RADIO CONTROL MODEL

INSTRUCTION MANUAL

Dream like

.40 ARF LOW WING TRAINER

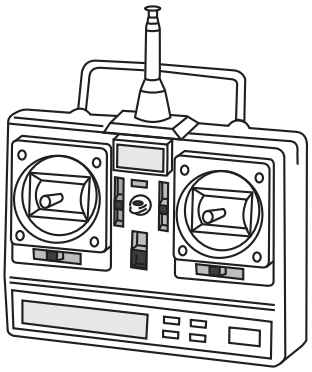
ALL WOOD AND ALMOST READY TO FLY

Wing span:	1510mm
Length:	1030mm
Weight (ready to fly):	2.4-2.6Kg
Engine:	2T .46 / 4T .52
	or electric equivalent
Radio:	5 channel / 5 servos

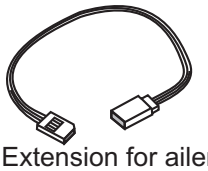
RADIO CONTROL MODEL ®

WARNING! This radio controlled model is NOT a toy. If modified or flown carelessly it could go out of controll and cause serious human injury or property damage. Before flying your airplane, ensure the air field is spacious enough. Always fly it outdoors in safe areas and seek professional advice if you are unexperienced.

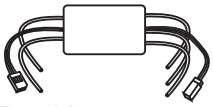
REQUIRED FOR OPERATION (Purchase separately)



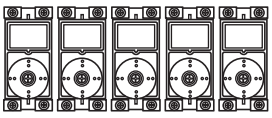
10.5x6 for .40 - 2 cycle engine
11x6 for .46 - 2 cycle engine
11x7 for .52 - 4 cycle engine
12x7 for .70 - 4 cycle engine
12x7~ 13X6 for Brushless Motor



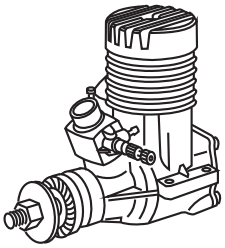
Extension for aileron servo, retract servo.



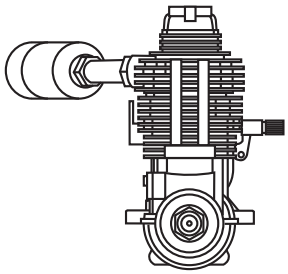
Brushless Motor Control



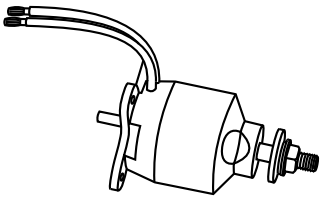
Minimum 5 channel radio for airplane with 5 servos
.Motor control x1 .Aileron x2
.Elevator x1 .Rudder x1



.40 ~ .46 - 2 cycle

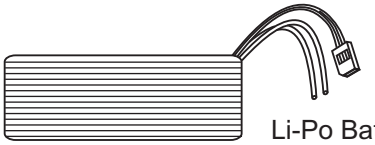


.52 - 4 cycle



450 - 650 Watt Brushless Motor

Silicone tube

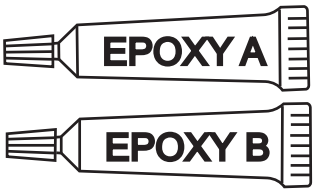


Li-Po Battery

GLUE (Purchase separately)

Silicon sealer

Cyanoacrylate Glue

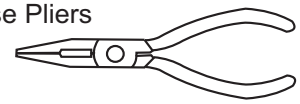


Epoxy Glue (5 minute type)
Epoxy Glue (30 minute type)

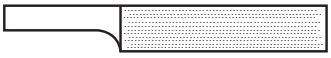
TOLLS REQUIRED (Purchase separately)

Hobby knife

Needle nose Pliers

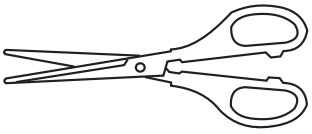


Sander



Phillip screw driver

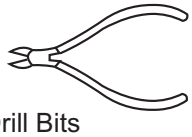
Scissors



Hex Wrench

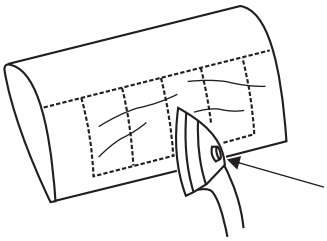
Awl

Wire Cutters



Masking tape - Straight Edged Ruler - Pen or pencil - Rubbing alcohol - Drill and Assorted Drill Bits

The pre-covered film on ARF kit may wrinkle due to variations of temperature. Smooth out as explained right.
* Use an iron or heat gun. Start as low setting. Increase the setting if necsessary. If it is too high, you may damage the film



Low setting

Symbols used throughout this instruction manual, comprise:

Drill holes using the stated size of drill (in this case 1.5 mm Ø)

Take particular care here

Hatched-in areas: remove covering film carefully

Check during assembly that these parts move freely, without binding

Use epoxy glue

Apply cyano glue

Assemble left and right sides the same way.

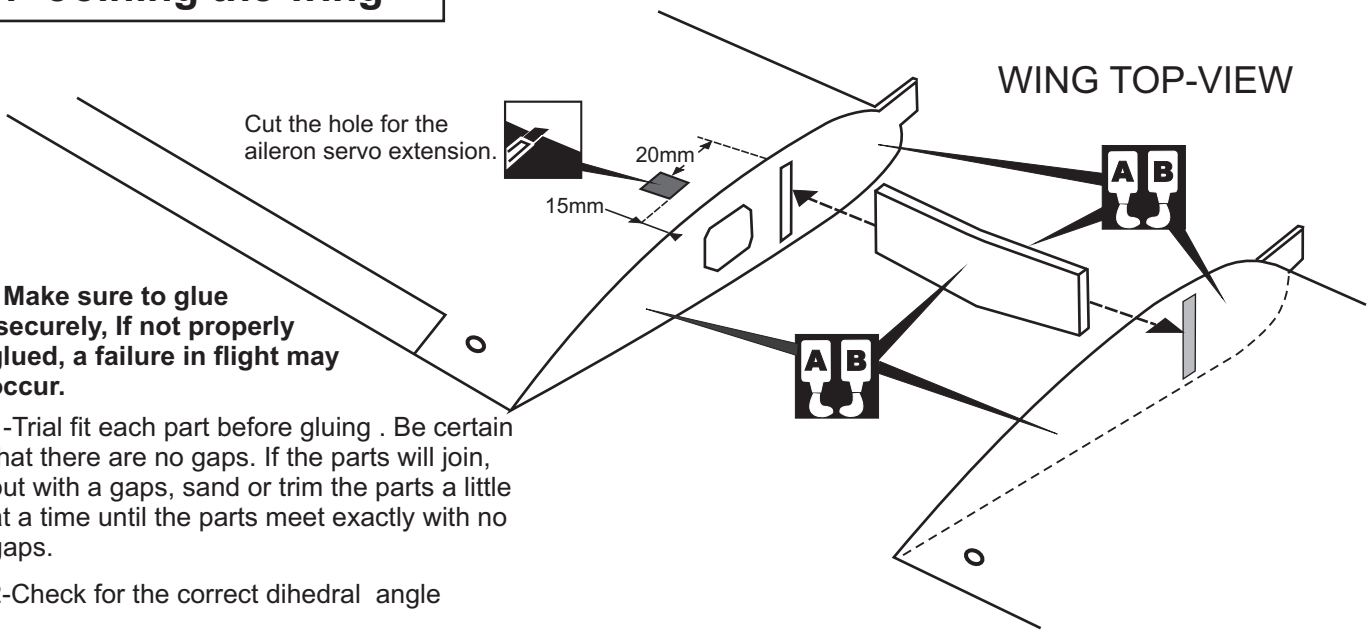
Not included. These parts must be purchased separately

Read through the manual before you begin, so you will have an overall idea of what to do.

CONVERSION TABLE

1.0mm = 3/64”	3.0mm = 1/8”	10mm = 13/32”	25mm = 1”
1.5mm = 1/16”	4.0mm = 5/32”	12mm = 15/32”	30mm = 1-3/16”
2.0mm = 5/64”	5.0mm = 13/64”	15mm = 19/32”	45mm = 1-51/64”
2.5mm = 3/32”	6.0mm = 15/64”	20mm = 51/64”	

1- Joining the wing



! Make sure to glue securely, If not properly glued, a failure in flight may occur.

1-Trial fit each part before gluing . Be certain that there are no gaps. If the parts will join, but with a gaps, sand or trim the parts a little at a time until the parts meet exactly with no gaps.

2-Check for the correct dihedral angle

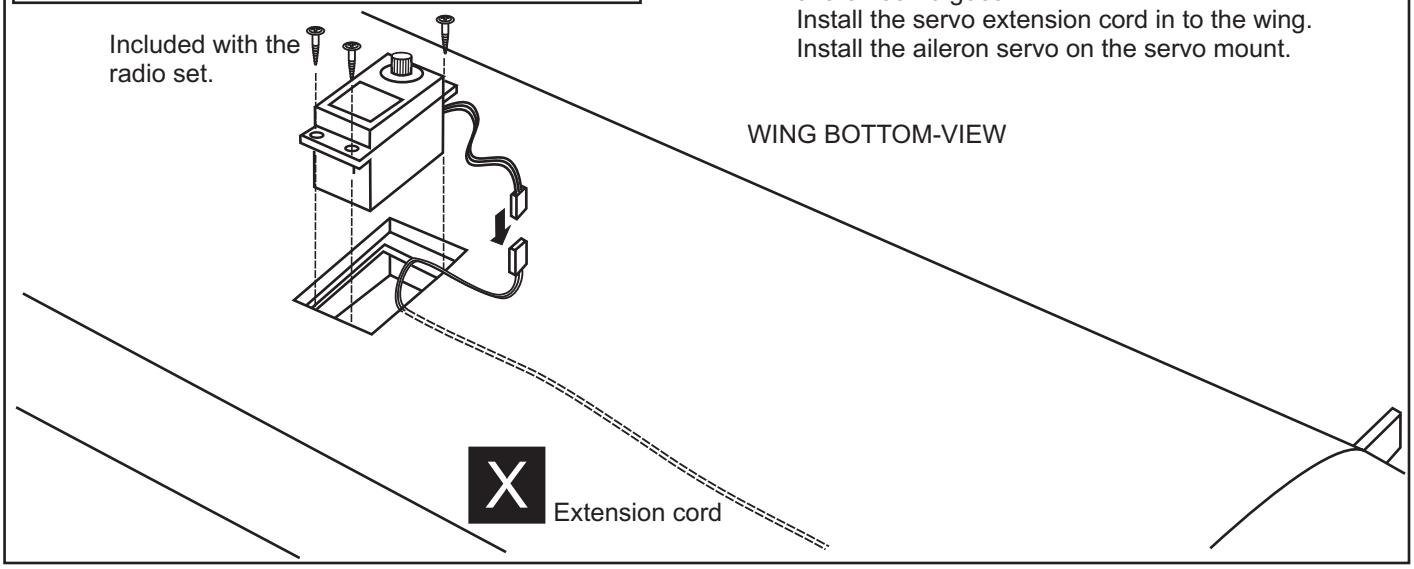
3-When joining the wing halves it is extremely important to use plenty of epoxy (30 minutes epoxy).

Carefully slide the wing halves together, ensuring that they are accurately aligned, Firmly press the two halves together, allowing the excess epoxy run out. Clean off the excess epoxy

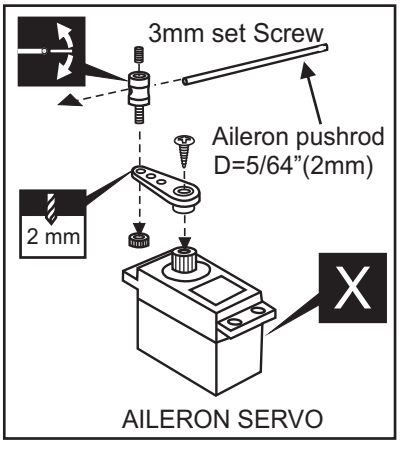
IMPORTANT: Please do not clean off the excess epoxy on the wing with strong solvent or pure alcohol, only use kerosene to keep the colour of your model not fade.

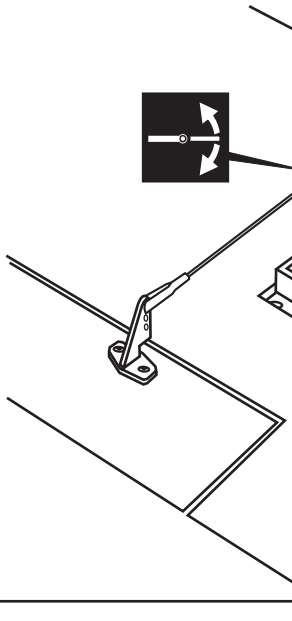
2- Aileron servo installation

Cut away the covering of the wing bottom where the aileron servo goes.
Install the servo extension cord in to the wing.
Install the aileron servo on the servo mount.

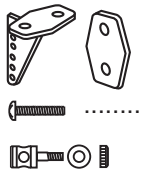


Aileron linkage





Plastic control horn



Attach the control horn on the aileron with 2x15mm screws. Screw the clevies halfway on the theared end of the aileron push rod. Attach the push rod to the aileron horn. Mark the position where the push rod will attach to the servo arm. Cut off the excess length of the push rod

Ensure that the servo is centered. If necessary, adjust the metal clevis so the aileron is also in the neutral position.

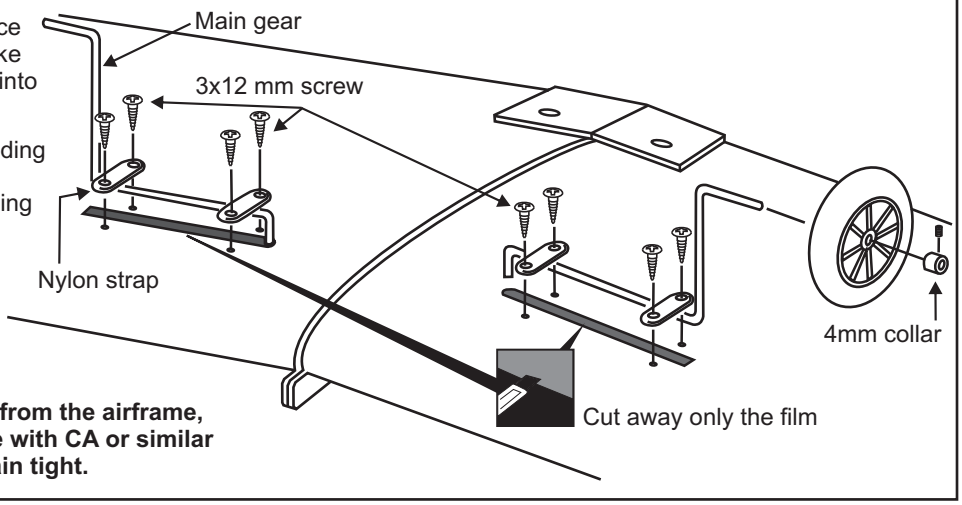
4- Installing the main gear

1- Locate the main landing gear struts and place them into the landing gear slot as show. Make sure that the ends of the struts are inserted into the holes in the landing gear channel.

2- Position the four nylon straps across the landing gear struts. Using the eight 3x12mm screws located in the hardware bag, fasten the landing gear to the bottom of the wing as show.

3- Slide one wheel onto each of the landing gear axles and secure them with the supplied wheel collars

BOTTOM VIEW



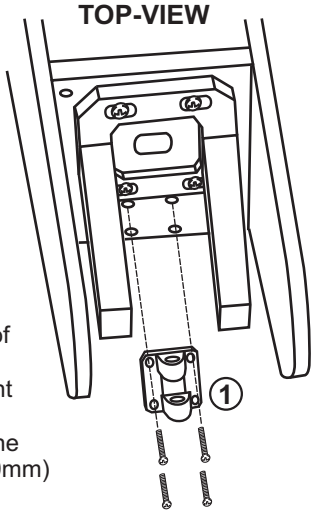
*** WARNING: When removing any covering from the airframe, please ensure that you secure the cut edge with CA or similar cement. This will ensure the covering remain tight.**

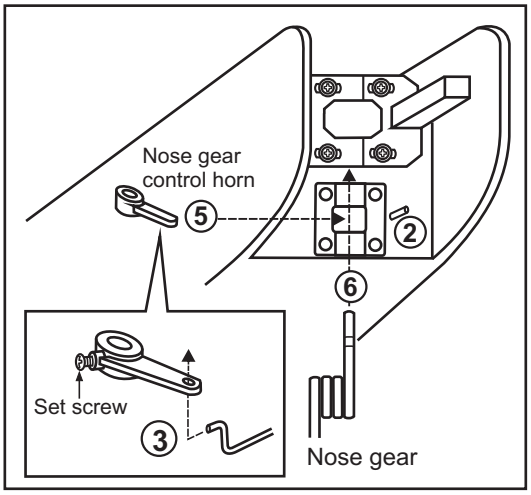
5- Nose gear

(1/8x19/32") 3x15mm screw ...4

1-Securely attach the nose gear mount to the fire-wall using the four 3x15mm screws
2-Insert the white plastic tube into the fuselage, through the firewall.
3-Insert the Z-bend of the nose gear control pushrod into the hole on the nose gear control horn.
4-Insert the pushrod into the plastic tube
5-Position the nose gear control horn on the center of the nose gear mount.
6-With the screw hole facing forward,slide the straight end of the nose gear on to the nose gear mount.
7-When satisfied with the fit and alignment, secure the nose gear control horn in place with 1/8x13/32"(3x10mm) set screw.

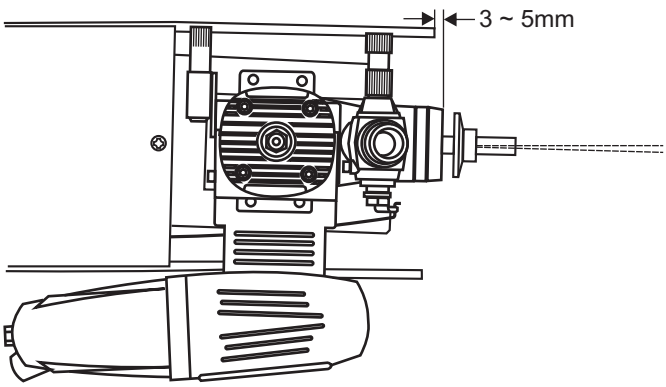
TOP-VIEW



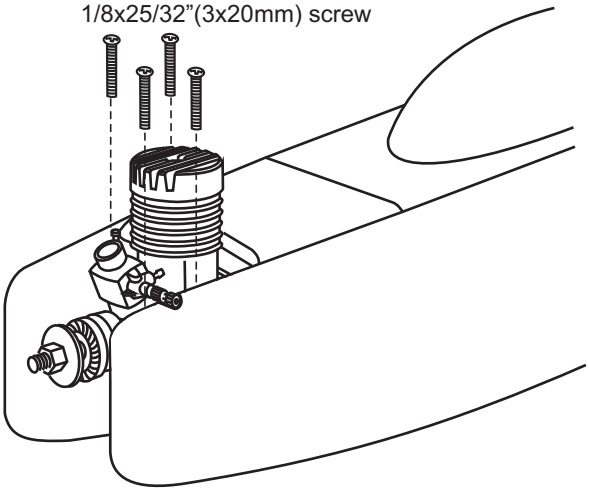


6 -Engine

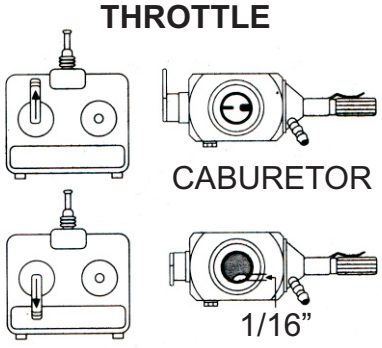
FUSELAGE - TOP VIEW



! Engine thrust on balk head is already adjust at factory



THROTTLE

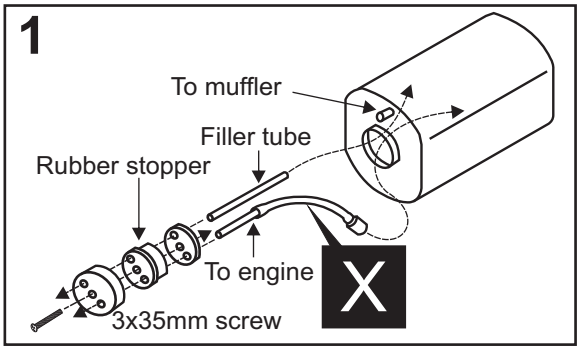


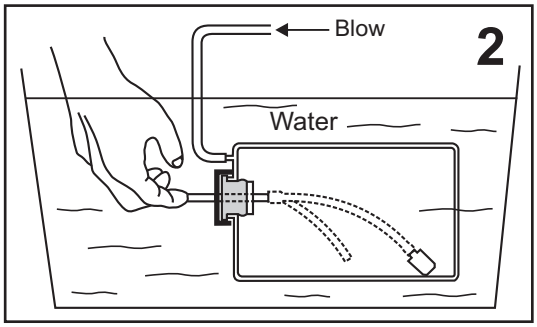
1-Insert the Z-bend into the hole on the throttle lever of your engine. Note: It maybe easier to temporarily remove the carburetor from the engine to insert the Z-bend. It may also be necessary to slightly enlarge the hole to accept the Z-bend.

2-Set the engine on the engine mounting beams. Adjust the pacing of the beams so they are centered in the relation to the mounting plate and so they are almost touching both sides of the engine crankcase.
3-Position the engine on the engine mount beams so the distance from the prop hub to the fire wall is 5mm
4-Using a pencil, mark the engine mounting plate where the four holes are to be drilled
5-Remove the engine and drill a 9/64"(3.5mm) hole through the beam at each of the four marks made in step 4 above.
6-Reposition the engine on the mounting beam, aligning it with the holes. Secure it in place with the four 1/8x25/32"(3x20mm) screws.

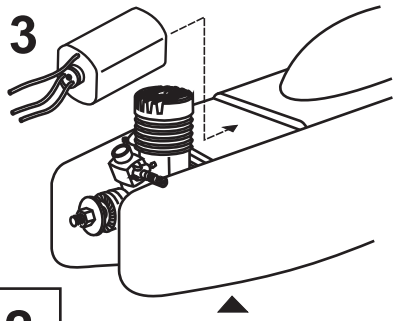
7-Fuel tank

After confirming the direction . Insert this assembly, clunk end first, into the fuel tank and tighten and screw the fuel tank cap on firmly.
Ensure that the fuel tank clunk does not touch the rear of the fuel tank.





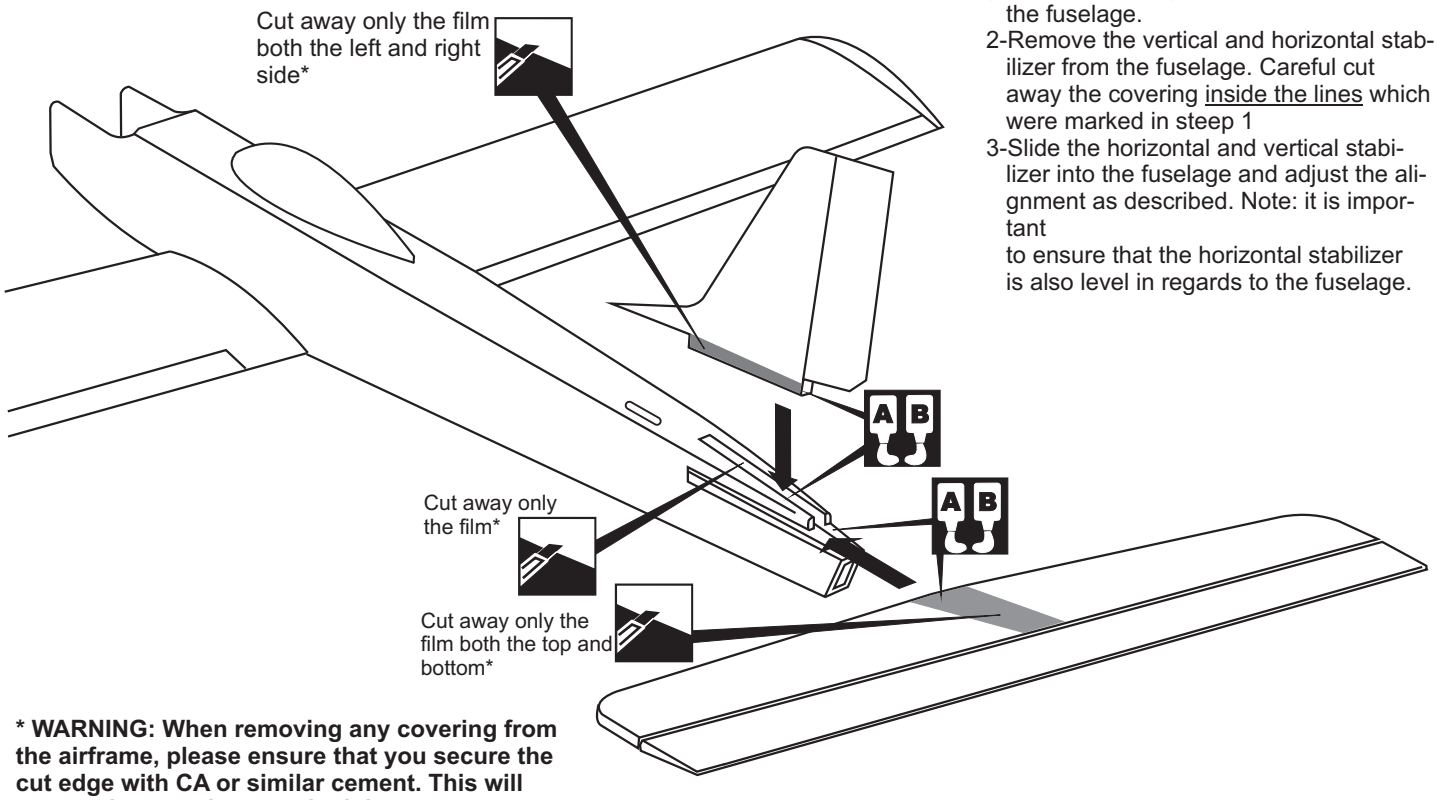
Checking for leaks - block the vents and blow into the feed - if in doubt submersing the tank in a blow of water will show up any problems.



Carefully install the fuel tank to ensure that they will not shift during flight (secure the fuel tank in place using foam padding).

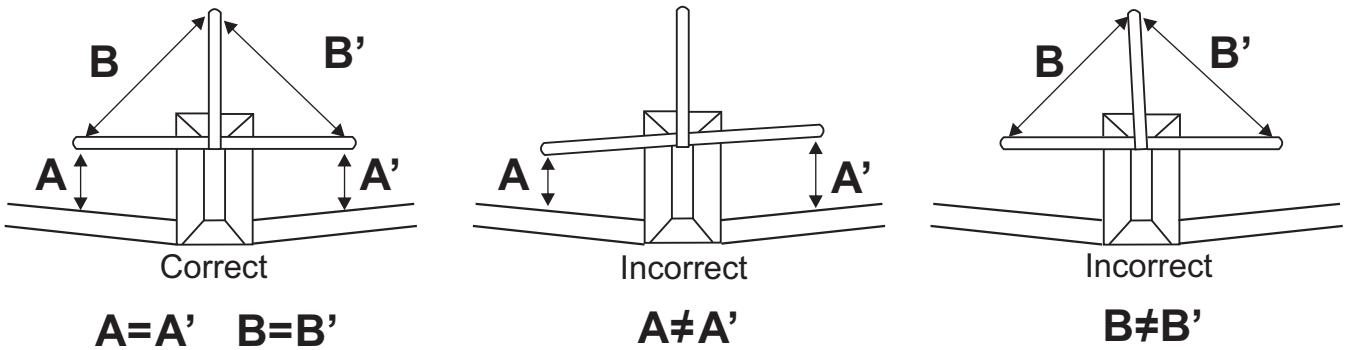
8-Vertical / Horizontal Tail

1-Slide the vertical and horizontal stabilizer on the fuselage, use a pencil to trace around the bottom and the top (horizontal stabilizer) and the right and the left (vertical stabilizer) where they are meet the fuselage.
2-Remove the vertical and horizontal stabilizer from the fuselage. Careful cut away the covering inside the lines which were marked in steep 1
3-Slide the horizontal and vertical stabilizer into the fuselage and adjust the alignment as described. Note: it is important
to ensure that the horizontal stabilizer is also level in regards to the fuselage.



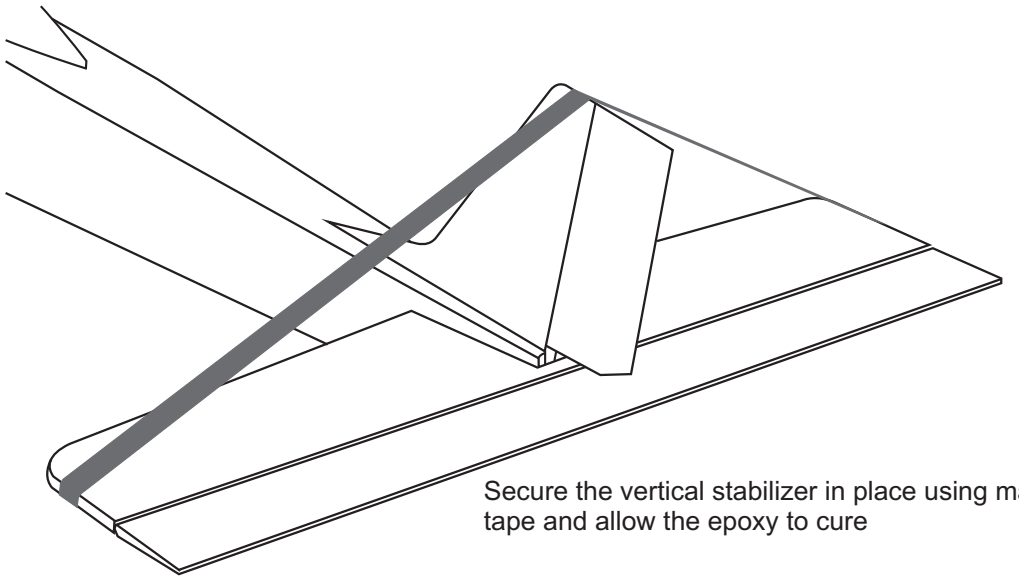
*** WARNING: When removing any covering from the airframe, please ensure that you secure the cut edge with CA or similar cement. This will ensure the covering remain tight.**

Attach the Vertical Stabilizer and the Horizontal Stabilizer

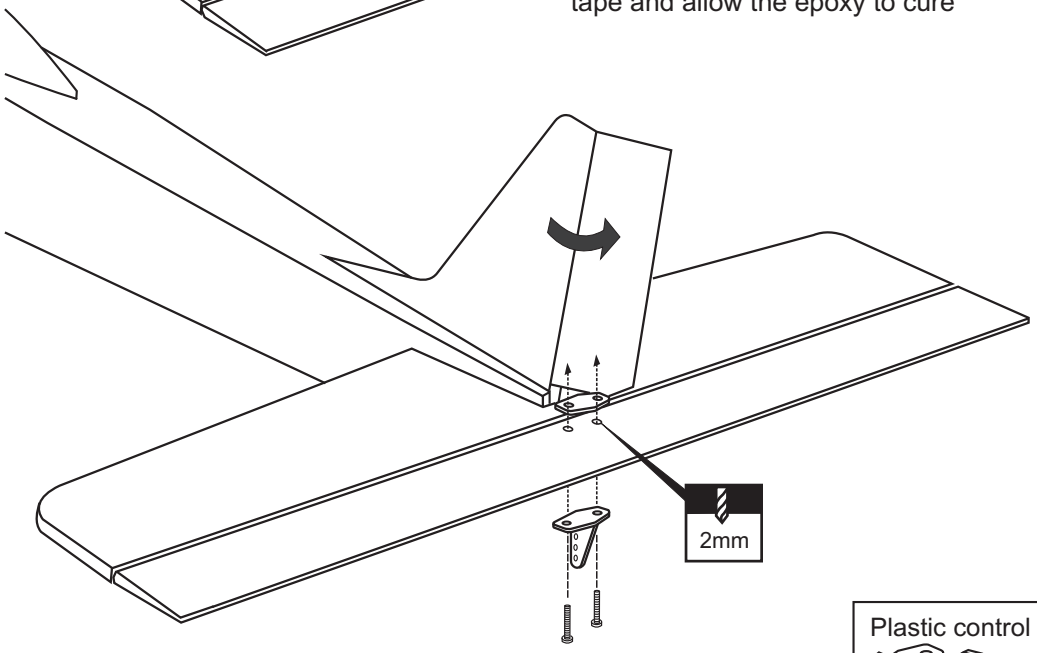


Check the alignment of the horizontal stabilizer by measuring from a fixed point along the center line of the fuselage to the leading edge on each side of the horizontal stabilizer. The distance must be equal on both sides. If not, adjust the stabilizer until the measurements are the same.

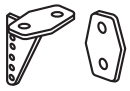
9-Vertical / Horizontal Tail



Secure the vertical stabilizer in place using masking tape and allow the epoxy to cure



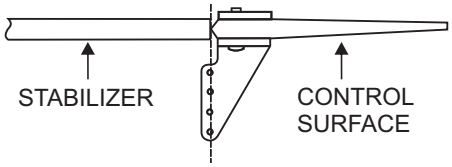
Plastic control horn



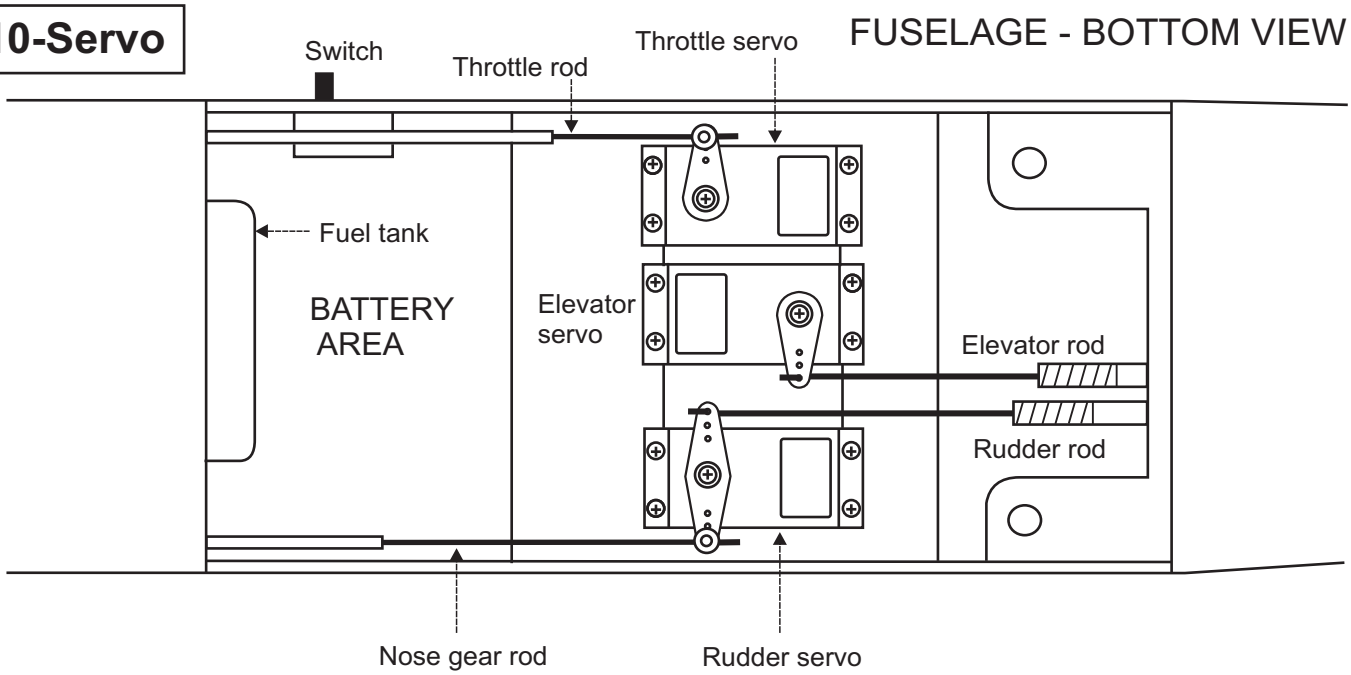
.....2

.....4

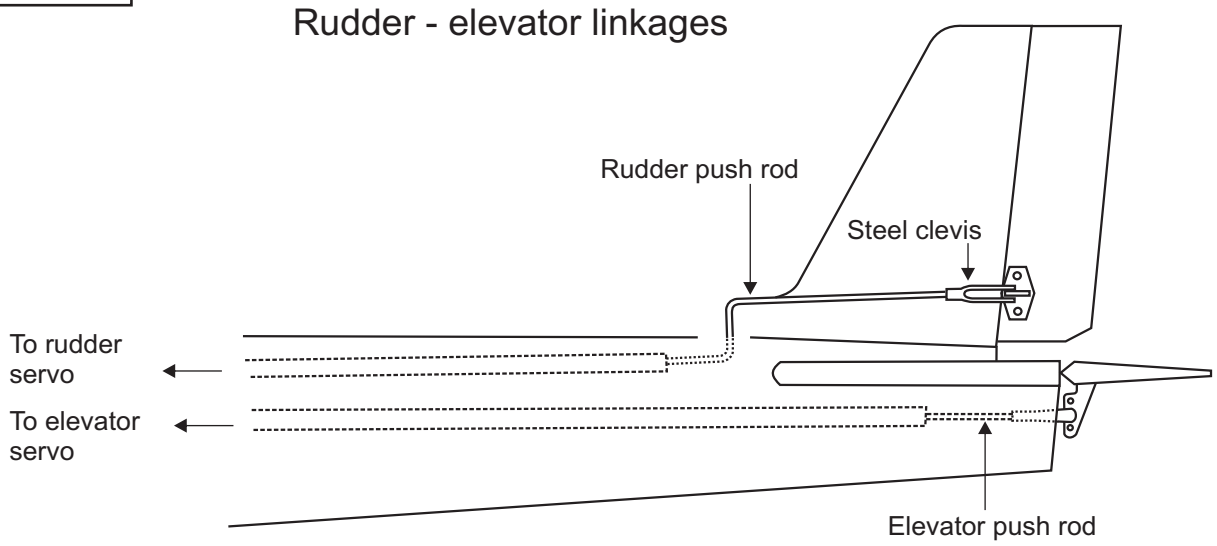
Hinge Line/Control horn Alignment



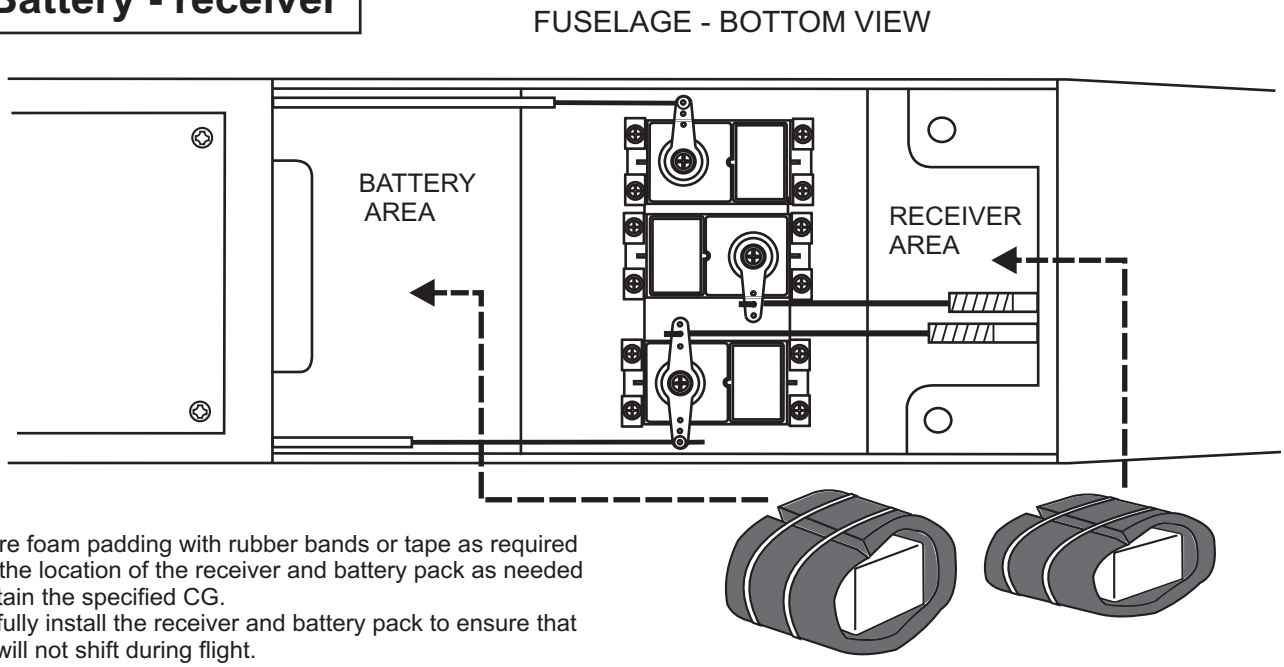
10-Servo



11- Linkage

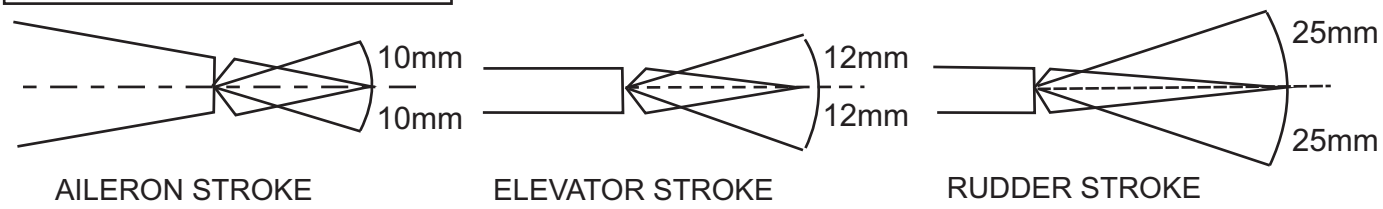


12-Battery - receiver



1- Secure foam padding with rubber bands or tape as required
2- Shift the location of the receiver and battery pack as needed to obtain the specified CG.
3- Carefully install the receiver and battery pack to ensure that they will not shift during flight.

13-Control surface

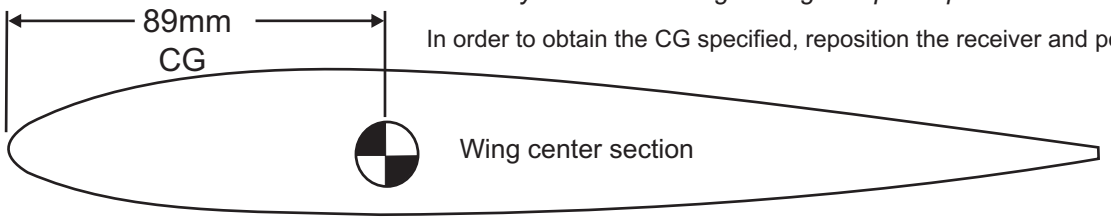


AILERON STROKE ELEVATOR STROKE RUDDER STROKE

14-Balance

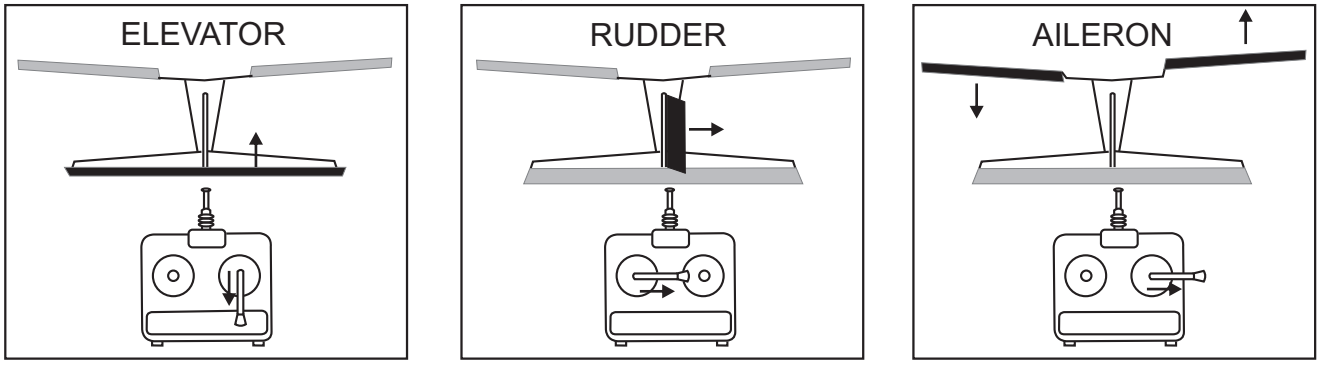
WARNING ! Securely install the receiver and power pack, ensuring they will not come loose or rattle during flight.
Never fly before checking the Cg's required position.

In order to obtain the CG specified, reposition the receiver and power pack



14-Pre-Flight check

Check that each clevis is securely snapped into position.
Check that all servo horn screws are tight.
Charge the transmitter and receiver battery.



WARNING:

- In the beginning, first time fliers should always be assisted by an experienced flier and never fly alone.
- This model aircraft is designed to be powered by a 2 cycle .40 ~ .46 engine or a 4 cycle .48 ~ .52 engine. Installing a more powerful engine than specified or flying the DREAM LIKE aggressively may lead to serious damages and accidents.

WARNING: Please do not clean your model with pure alcohol, only use liquid soap with water or use class cleaner to clean on surface of your model to keep the colour not fade.