

Instruction Manual



PHOENIX MODEL®



KATANA-EP



Wingspan : 1260 mm (49.6 in)



Length : 1262 mm (49.7 in)



Weight : 1600g - 2200g



Radio : 4 channel/ 4mini servo



Motor : 2826 Axi motor

KIT CONTENTS: We have organized the parts as they come out of the box for better identification during assembly. We recommend that you regroup the parts in the same manner. This will ensure you have all of parts required before you begin assembly

KIT CONTENTS

AIR FRAME ASSEMBLIES

- . (2) Wing halves with ailerons
- . (1) Fuselage with canopy.
- . (1) Horizontal stabilizer with elevator halves
- . (1) Vertical stabilizer with rudder
- . (1) Cowling
- . (1) Decal sheet
- . (1) Instruction manual

MAIN GEAR ASSEMBLY

- . (2) Main gear
- . (2) 60mm diameter wheels
- . (2) Axle set
- . (2) Wheel pant
- . (4) 4mm x 20mm screw
- . (4) Flat washer

TAIL GEAR ASSEMBLY

- . (1) Tail gear
- . (1) 25mm diameter wheel
- . (2) Wheel collar
- . (2) Plastic clasp
- . (2) 2mm x 16mm screws

ELEVATOR CONTROL SYSTEM

- . (2) Control horn
- . (2) Metal clevis M2
- . (2) Nylon snap keeper
- . (2) 3mm x 35mm screw
- . (2) Silicon tube
- . (2) Plastic horn

RUDDER CONTROL SYSTEM

- . (1) Control horn
- . (1) Metal clevis M2
- . (1) Nylon snap keeper
- . (1) 3mm x 35mm screw
- . (1) Silicon tube
- . (1) Plastic horn

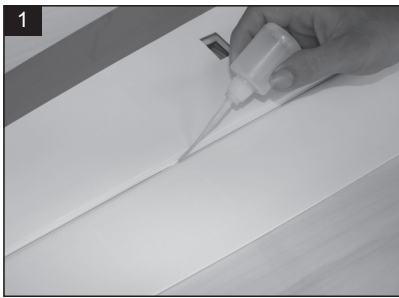
AILERON CONTROL SYSTEM

- . (2) Control horn
- . (2) Metal clevis M2
- . (2) Nylon snap keeper
- . (2) 3mm x 50mm screw
- . (2) Silicon tube
- . (2) Pushrod
- . (2) Plastic horn

MISCELLANEOUS ITEMS

- . (1) Dihedral
- . (6) Wing screw
- . (3) Metal rod
- . (4) 2,6mm x 10mm screws
- . (1) Spinner
- . (1) Cowl

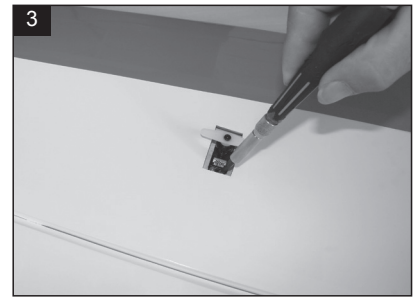
1 Installing the aileron servo



1 Glue the hinges by C.A glue.



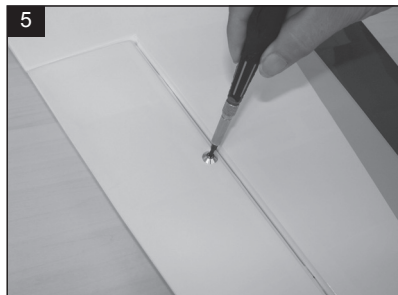
2 Remove the covering.



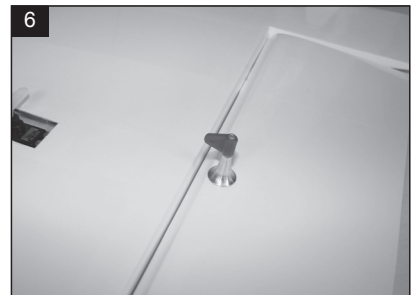
3 Install the aileron servo.



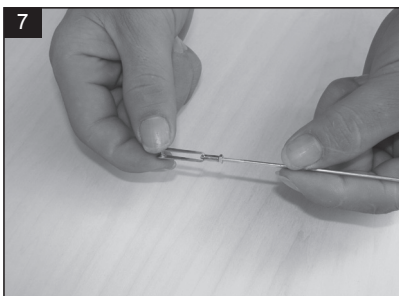
4 Mark the holes from the control horn onto the bottom of the aileron and INLINE with the servo arm.



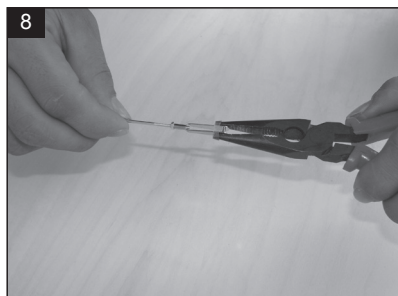
5 Secure the control horn.



6 Secure the control horn.



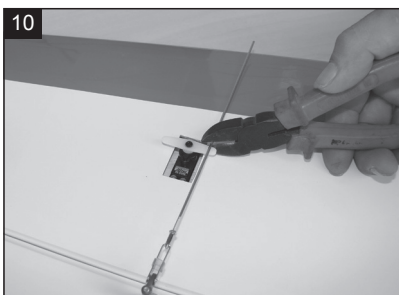
7 Insert the clevis into the metal rod.



8 Insert the silicone tube into the clevis.



9 Insert the clevis to the control horn.



10 Cut away the metal rod.

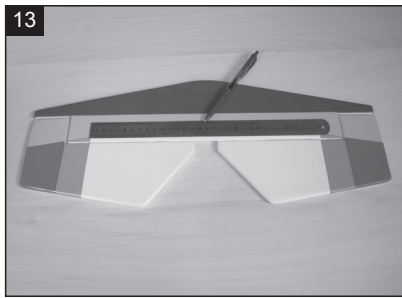


11 Bend "L" the aileron pushrod.

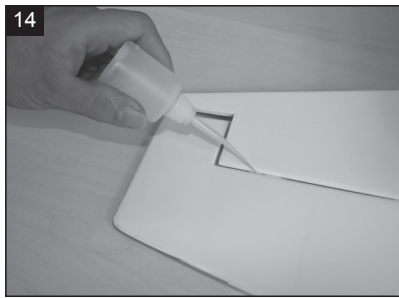


12 Attach the nylon snap keeper to the aileron servo arm. And make the same way for the second aileron servo.

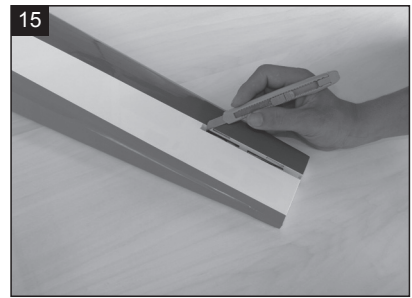
2 Installing the horizontal and the vertical



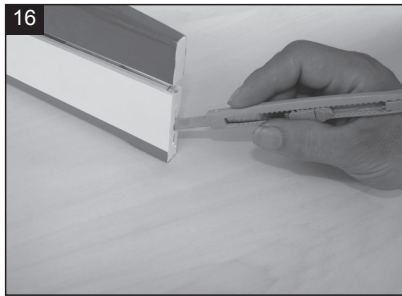
13 Make the center line onto the stabilizer.



14 Glue the elevator hinge by C.A glue.



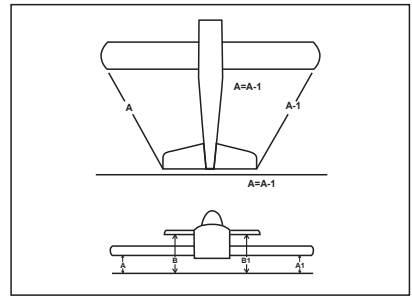
15 Remove the covering.



16 Make a slot for the rudder hinge.



17 Insert the horizontal into the fuselage.



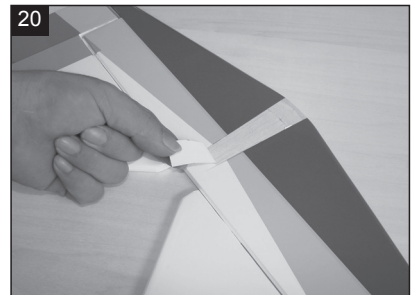
17 Check the horizontal and the wing.



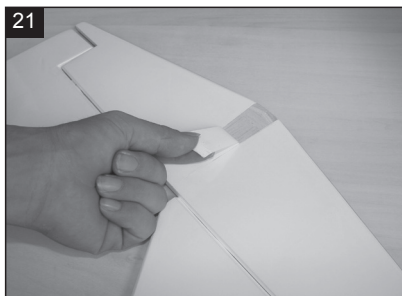
18 Mark the shape of the fuselage onto the top of the horizontal.



19 And mark the shape of the fuselage onto the bottom of the horizontal.



20 Remove the covering.



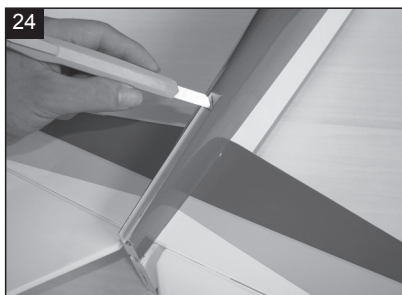
21 Remove the covering.



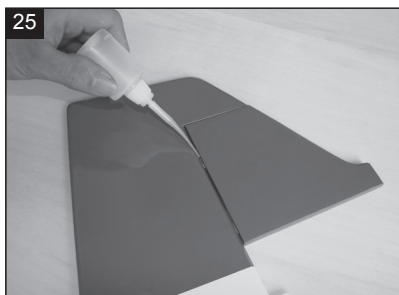
22 Glue the horizontal to the fuselage using the epoxy glue.



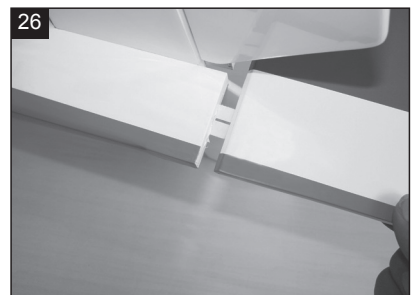
23 Glue the horizontal to the fuselage using the epoxy glue.



24 Remove the covering.



25 Glue the rudder hinge by C.A glue.



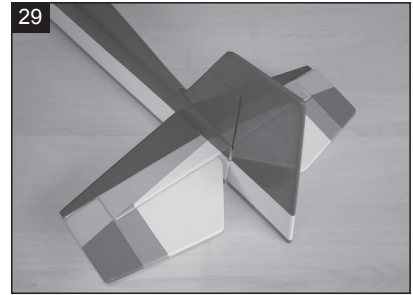
26 Insert the hinge into the slot.



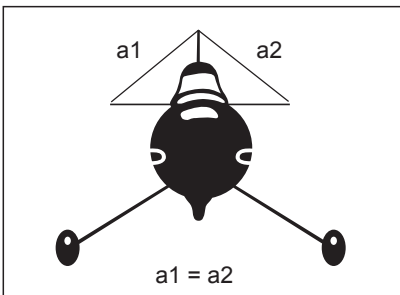
27 Mark the shape of the fuselage onto the vertical.



28 Remove the covering.



29 Insert the vertical into the fuselage.

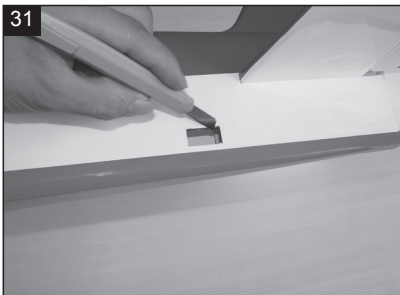


Check the vertical.



30 Glue the vertical using the epoxy glue.

3 Installing the servo of the elevator



31 Remove the covering.



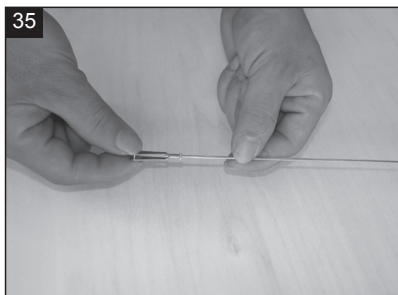
32 Secure the elevator servo .



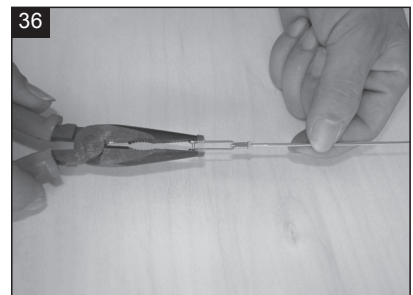
33 Install the control horn.



34 Installing the nylon horn.



35 Install the clevis into the rod.



36 Insert the silicone tube.



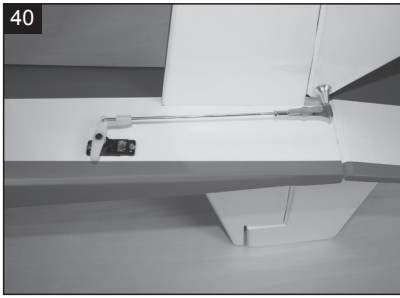
37 Insert the clevis to the nylon horn.



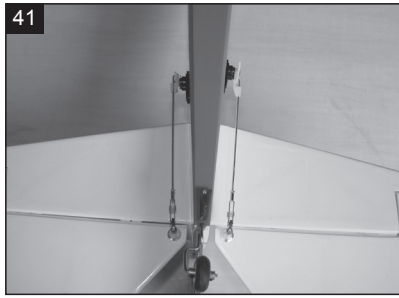
38 Cut a way the rod.



39 Bend L the rod.

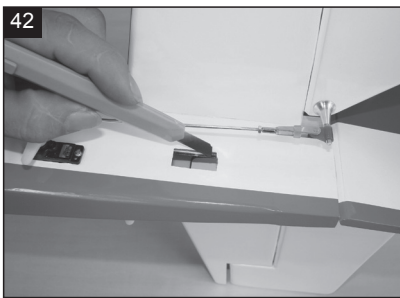


40 Insert the nylon snap keeper.



41 Make the same way for the second elevator servo.

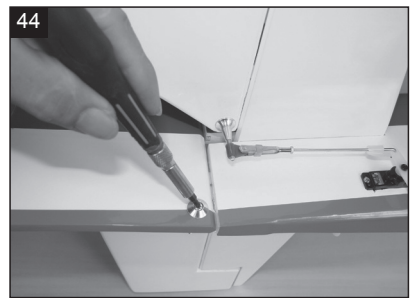
4 Installing the rudder servo



42 Remove the covering.



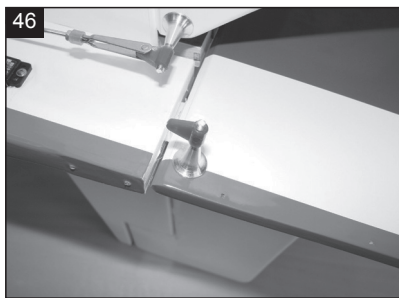
43 Secure the rudder servo.



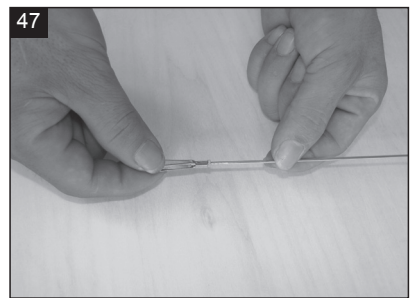
44 Install the control horn.



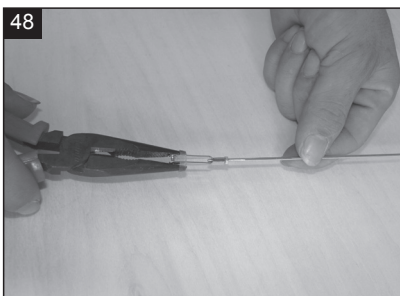
45 Secure the control horn.



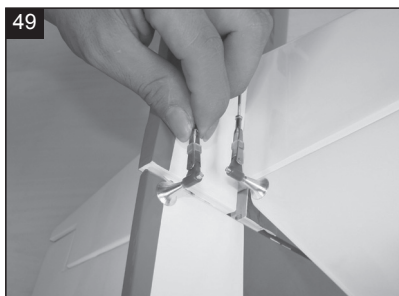
46 Install the nylon horn.



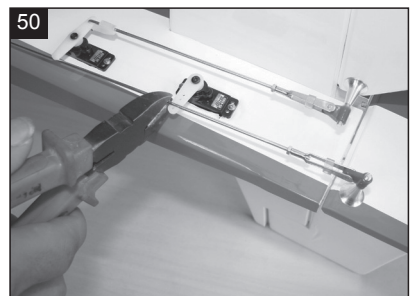
47 Install the clevis to the rod.



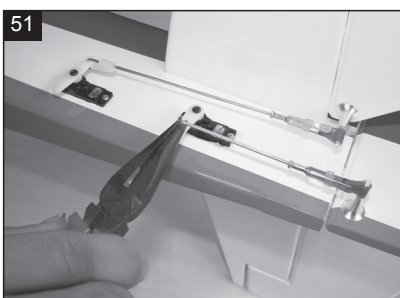
48 Insert the silicone to the clevis.



49 Insert the clevis to the horn.



50 Cut away the rod.

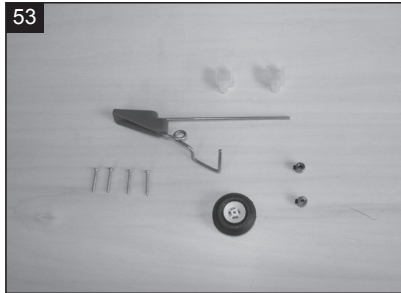


51 Bend L the rod.

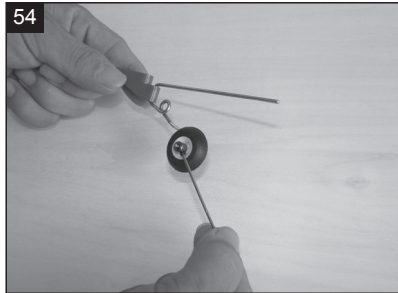


52 Install the nylon snap keeper.

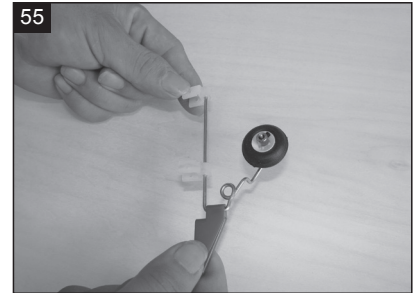
5 Installing the landing gear



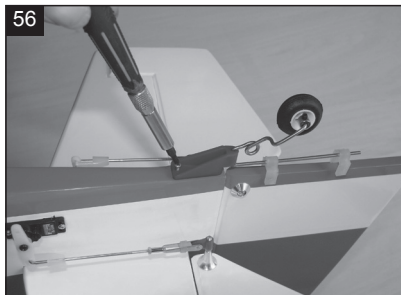
53 The tail gear set.



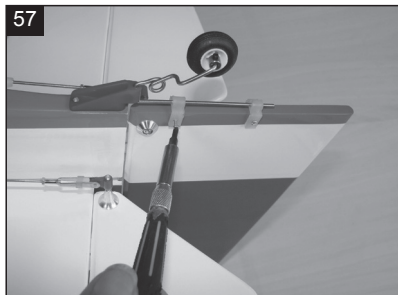
54 Install the wheel.



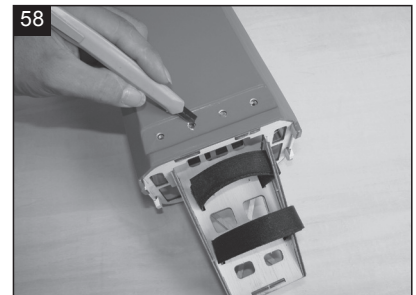
55 Install the nylon keeper.



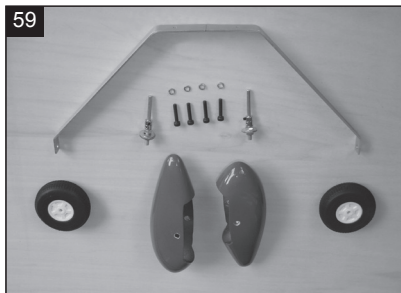
56 Secure the tail gear.



57 Secure the nylon keeper.



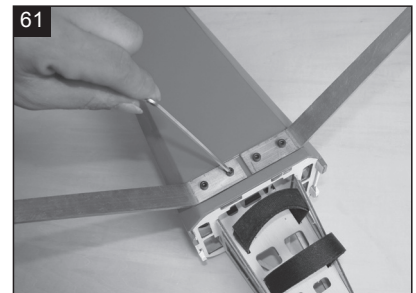
58 Remove the covering.



59 The main gear set.



60 Install the wheel pant.

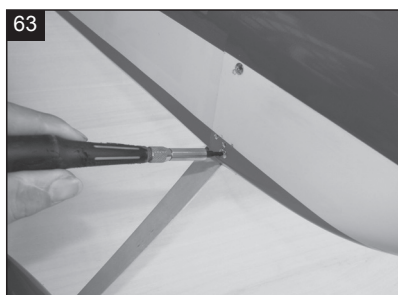


61 Secure the main gear.

6 Installing the motor



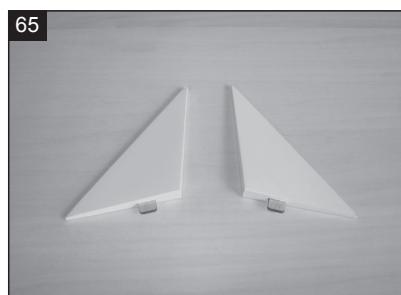
62 Install the motor.



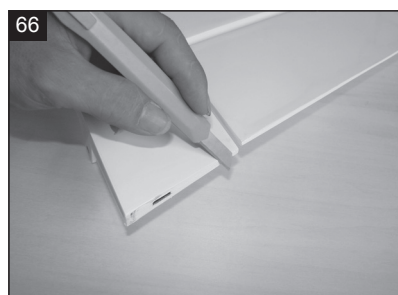
63 Secure the cowl.



64 Install the spinner.



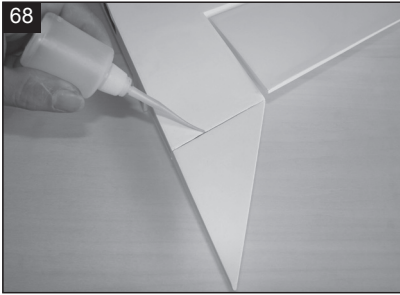
65 The wing flat.



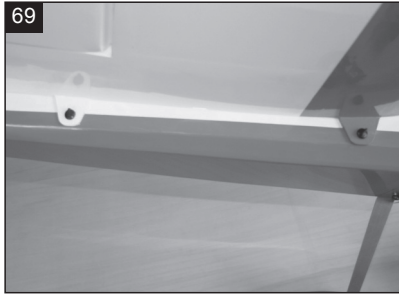
66 Remove the covering.



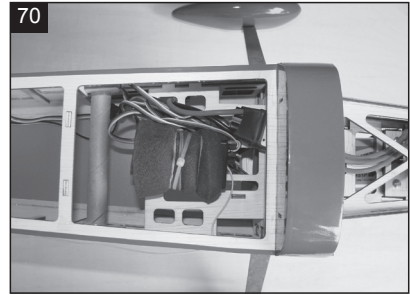
67 Remove the covering.



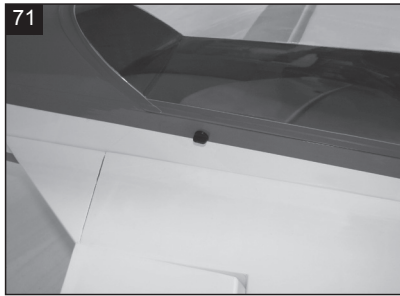
68 Glue the wing flat by C.A glue.



69 Secure the wing to the fuselage.



70 Install the receiver, battery, switch....



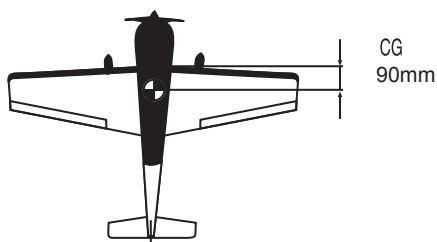
71 Install the canopy.

BALANCING

1. It is critical that your airplane be balanced correctly. Improper balance will cause your plane to lose control and crash.

THE CENTER OF GRAVITY IS LOCATED 90mm BACK FROM THE LEADING EDGE OF THE WING, AT THE FUSELAGE.

2. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the top side of the wing 90mm back from the leading edge, at the fuselage sides.
3. Turn the airplane upside down. Place your fingers on the masking tape and carefully lift the plane .
4. If the nose of the plane falls, the plane is heavy nose. To correct this first move the battery pack further back in the fuselage. If this is not possible or does not correct it, stick small amounts of lead weight on the fuselage under the horizontal stabilizer. If the tail of the plane falls, the plane is tail heavy. To correct this, move the battery and receiver forward or if this is not possible, stick weight into the firewall. When balanced correctly, the airplane should sit level or slightly nose down when you lift it up with your fingers.



LATERAL BALANCE



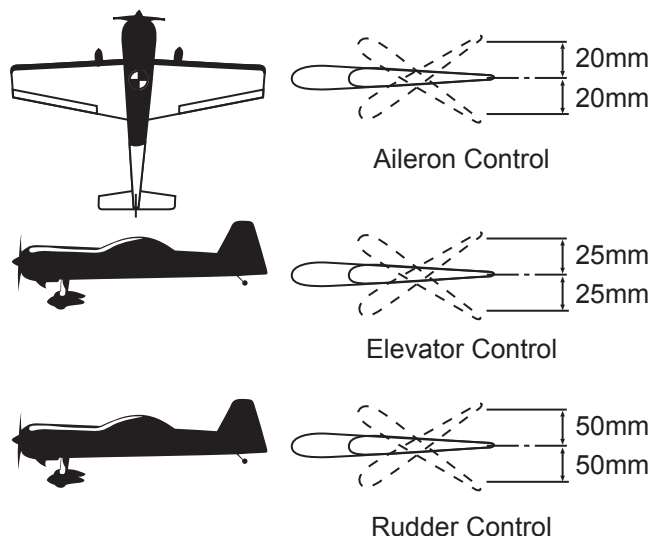
After you have balanced a plane on the C.G. You should laterally balance it. Doing this will help the airplane track straighter

1. Turn the airplane upside down. Attach one loop of heavy string to the engine crankshaft and one to the tail wheel wire. With the wings level, carefully lift the airplane by the string. This may require two people to make it easier.
2. If one side of the wing fall, that side is heavier than the opposite. Add small amounts of lead weight to the bottom side of the lighter wing half's wing tip. Follow this procedure until the wing stays level when you lift the airplane.

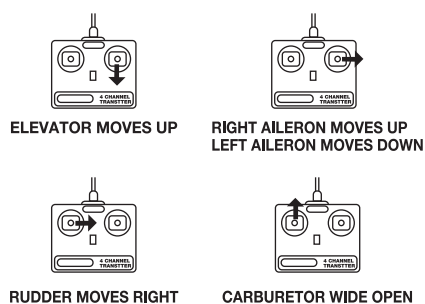
CONTROL THROWS

1. We highly recommend setting up a plane using the control throws listed.
2. The control throws should be measured at the widest point of each control surface.
3. Check to be sure the control surfaces move in the correct directions.

Ailerons : 20mm up	20mm down
Elevator : 25mm up	25mm down
Rudder : 50mm right	50mm left



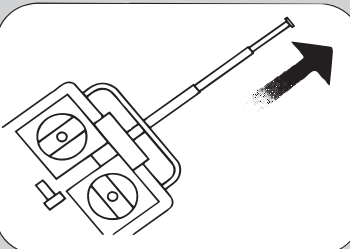
4 CHANNEL RADIO SETUP (STANDARD MODE 2)



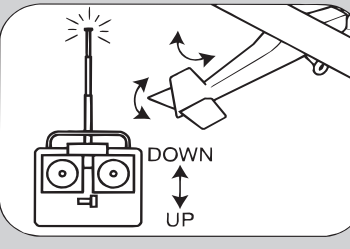
FLIGHT PREPARATION PRE FLIGHT CHECK

1. Completely charge your transmitter and receiver batteries before your first day of flying.
2. Check every bolt and every glue joint in your plane to ensure that everything is tight and well bonded.
3. Double check the balance of the airplane
4. Check the control surface
5. Check the receiver antenna . It should be fully extended and not coiled up inside the fuselage.
6. Properly balance the propeller.

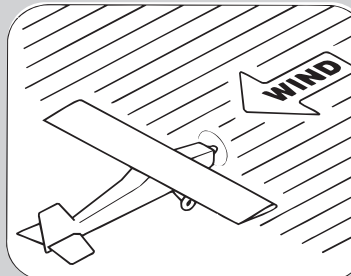
I/C FLIGHT GUIDELINES



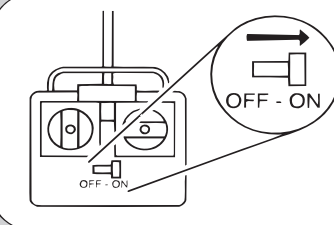
When ready to fly, first extend the transmitter aerial.



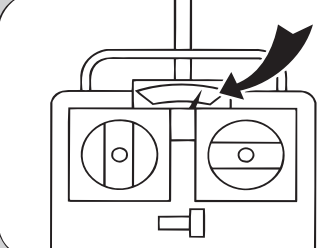
Operate the control sticks on the transmitter and check that the control surfaces move freely and in the CORRECT directions.



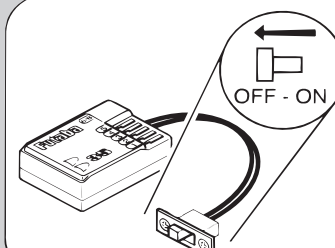
ALWAYS land the model INTO the wind, this ensures that the model lands at the slowest possible speed.



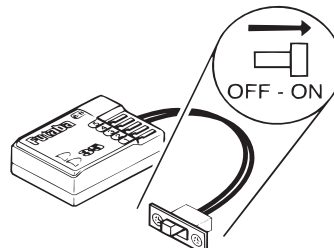
Switch on the transmitter.



Check that the transmitter batteries have adequate power.



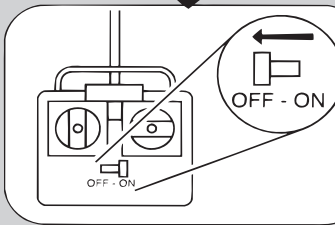
Switch off the receiver.



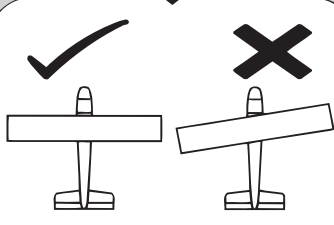
Switch on the receiver.



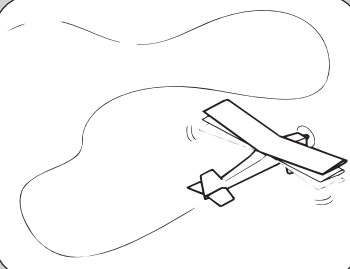
ALWAYS take off into the wind.



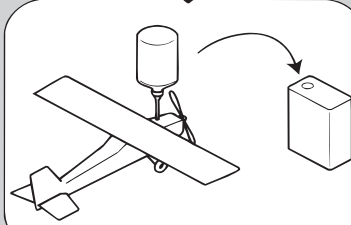
Switch off the transmitter.



Check that the wings are correctly fitted to the fuselage.



If the model does not respond correctly to the controls, land it as soon as possible and correct the fault.



Empty the fuel tank after flying, fuel left in the tank can cause corrosion and lead to engine problems.