructions

Hobbico® Flyzone EP FF airplanes have been around for years, with exciting new models being added constantly. The recent interest shown by R/C modelers in micro R/C airplanes inspired us to offer a kit that transforms these micro free flyers into high performance micro R/C airplanes. This R/C conversion package and the following instructions make the conversion as painless as possible and eliminates any guesswork. The R/C conversion power package can be used on any airplane weighing 5 to 9 oz [141 to 255g] with a wingspan between 20 and 30 inches [508 and 760mm]. A conversion radio package is also available and includes the radio gear you will need in conjunction with the conversion power package.

PARTS NECESSARY

- R/C Conversion power package (GPMG0780)
- Great Planes Electrify™ Conversion Radio Pak (GPML0098) High or (GPML0099) Low
- Futaba® single conversion crystal (FUTL62**)
- 1/16" [1.6mm] scrap balsa sheet
- Carbon Fiber Strips (DAVR2030)
- 1/8" [3.2mm] x 3/4" [19mm] hardwood dowel
- Double-sided tape (GPMQ4442)

CONVERSION POWER PACKAGE (GPMG0780)

This power system includes a 180-size motor, propeller, matched speed control, 8-cell, 300 mAh NiMH battery, pushrod, hinge material and control horns. Coupled with the suggested radio system it will fly airplanes with wingspans between 20 and 30 inches [508 and 760mm] and weighing 5 to 9 oz [141 to 255g].

- 8-cell 300 mAh, NiMH battery (GPMP0065)
- Great Planes® C-5 Speed Control (GPMM2000)
- 180 size motor (GPMG0290)
- Plastic propeller (HCAQ3260)
- (2) .039" x 14" [0.9mm x 356mm] steel pushrod
- (2) .020" ABS control horns
- 1" x 3/4" CA Hinge material

CONVERSION RADIO PACKAGE (GPML0098 High) (GPML0099 Low)

The suggested radio system is a 2-servo setup for a total of three-channel control with the included speed control. The receiver suggested is a Great Planes Electrify 4-channel receiver with 2 Hobbico CS-5 servos. The conversion radio package includes all of these items.

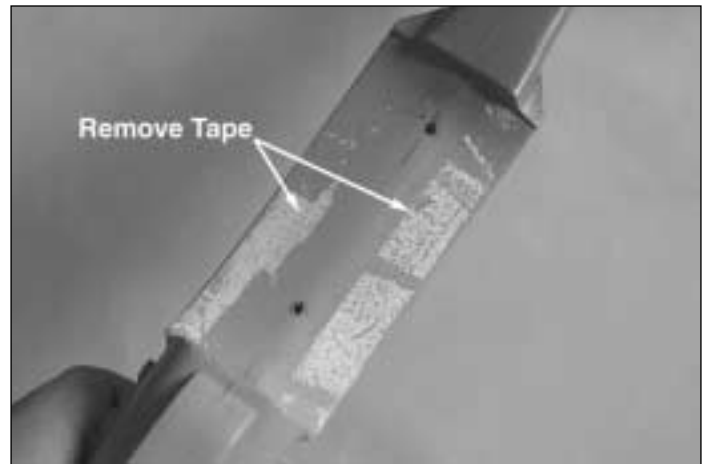
- Great Planes 4 channel Electrify receiver (GPML0044) Low or (GPML0045) High
- (2) Hobbico CS-5 nano servos (HCAM0090)

TOOLS REQUIRED

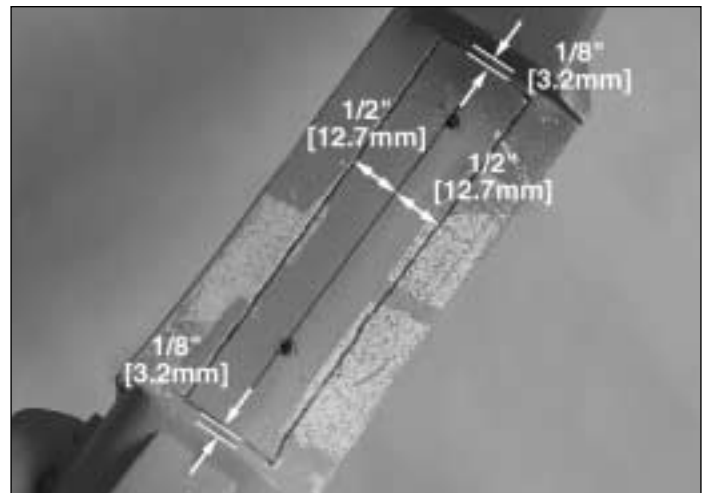
- Ruler
- Hobby Knife
- 6-minute Epoxy
- Foam-safe CA
- Scissors
- Solder
- Pen
- 400-grit sandpaper
- Mixing sticks
- Drill and 1/16" [1.6mm] drill bit
- Soldering iron
- 3/32" [2.3mm] drill bit (or sharpened tube)

CONSTRUCTION

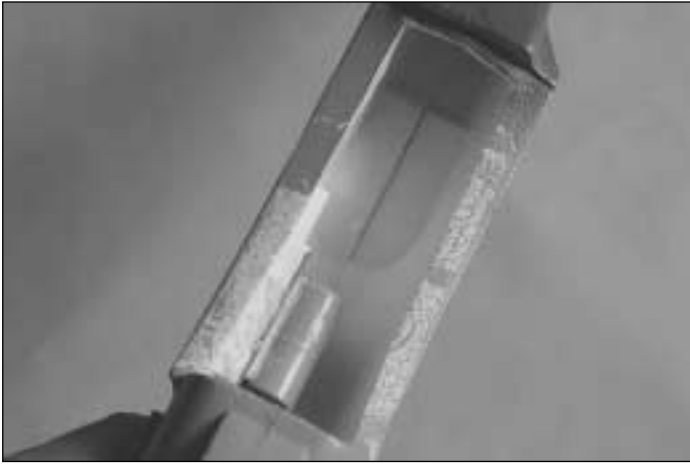
- 1. Remove the FF ME 109 EP parts from its packing box carefully. Remove the propeller from the airplane.



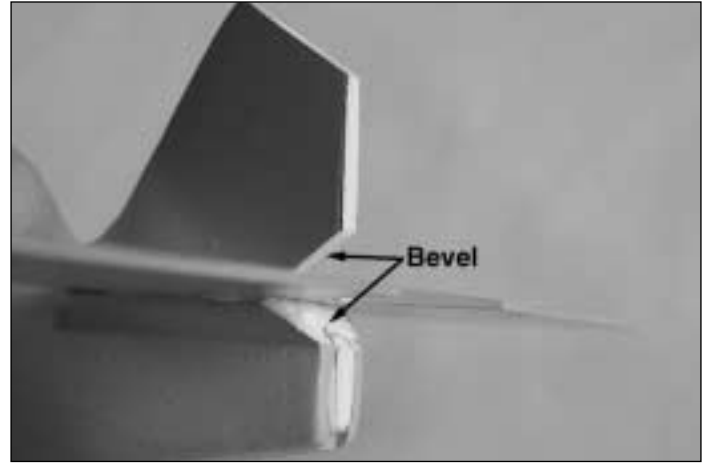
- 2. Carefully remove the double-sided tape from the wing saddle section.



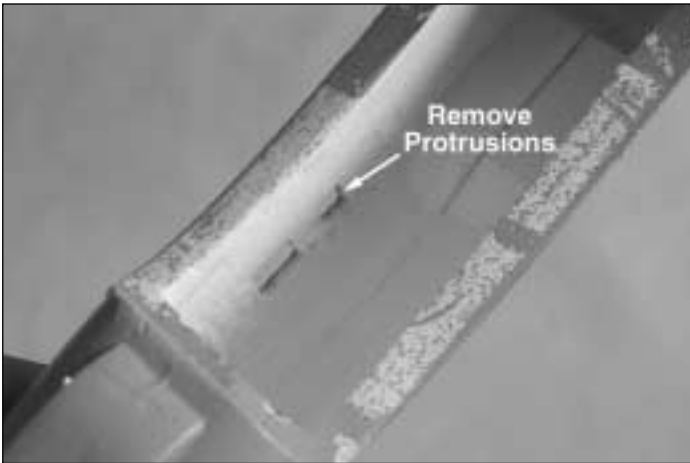
- 3. Draw a line 1/2" [12.7mm] away from the centerline of the fuselage. Draw another line 1/8" [3.2mm] away from the front edge and the aft edge of the wing saddle as shown above.



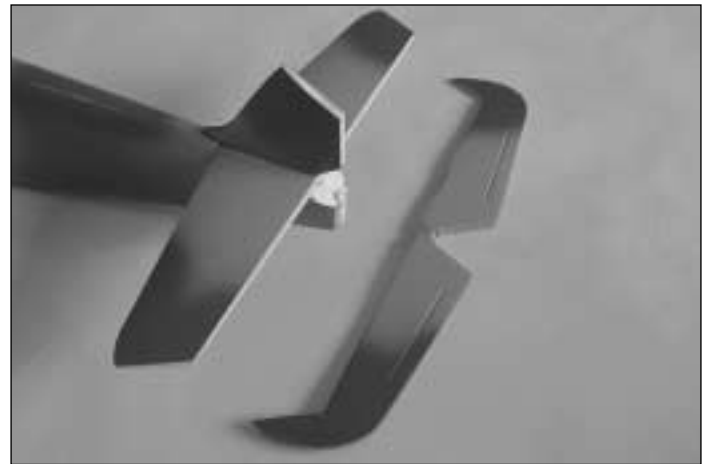
❑ 4. Use a hobby knife with a sharp #11 blade to cut the fuselage open at the lines. Once you have a good view of the sides of the fuselage, cut the side edges flush with the fuselage walls.



❑ 7. Cut the rudder off of the fin at the hinge line using a hobby knife with a sharp #11 knife. Lightly sand the cut edges with 400-grit sandpaper. Cut a bevel in the fin and the fuselage as shown above at the elevator hinge line.



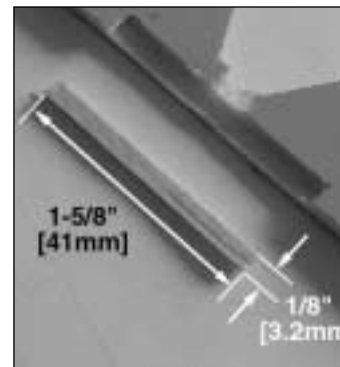
❑ 5. Cut the motor wires with scissors. Use a hobby knife to cut into the glue joint that holds the circuit board and battery in place. Remove the FF battery, motor wires and the circuit board from the fuselage. Cut the battery mounting foam flush with the fuselage sides. **Note:** Please dispose of your FF NiCad battery properly.



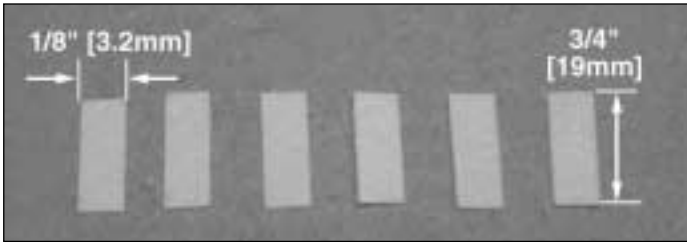
❑ 8. Cut the elevators off of the stabilizer at the hinge line and sand the edges.



❑ 6. Measure the current motor right thrust and down thrust, then use a hobby knife to cut the motor out of the fuselage. Discard the motor.

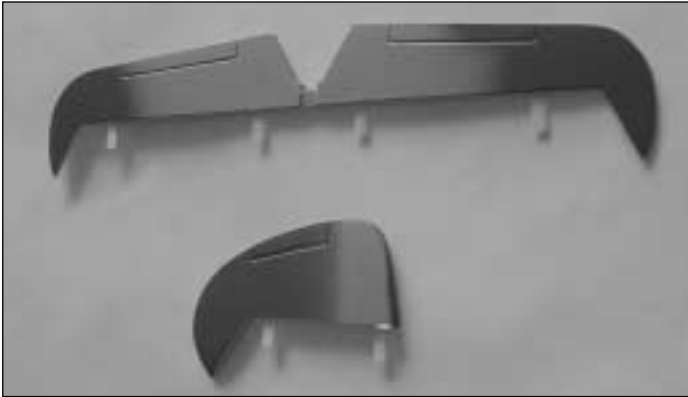


❑ 9. Cut a piece of scrap 1/16" [1.6mm] balsa 1-5/8" [41mm] long by 1/8" [3.2mm] wide. Cut a recess in the elevator center area, on the bottom side as shown above 1-5/8" [41mm] long and glue the small stick in place with epoxy to reinforce the area.

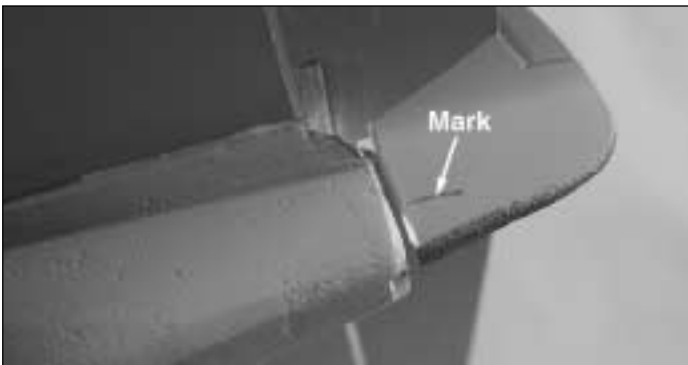
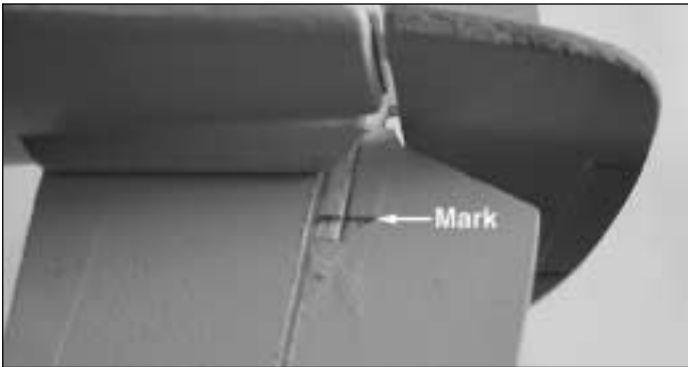


❑ 10. Cut six hinges out of the CA Hinge material 1/8" [3.2mm] wide by 3/4" [19mm] long.

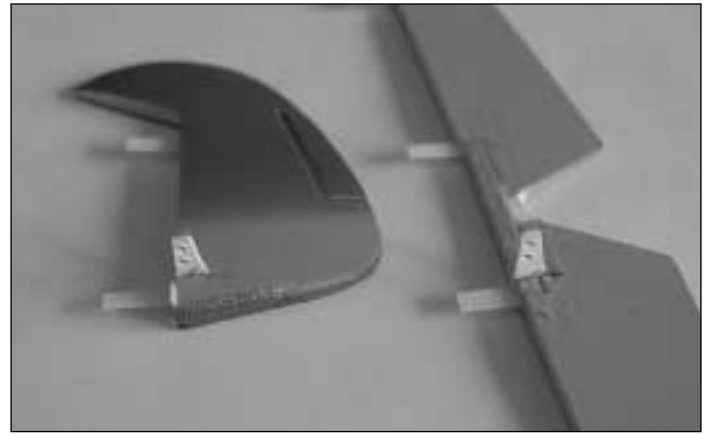
❑ 11. Fit the rudder to the fin and mark the location of the two hinges on both the fin and rudder. Do the same for the four elevator hinges. Cut a slot 1/8" [3.2mm] wide, 3/8" [9.6mm] deep at the marks. Use the image below for reference.



❑ 12. Apply some foam safe CA to half of each hinge. Slide two CA hinges in place in the rudder and four in the elevators. Let the CA cure.



❑ 13. Fit the elevator to the stab and the rudder to the fin. Mark the location of the rudder and the elevator control horn as shown above.



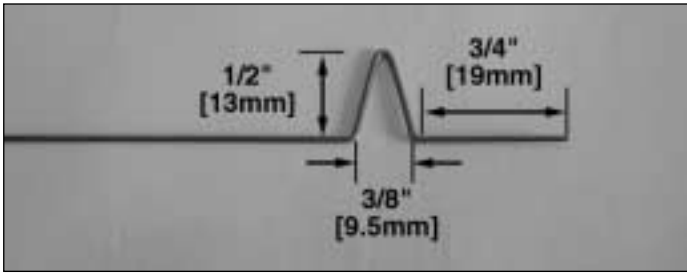
❑ 14. Remove the rudder from the fin and the elevator from the stab. Cut a slot at the marks and glue the ABS control horn in place with epoxy as shown above.



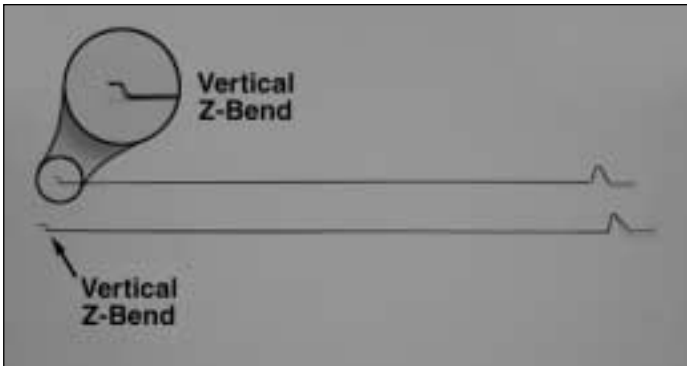
❑ 15. Apply some foam safe CA to the CA hinges and permanently install the elevator and the rudder in place.



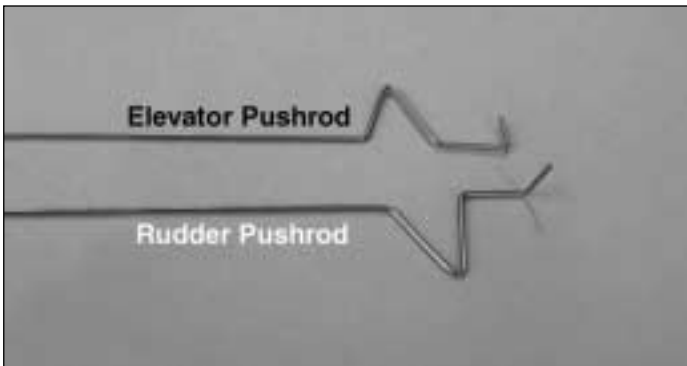
❑ 16. Use a small drill, or a sharpened tube to make a hole approximately 3/32" [2.3mm] into the fuselage sides for the elevator and rudder pushrods.



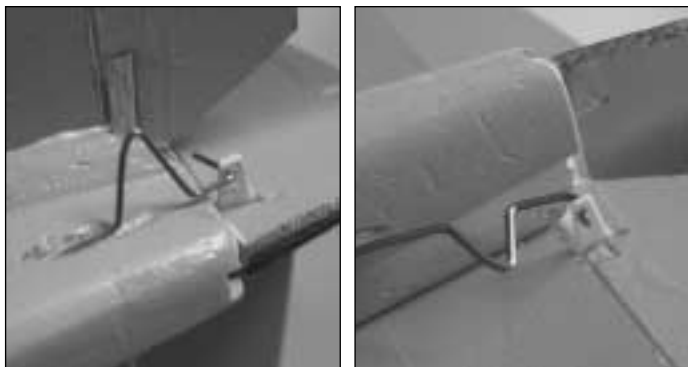
□ 17. Bend one end of both .035" [0.9mm] pushrod wires as shown above. Cut the other end of one of the pushrod wires 9-1/4" [235mm] long to make the elevator pushrod. Cut the long end of the other pushrod wire 9" [229mm] long to make the rudder pushrod.



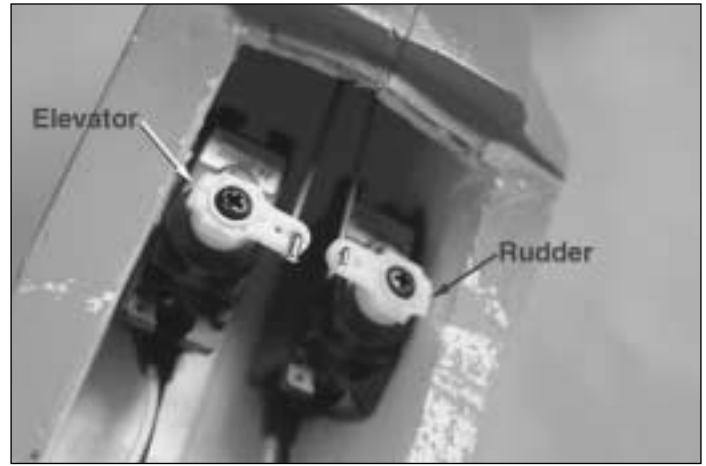
□ 18. Make a "Z" bend at the long end of each pushrod. Use the sketch above for reference.



□ 19. Bend the short end of the rudder and elevator pushrod as shown in the above image. Note that the bends are different for each pushrod.



□ 20. Slide the rudder pushrod inside the fuselage. Insert the pushrod wire into the control horn hole farther from the surface. Do the same for the elevator pushrod.



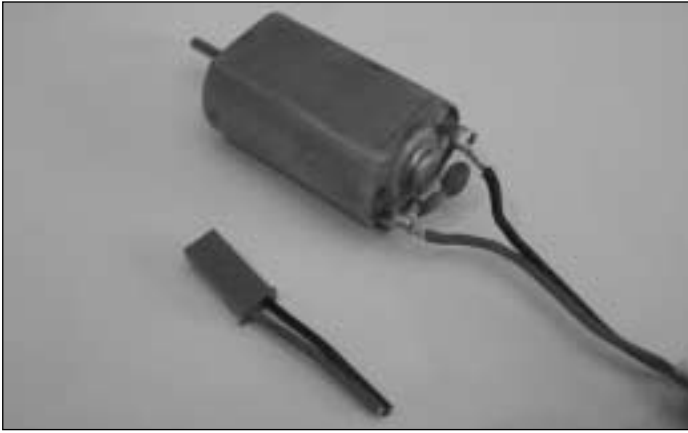
□ 21. Apply double-sided tape to one side of the rudder servo. Rotate the servo arm until it is 90 degrees with the servo. Slide the rudder "Z" bend into one hole of the servo arm. Move the servo back and forth until the fin is straight with the rudder. Attach the rudder servo to the side of the fuselage with the double-sided tape. Install the elevator servo the same way.



□ 22. Cut a small portion of the leftover CA hinge material and make a small hole in it with a pin. Place it against the control horn as shown above. Use a drop of medium CA on the CA Hinge material to glue it to the pushrod. Make sure you do not glue the CA hinge material to the control horn.



□ 23. Locate the motor and two capacitors. Solder one leg of each one of the capacitors to a motor power tab and the other to the motor case.



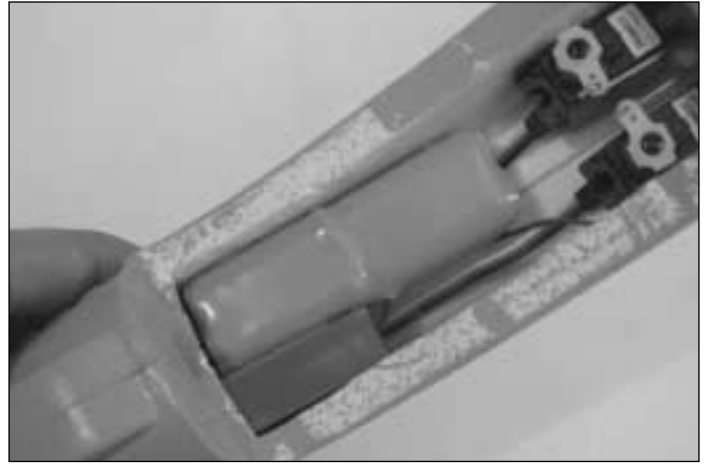
□ 24. Locate the speed control. Cut the connector on the motor end of the speed control and solder it to the motor. The red wire goes to the motor tab with the red dot.



□ 25. Slide the speed control and the motor into the fuselage through the hole in the front until the front of the motor is flush with the front of the fuselage. You may have to trim the opening slightly for the motor to fit well. The fit is going to be quite loose, so apply some epoxy to glue the motor in place and to fill the gaps. Make sure you glue it in with the original downthrust and right thrust noted in step 6 on page 2.



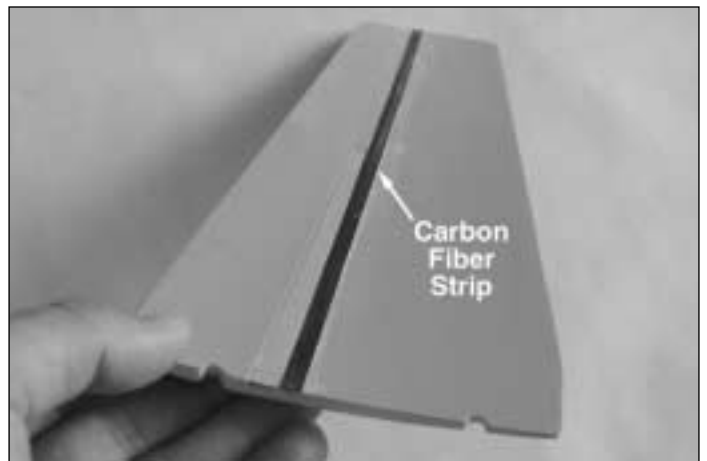
□ 26. Install the frequency crystal to the receiver. Connect the speed control and the servos to the receiver. Route the receiver antenna to the back of the fuselage and out of the fuselage. Install the receiver into the forward area of the fuselage. **Warning:** Let any excess antenna wire hang at the back of the fuselage. Do not coil it up inside the fuselage and do not cut it to length.



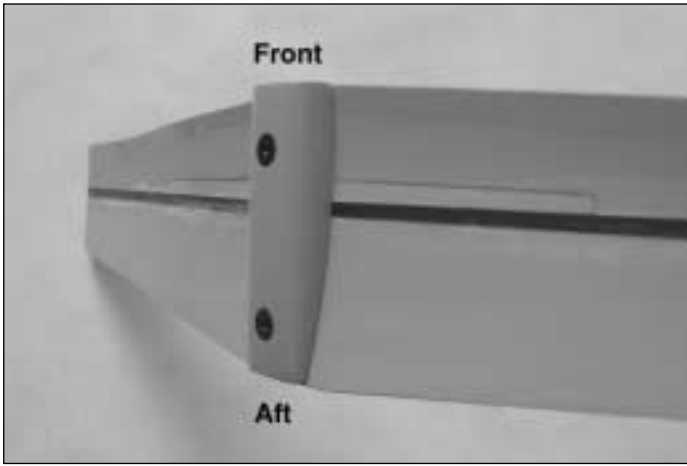
□ 27. Install the motor battery in the fuselage between the forward section of the fuselage and the servos. The fit should be snug.



□ 28. Locate the belly pan. Lightly sand the area where the wing is to be glued on. Cut a 1/8" [3.2mm] strip of 1/16" [1.6mm] balsa and glue it right at the centerline as shown above. This is done to modify the wing dihedral. Sand the balsa wood and fit the two wings onto the belly pan until the dihedral is 3-3/4" [95 mm] measured with one wing flat on the work surface with the belly pan installed.



□ 29. Glue a strip of carbon fiber with epoxy to the bottom of each wing to reinforce it.



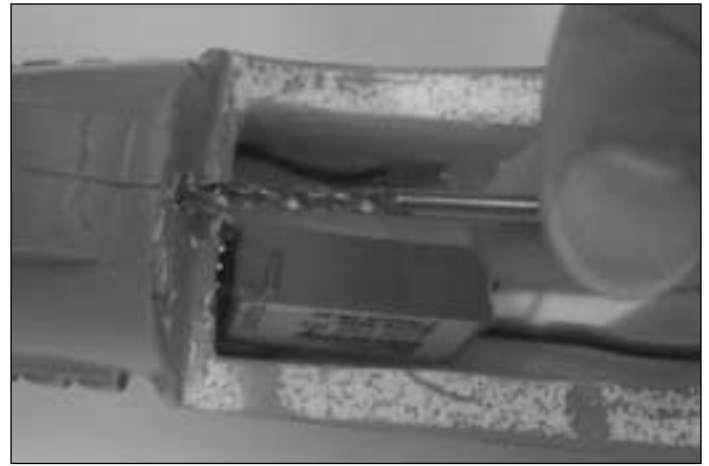
□ 30. Glue both wings to the belly pan with epoxy. Note that the wide end of the belly pan is the aft end.



□ 31. Fit the wing to the fuselage. Because you changed the wing dihedral, you may need to trim the fuselage for a good fit. Be sure **not** to change the wing incidence when trimming the fuselage.



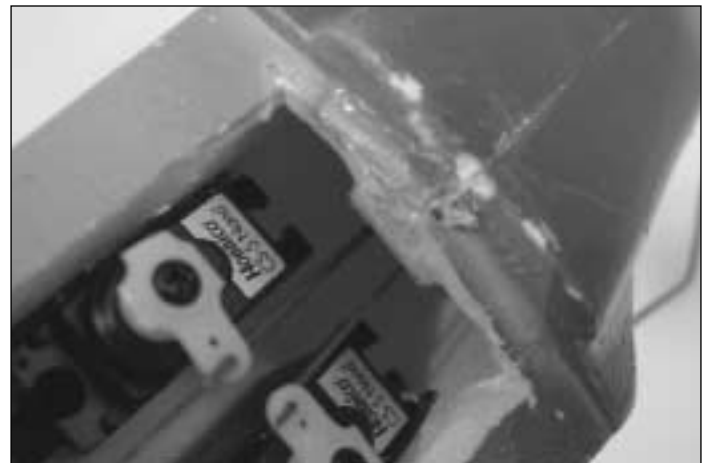
□ 32. Cut a 1/8" [3.2mm] hardwood dowel to 3/4" [19mm]. Sharpen one end of the dowel with a hobby knife and push it into the forward belly pan as shown above until only about 1/4" [6.4mm] protrudes. Mix a small amount of epoxy and glue it in place. Let the glue cure.



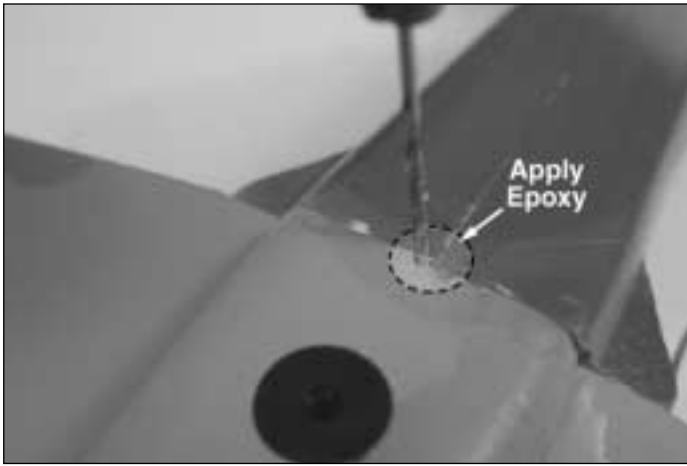
□ 33. Slide the wing in place on the wing saddle. Carefully push the dowel into the foam former in the fuselage's front of the wing saddle until marking the position of the dowel. Use a 1/8" [3.2mm] drill and hand-drill the hole.



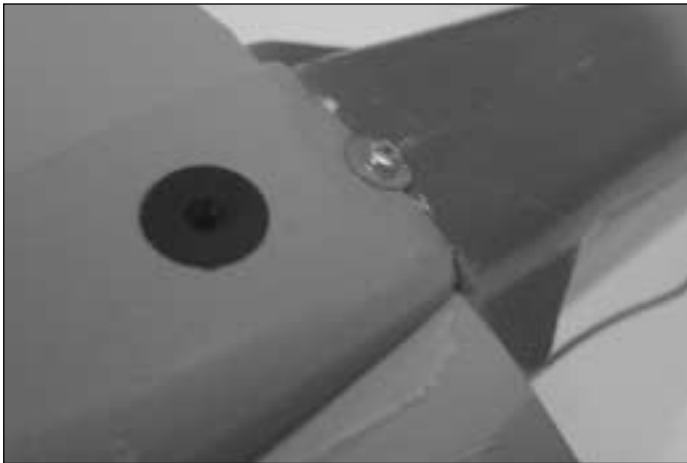
□ 34. Test fit the wing in place. Trim the hole as necessary until the wing fits well. Remove the wing. Mix a small amount of epoxy and apply it to the hole area to reinforce it. Do not reinstall the wing until after the epoxy has cured.



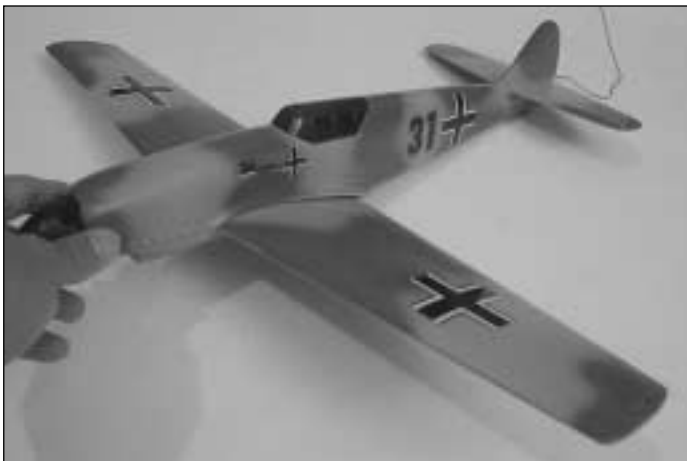
□ 35. Cut a 1/16" [1.6mm] piece of scrap balsa to 1/2" x 1/2" [12mm x 12mm]. Glue the piece inside the aft wing saddle area in the fuselage with epoxy.



□ 36. With the wing in place, drill a 1/16" [1.6mm] hole between the trailing edge of the wing and the fuselage at the center section of the wing. Mix a small amount of epoxy and apply it to the hole area. Also, apply some epoxy to the trailing edge of the wing.



□ 37. Install the wing in place with one #2 x 1/2" [12mm] screw and a #4 washer.



□ 38. Apply the decals to the finished airplane. Install the propeller. Your ready to fly weight should be between 6.3 and 6.7oz [180 and 190g].

CONTROL THROWS

Turn your radio on. Center the servo arms. With the sticks in a neutral position, modify the bend in the pushrods for each control surface until the surface is aligned. Adjust the travel of your servos or the position of the pushrods in the servo arm or control horn to obtain the throws specified below.

	Up	Down
Elevator	1/8" [3mm]	1/8" [3mm]
	Left	Right
Rudder	1/4" [6mm]	1/4" [6mm]

It is important that you setup your airplane to match these throws otherwise your airplane will become extremely difficult to control and possibly unflyable.

CENTER OF GRAVITY LOCATION

The center of gravity range for this airplane is between 1-1/4" [32 mm] and 1-3/8" [35mm] from the leading edge of the wing. Move the battery and receiver inside the fuselage to attain a CG within that range. Do not attempt to fly your airplane if your CG is not within the range.

FLYING YOUR ME 109.

It is recommended that you do the first couple of flights in a place with tall grass. This way your airplane will not get damaged if you crash it.

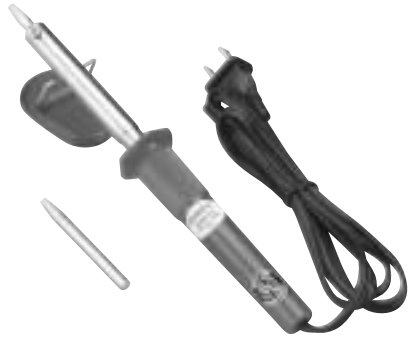
With all controls centered, add full power to the motor and gently throw the airplane straight and level. Level the wings after the throw and then add some "up" elevator to begin climb. After you have gained some altitude, reduce the throttle to about 50% and fly your airplane around until you get used to the controls. When you decide to land, slowly reduce throttle, align your airplane with the runway and apply some "up" elevator to flare as you get close to the ground.

This R/C converted airplane is not a slow flier. The motor and battery combination in this airplane offers really high performance. The climb rate approaches 40 degrees and there is enough power to perform some basic aerobatic figures easily. Flying times should be around 6 minutes. Only fly this airplane outdoors and preferable in calm conditions. If you want to fly this airplane slower, you may want to try a smaller battery to reduce the weight, such as a 6-cell 300mAh, NiMH battery.

The foam this airplane is made of is very fragile, for that reason, you should check every critical structural point on this airplane after every flight to ensure that the airplane is safe to fly. Critical points include the flying and control surfaces, the wing attachment points, the motor and servo attachments, etc.

ADDITIONAL FINE PRODUCTS!

Hobbico® 60 Watt Soldering Iron HCAR0776



This iron's fast-warming, high-quality mica heating unit provides years of dependable, 110V use. The balanced, anti-roll handle is heat- and impact-resistant, with a ribbed design for fingertip control. Two flat chisel tips are included, along with a table stand.

Hobbico® Deluxe Modeling Knife HCAR0105



Ideal for cutting, trimming, shaping, slicing and more, the durable aluminum Deluxe Hobby Modeling Knife features a 4-jaw chuck to hold the included #11 blade. The soft, red handle provides a comfortable and secure grip, and its "anti-roll" design lets the knife rest securely on your work surface when not in use. A clear plastic cap is also supplied to cover the blade for additional storage safety.

Great Planes® ElectriFly™ Peak Charger GPMM3000

It's designed specifically for small, lightweight electrics and transmitter batteries, but can be used on any 6-8 cell NiCd or NiMH pack. Plugs into a power supply or cigarette lighter for fast recharges; pulsed current charging protects small packs from overheating. Charging rate adjusts to 200mA (for smaller packs) or 600mA for larger motor and Tx packs; 15mA trickle charge keeps packs topped off for immediate use anytime. Includes 2-pin connector for ElectriFly packs; adapters available separately.



Top Flite® Panel Line Pen TOPQ2510



Now you can add realistic panel lines and rivet detail to your airplane models as easily as you sign your name! Simpler to use than striping tape and more economical, Top Flite's Panel Line Pen features a durable tip and opaque black ink that create fine, permanent lines. They'll even stand up to CA adhesives and mild cleaners. The result looks better than tape, too – and won't peel off.