Pietenpol Air Camper replica J3 airplane 108" wingspan, 40-60cc

Code : SEA375

ASSEMBLY MANUAL

"Graphics and specifications may change without notice".

Specifications:

Wingspan---------- 108 in---------- 273.5 cm.
Wing area---------- 1988.0 sq.ins---------- 128.3 sq.dm.
Weight---------- 23.6 lbs---------- 10.7 kg.
Length---------- 71.5 in---------- 181.5 cm.
Engine---------- 40 - 60cc.
Motor---------- 360 - 6000w.
Radio---------- 6 channels with 6 servos.

INTRODUCTION

Thank you for choosing the **Pietenpol Air Camper replica J3 airplane 108” wingspan, 40-60cc** ARTF by **SG MODELS** . The **Pietenpol Air Camper replica J3 airplane 108” wingspan, 40-60cc** was designed with the intermediate/advanced sport flyer in mind. It is a semi scale airplane which is easy to fly and quick to assemble. The airframe is conventionally built using balsa, plywood to make it stronger than the average ARTF, yet the design allows the aeroplane to be kept light. You will find that most of the work has been done for you already. The motor mount has been fitted and the hinges are pre-installed. Flying the **Pietenpol Air Camper replica J3 airplane 108” wingspan, 40-60cc** is simply a joy.

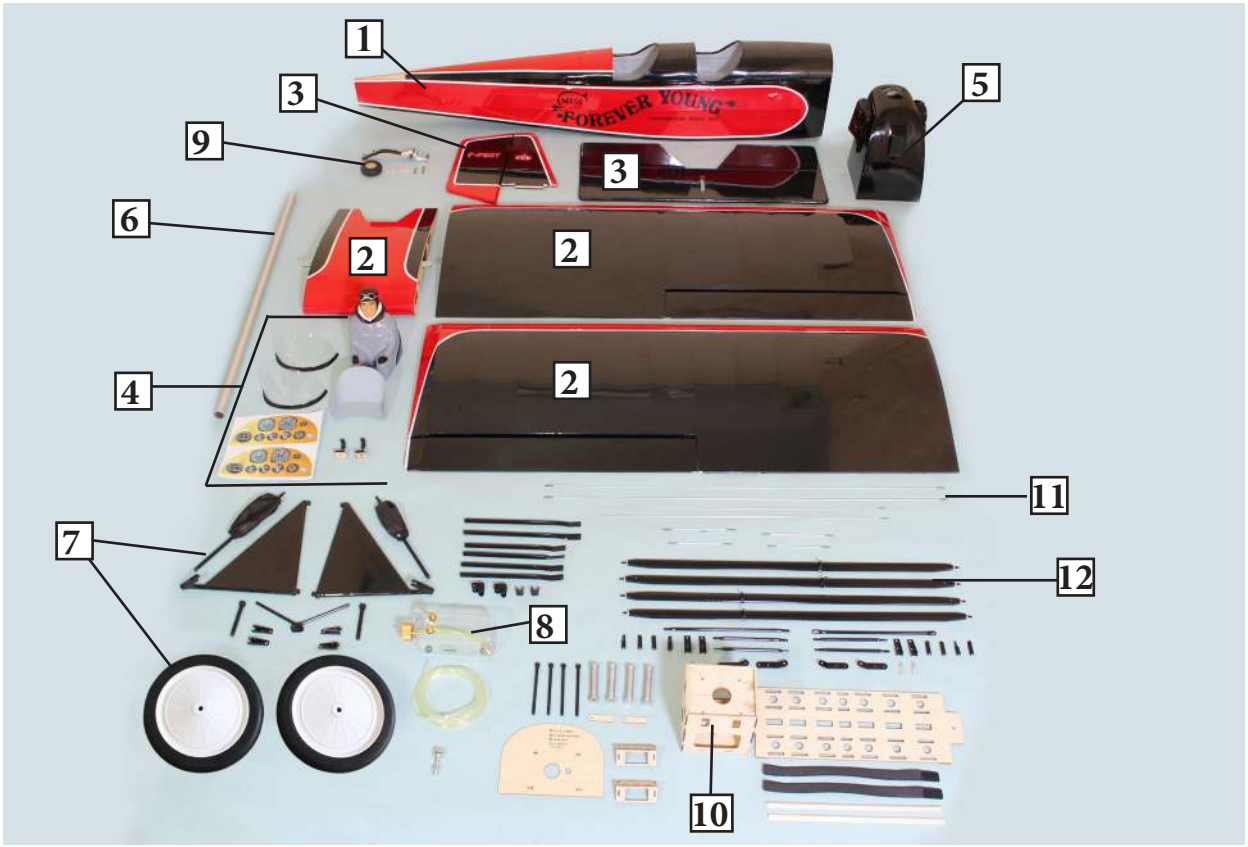
This instruction manual is designed to help you build a great flying aeroplane. Please read this manual throughly before starting assembly of your **Pietenpol Air Camper replica J3 airplane 108” wingspan, 40-60cc** Use the parts listing below to indentify all parts.

WARNING

Please be aware that this aeroplane is not a toy and if assembled or used incorrectly it is capable of causing injury to people or property. WHEN YOU FLY THIS AEROPLANE YOU ASSUME ALL RISK & REPONSIBILITY.

If you are inexperienced with basic R/C flight we strongly recommend you contact your R/C supplier and join your local R/C model Flying Club. R/C Model Flying Clubs offer a variety of training procedures designed to help the new pilot on his way to successful R/C flight. They will also be able to advise on any insurance and safety regulations that may apply.

KIT CONTENTS



KIT CONTENTS

SEA 375 Pietenpol Air Camper replica J3 airplane 108" wingspan, 40-60cc

1. Fuselage
2. Wing set (3)
3. Tail set (2)
4. Cockpit, Pilot and canopy
5. Cowling
6. Wing tube
7. landing gear
8. Fuel tank
9. Tail wheel
10. Ep Motor box
11. Pushrod set
12. Wing struts

ADDITIONAL ITEMS REQUIRED

- ☐ 40-60cc gasoline engine.
- ☐ Computer radio 6 channel with 6 servos.
- ☐ Glow plug to suit engine.
- ☐ Propeller to suit engine.
- ☐ Protective foam rubber for radio system.

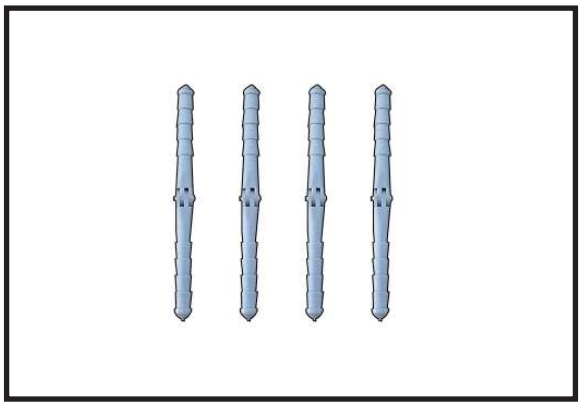
TOOLS & SUPPLIES NEEDED

- ☐ Thin cyanoacrylate glue.
- ☐ Medium cyanoacrylate glue.
- ☐ 30 minute epoxy.
- ☐ 5 minute epoxy.
- ☐ Hand or electric drill.
- ☐ Assorted drill bits.
- ☐ Modelling knife.
- ☐ Straight edge ruler.
- ☐ 2mm ball driver.
- ☐ Phillips head screwdriver.
- ☐ 220 grit sandpaper.
- ☐ 90° square or builder's triangle.
- ☐ Wire cutters.
- ☐ Masking tape & T-pins.
- ☐ Thread-lock.
- ☐ Paper towels.

INSTALL THE AILERONS

Please see pictures below..

1.



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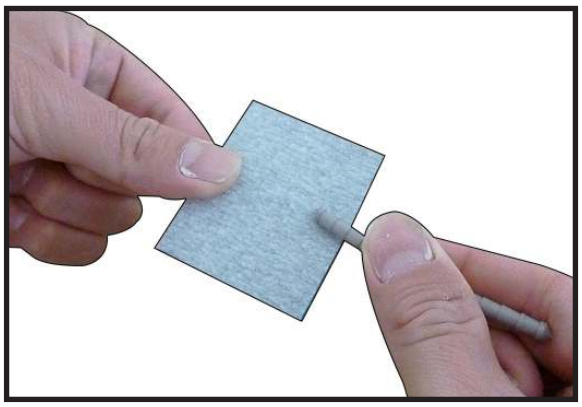
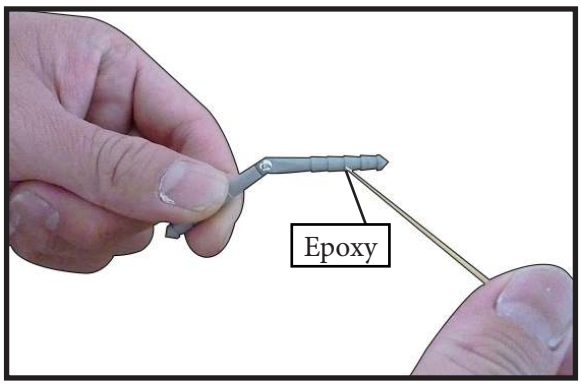


Remove the ailerons from the wing and remove the hinges.

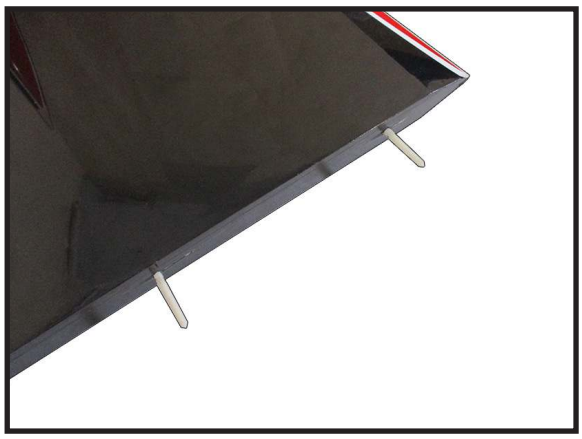
Use a small piece of rough sandpaper to scuff the hinges for better epoxy adhesion. Do this to all aileron hinges.

3.



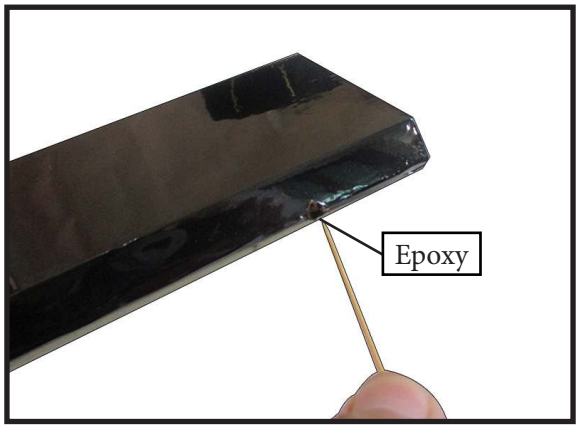
Apply epoxy to each hinge where it will be inserted into the ailerons. Tip: Apply some petroleum jelly to the metal pin hinge area to keep epoxy from interfering with smooth operation of hinge.

4.



Insert all four hinges in the ailerons at this time. Make sure hinges move up and down in right direction and not side to side !

5.



Apply epoxy into each of the holes in the ailerons using a spare piece of pushrod wire or toothpick.

Make sure to use enough epoxy so it securely adheres the hinge to the surfaces.

Do not use an excessive amount of epoxy when gluing the hinges so that it expels from the hinge area.

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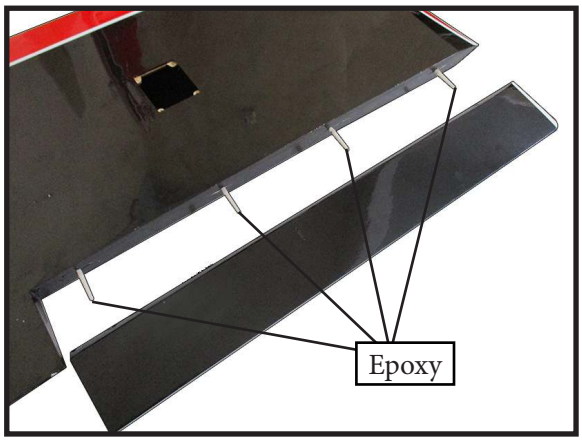

Be sure to test the aileron hinges once you insert them. Ensure that the hinge pockets line up, and that the hinges move freely before the epoxy dries.

7.

8.

Check the fit of the aileron to the wing. The top of the ailerons will align to the top of the wing. Make sure movement is smooth and bind free.

We prefer 30-minute epoxy to allow enough working time during the hinge installation.

INSTALL THE AILERONS CONTROL HORN

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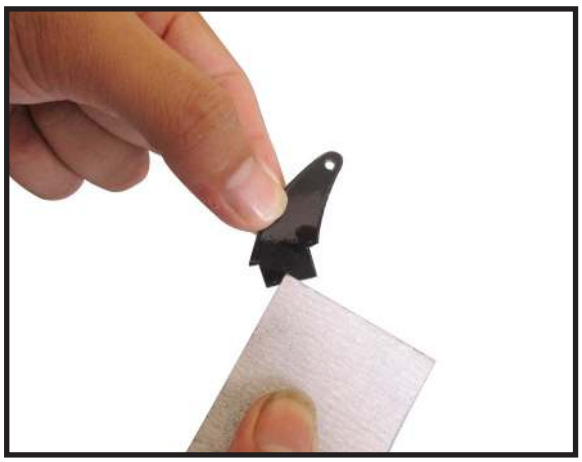
2.



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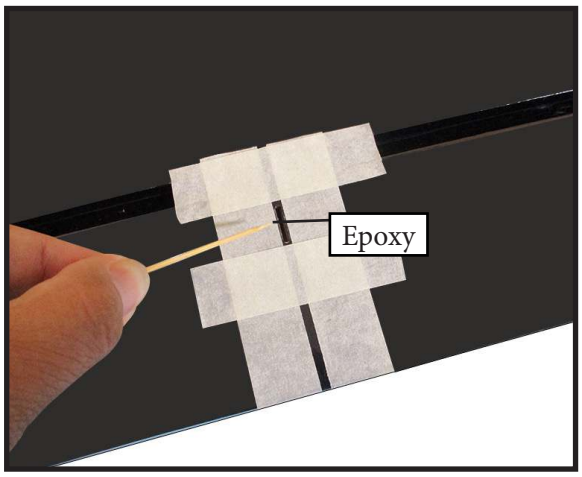

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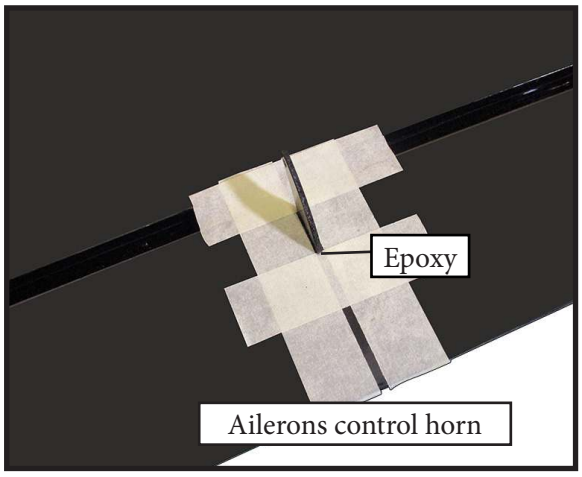

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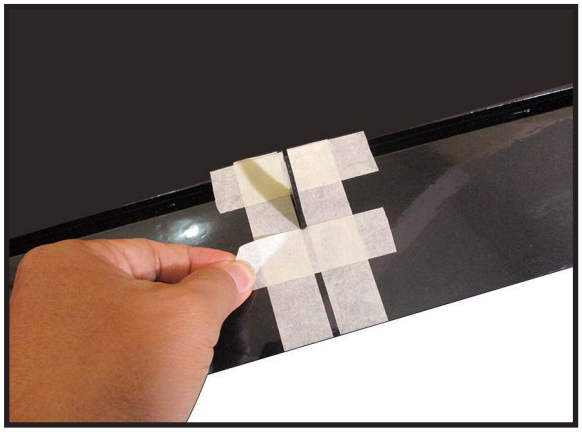

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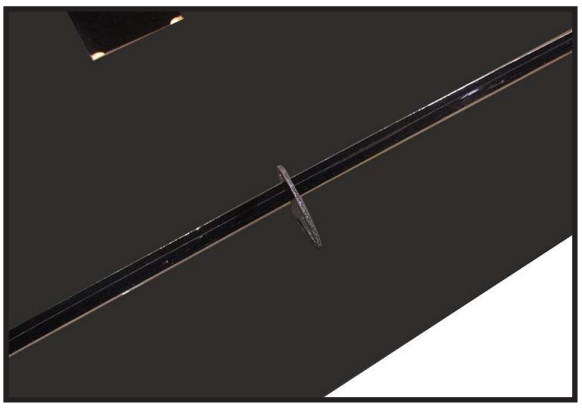
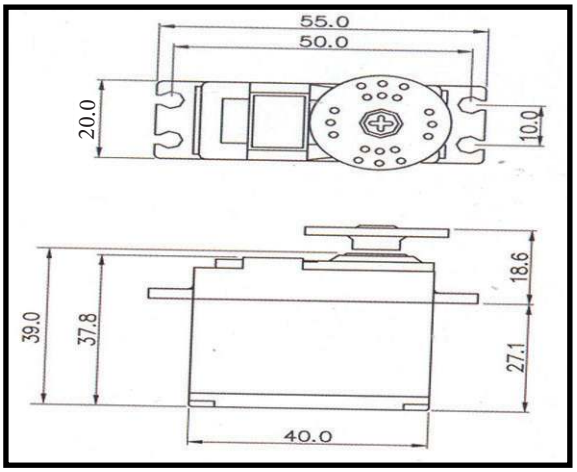


INSTALLING THE AILERON SERVOS

1.



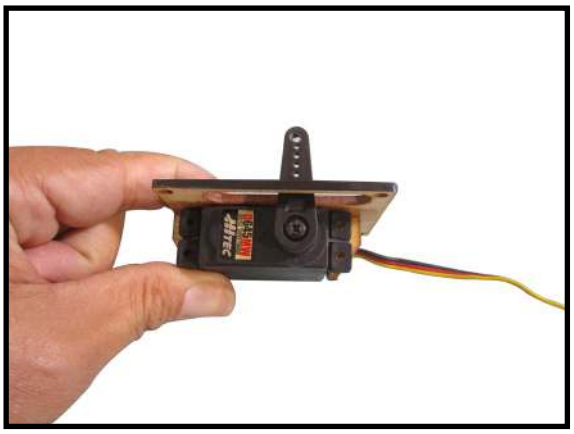
2.

Minimum servo spec.
Torque : 6.0V: 157.00 oz-in (11.31 kg-cm)
7.4V: 179.00 oz-in (12.89 kg-cm)

⚠ Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

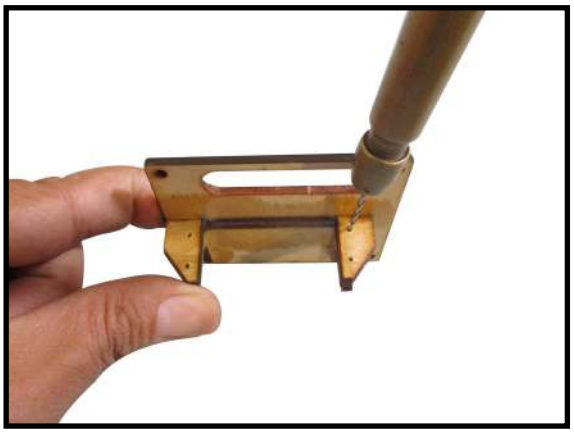
Place the servo between the mounting blocks and space it from the hatch. Use a pencil to mark the mounting hole locations on the blocks.

3.



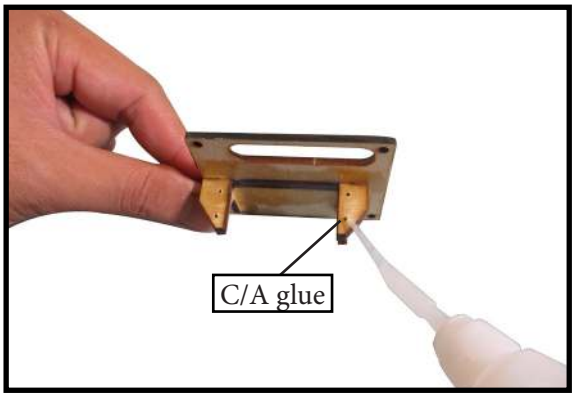
Use drill bit in a pin vise to drill the mouting holes in the blocks.

4.



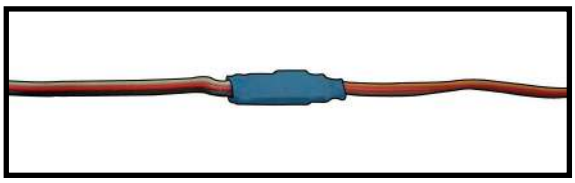
Apply 2-3 drops of thin C/A to each of the mounting holes. Allow the C/A to cure without using accelerator.

5.



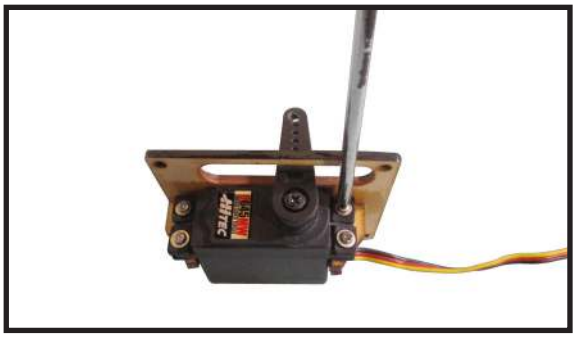
Use dental floss to secure the connection so they cannot become unplugged.

6.



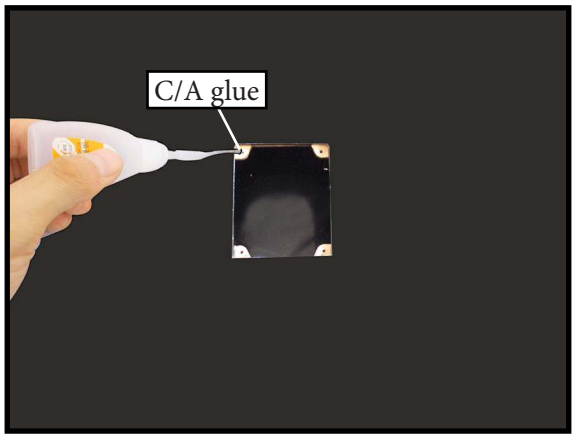
Secure the servo to the aileron hatch using Phillips screwdriver and the screws provided with the servo.

7.



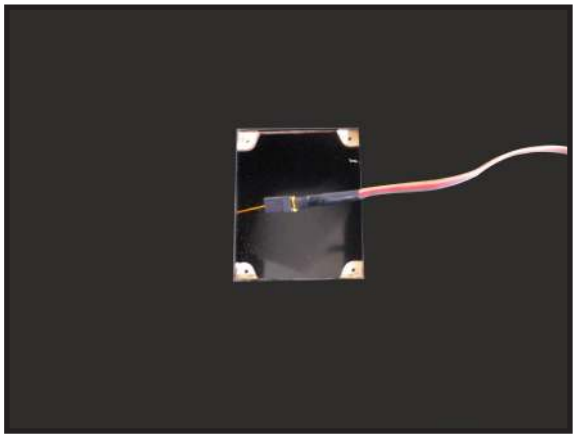
Apply 1-2 drops of thin C/A to each of the mounting tabs. Allow the C/A to cure without using accelerator.

8.



Remove the string from the wing at the servo location and use the tape to attach it to the servo extension lead. Pull the lead through the wing and remove the string.

9.



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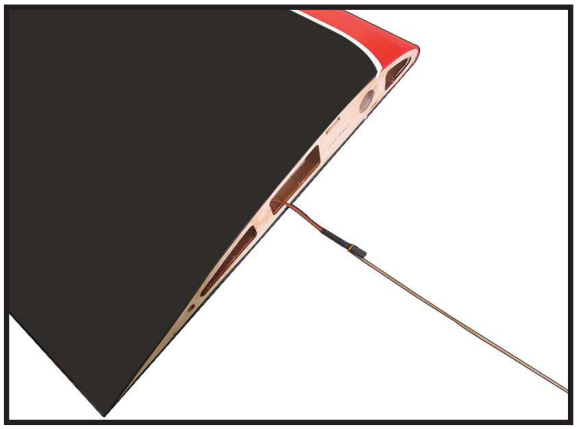

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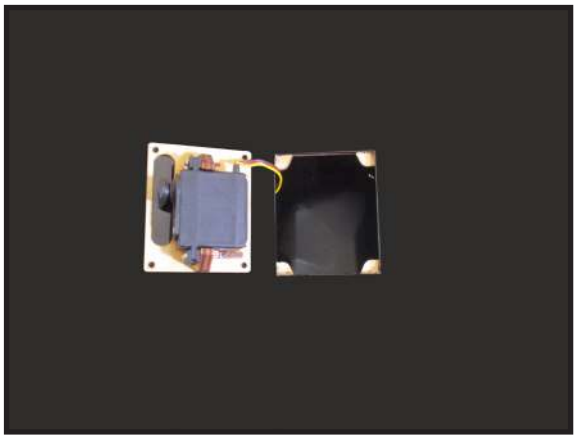
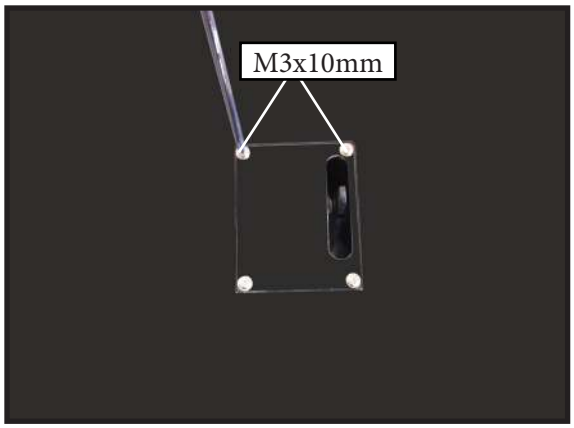


Set the aileron hatch in place and use a Phillips screw driver to install it with four wood screws.

12.



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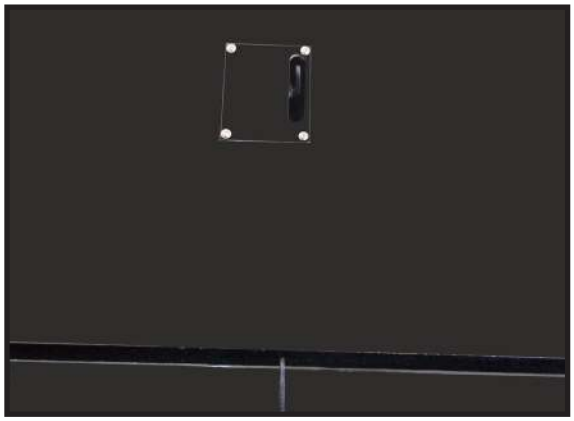
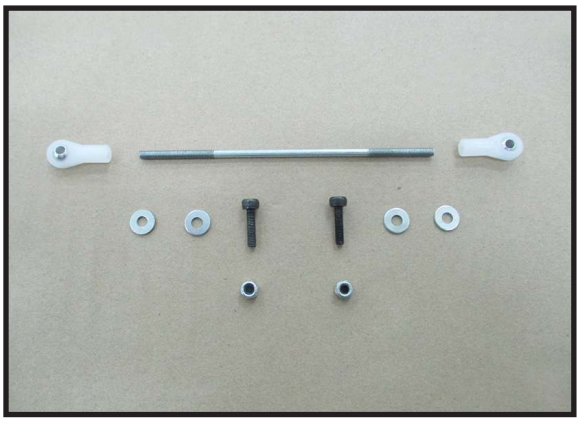


AILERON PUSHROD INSTALLATION

Please study images below.

1.



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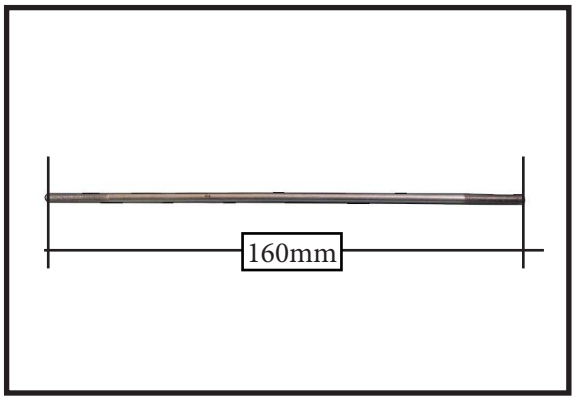

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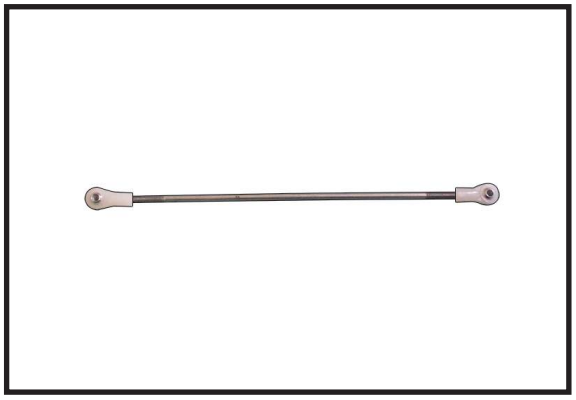

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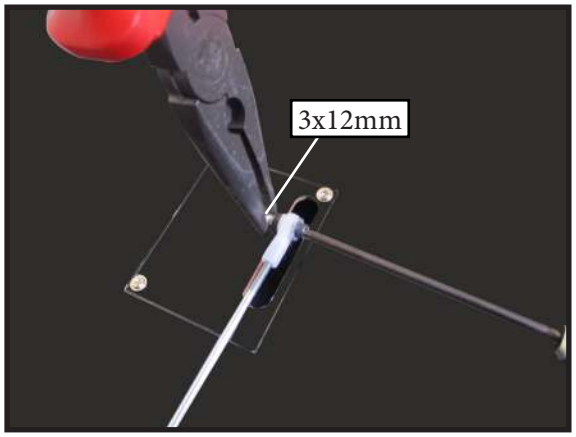

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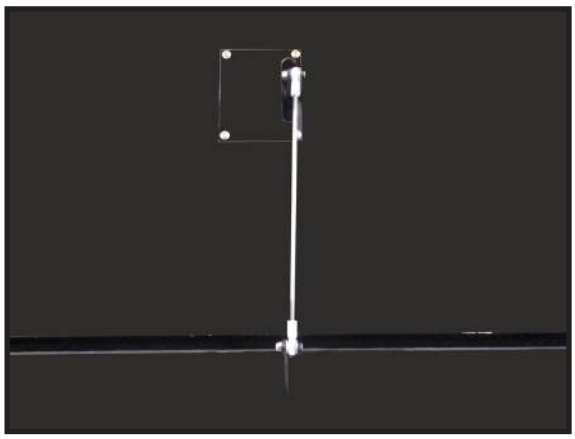


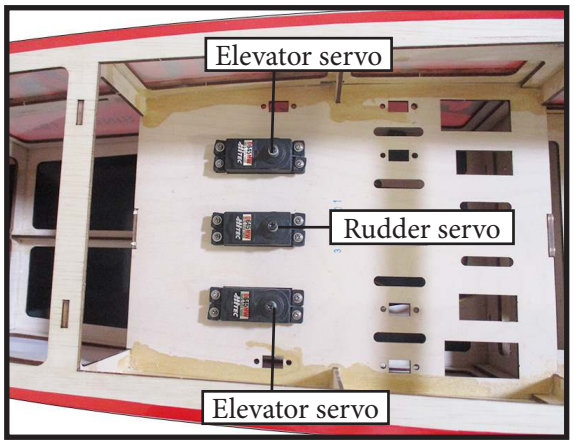
INSTALLING THE FUSELAGE SERVOS

⚠ Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

Install the rubber grommets and brass collets into all servos. Test fit the servos into the fuselage servo mounts.

Secure the servos with the screws provided with your radio system.

1.



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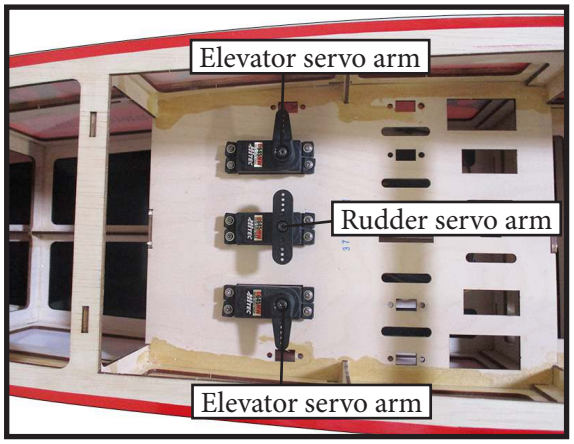
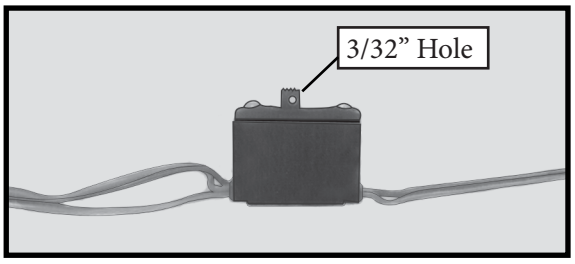


Minimum servo spec.
Torque : 6.0V: 157.00 oz-in (11.31 kg-cm)
7.4V: 179.00 oz-in (12.89 kg-cm)

INSTALLING THE ENGINE SWITCH

Insert the switch into the pre-cut hole in the fuselage

1.



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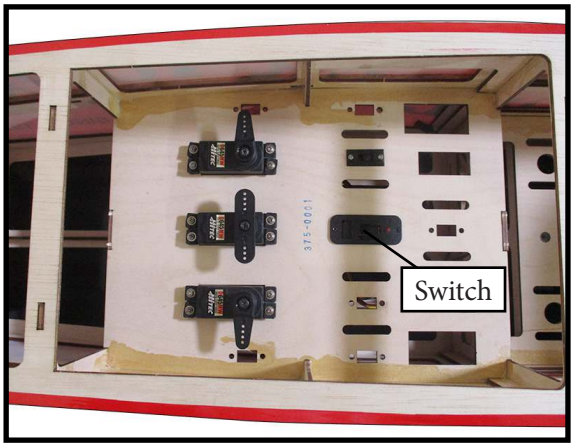


INSTALLING THE MAIN LANDING GEAR TO FUSELAGE

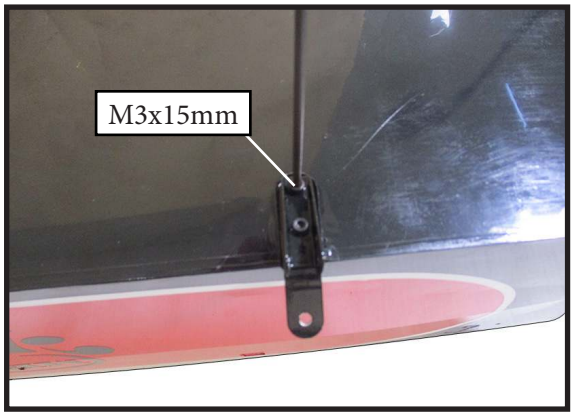
Please study images below.

1.

2.

3.

4.



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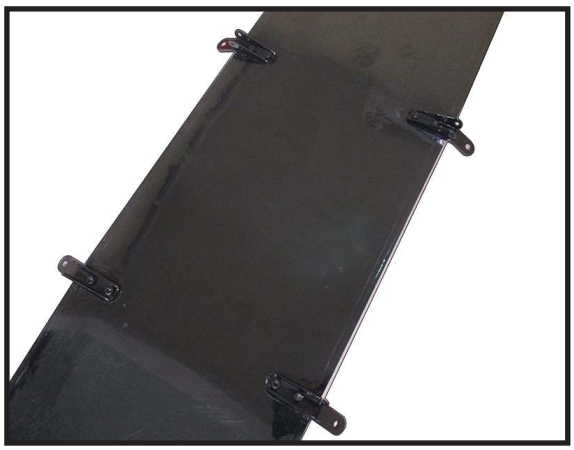

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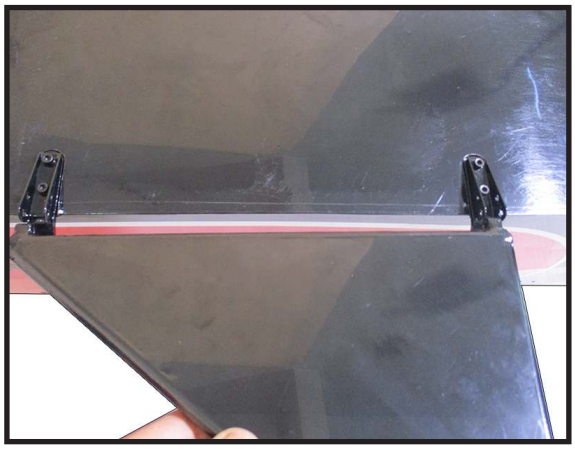

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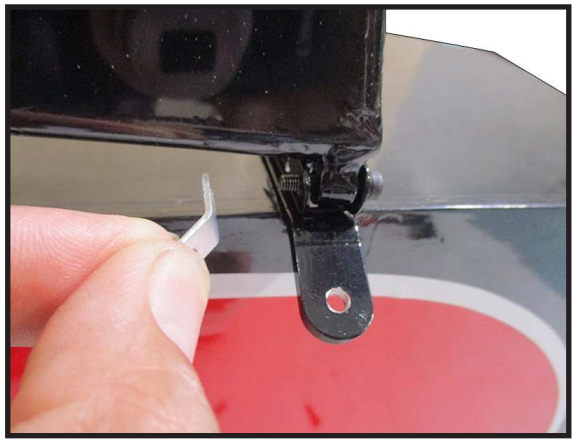

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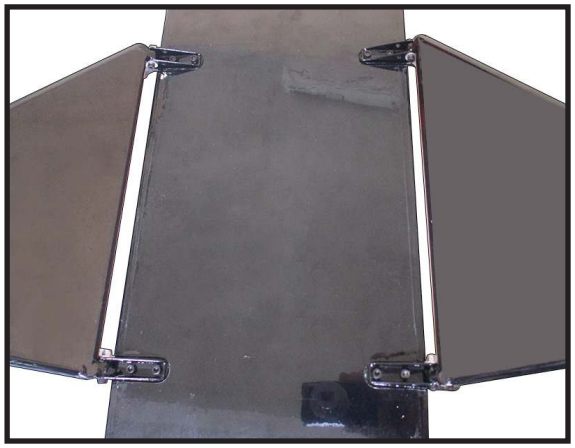

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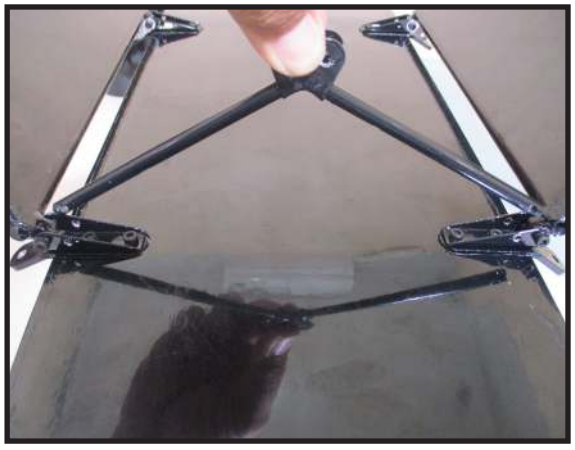

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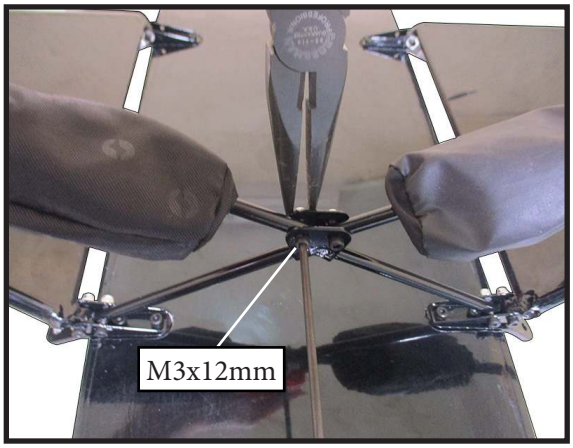

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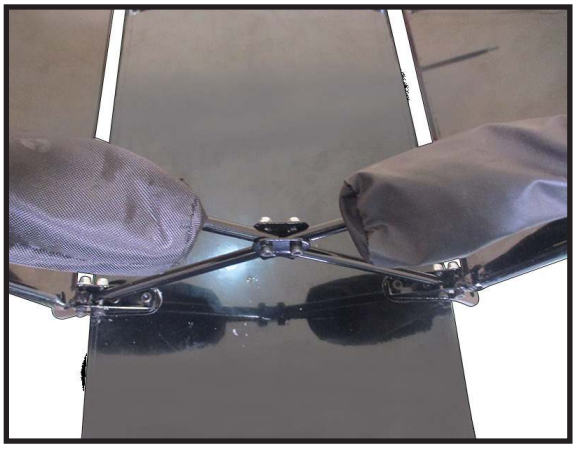

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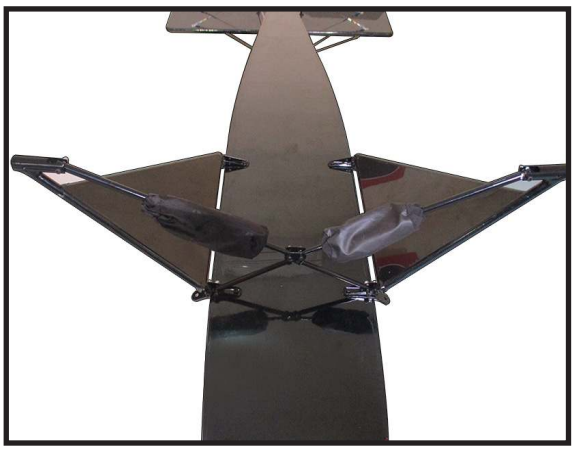

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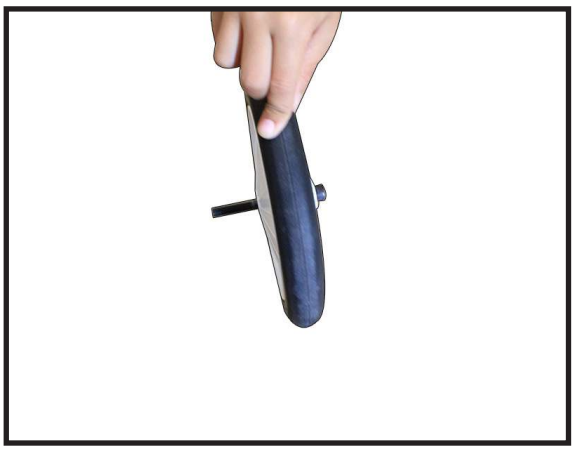

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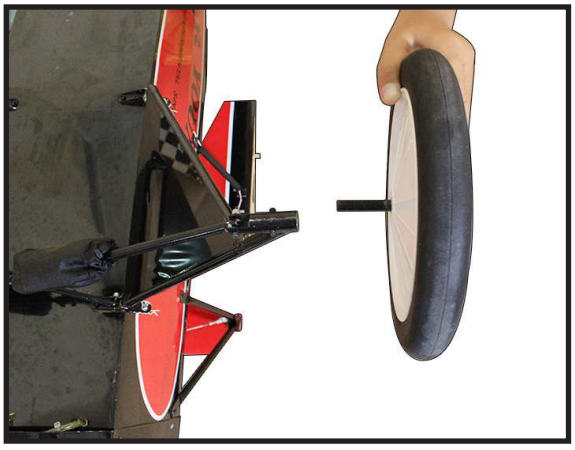

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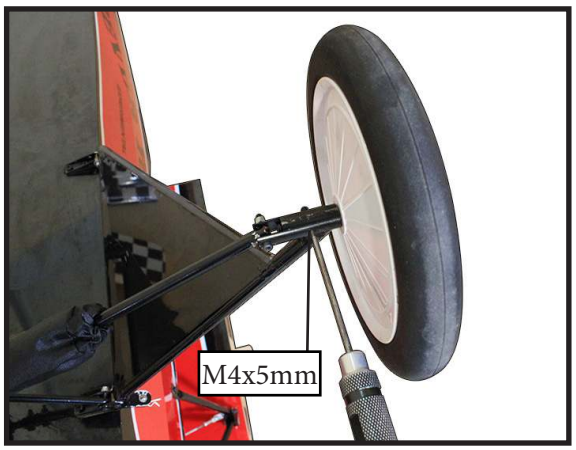

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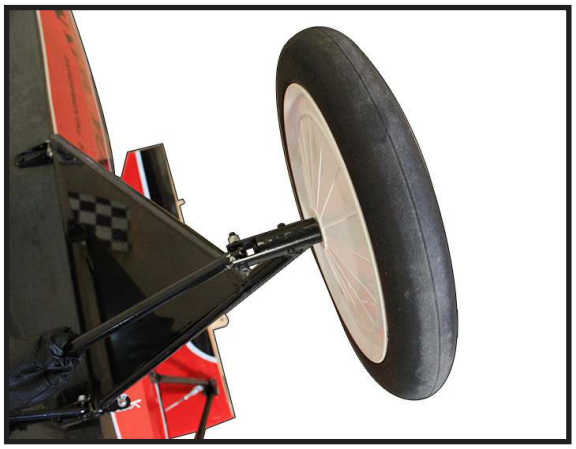

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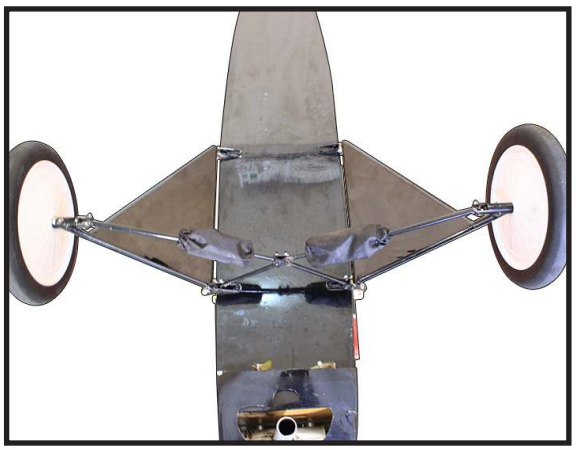
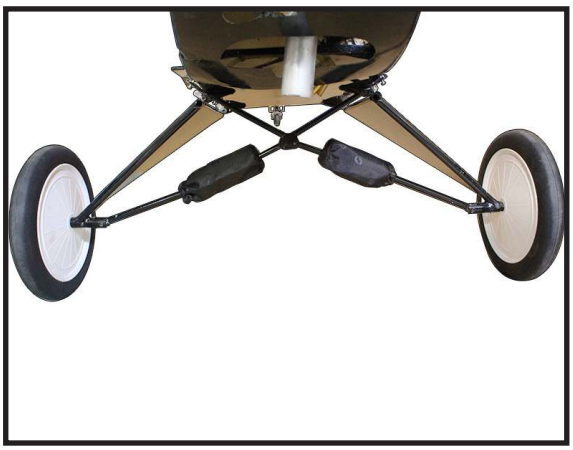


24.

25.



INSTALLING THE STOPPER ASSEMBLY

Using a modeling knife, carefully cut off the rear portion of one of the 3 nylon tubes leaving 1/2" protruding from the rear of the stopper. This will be the fuel pick up tube.

Using a modeling knife, cut one length of silicon fuel line. Connect one end of the line to the weighted fuel pick up and the other end to the nylon pick up tube.

1.

Carefully bend the second nylon tube up at a 45º angle. This tube is the vent tube.

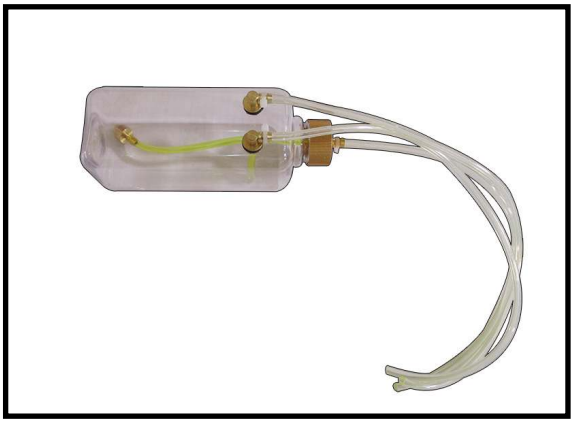
Test fit the stopper assembly into the tank. It may be necessary to remove some of the flashing around the tank opening using a modeling knife. If flashing is present, make sure none falls into the tank.

With the stopper assembly in place, the weighted pick-up should rest away from the rear of the tank and move freely inside the tank. The top of the vent tube should rest just below the top of the tank. It should not touch the top of the tank.

When satisfied with the alignment of the stopper assembly tighten the 3 x 20mm machine screw until the rubber stopper expands and seals the tank opening. Do not overtighten the assembly as this could cause the tank to split.

FUEL TANK INSTALLATION

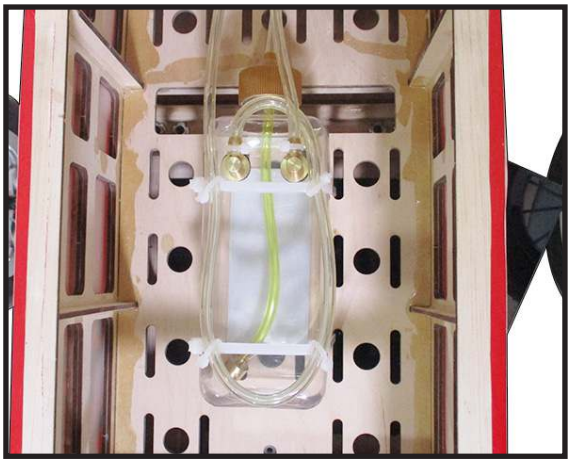
1.



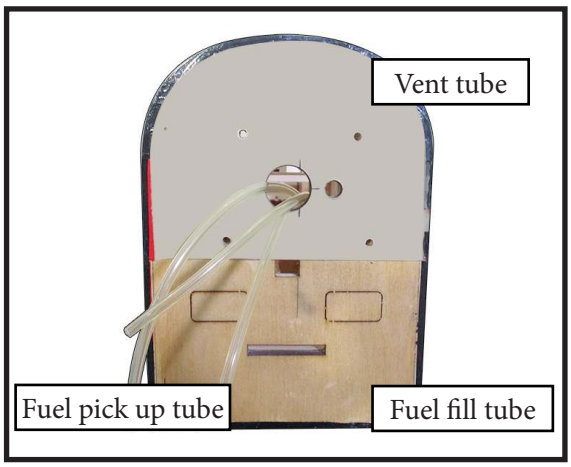
- ⚠ *You should mark which tube is the vent and which is the fuel pickup when you attach fuel tubing to the tubes in the stopper. Once the tank is installed inside the fuselage, it may be difficult to determine which is which.*

Slide the fuel tank into the fuselage. Guide the lines from the tank through the hole in the fiewall.

2.



3.



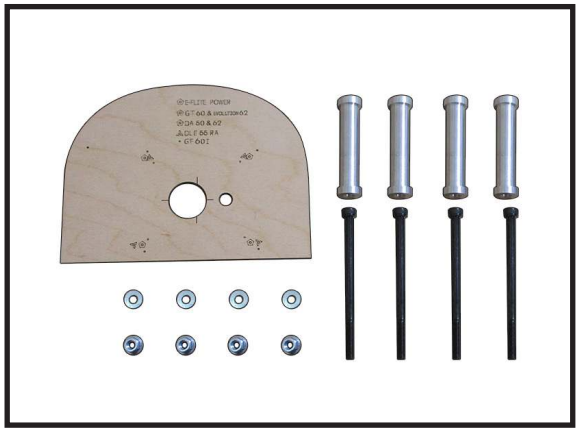
Connect the lines from the tank to the engine and muffler. The vent line will connectto the muffler and the line from the clunk tothe carburetor.

Blow through one of the lines to ensure the fuel lines have not become kinked inside the fuel tank compartment. Air should flow through easily.

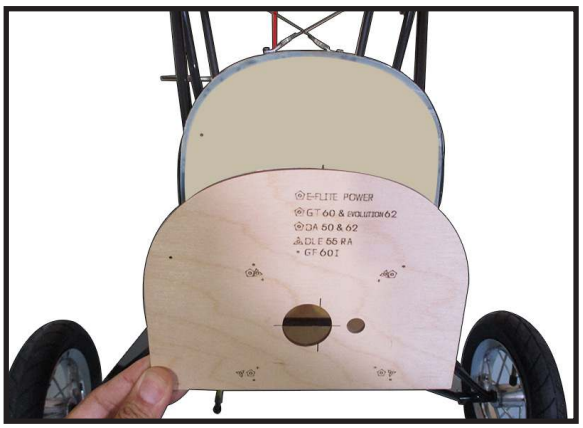
MOUNTING THE ENGINE

Please study images below.

1.

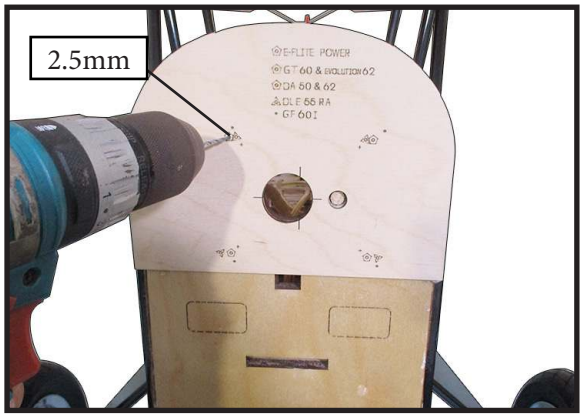


2.



Locate the engine mounting in position on the firewall. Use a 2.5mm drill bit to drill the holes necessary to mount your particular engine choice.

3.



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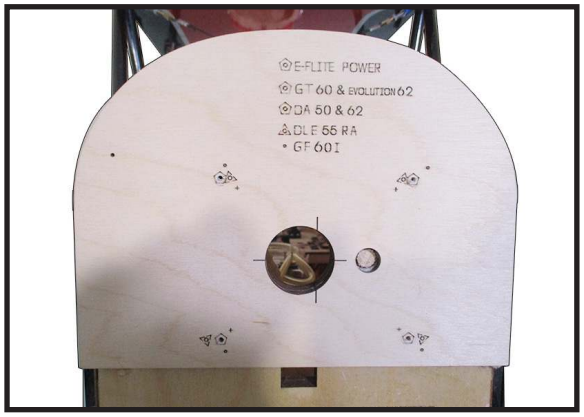
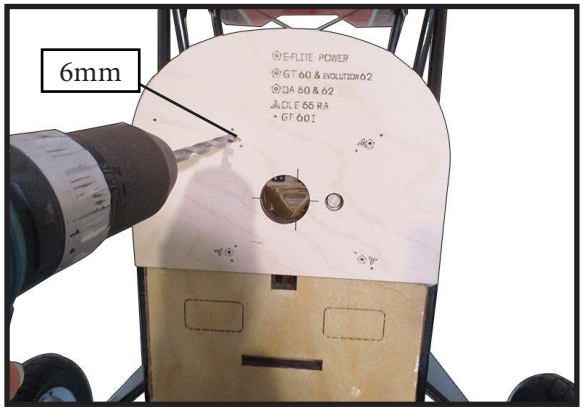


5.



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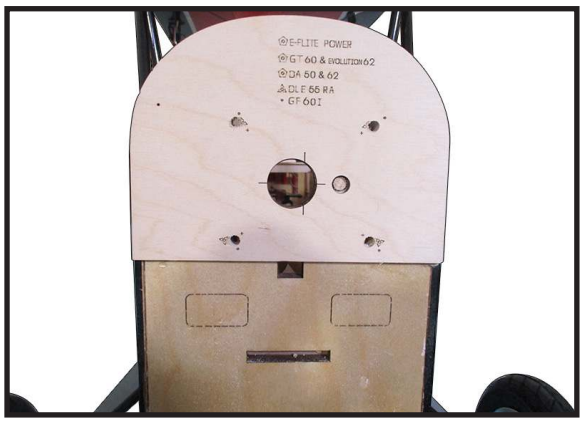

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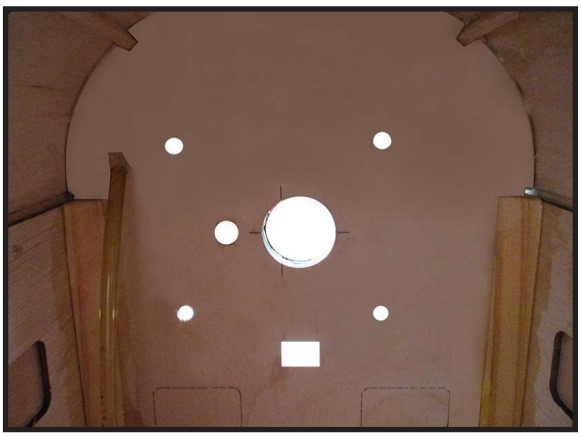

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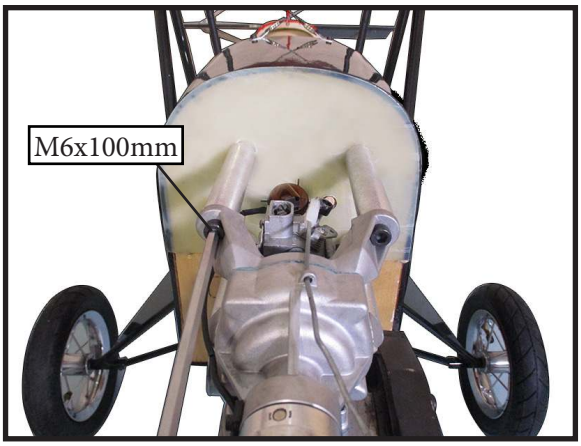
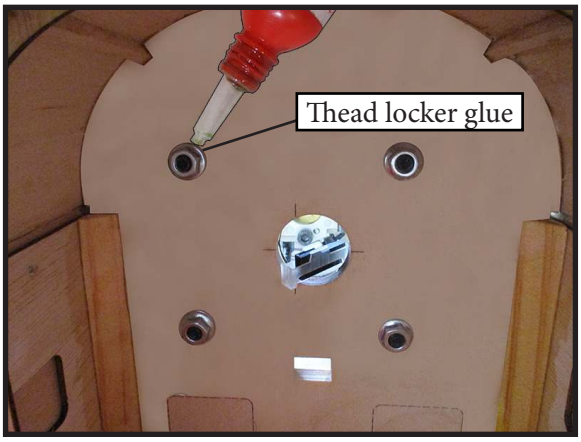
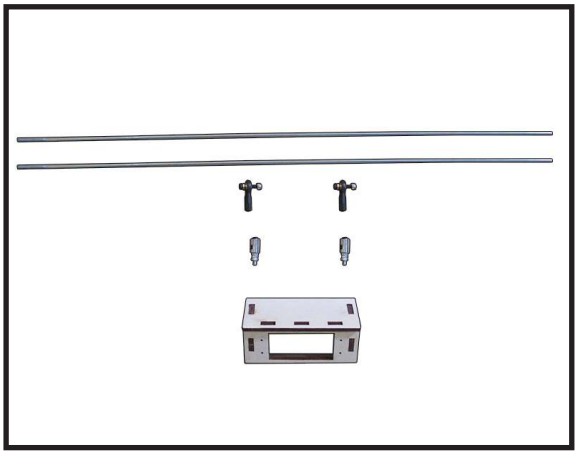


9.



Inside view of the gas engine, carb, connector.

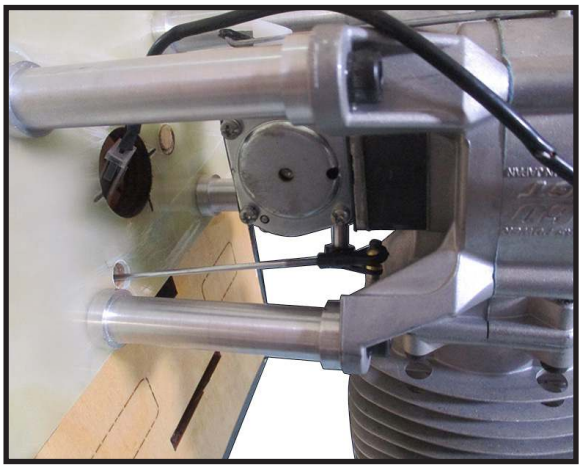
10.



11.

12.

13.



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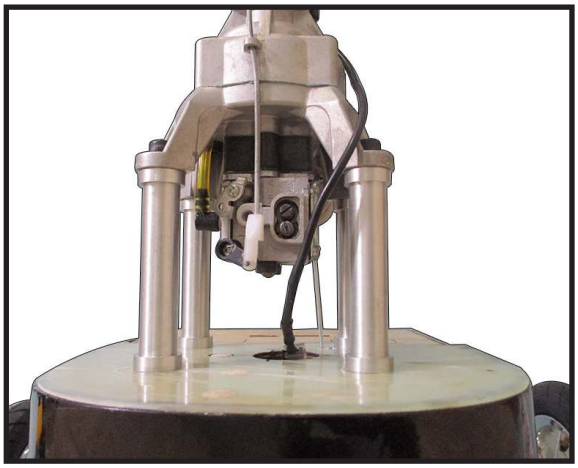
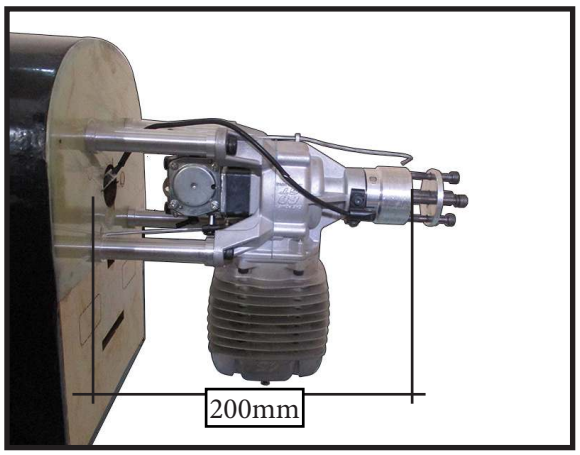


15.



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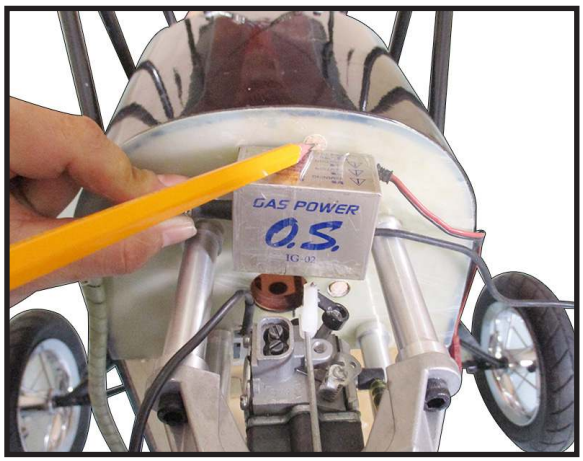
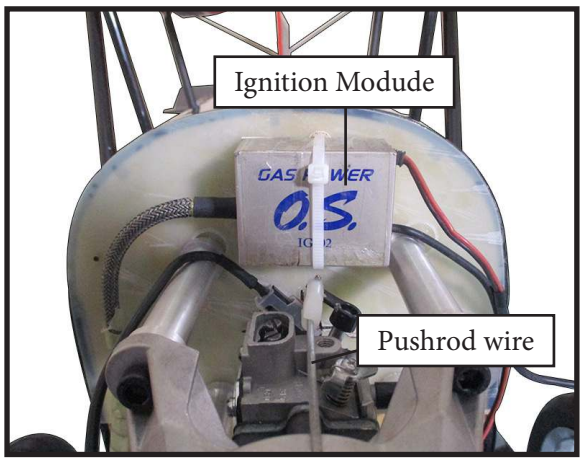


17.

18.

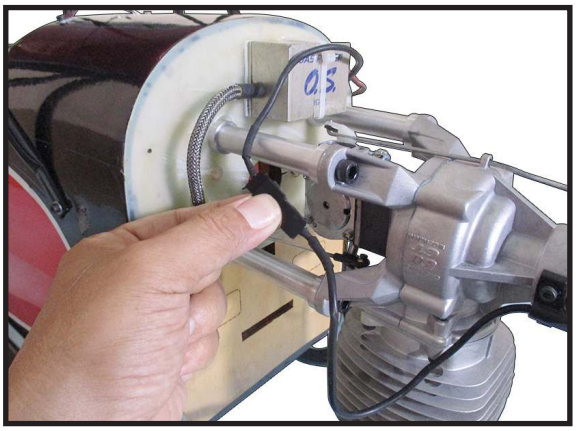
19.



Connect ignition module to pickup line of engine. Secure with Safety Clip, safety wire, tape or other method. Ensure the plugs will not come apart from vibration or light tension.

Secure ignition wire with nylon ties as necessary.

20.



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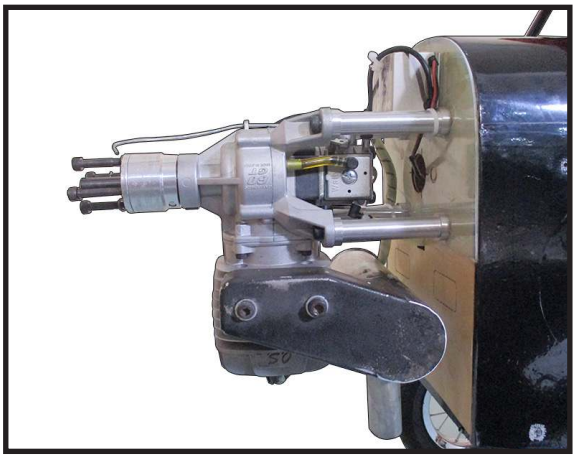

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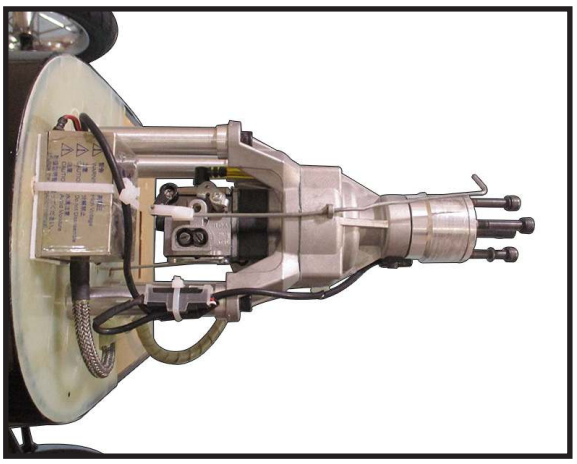

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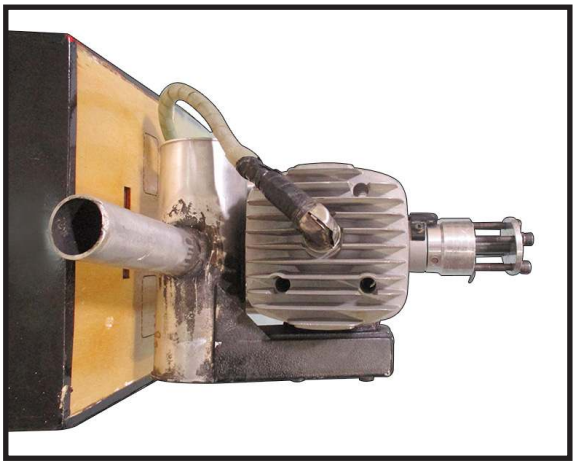

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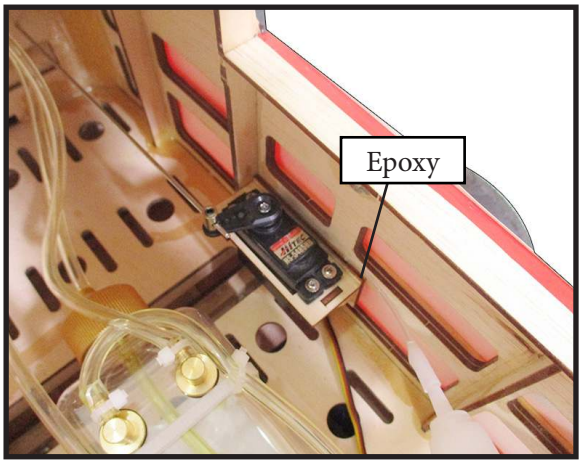
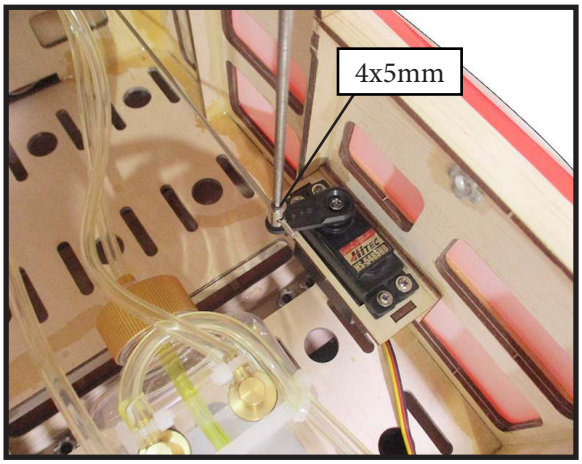


28.



Move the throttle stick to the closed position and move the carburetor to closed.

Use a 4x5mm hex wrench to tighten the screw that secures the throttle pushrod wire. Make sure to use threadlock on the screw so it does not vibrate loose.

29.

Reinstall the servo horn by sliding the connector over the pushrod wire. Center the throttle stick and trim and install the servo horn perpendicular to the servo center line.

COWLING

Please study images below.

1.

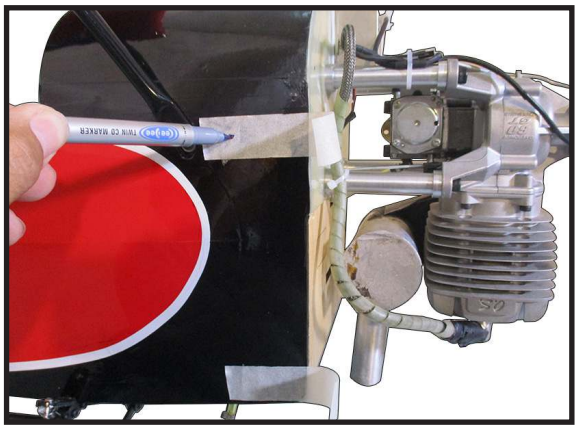
2.

3.

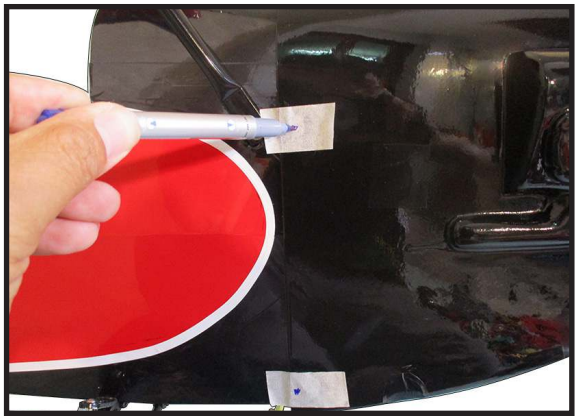
4.

Tape the cowl to the fuselage using low-tack tape.

5.



6.

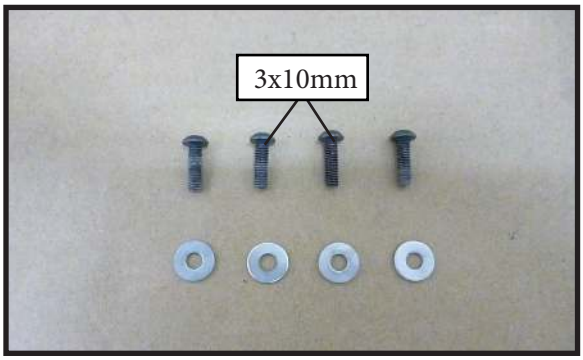


Use a drill and drill bit to drill the holes for the cowl mounting screws. Make sure the cowl position is correct before drilling each hole.

7.

Install the muffler and muffler extension onto the engine and make the cutout in the cowl for muffler clearance. Connect the fuel and pressure lines to the carburetor, muffler and fuel filer valve. Secure the cowl to fuselage using the M3x10mm socket head screws.Putting a small length of silicon fuel tube under the head of the screw helps with vibration.

8.



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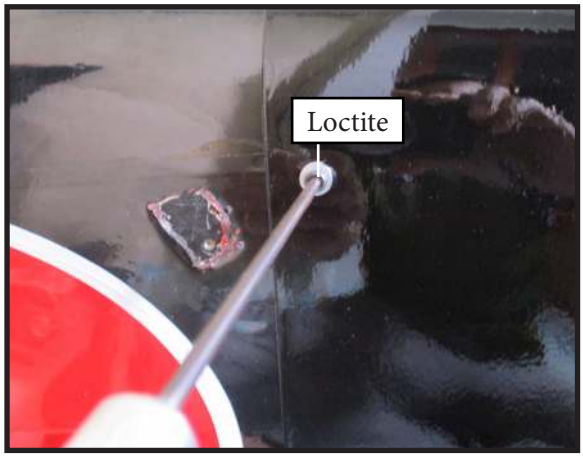

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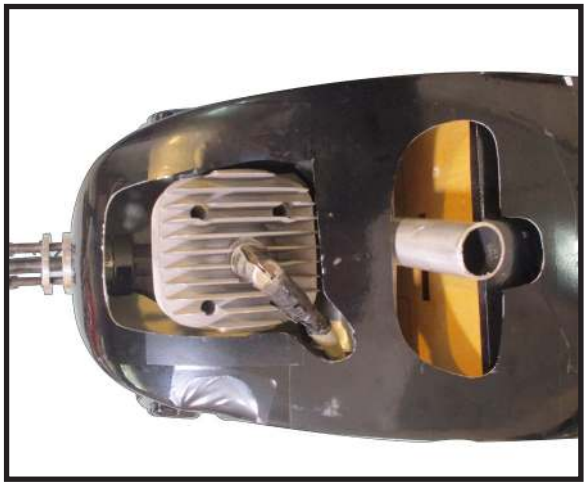
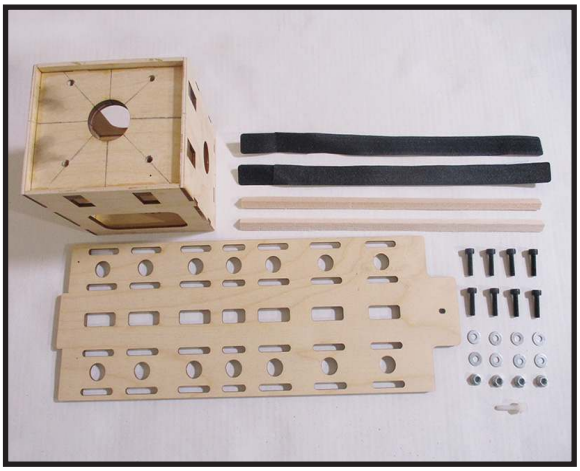


ELECTRIC POWER CONVERSION

Locate the items neccessary to install the electric power conversion included with your model.

1.



Recommend the items necessary to install the electric power conversion parts included with your model.

- Motor: 360 - 6000 Watts

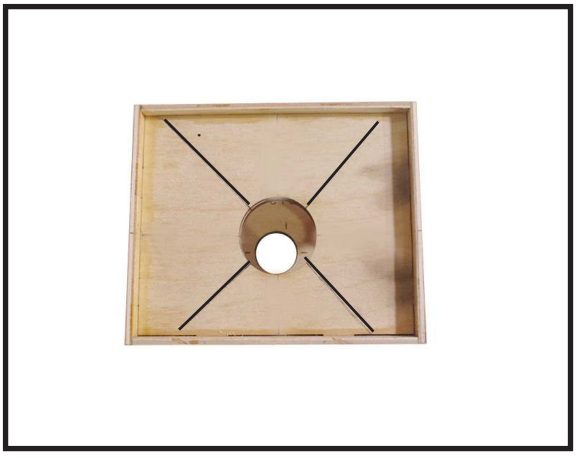
- Propeller: 24x10 ~ 26x8

- ESC: 160A - 200A

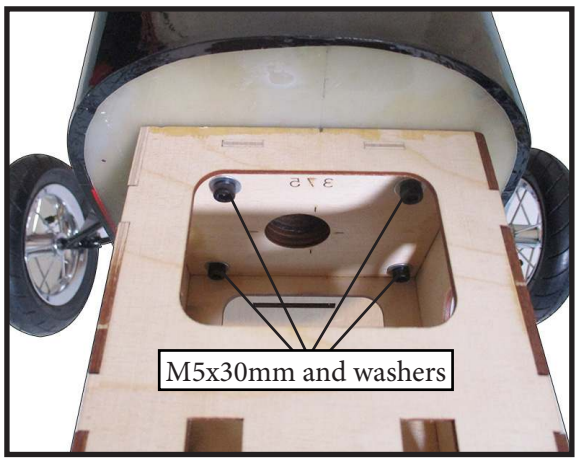
- 12S Lipo

Locate the engine mounting in position on the firewall. Use a 5mm drill bit to drill the holes necessary to mount your particular motor choice.

2.

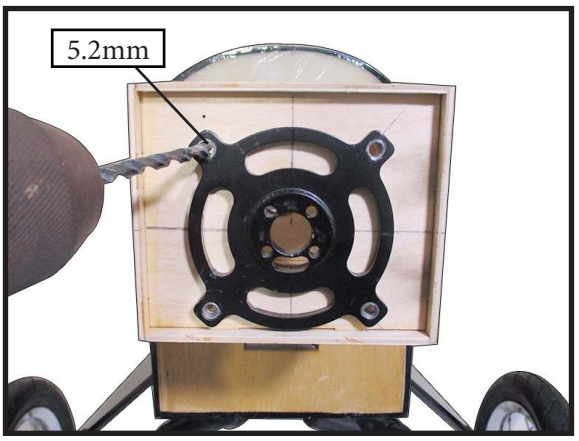


3.



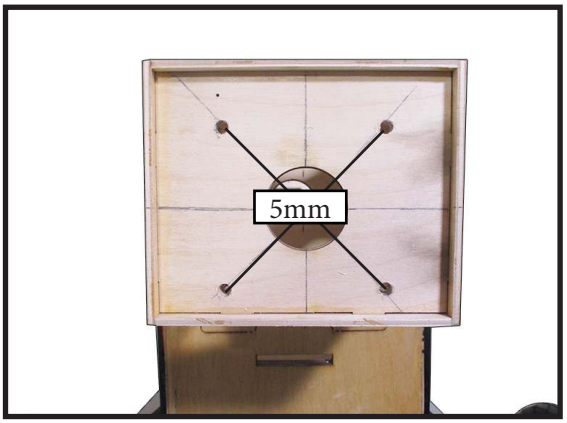
4.

5.



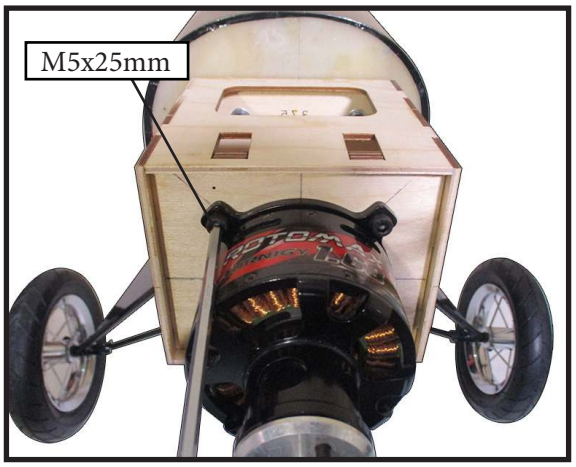
Then, use 5.2mm drill bit to enlarge the holes on the electric motor box.

6.



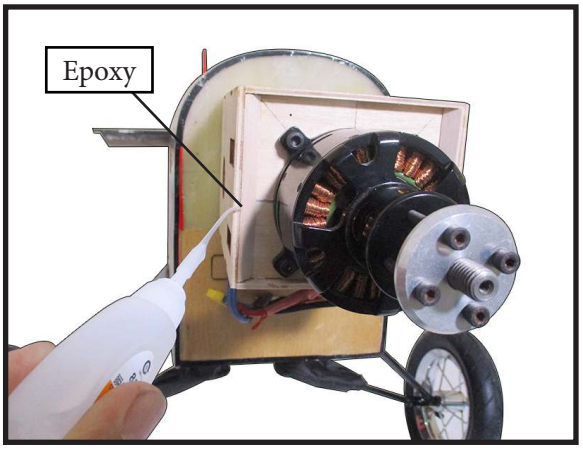
Attach the motor mount to the front of the electric motor box using four 5mm blind nut, four M5x25mm hex head bolts to secure the motor. Please see picture shown.

7.



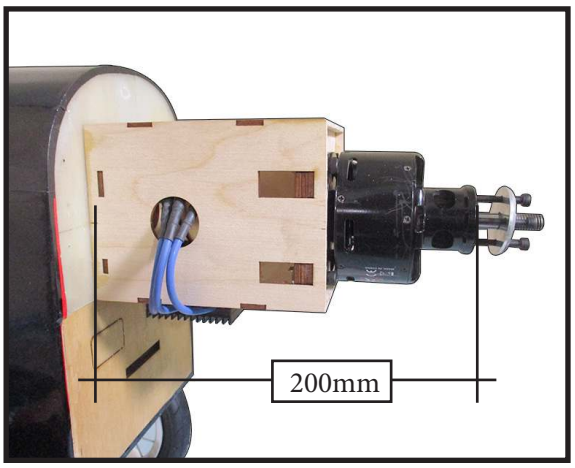
8.

9.

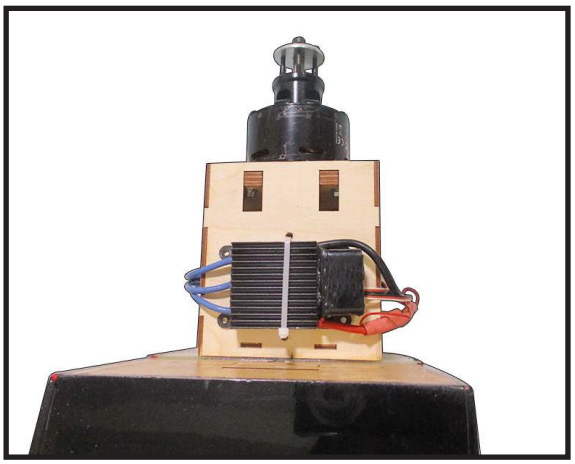


Attach the speed control to the side of the motor box using two-sided tape and tie wraps. Connect the appropriate leads from the speed control to the motor. Make sure the leads will not interfere with the operation of the motor.

10.



11.



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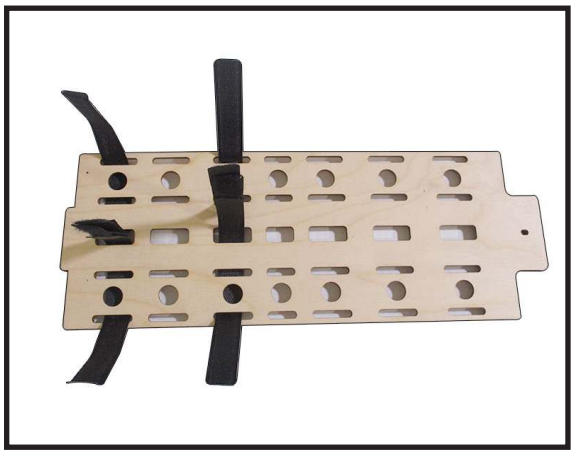

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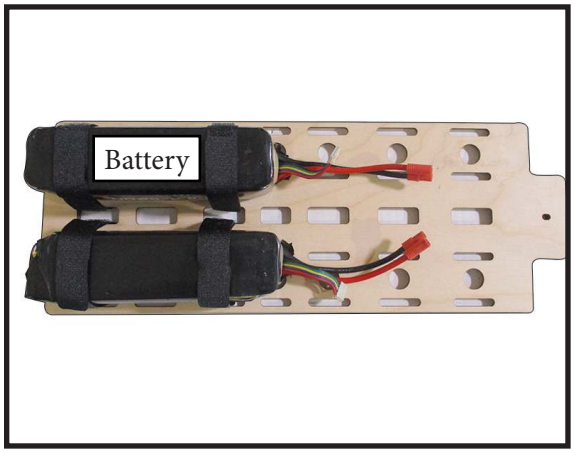

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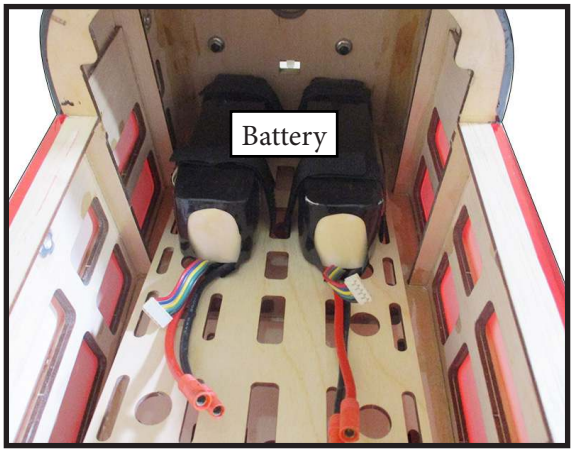


15.

16.

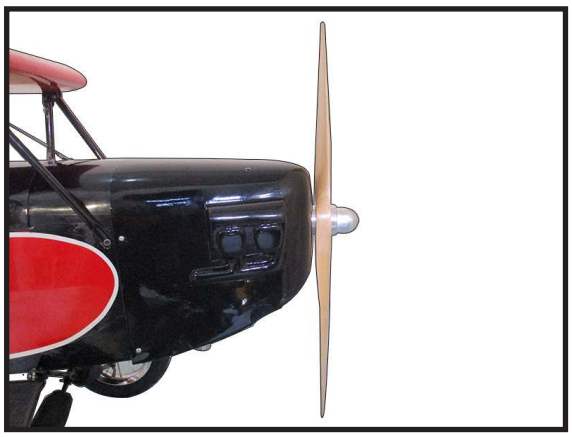
INSTALLING THE SPINNER

Install the spinner backplate, propeller and spinner cone.

1.

⚠ The propeller should not touch any part of the spinner cone. If it does, use a sharp modeling knife and carefully trim away the spinner cone where the propeller comes in contact with it.

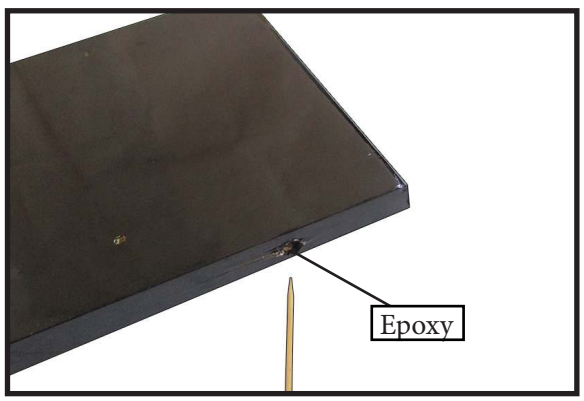
2.



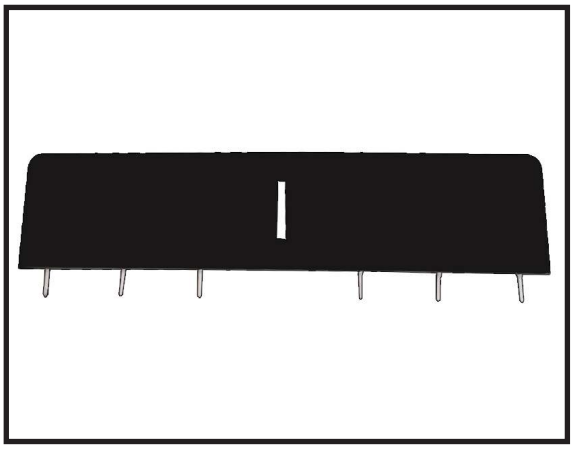
INSTALL NAIL HINGE ELEVATOR

Test fit the hinges into the elevator, and then the hinges into the tail. Ensure that the hinge pockets line up, and that the hinges move freely.

1.

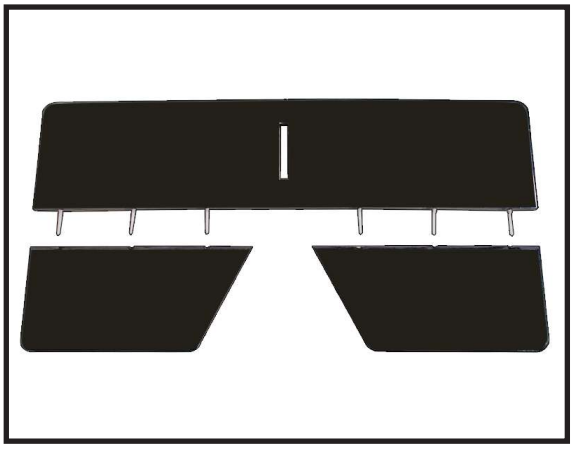


2.



1.

3.



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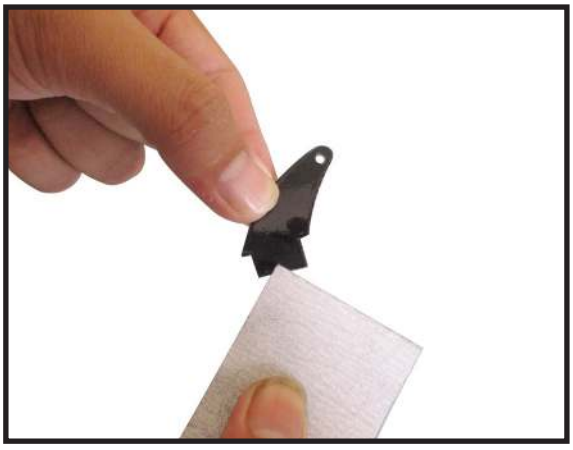

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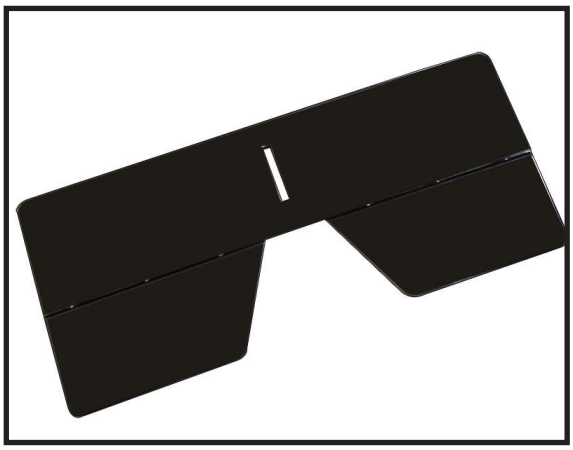

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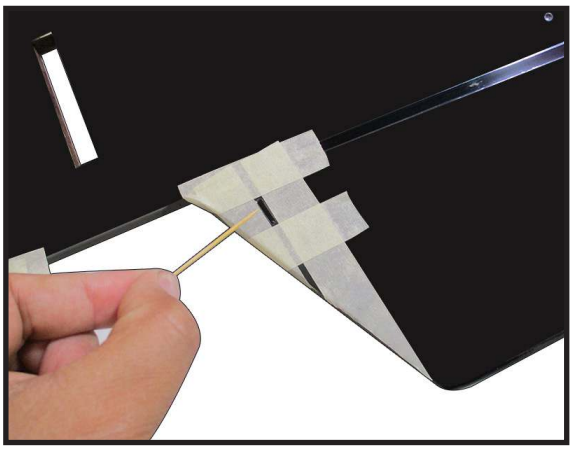
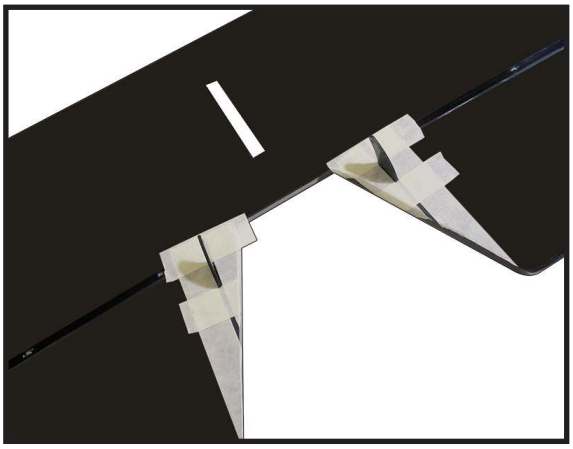


INSTALL ELEVATOR CONTROL HORN

Install the elevator control horn using the same method as same as the elevator control horns.

4.



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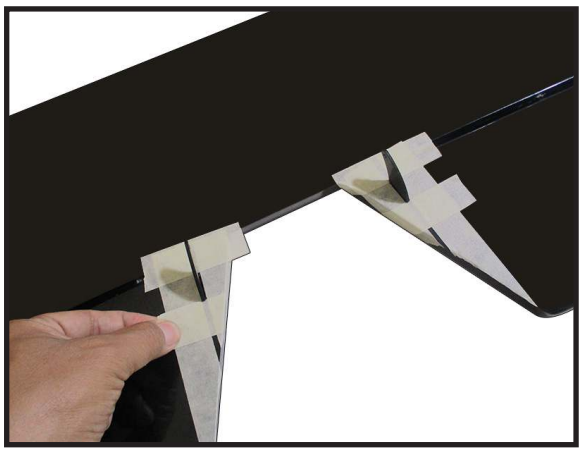
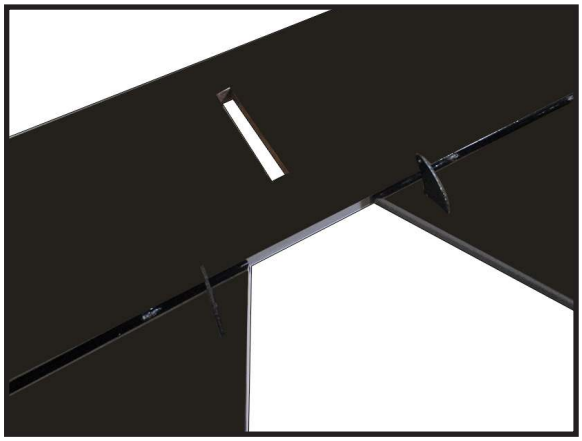


6.

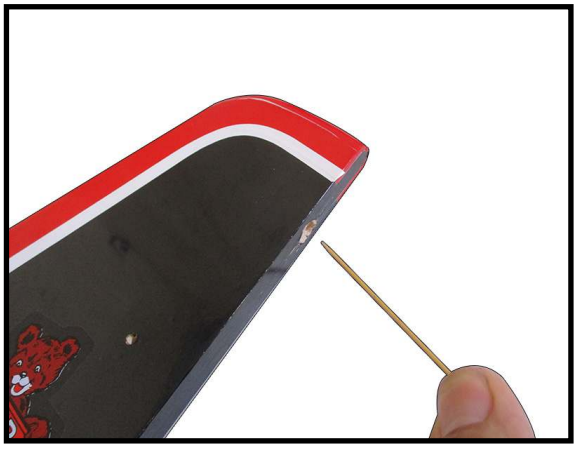


HINGING THE RUDDER

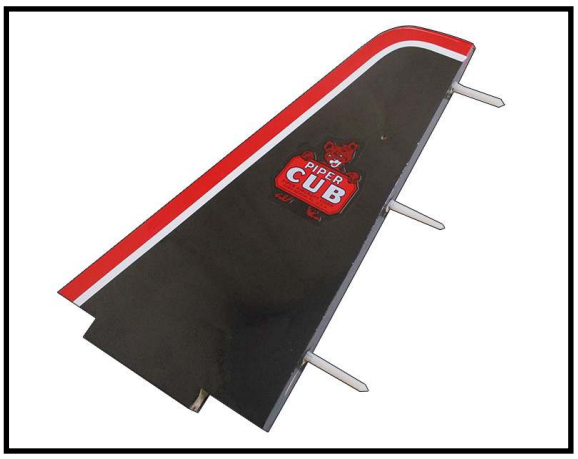
Glue the top three rudder hinges in place using the same techniques used to hinge the elevator.

The lower hinge will be glued when the fin/rudder assembly is attached to the fuselage.

1.



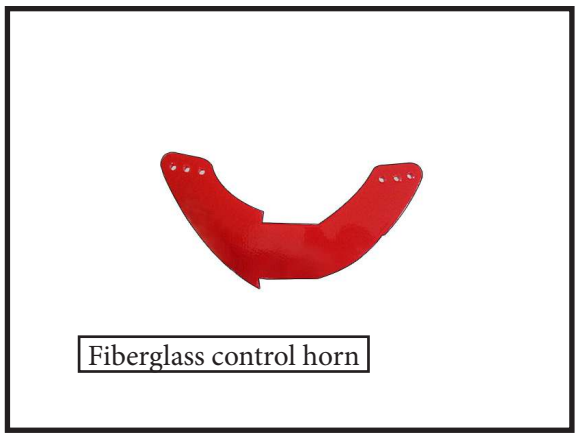
2.



INSTALL RUDDER CONTROL HORN

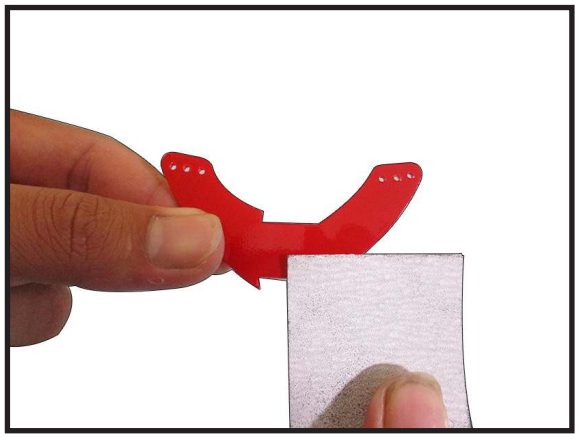
Repeat steps to install the rudder control horn as same as steps done for elevator.

1.

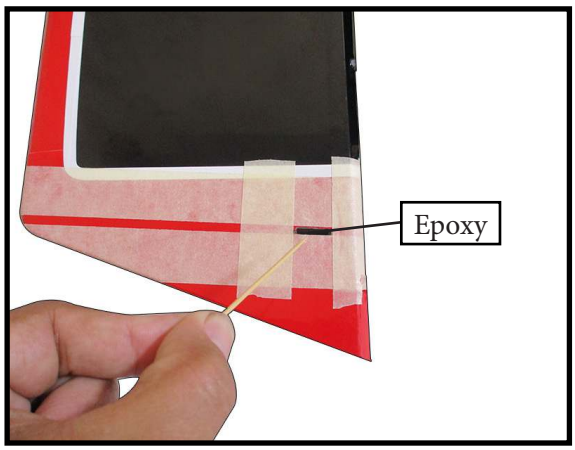


Fiberglass control horn

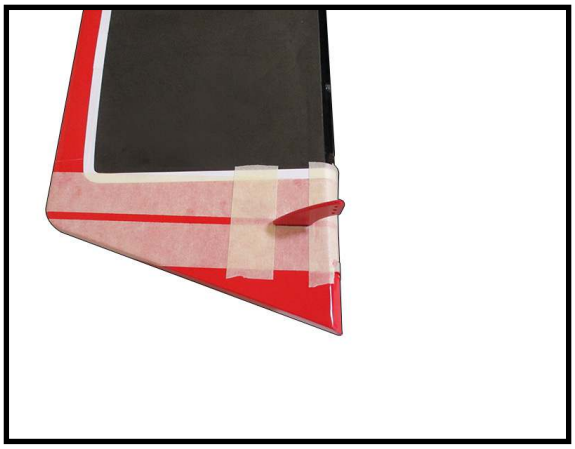
2.



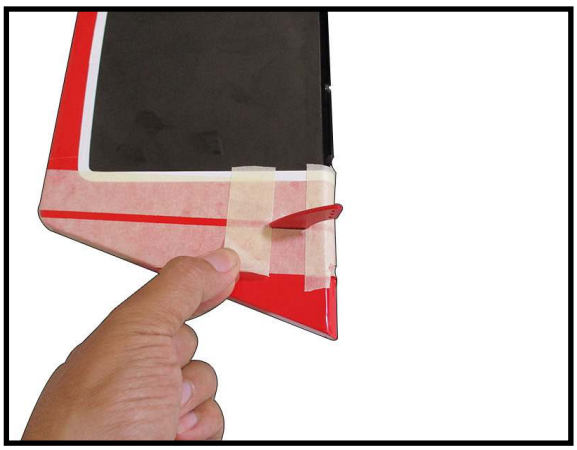
3.



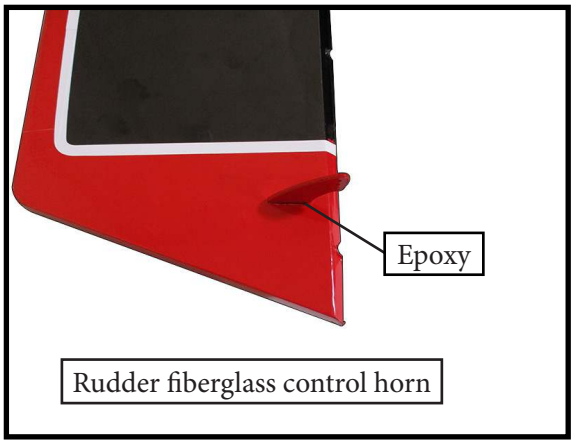
4.



5.



6.



INSTALLING THE HORIZONTAL STABILIZER

Required Parts

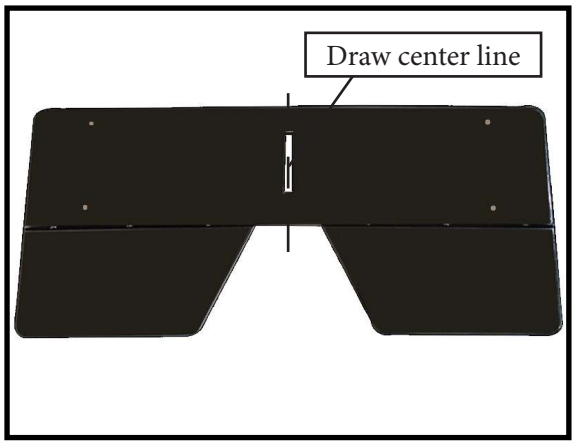
- Fuselage assembly
- Tail Set(Rudder and Elevator)

Required Tools and Adhesives

- Ruler,Pen,Knife
- 30-mminute epoxy

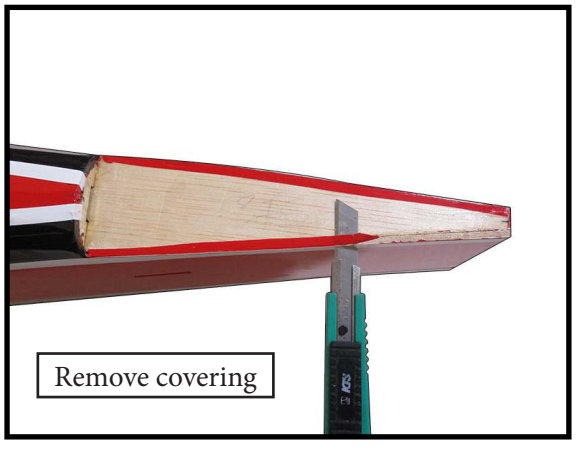
Using a ruler and a pen, locate the centerline of the horizontal stabilizer, at the trailing edge, and place a mark. Use a triangle and extend this mark, from back to front, across the top of the stabilizer. Also extend this mark down the back of the trailing edge of the stabilizer.

1.



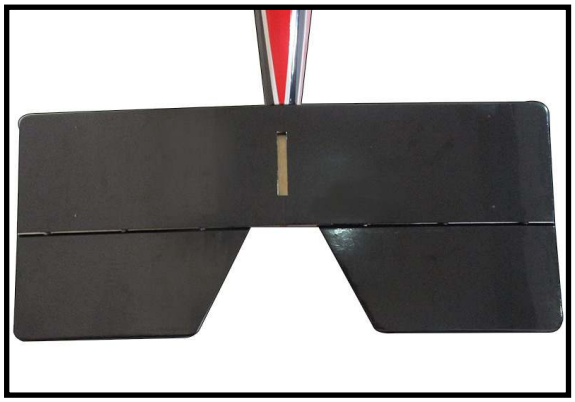
Using a modeling knife, carefully remove the covering at mounting slot of horizontal stabilizer (both side of fuselage).

2.



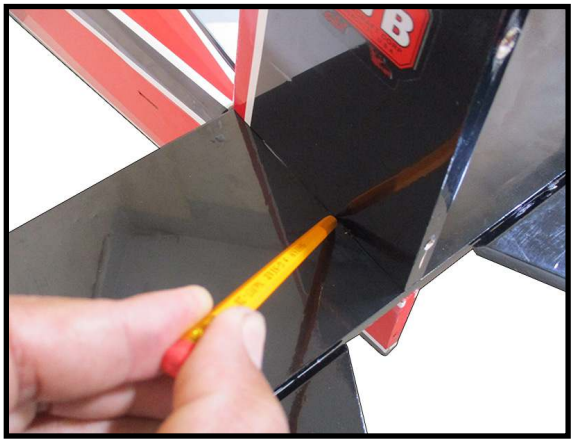
Slide the stabilizer into place in the precut slot in the rear of the fuselage. The stabilizer should be pushed firmly against the front of the slot.

3.



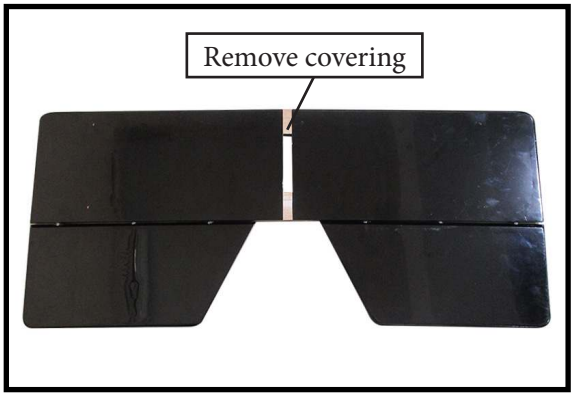
With the stabilizer held firmly in place, use a pen and draw lines onto the stabilizer where it and the fuselage sides meet. Do this on both the right and left sides and top and bottom of the stabilizer.

4.

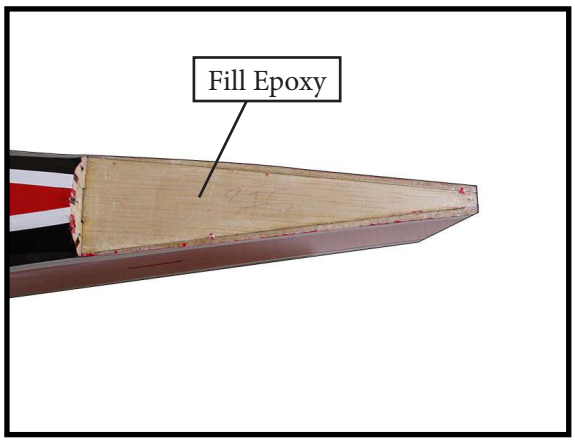


Remove the stabilizer. Using the lines you just drew as a guide, carefully remove the covering from between them using a modeling knife.

5.



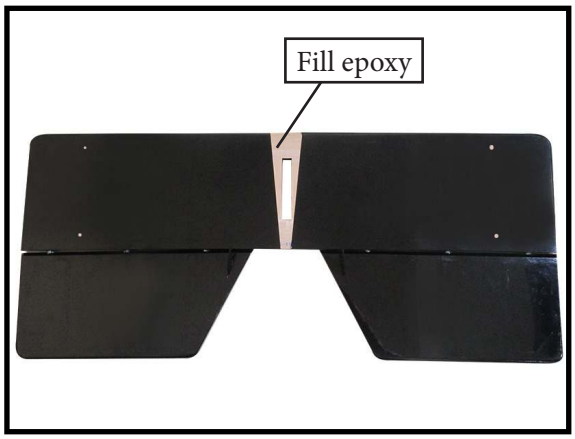
6.



⚠ *When cutting through the covering to remove it, cut with only enough pressure to only cut through the covering itself. Cutting into the balsa structure may weaken it.*

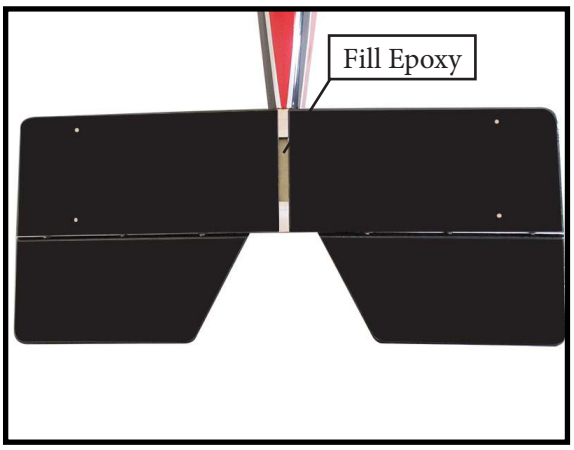
Using a modeling knife, carefully remove the covering that overlaps the stabilizer mounting platform sides in the fuselage. Remove the covering from both the top and the bottom of the platform sides.

7.



When you are sure that everything is aligned correctly, mix up a generous amount of 30 Minute Epoxy. Apply a thin layer to the top and bottom of the stabilizer mounting area and to the stabilizer mounting platform sides in the fuselage. Slide the stabilizer in place and realign. Double check all of your measurements once more before the epoxy cures. Hold the stabilizer in place with T-pins or masking tape and remove any excess epoxy using a paper towel and rubbing alcohol.

8.

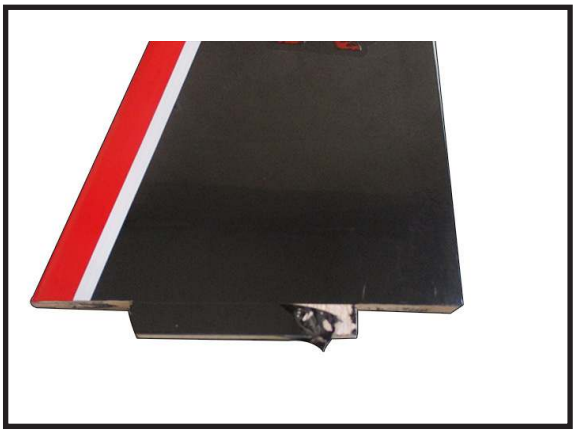


INSTALLING VERTICAL FIN.

1.

While holding the vertical stabilizer firmly in place, use a pen and draw a line on each side of the vertical stabilizer where it meets the top of the fuselage.

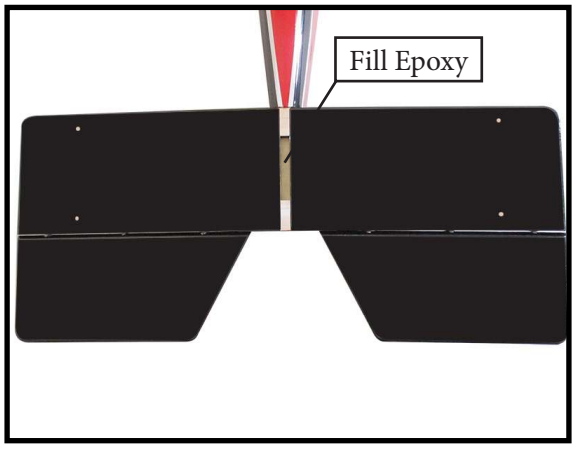
2.



Using a modeling knife, remove the covering from over the precut hinge slot cut into the lower rear portion of the fuselage.

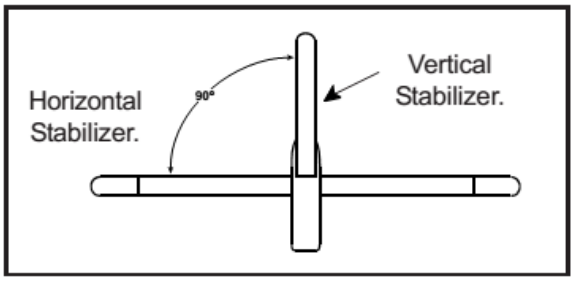
3.

4.



Slide the vertical stabilizer back in place. Using a triangle, check to ensure that the vertical stabilizer is aligned 90° to the horizontal stabilizer.

5.



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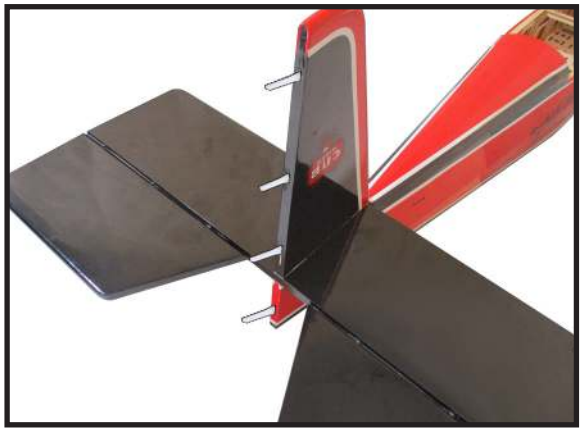
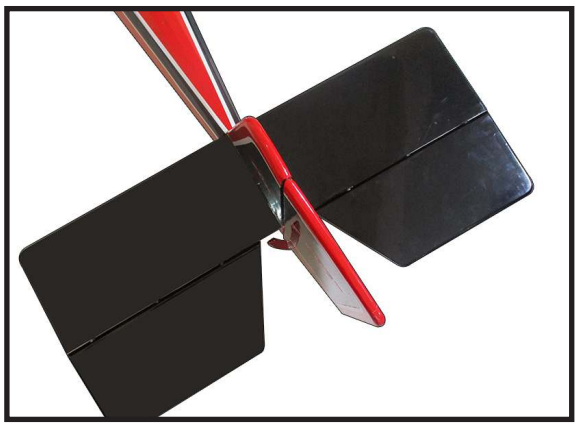


7.

8.

When you are sure that everything is aligned correctly, mix up a generous amount of Flash 30 Minute Epoxy. Apply a thin layer to the mounting slot and to bottom of the vertical stabilizer mounting area. Apply epoxy to the bottom and top edges of the filler block and to the lower hinge also. Set the stabilizer in place and realign. Double check all of your measurements once more before the epoxy cures. Hold the stabilizer in place with T-pins or masking tape and remove any excess epoxy using a paper towel and rubbing alcohol. Allow the epoxy to fully cure before proceeding.

9.

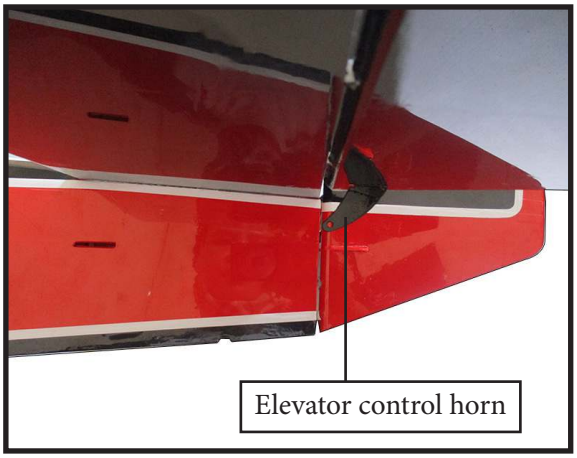


ELEVATOR PUSHROD HORN INSTALLATION

Install the elevator control horn using the same method as with the aileron control horns.

Position the elevator control horns on both side of the elevator.

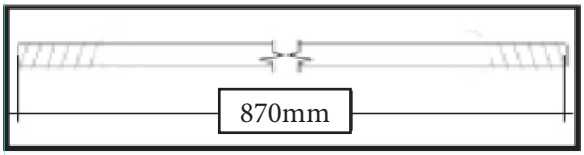
1.



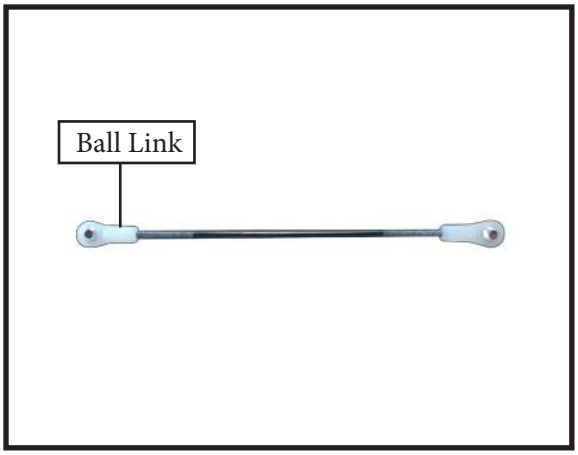
Thread one clevis and M3 lock nut on to each elevator control rod. Thread the horns on until they are flush with the ends of the control rods.

Assemble the elevator and rudder pushrods as shown in images below.

2.



3.



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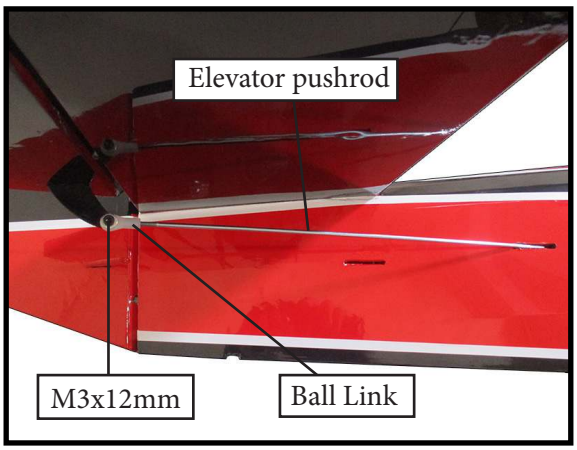
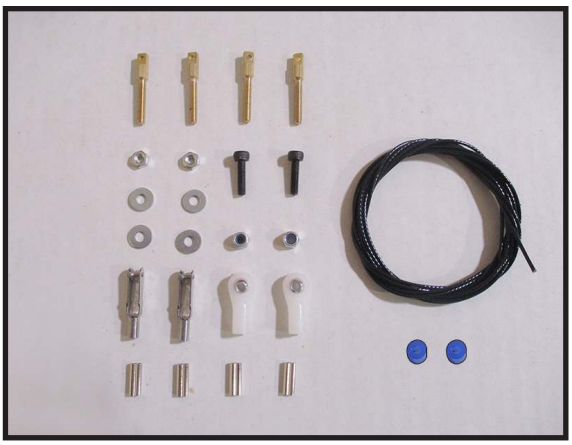


5.

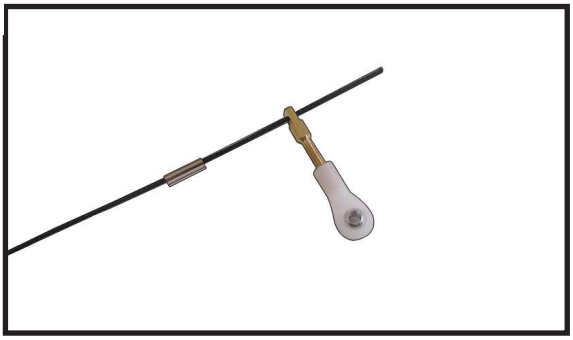
RUDDER CABLE INSTALLATION

Study images below to install pull-pull cable set.

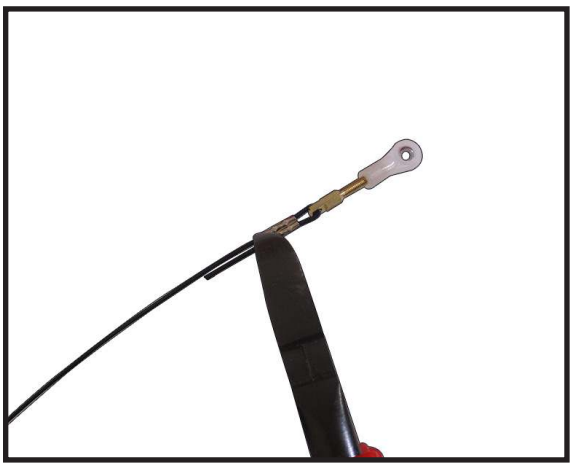
1.



2.

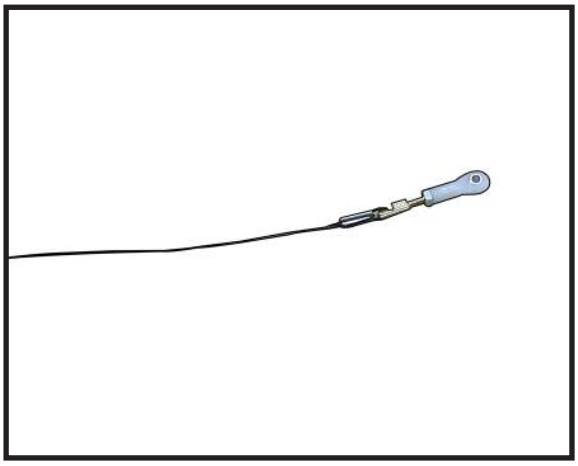


3.



4.

5.



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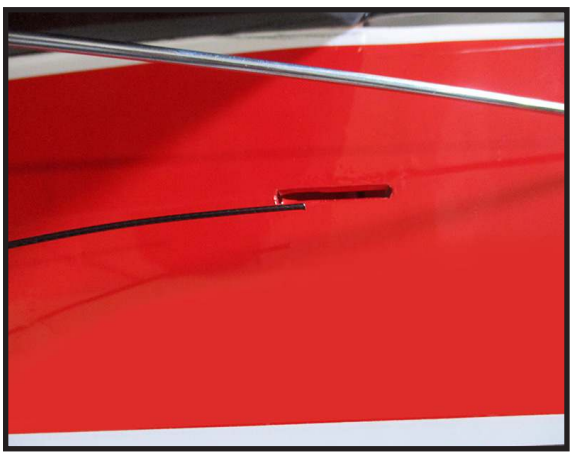
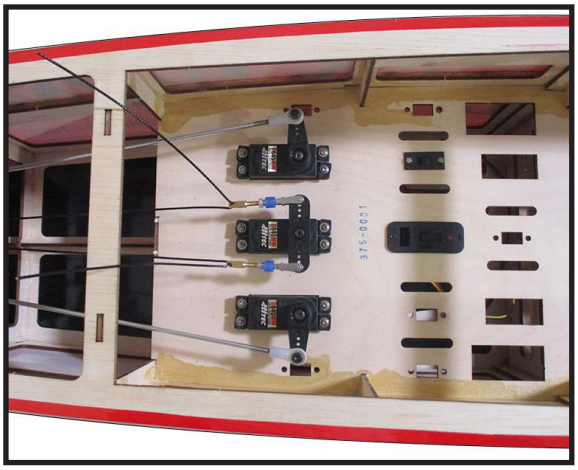


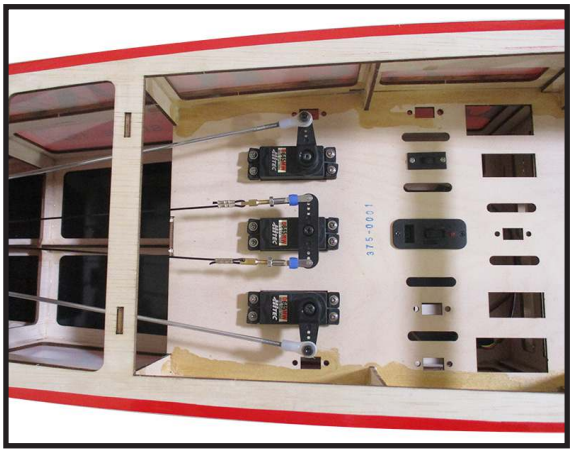
7.



8.

9.

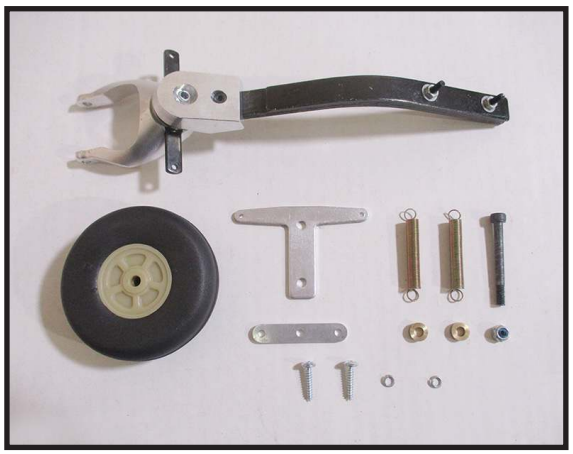
10.



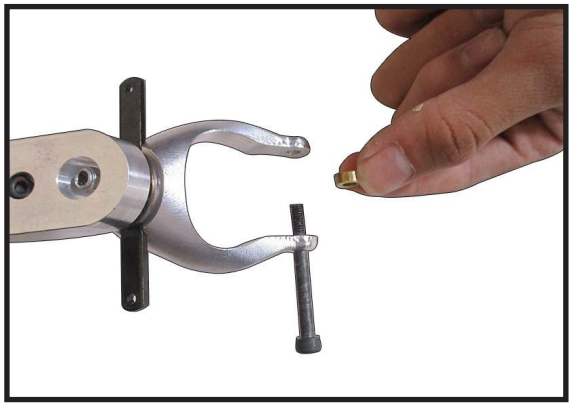
MOUNTING THE TAIL WHEEL

Locate items necessary to install tail wheel.

1.



2.



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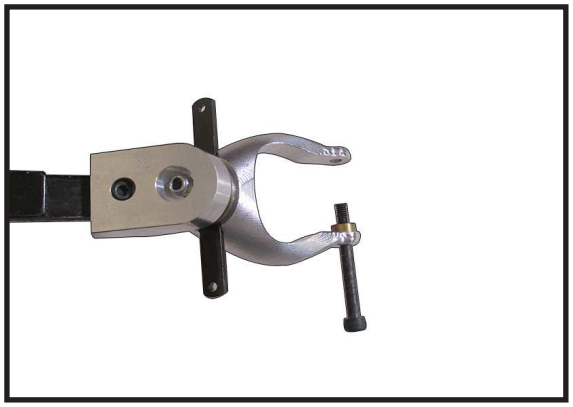
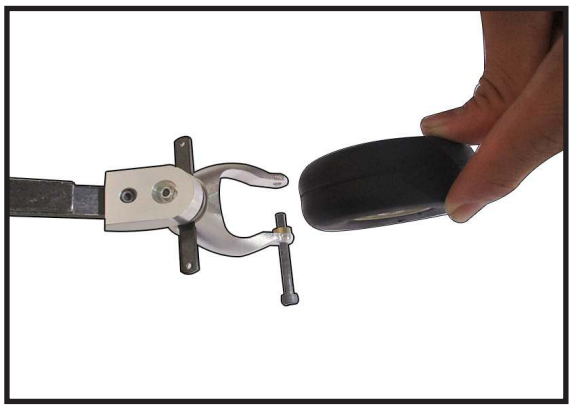
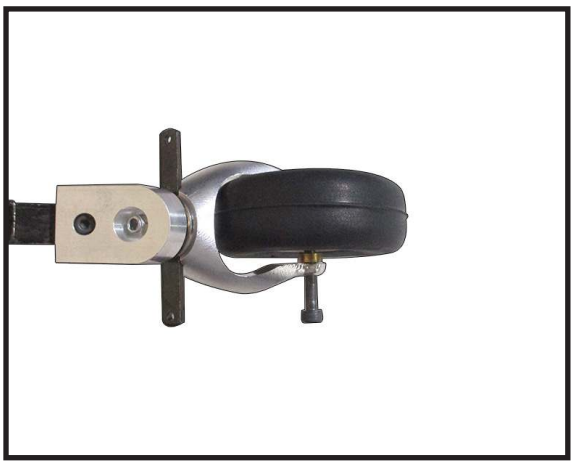


4.

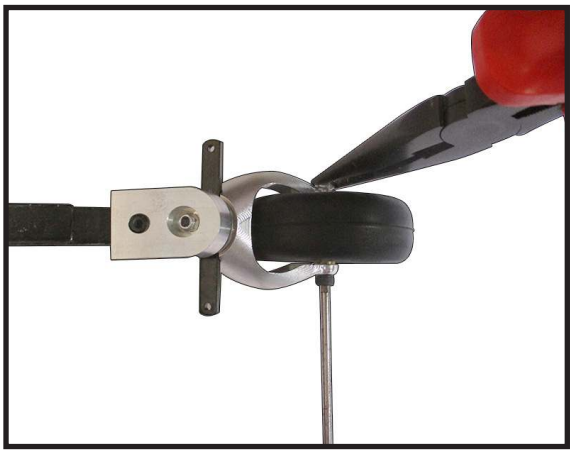


5.



6.

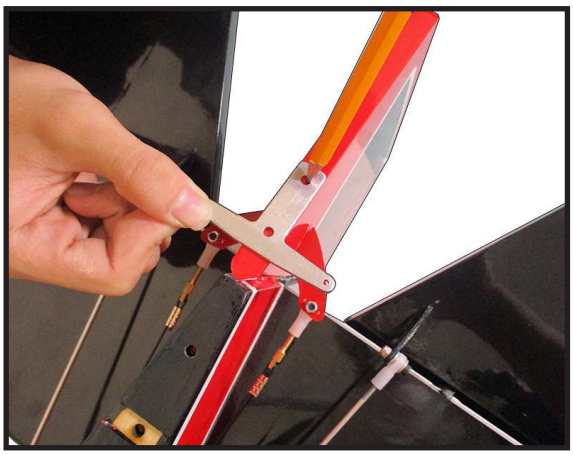
7.



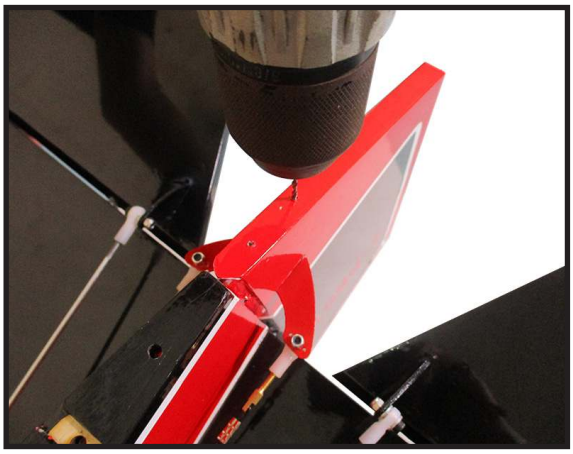
8.

9.

10.

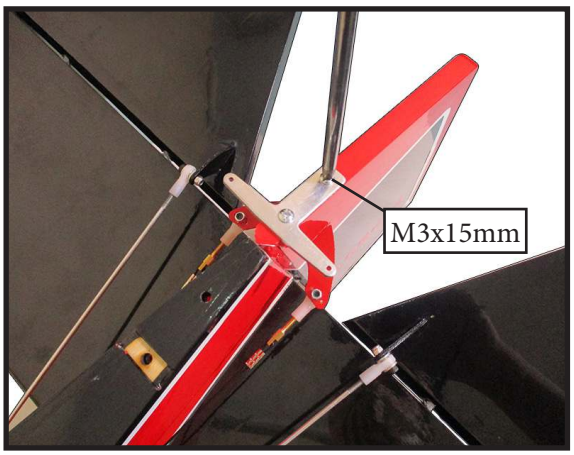


11.

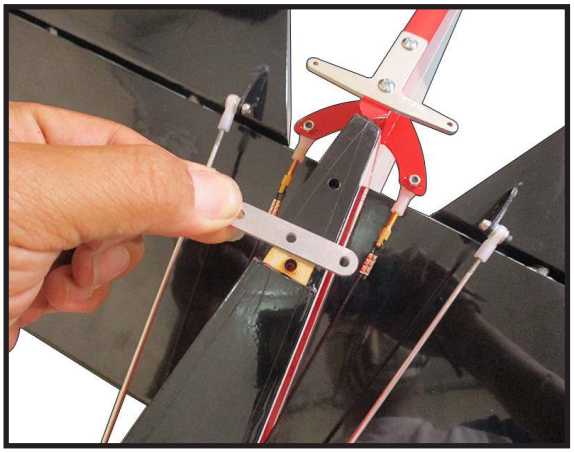


12.

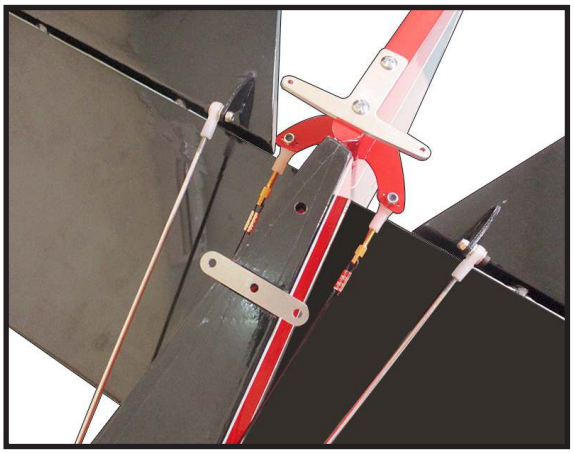
13.



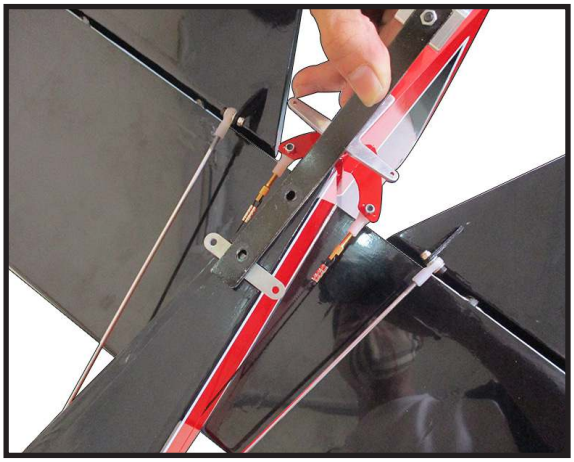
14.



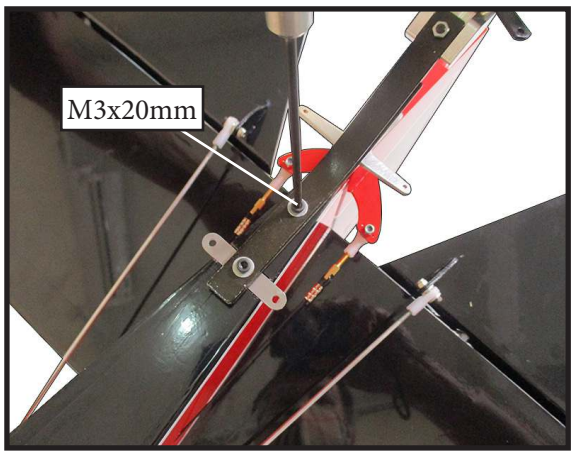
15.



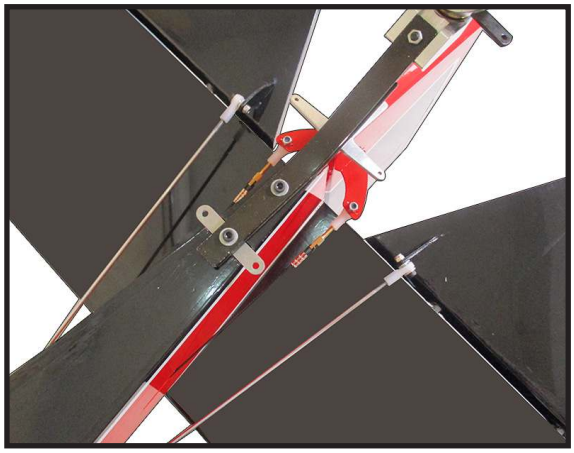
16.



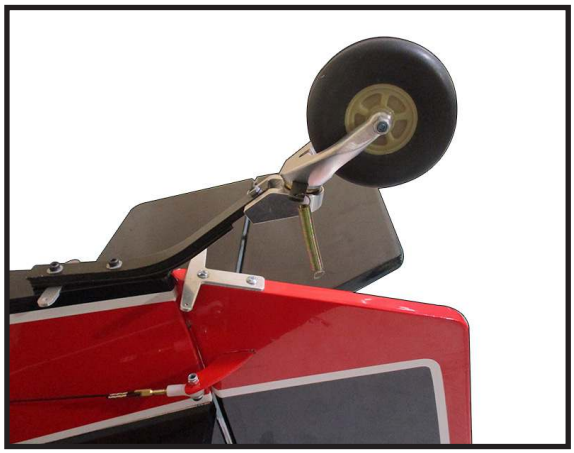
17.



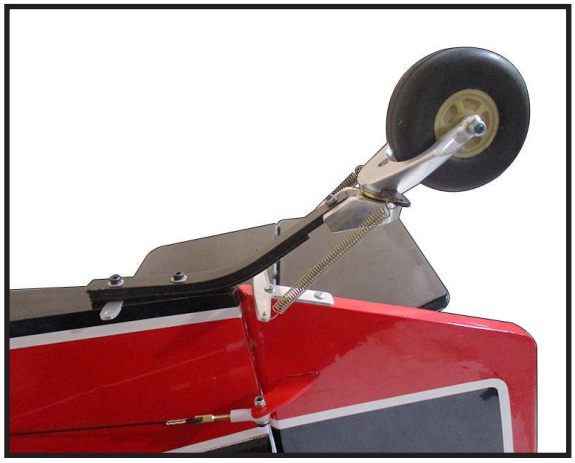
18.



19.



20.

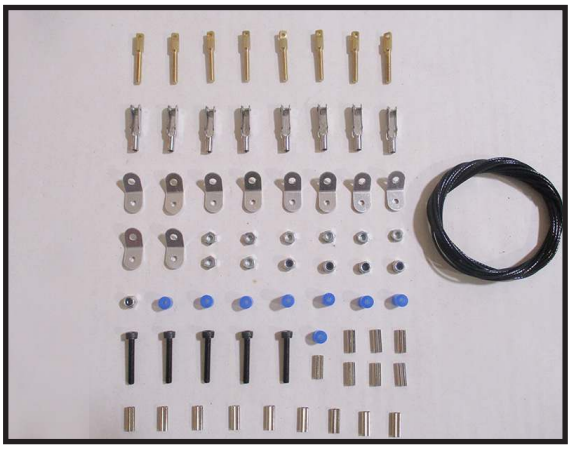


21.

INSTALL BRACING WIRE AND METAL BRACKET AT THE TAIL

TOP VIEW.

1.



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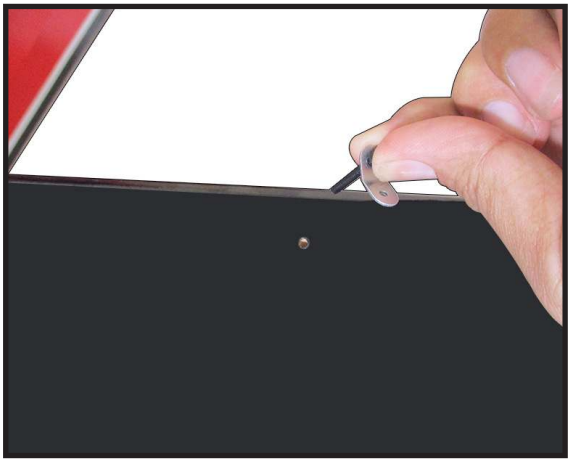
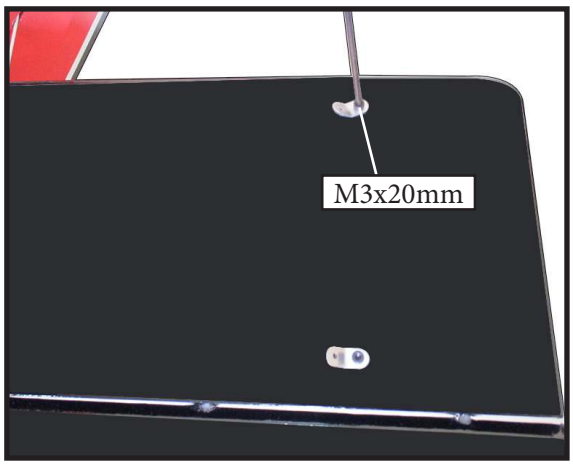


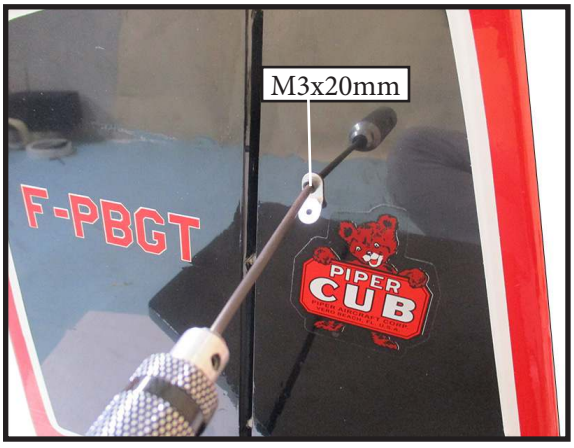
3.



4.

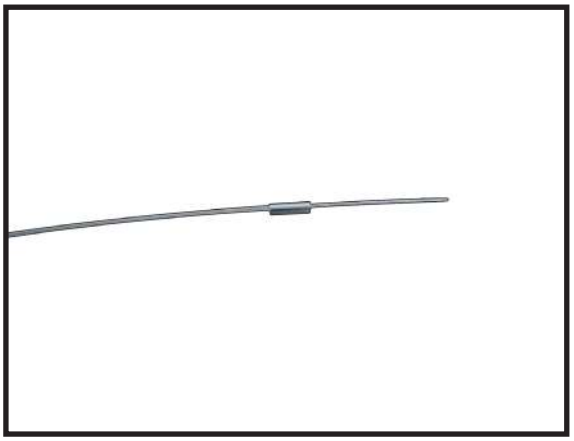
5.

6.



7.

8.



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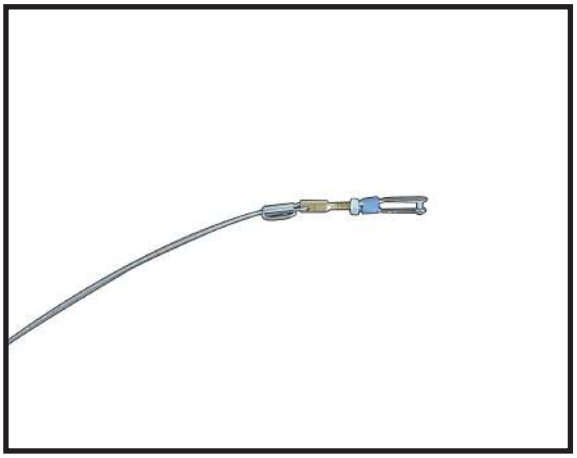

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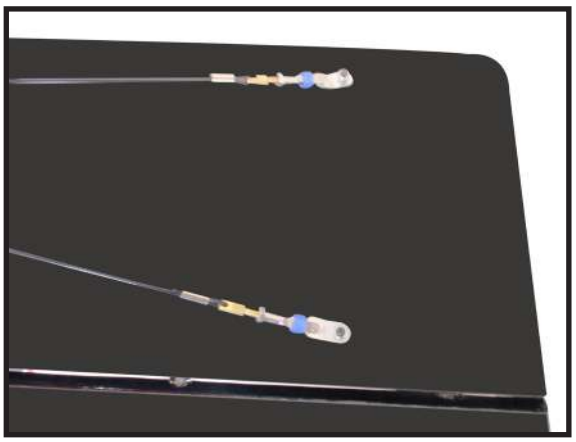


12.

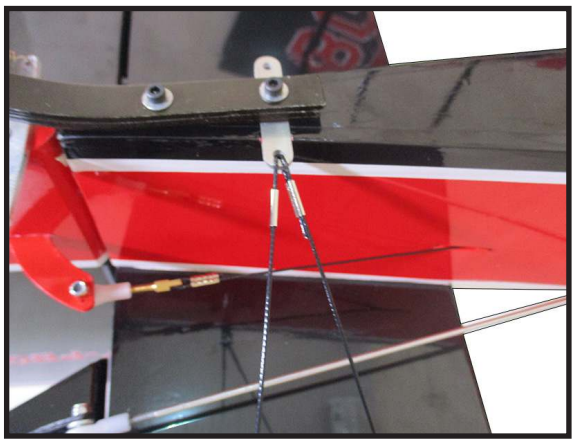
BOTTOM VIEW.

13.

14.

15.

16.



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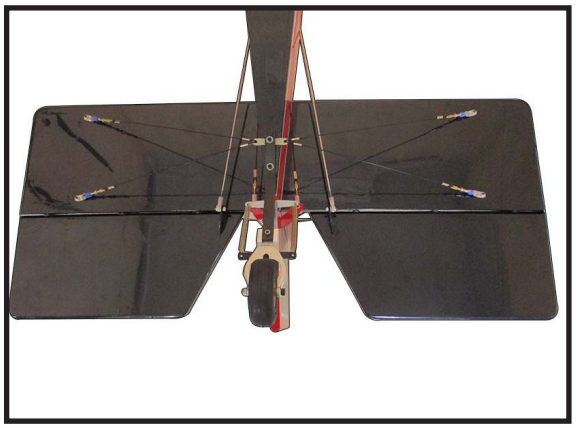
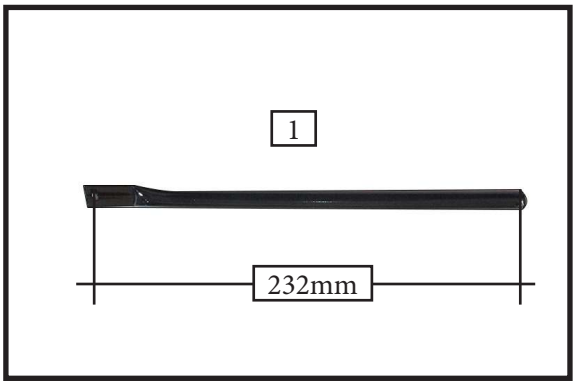


CABANE STRUT INSTALLATION

1.

Please study images below.

2.



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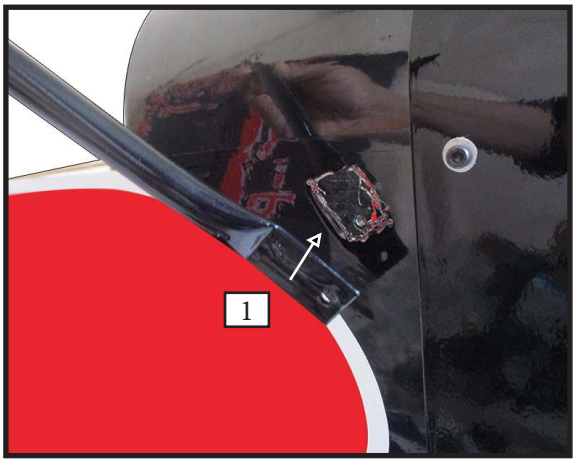

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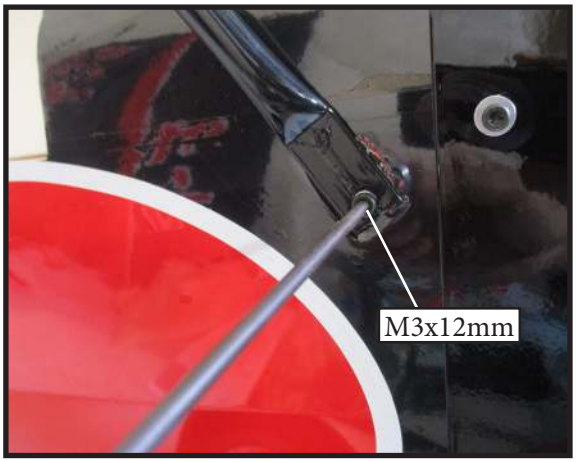

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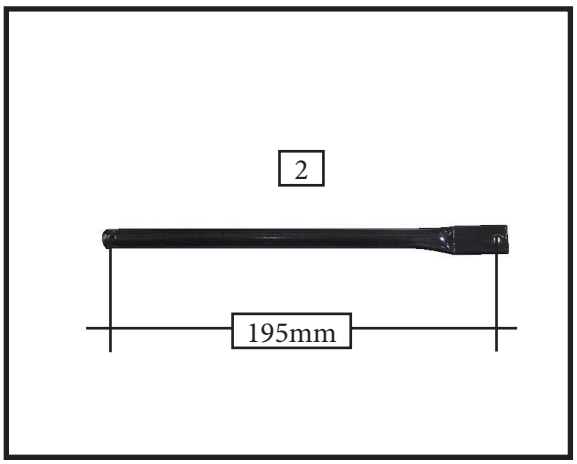

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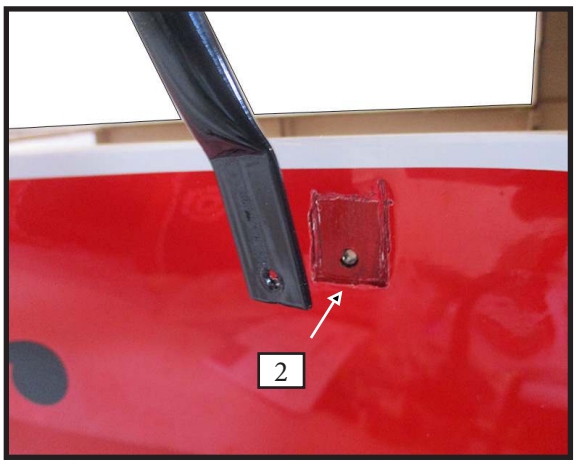

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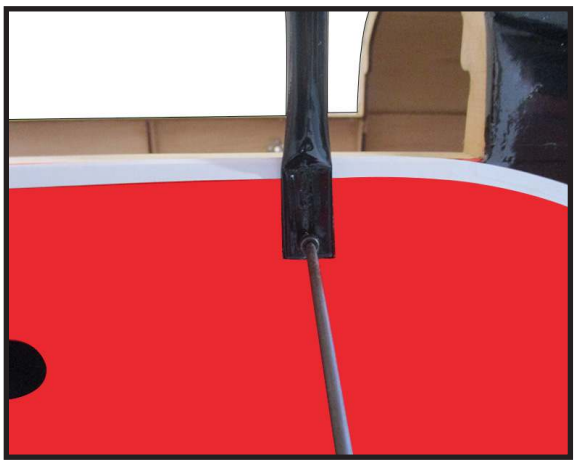

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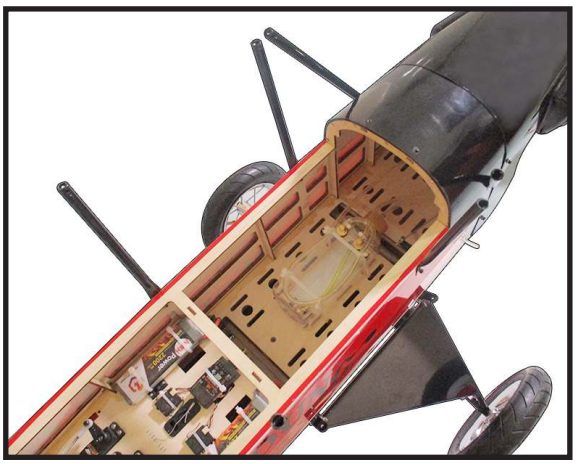

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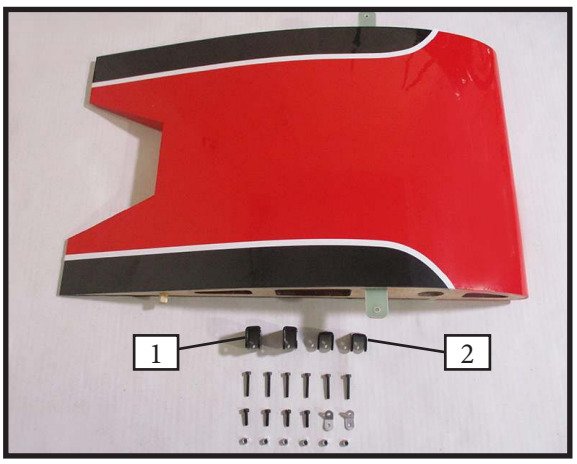
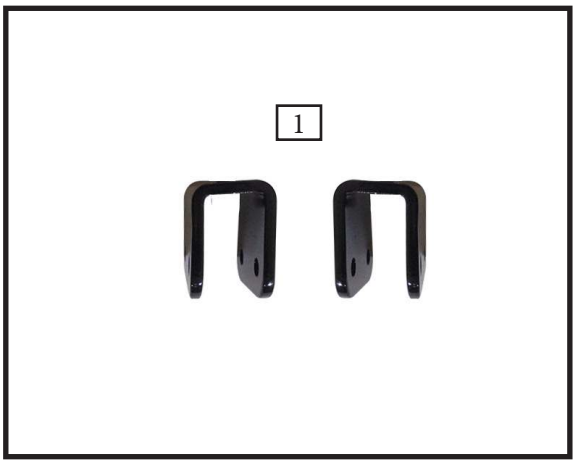


Note install two brackets left and right, they have to symmetry toward into center of fuselage as photo.

12.



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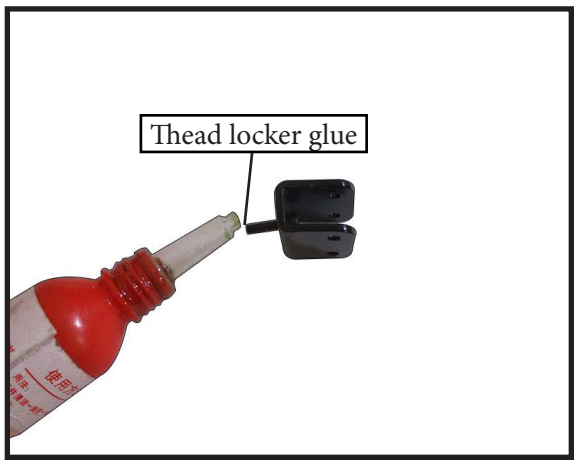

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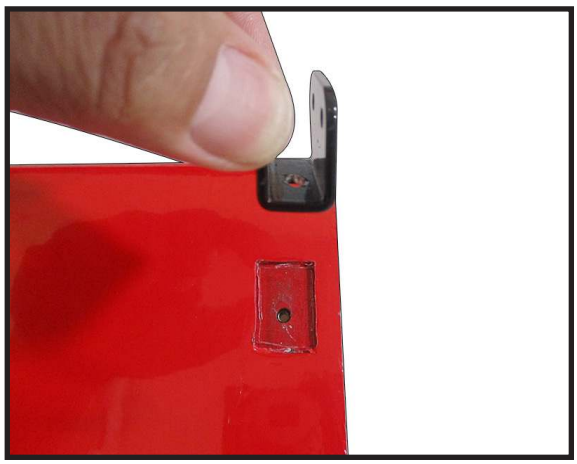

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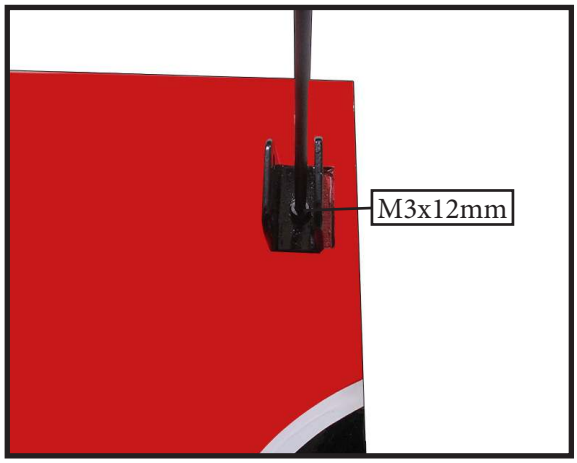

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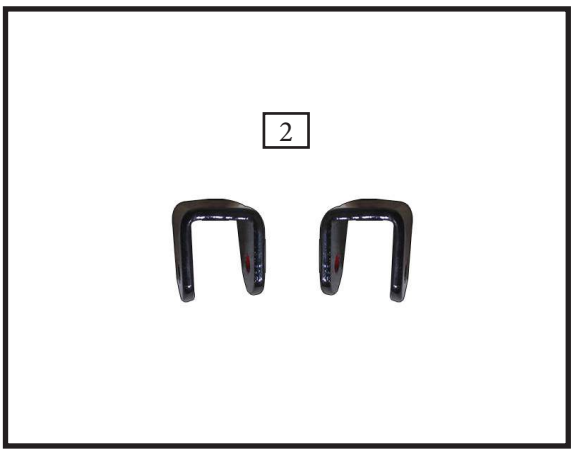

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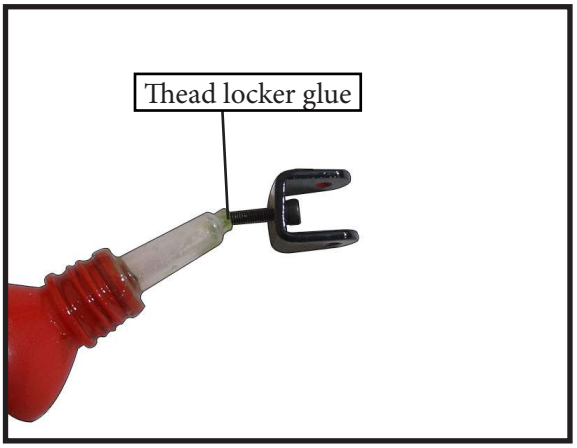

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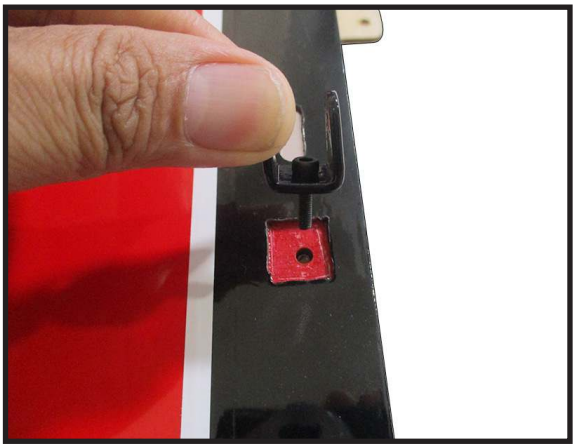

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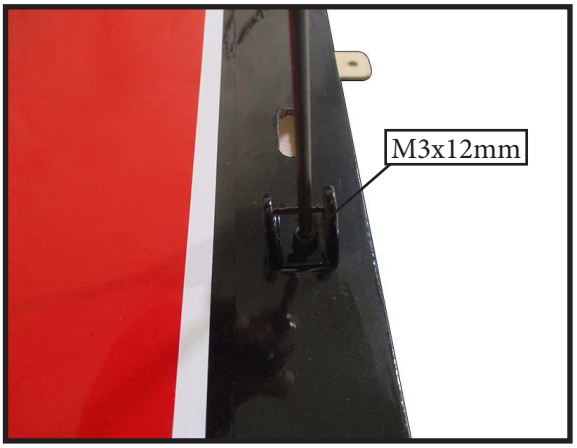

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22.

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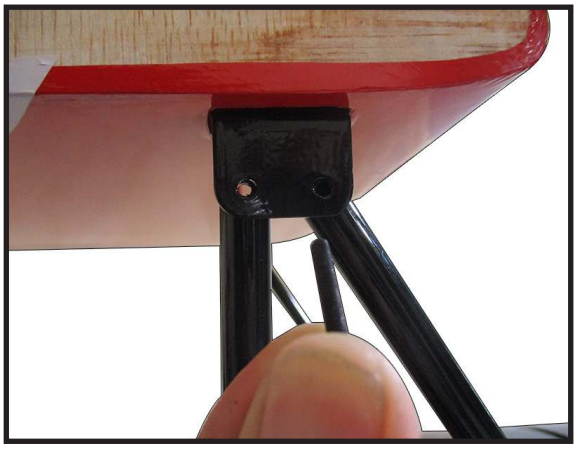

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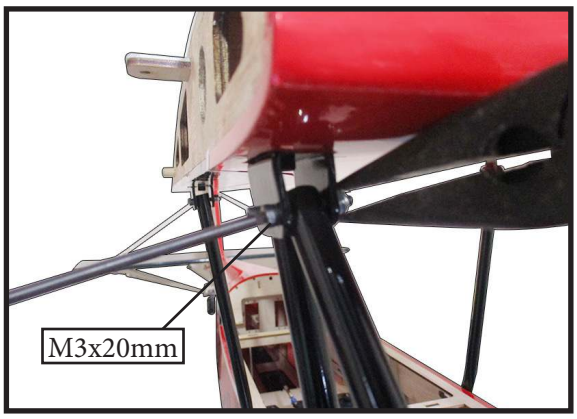


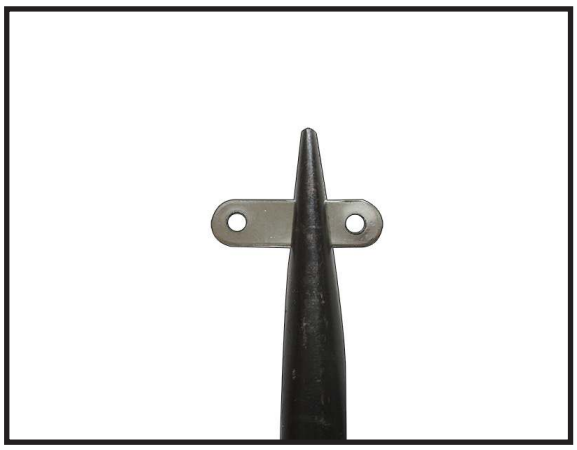
26.

27.

CENTER WING STRUTS

1.

2.



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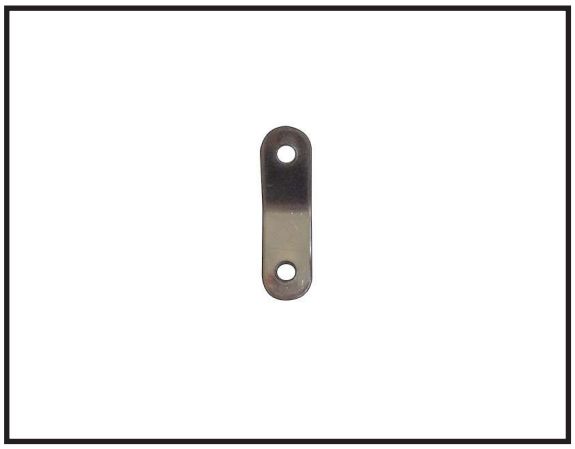

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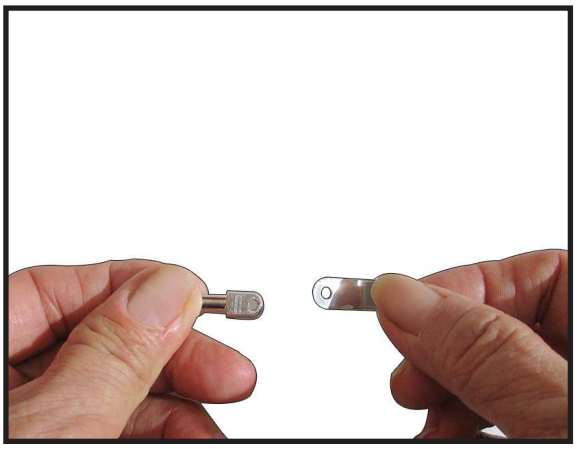

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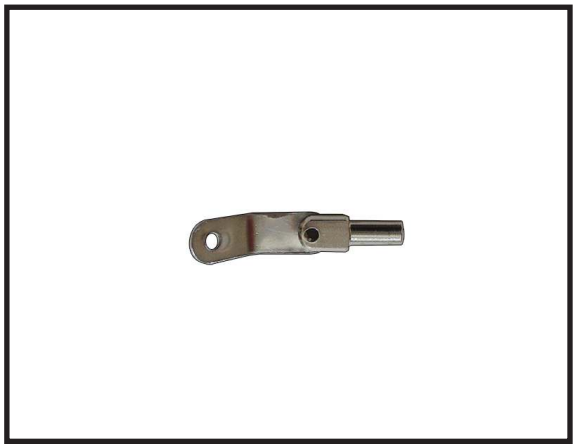

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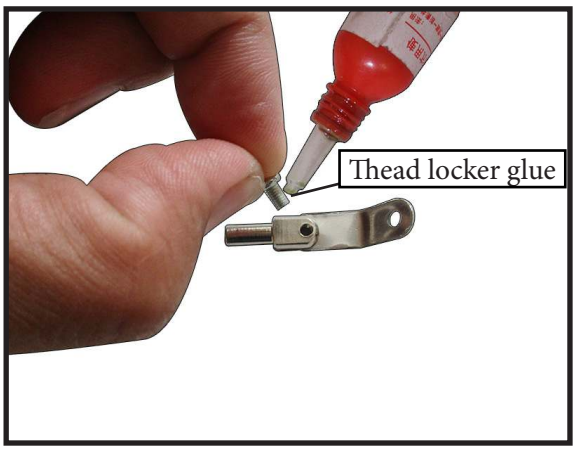

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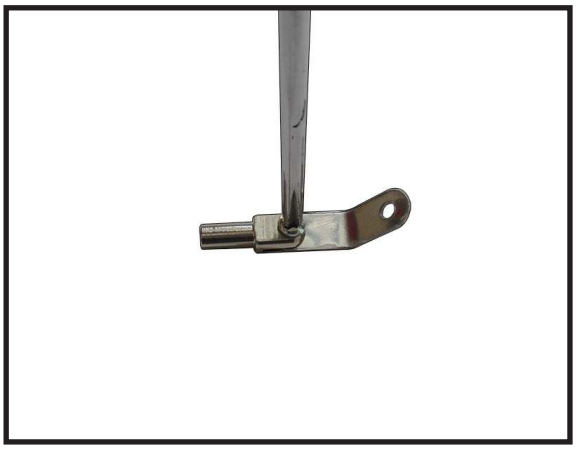

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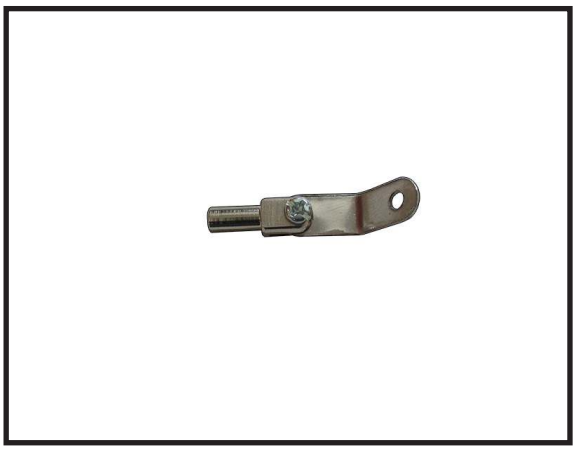

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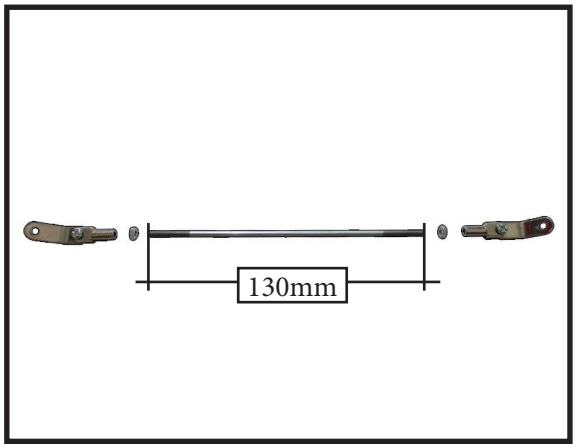

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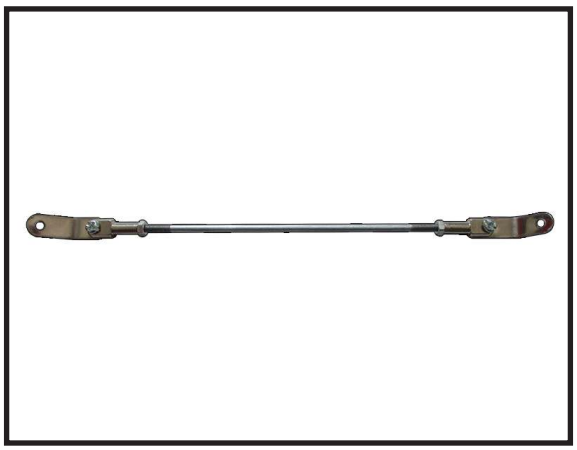

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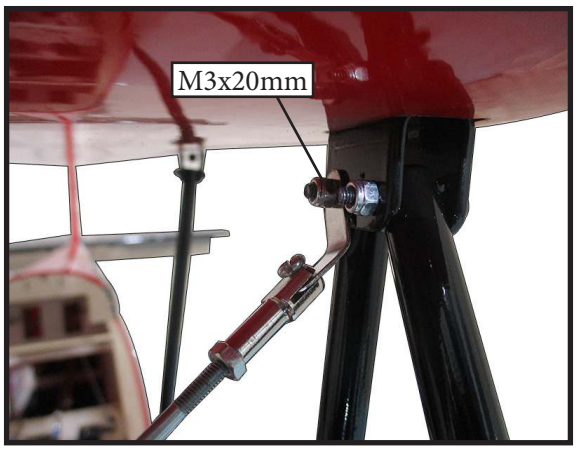

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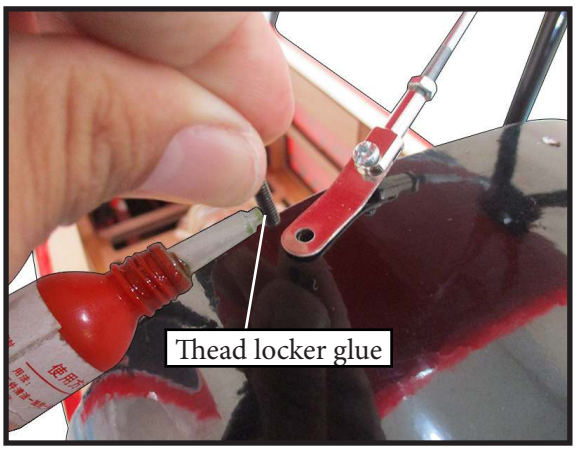

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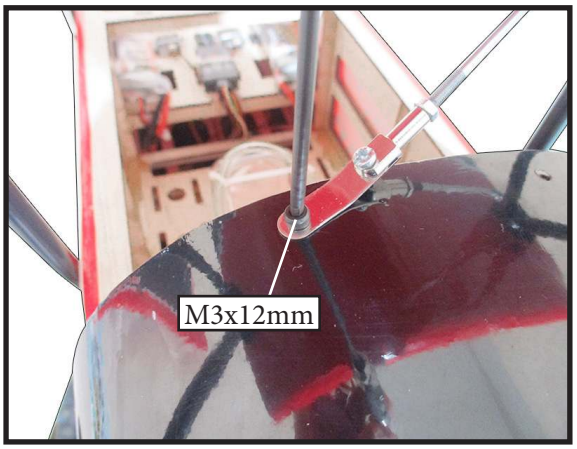


16.

17.

INSTALLATION COCKPIT, PILOT AND CANOPY

Locate items necessary to install.

1.

2.

3.

4.

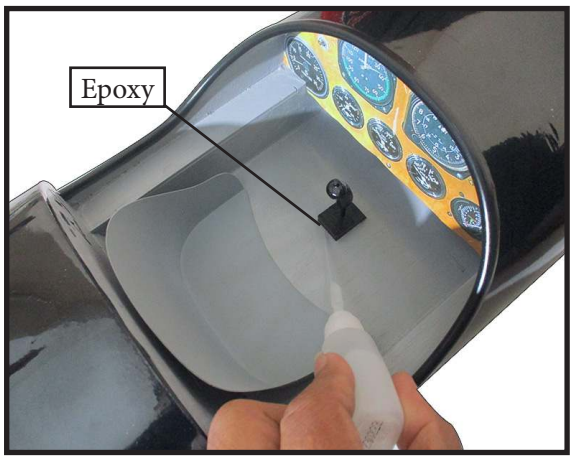
5.

6.

7.

8.

9.



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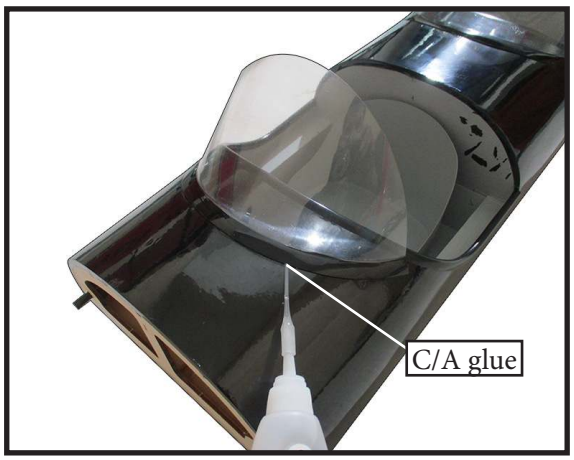

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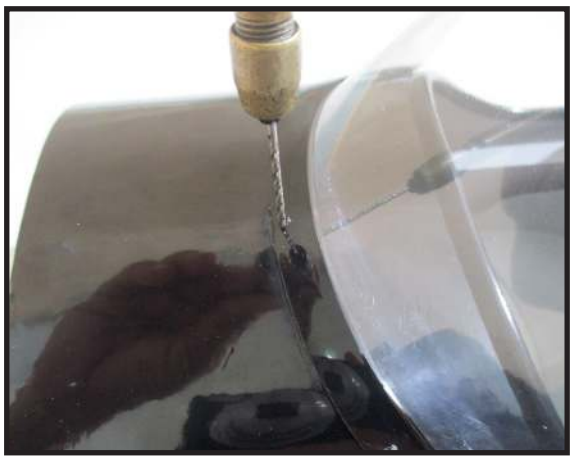

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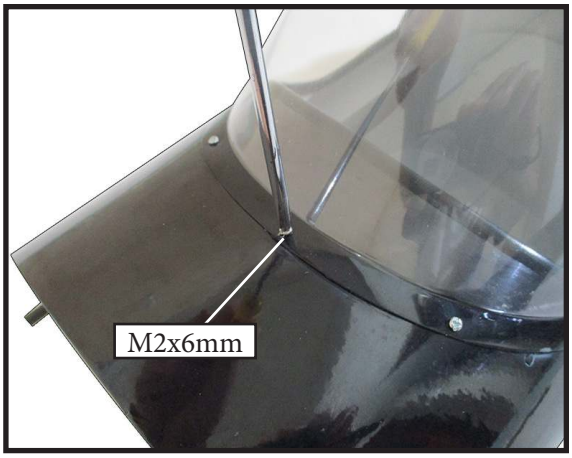

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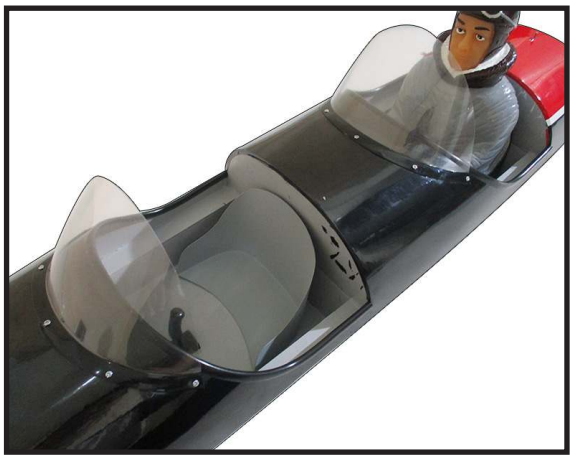


22.

23.

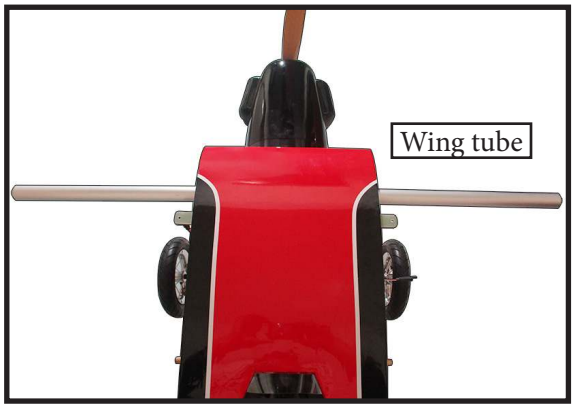
ATTACHMENT WING- FUSELAGE

Attach the aluminium tube into fuselage.

1.

2.

3.



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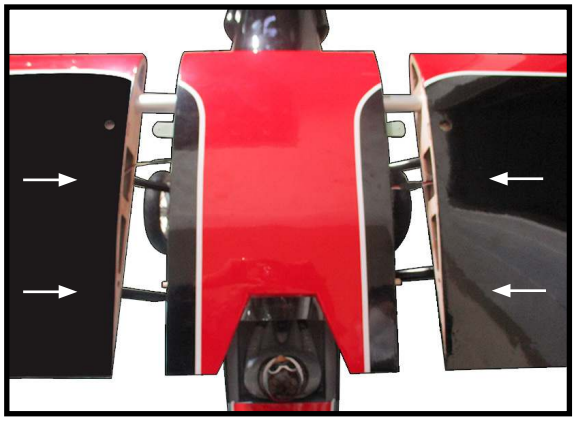

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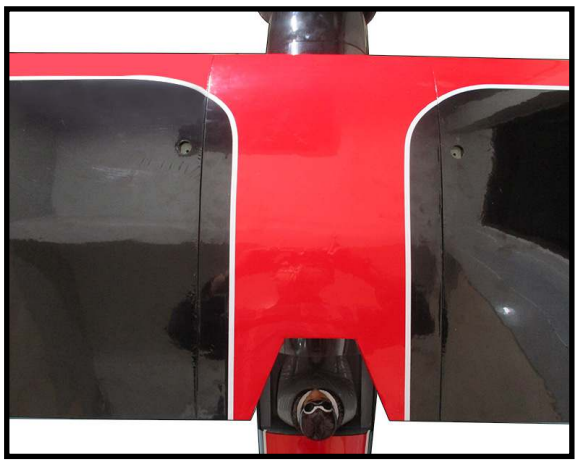

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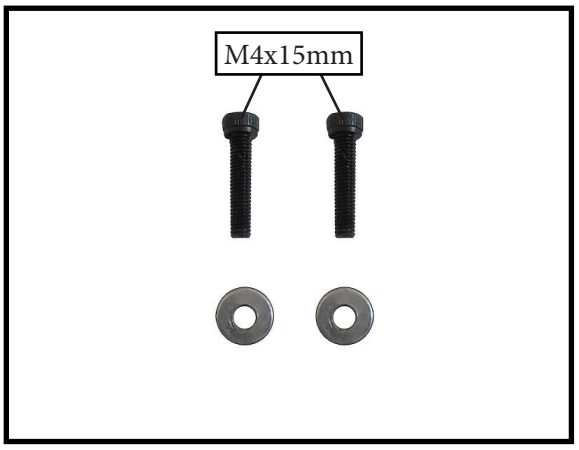

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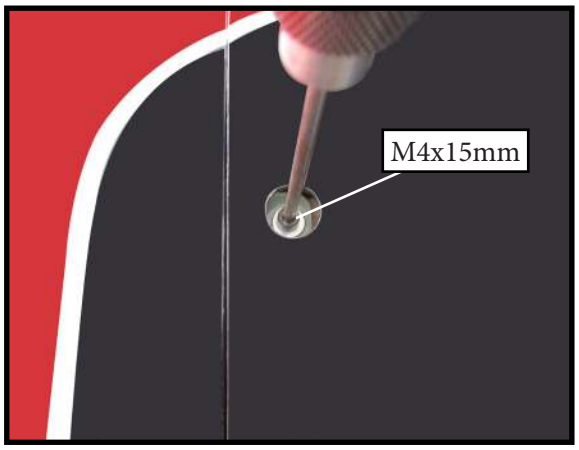

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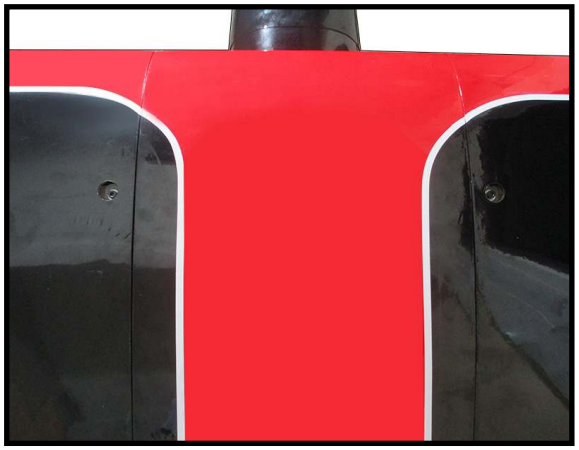

INSTALLATION WING STRUTS

Locate the items for this section of the manual.

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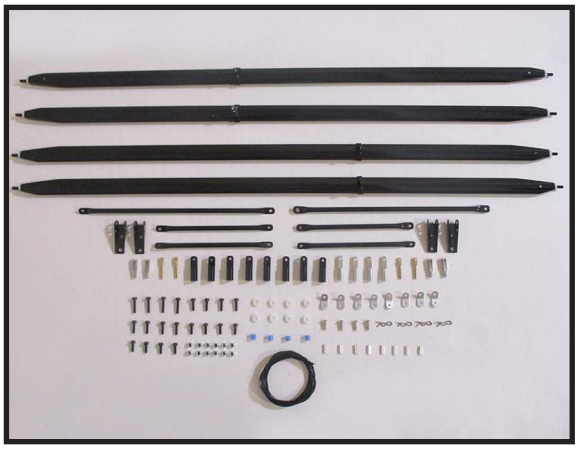

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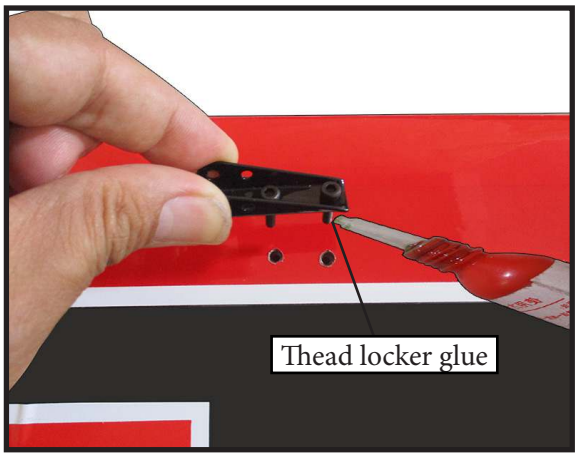

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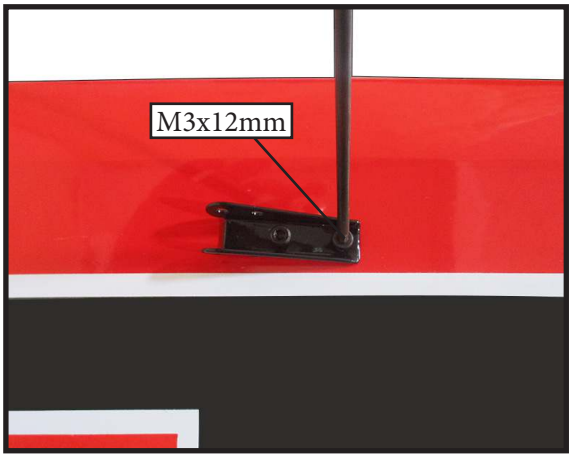

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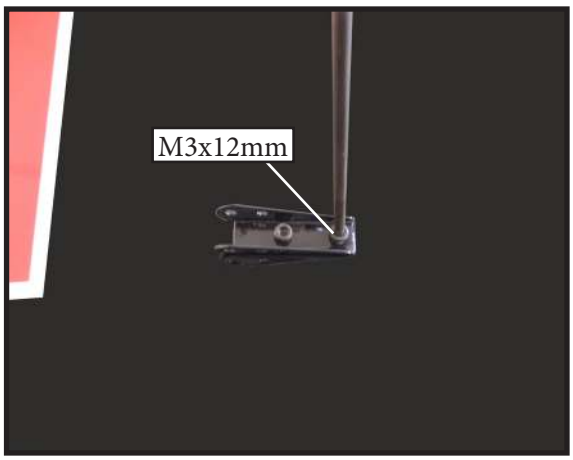

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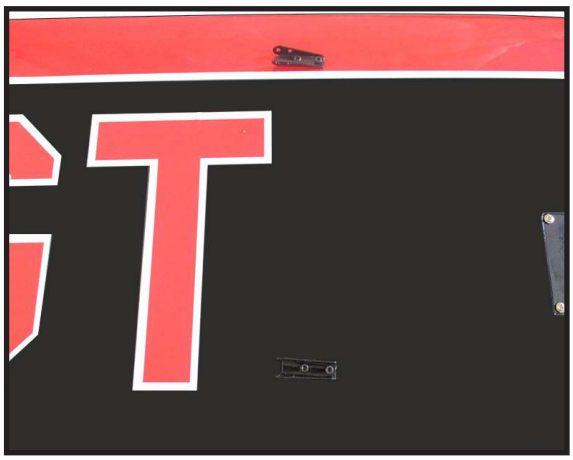

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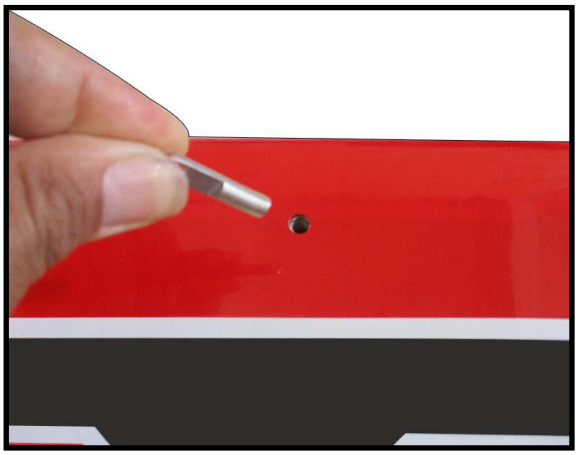

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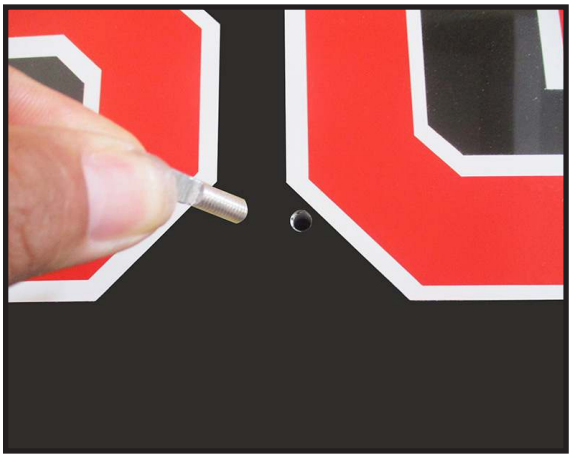

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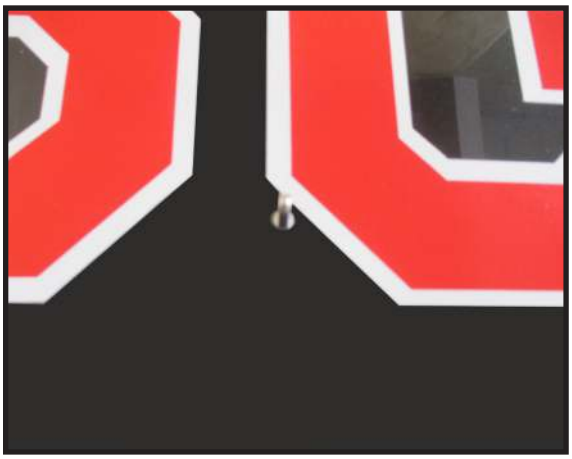

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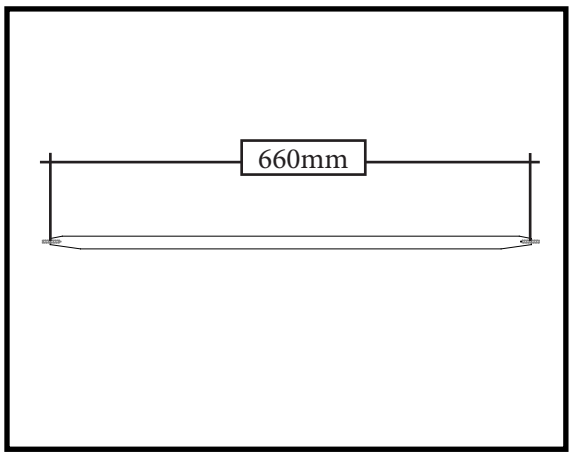

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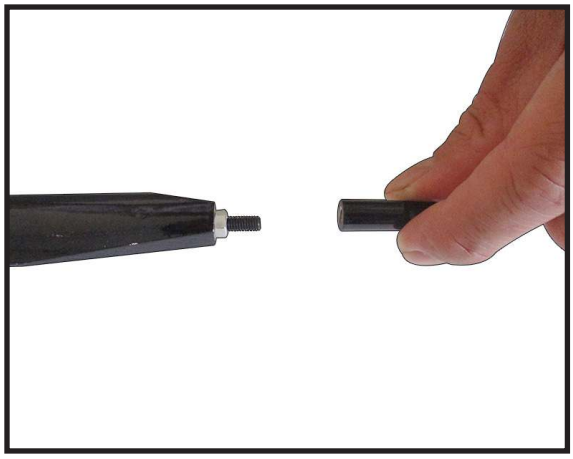

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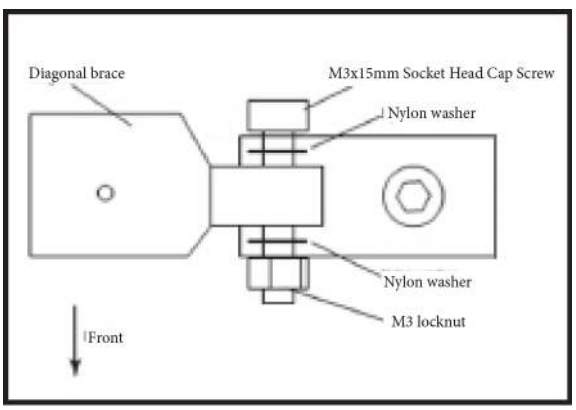

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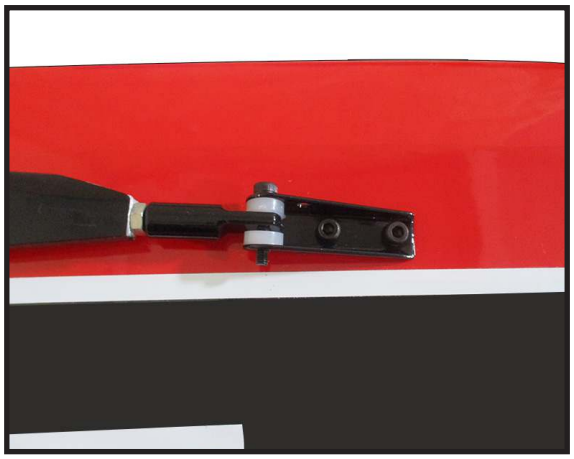

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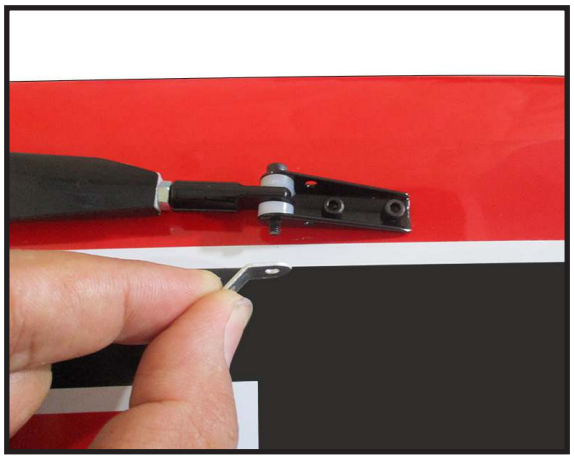

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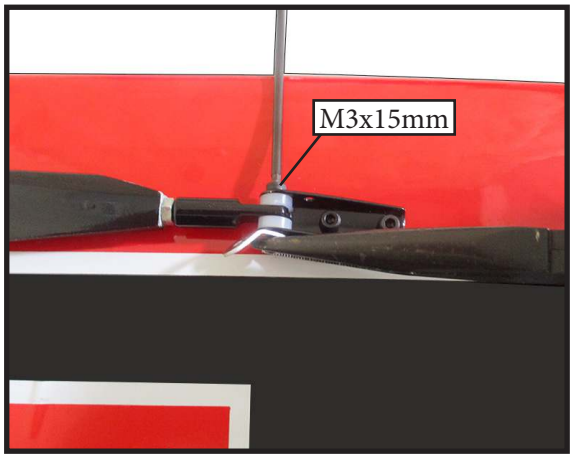

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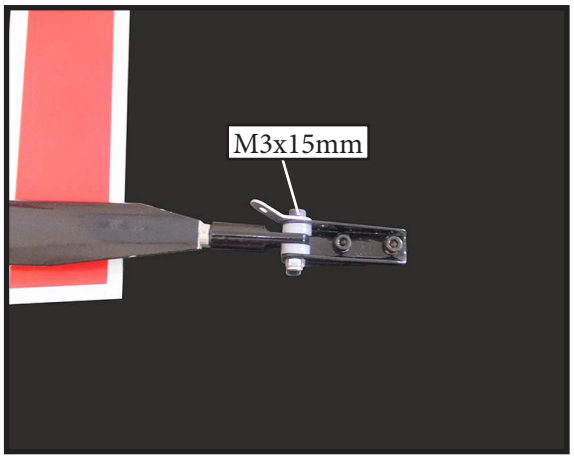

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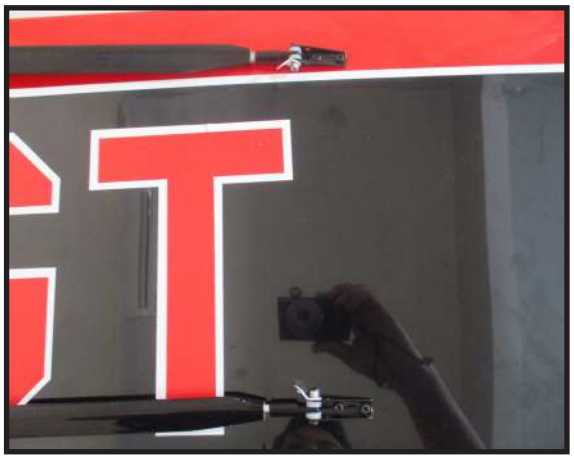

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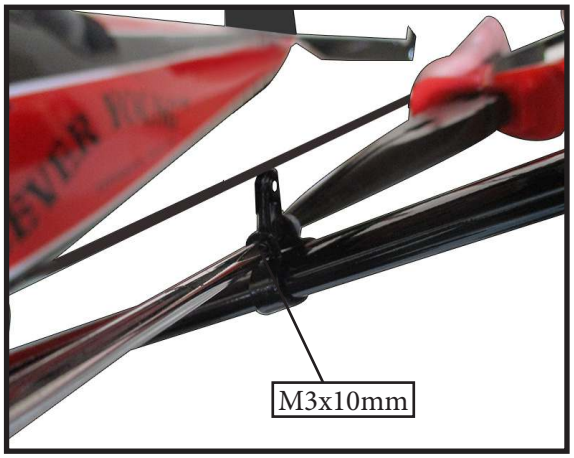

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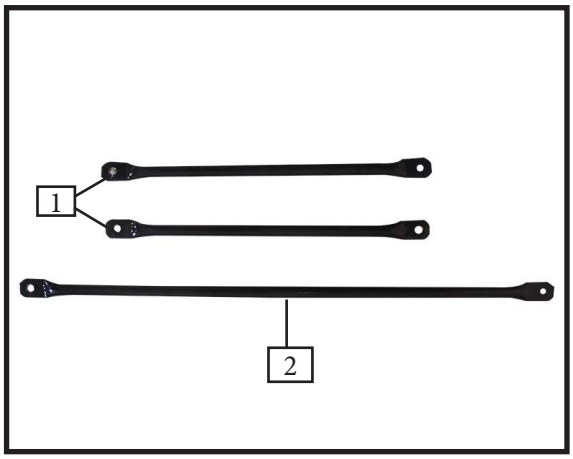

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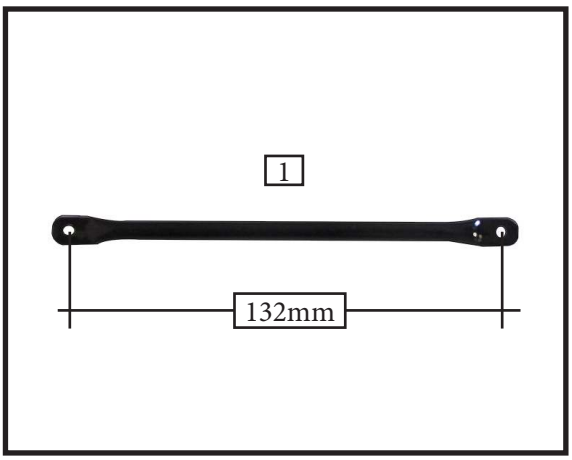

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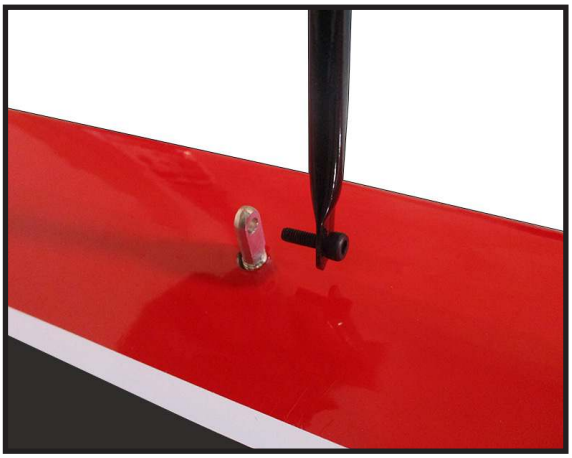

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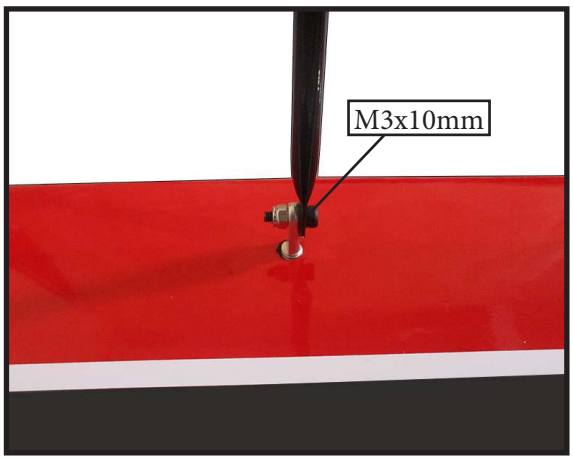

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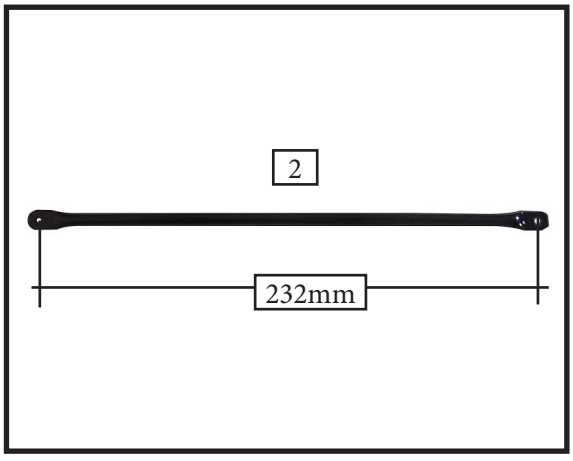

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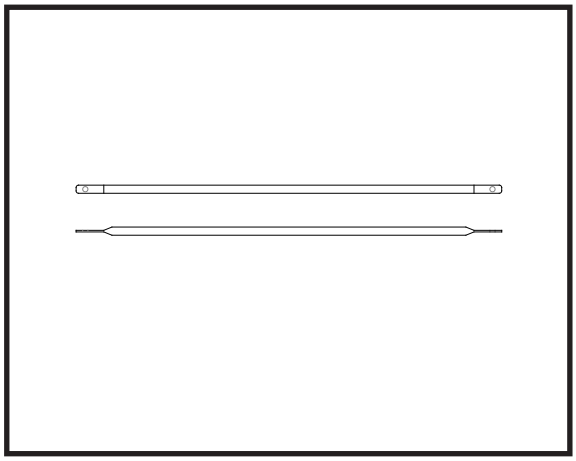

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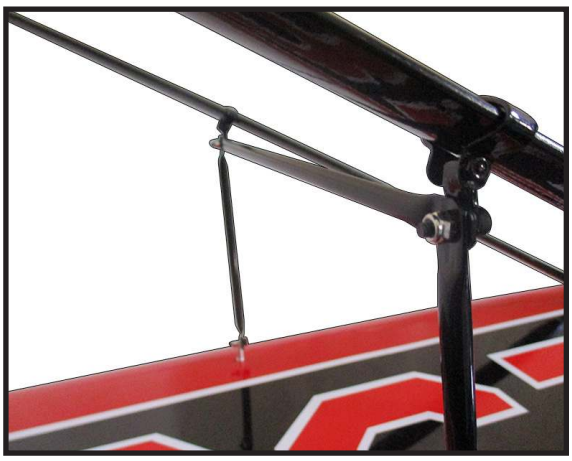

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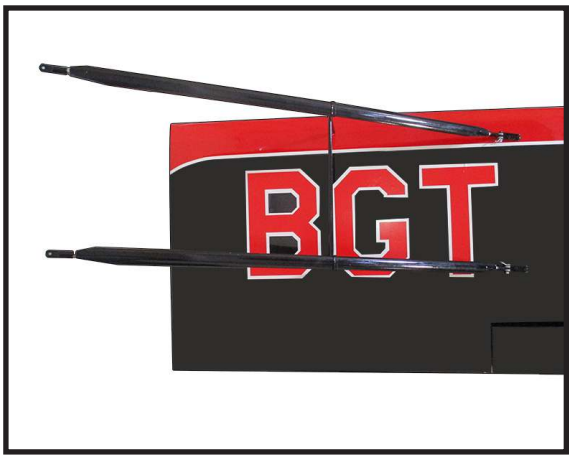

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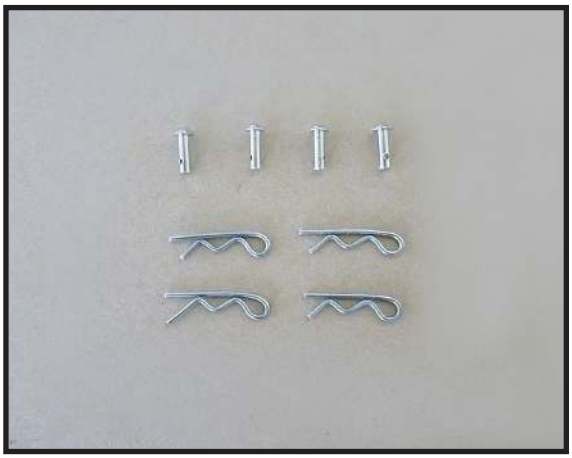

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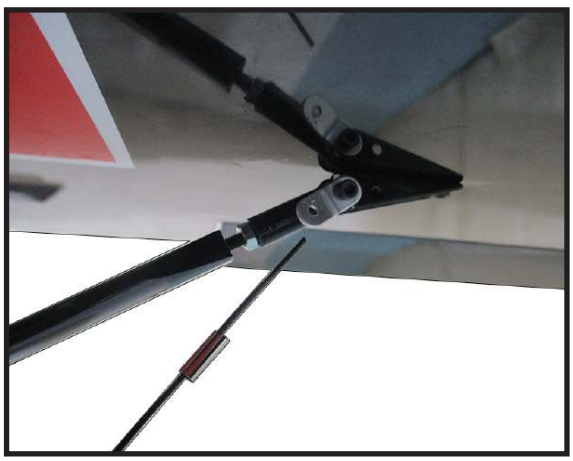
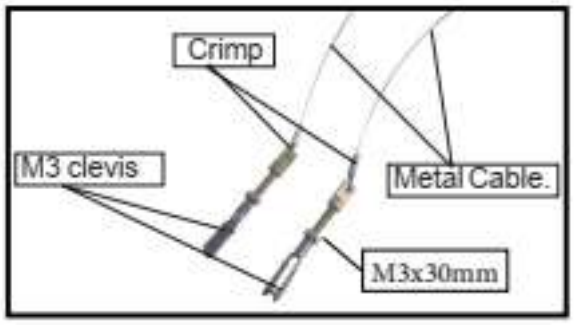


INSTALLATION CABLE

Prepare one end of the cable by attaching a cable end using a copper crimp. Thread a nut, then a clevis, on the cable end as shown. Prepare only one end of each cable at this time.

1.

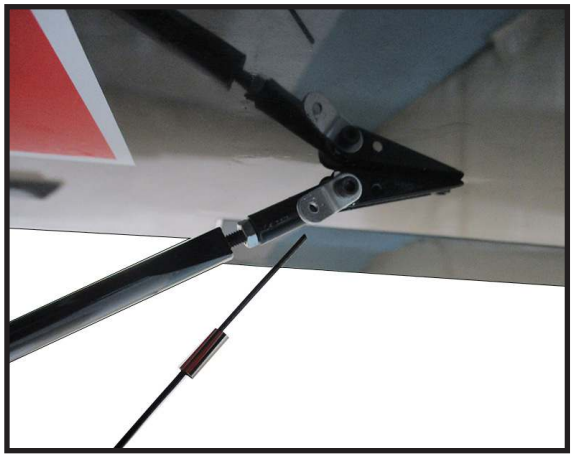


Attach the clevis to the brass tab next to the rear interplane strut on the upper-lower wing.Slide a copper crimp on the cable. Pass the cable through the brass tab on the upper wing, the back through the copper crimp

2.

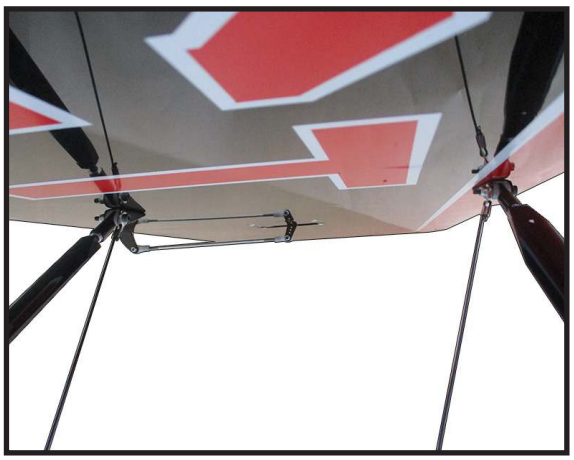
3.

4.



5.

6.



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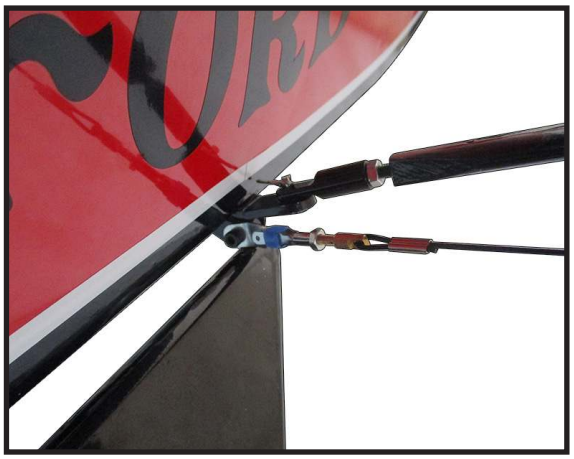


8.

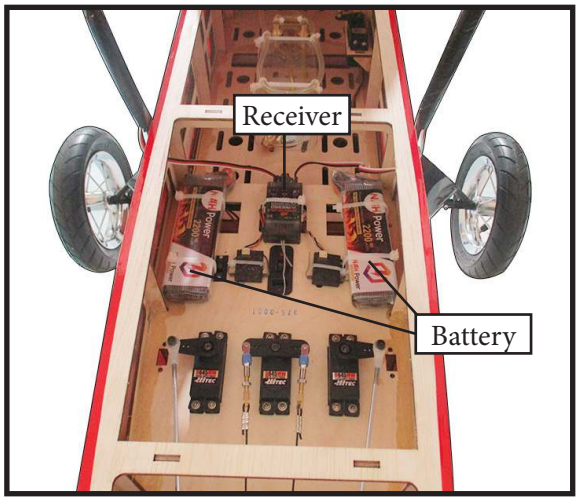
9.

INSTALLING THE BATTERY-RECEIVER

Plug the servos leads and the switch lead into the receiver. Plug the battery pack lead into the switch also.

Wrap the receiver and battery pack in the protective foam rubber to protect them from vibration.Mount as far forward as possible.

1.

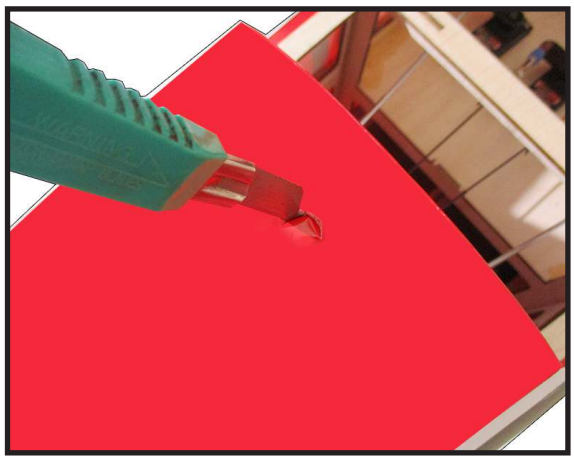


INSTALLING TOW RELEASE FOR SAIL PLANE

Screw the aero-tow mechanism into the hole just behind the canopy, and apply thread-lock fluid to prevent the coupling and nut from working loose. The aluminium part must be shortened enough so that the clevis can move freely, adjust the rods accordingly

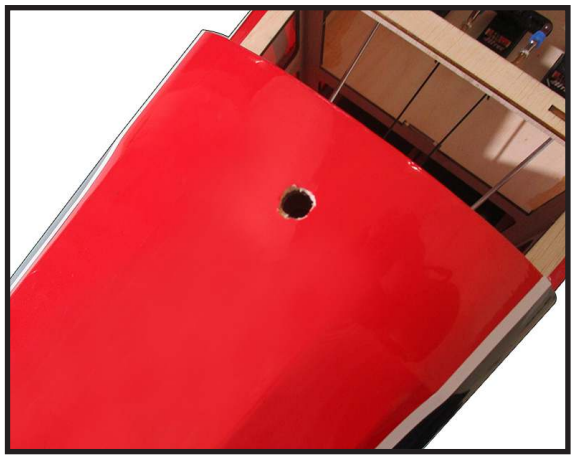
1.

2.



3.

4.



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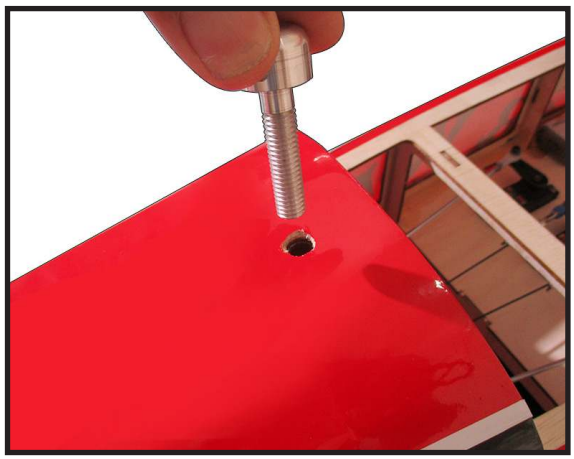

6.

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8.

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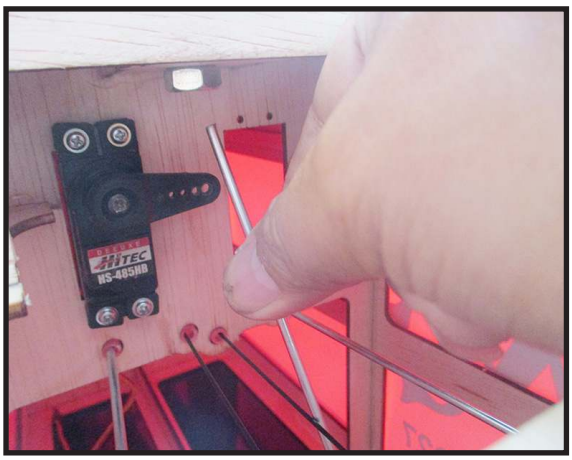


11.

12.

APPLY THE DECALS

1) If all the decals are precut and ready to stick. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

2) If all the decals are not precut, please use scissors or a sharp hobby knife to cut the decals from the sheet. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

BALANCING

An important part of preparing the aircraft for flight is properly balancing the model.

1) Attach the wing panels to the fuselage. Make sure to connect the leads from the aileron to the appropriate leads from the receiver. Make sure the leads are not exposed outside the fuselage before tightening the wing bolts. Your model should be flight-ready before balancing.

2) The recommended Center of Gravity (CG) location for your model is (120-140mm) back from the leading edge at the center of the wing.

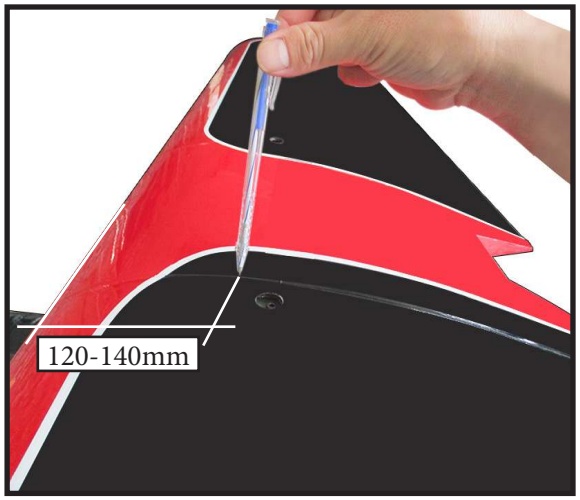
3) When balancing your model, make sure it is assembled and ready for flight. Support the plane upright at the marks made on the wing with your figers or a commercially available balancing stand. This is the correct balance point for your model.

*If possible, first attempt to balance the model by changing the position of the receiver battery and receiver. If you are unable to obtain good balance by doing so, then it will be necessary to add weight to the nose or tail to achieve the proper balance point.

With the wing attached to the fuselage, all parts of the model installed (ready to fly), and empty fuel tanks, hold the model at the marked balance point with the stabilizer level.

Lift the model. If the tail drops when you lift, the model is "tail heavy" and you must add weight* to the nose. If the nose drops, it is "nose heavy" and you must add weight* to the tail to balance.

1.

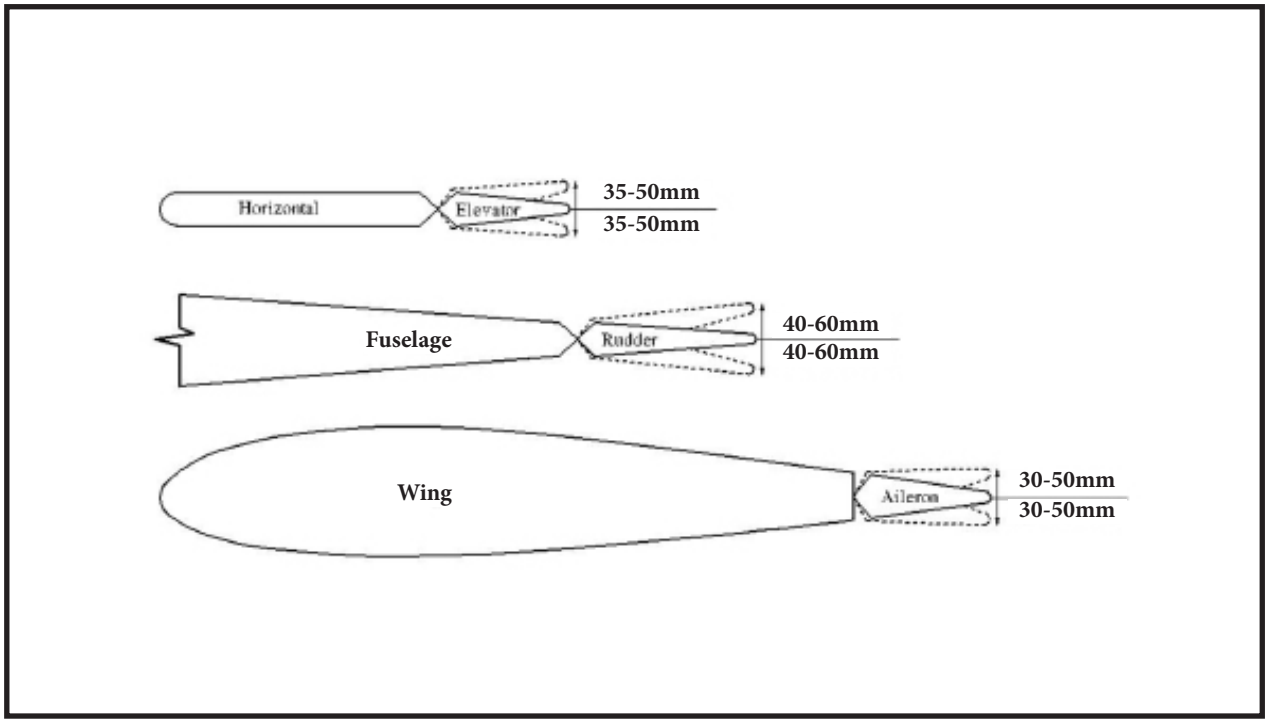


CONTROL THROWS

Ailerons:
High Rate :
Up : 50 mm
Down : 50 mm
Low Rate :
Up : 30 mm
Down : 30 mm

Elevator:
High Rate :
Up : 50 mm
Down : 50 mm
Low Rate :
Up : 35 mm
Down : 35 mm

Rudder:
High Rate :
Right : 60 mm
Left : 60 mm
Low Rate :
Right : 40 mm
Left : 40 mm


Horizontal
Elevator
35-50mm
35-50mm
Fuselage
Rudder
40-60mm
40-60mm
Wing
Aileron
30-50mm
30-50mm

FLIGHT PREPARATION

Check the operation and direction of the elevator, rudder, ailerons and throttle.

☐ A) Plug in your radio system per the manufacturer’s instructions and turn everything on.

☐ B) Check the elevator first. Pull back on the elevator stick. The elevator halves should move up. If it they do not, flip the servo reversing switch on your transmitter to change the direction.

☐ C) Check the rudder. Looking from behind the airplane, move the rudder stick to the right. The rudder should move to the right. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ D) Check the throttle. Moving the throttle stick forward should open the carburetor barrel. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ E) From behind the airplane, look at the aileron on the right wing half. Move the aileron stick to the right. The right aileron should move up and the other aileron should move down. If it does not, flip the servo reversing switch on your transmitter to change the direction.

PREFLIGHT CHECK

☐ 1) Completely charge your transmitter and receiver batteries before your first day of flying.

☐ 2) Check every bolt and every glue joint in the **Pietenpol Air Camper replica J3 airplane 108” wingspan, 40-60cc** to ensure that everything is tight and well bonded.

☐ 3) Double check the balance of the airplane. Do this with the fuel tank empty.

☐ 4) Check the control surfaces. All should move in the correct direction and not bind in any way.

☐ 5) If your radio transmitter is equipped with dual rate switches double check that they are on the low rate setting for your first few flights.

☐ 6) Check to ensure the control surfaces are moving the proper amount for both low and high rate settings.

☐ 7) Check the receiver antenna. It should be fully extended and not coiled up inside the fuselage.

☐ 8) Properly balance the propeller. An out of balance propeller will cause excessive vibration which could lead to engine and/or airframe failure.

We wish you many safe and enjoyable flights
***with your* Pietenpol Air Camper replica J3 airplane 108” wingspan, 40-60cc.**

If you have any queries, or are interested in our products, please feel free to contact us

Factory : 12/101A - Hamlet 4 - Le Van Khuong Street - Dong Thanh Ward - Hoc Mon District - Ho Chi Minh City - Viet Nam.

Office : 62/8 Ngo Tat To Street - Ward 19 - Binh Thanh District - Ho Chi Minh City - Viet Nam

Phone : 848 - 86622289 or 848- 36018777
Website : www.SeagullModels.com
Email : Sales@seagullmodels.com
Facebook : www.facebook.com/SeaGullModels.