



Cap 232 Aerobatics

"Make A Wish" ARF 10cc

Code : SEA400

ASSEMBLY MANUAL



Specifications:

Wingspan	----- 57 in-----	145 cm.
Wing Area	----- 684.8 sp.in-----	44.2 sq.dm.
Weight	----- 7.1 lbs-----	3.2 kg.
Length	----- 58.2 in-----	147.9 cm.
Engine size	: 10cc/ .46 - 55 cu.in 2-stroke/ .72 - .82 cu.in 4-stroke.	
Motor Battery	----- 4S - 6S.	
Radio System	----- 4 channel with 5 digital servos.	



INTRODUCTION

Thank you for choosing the Cap 232 Aerobatics “ Make A Wish” ARF 10cc ARTF by SG MODELS. The Cap 232 Aerobatics “ Make A Wish” ARF 10cc 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 Cap 232 Aerobatics “ Make A Wish” ARF 10cc is simply a joy.

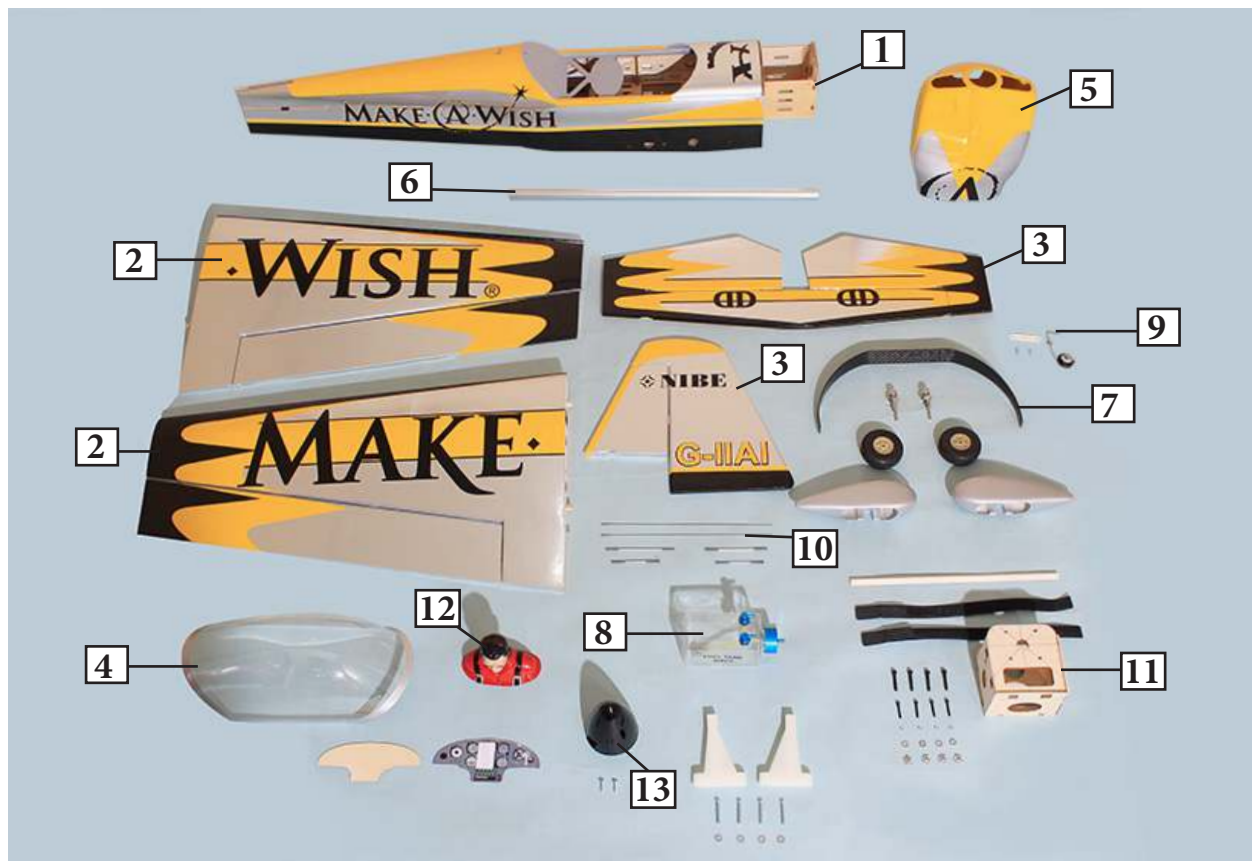
This instruction manual is designed to help you build a great flying aeroplane. Please read this manual throughly before starting assembly of your Cap 232 Aerobatics “ Make A Wish” ARF 10cc Use the parts listing below to indentify all parts.

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

SEA400 Cap 232 Aerobatics “ Make A Wish” ARF 10cc

1. Fuselage
2. Wing set (2)
3. Tail set (2)
4. Canopy
5. Cowling
6. Wing tube
7. landing gear
8. Fuel tank
9. Tail wheel
10. Pushrod
11. Ep Motor box
12. Pilot
13. Spinner

ADDITIONAL ITEMS REQUIRED

- 10cc gasoline engine.
- Computer radio 4 channel with 5 servos.
- Glow plug to suit engine.
- Propeller to suit engine 20x8-21x10.
- Protective foam rubber for radio system.

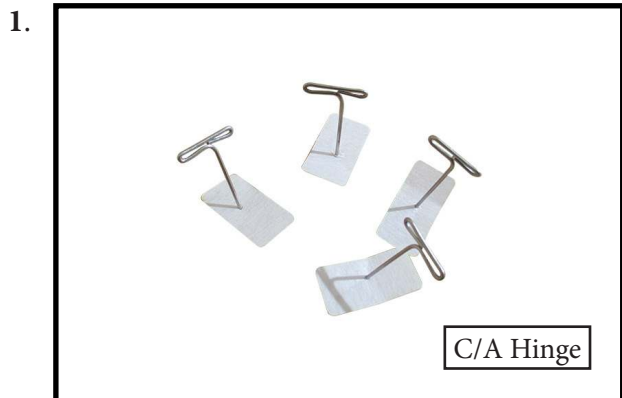
TOOLS & SUPPLIES NEEDED

- 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.

HINGING THE AILERON

Note : *The control surfaces, including the ailerons, elevators, and rudder, are prehinged with hinges installed, but the hinges are not glued in place. It is imperative that you properly adhere the hinges in place per the steps that follow using a high-quality thin C/A glue.*

Carefully remove the aileron from one of the wing panels. Note the position of the hinges.



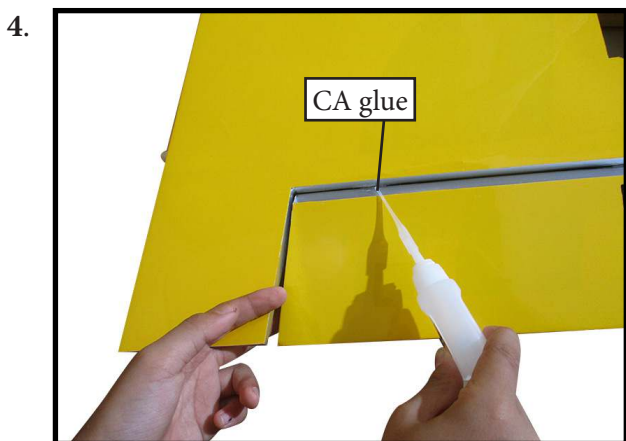
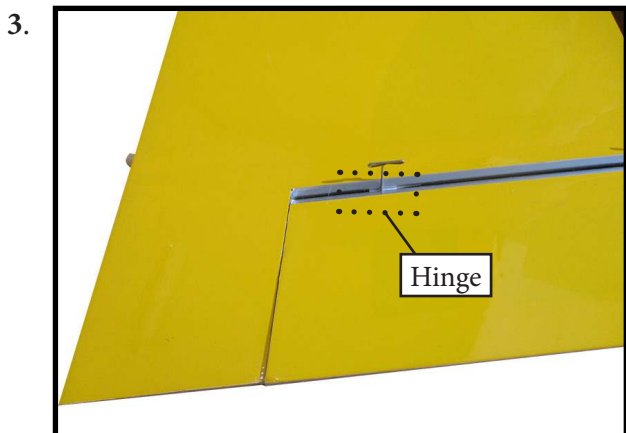
Remove each hinge from the wing panel and aileron and place a T-pin in the center of each hinge. Slide each hinge into the wing panel until the T-pin is snug against the wing panel. This will help ensure an equal amount of hinge is on either side of the hinge line when the aileron is mounted to the aileron.



Slide the wing panel on the aileron until there is only a slight gap. The hinge is now centered on the wing panel and aileron. Remove the T-pins and snug the aileron against the wing panel. A gap of 1/64” or less should be maintained between the wing panel and aileron.

Deflect the aileron and completely saturate each hinge with thin C/A glue. The ailerons front surface should lightly contact the wing during this procedure. Ideally, when the hinges are glued in place, a 1/64” gap or less will be maintained throughout the length of the aileron to the wing panel hinge line.

NOTE : The hinge is constructed of a special material that allows the C/A to wick or penetrate and distribute throughout the hinge, securely bonding it to the wood structure of the wing panel and aileron.



Turn the wing panel over and deflect the aileron in the opposite direction from the opposite side. Apply thin C/A glue to each hinge, making sure that the C/A penetrates into both the aileron and wing panel.

Using C/A remover/debonder and a paper towel, remove any excess C/A glue that may have accumulated on the wing or in the aileron hinge area.

Repeat this process with the other wing panel, securely hinging the aileron in place.

After both ailerons are securely hinged, firmly grasp the wing panel and aileron to make sure the hinges are securely glued and cannot be pulled out. Do this by carefully applying medium pressure, trying to separate the aileron from the wing panel. Use caution not to crush the wing structure.

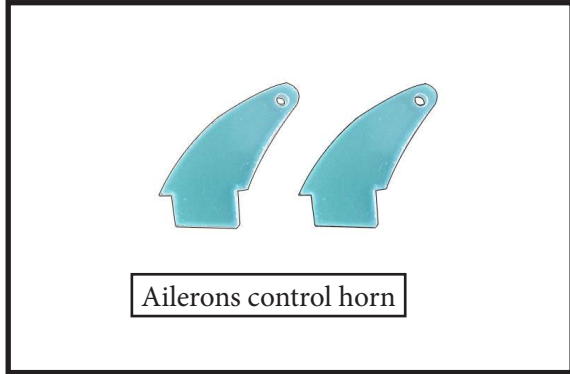


Note : Work the aileron up and down several times to “work in” the hinges and check for proper movement.

INSTALL THE AILERONS CONTROL HORN

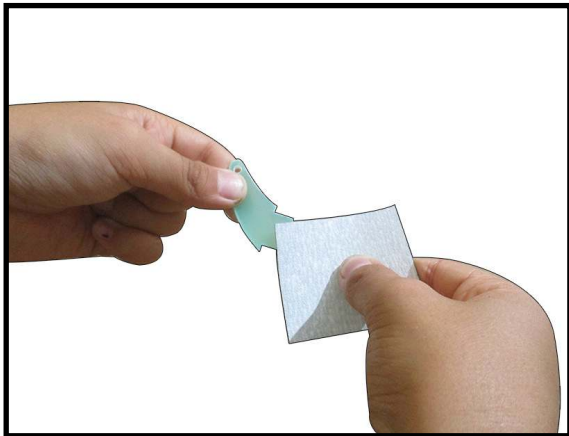
Locate the aileron control horns. The taller control horn is used for the ailerons, and the shorter horn for the flaps.

1.



Use sandpaper to scuff the bottom of the aileron and flap control horns. Use a paper towel and isopropyl alcohol to remove any oils or debris from the control horns.

2.



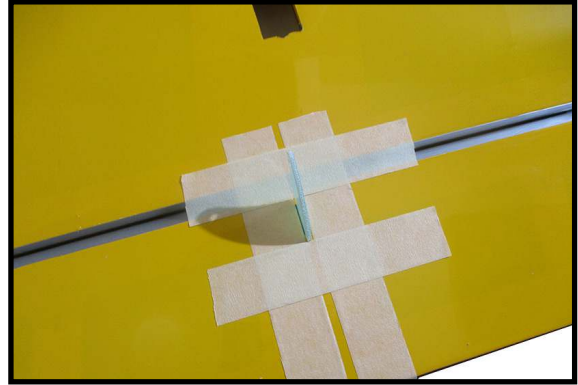
Check the fit of the control horns to the aileron and flap. They should rest flush against the control surface as shown.

3.



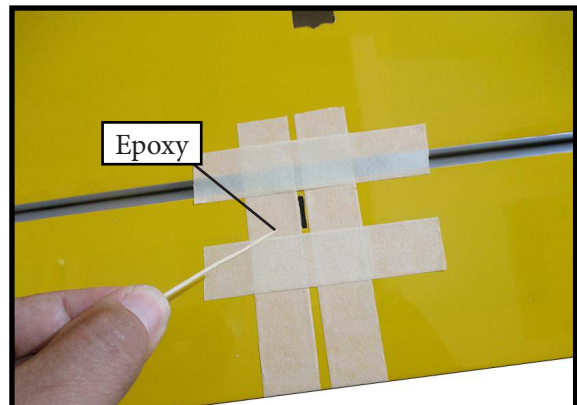
Place low-tack tape 1/32 inch (1mm) from the control horn slot. This will prevent epoxy from getting on the control surface when the control horns are glued in place.

4.



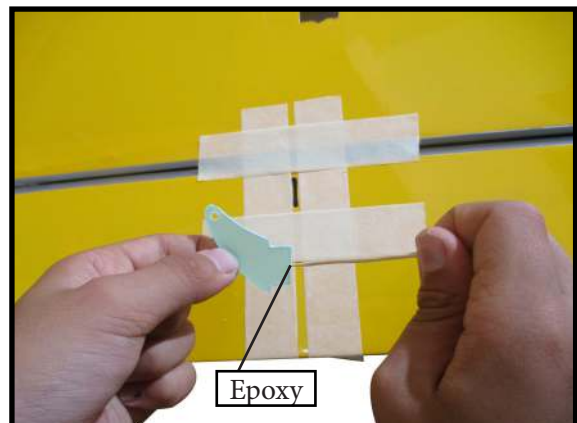
Remove the control horns from the control surfaces. Apply epoxy to the slot in the aileron and flap. Make sure the epoxy gets into the slot for a good bond between the surfaces and control horn.

5.

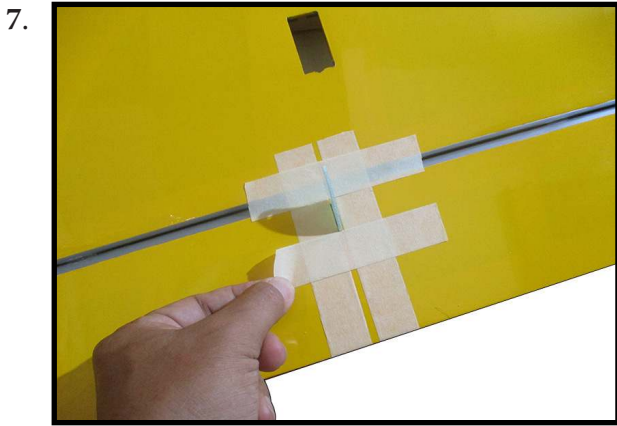


Apply epoxy to the area of the control horns that fist into the slots. Use enough epoxy so the control horns will be fully bonded to the fixed surfaces.

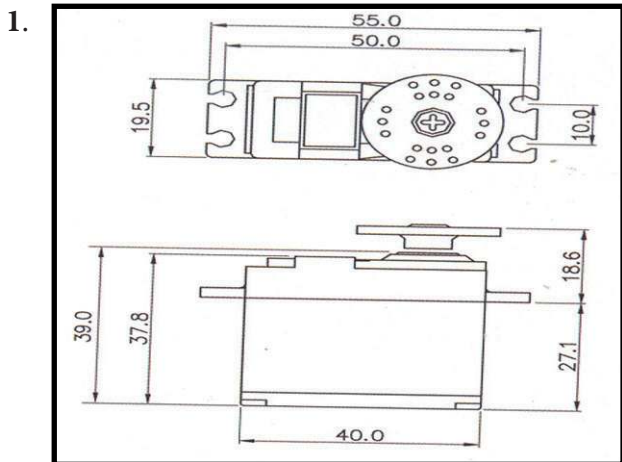
6.



Before the epoxy fully cures, remove the tape from around the control horn. This will allow the epoxy to flow around the control horn, creating a small fillet between the control horn and surface for a finished look and secure bond.




INSTALLING THE AILERON SERVOS

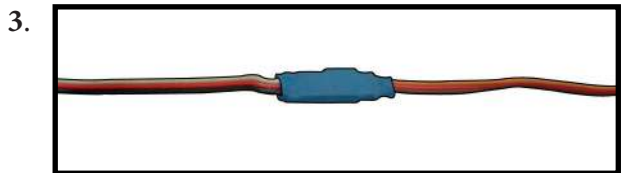


Maximum Servo spec.
Torque : 102 oz-in (7.3 kg-cm) @ 6.0V;
 160 oz-in (11.5 kg-cm) @ 8.4V;

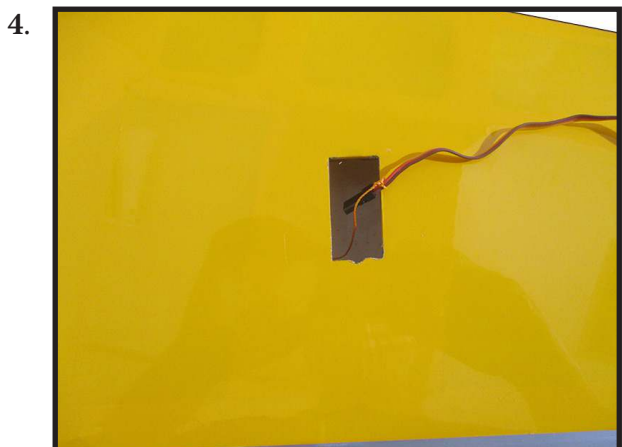
Install the rubber grommets and brass collets onto the aileron servo. Test fit the servo into the aileron servo mount.

 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.

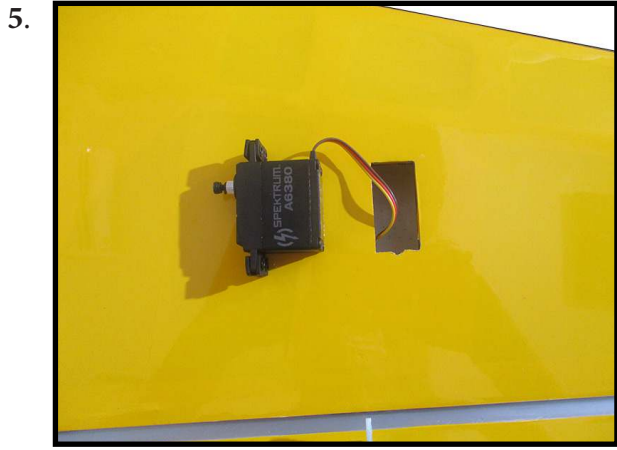
Use dental floss to secure the connection so they cannot become unplugged.



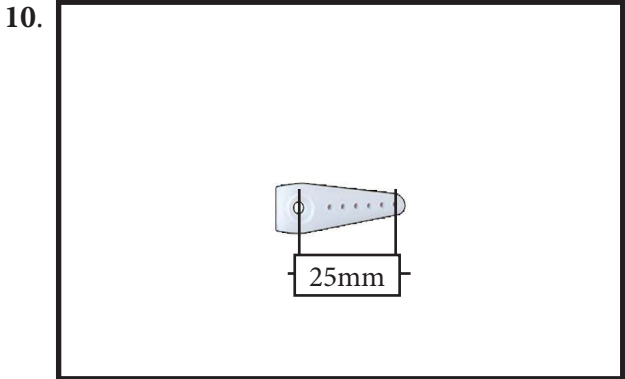
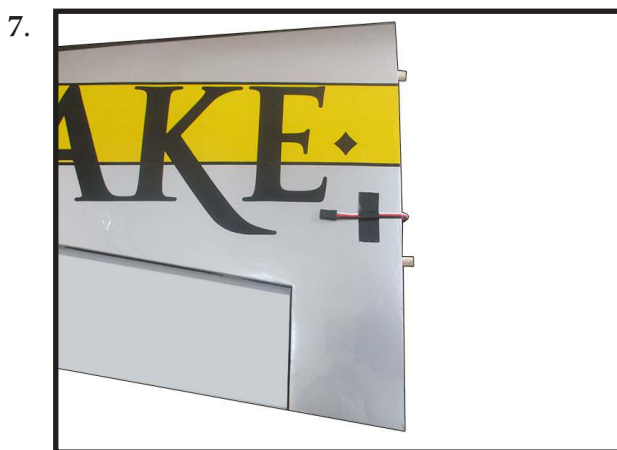
Using a small weight (Weighted fuel pickup works well) and thread, feed the string through the wing as indicated.



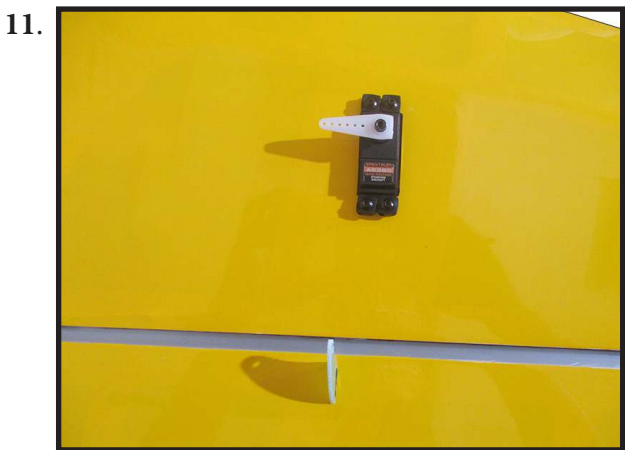
Attach servo lead to the aileron servo. Attach the string to the servo lead and carefully thread it through the wing. Once you have thread the lead through the wing, remove the string so it can use for the other servo lead.



Tape the servo lead to the wing to prevent it from falling back into the wing.



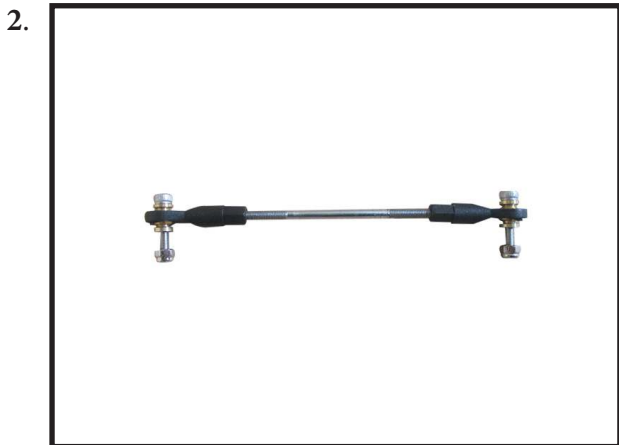
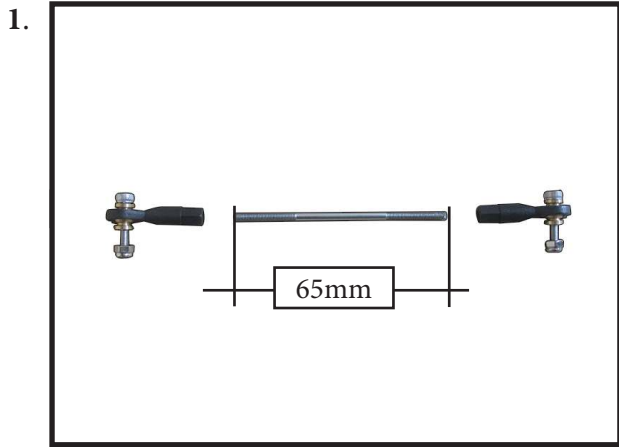
Reinstall the servo into the servo mount and secure the servo in place using the wood screws provided with your radio system.



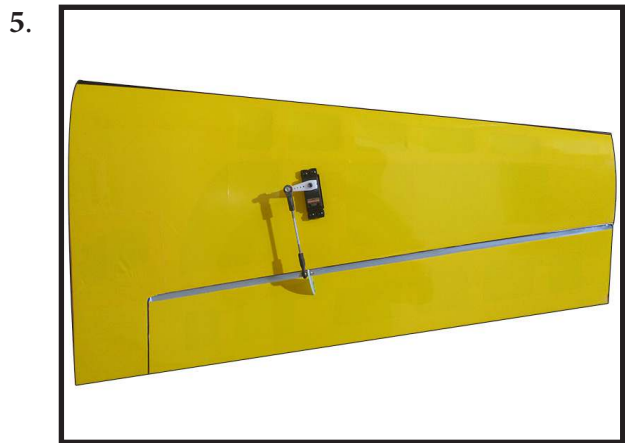
Repeat the procedure for the other wing half.

INSTALLING THE AILERON PUSHROD

Please study images below.

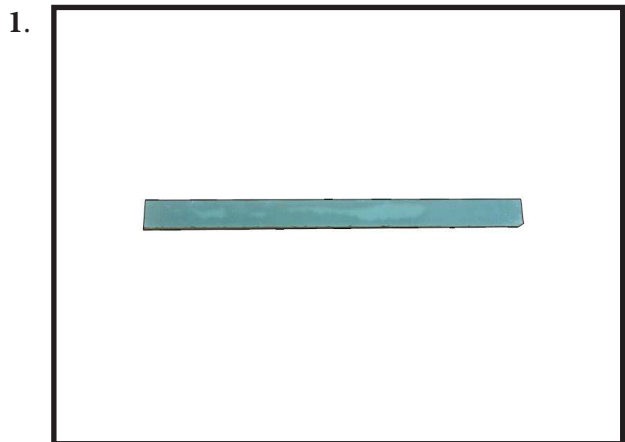


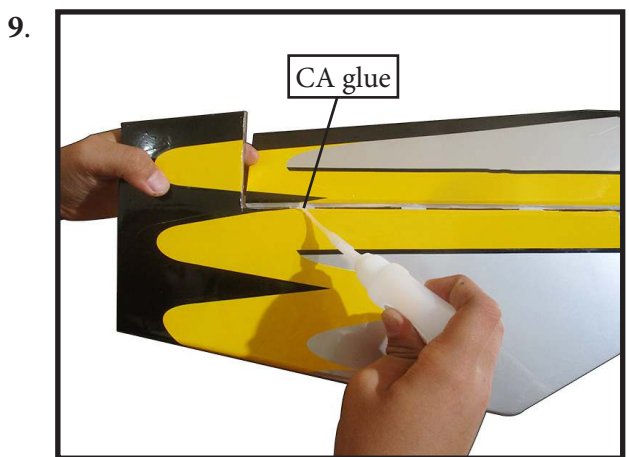
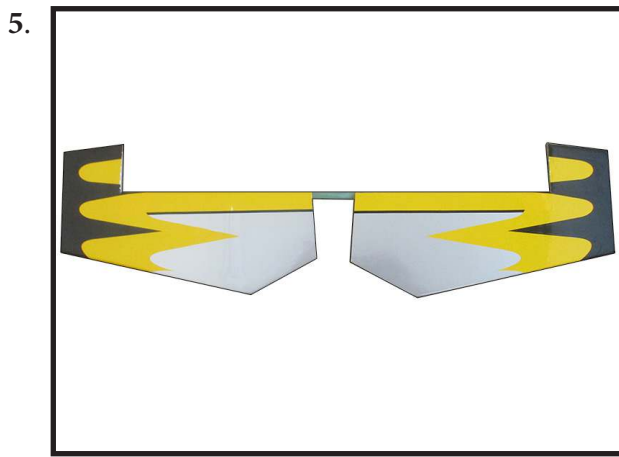
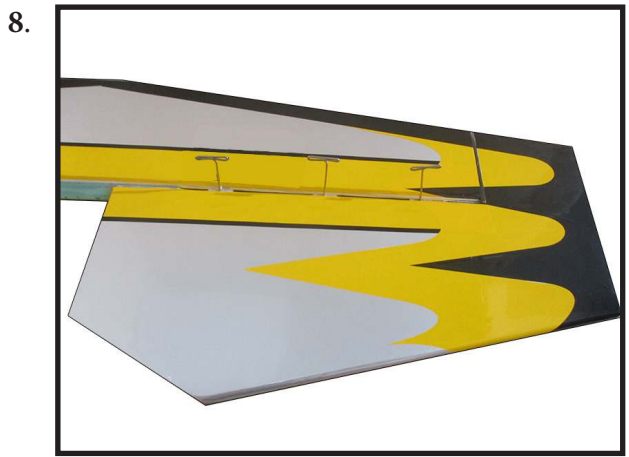
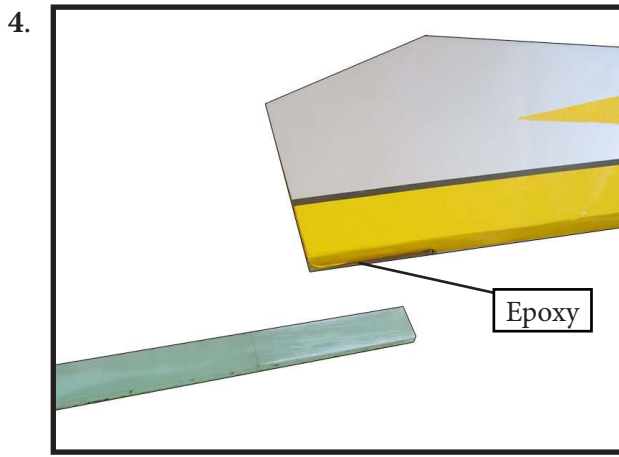
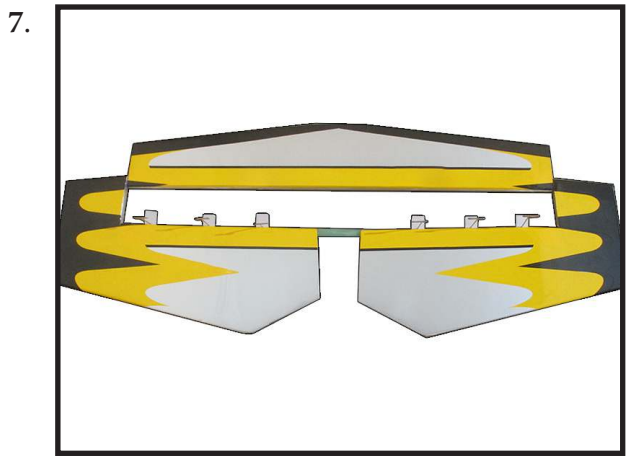
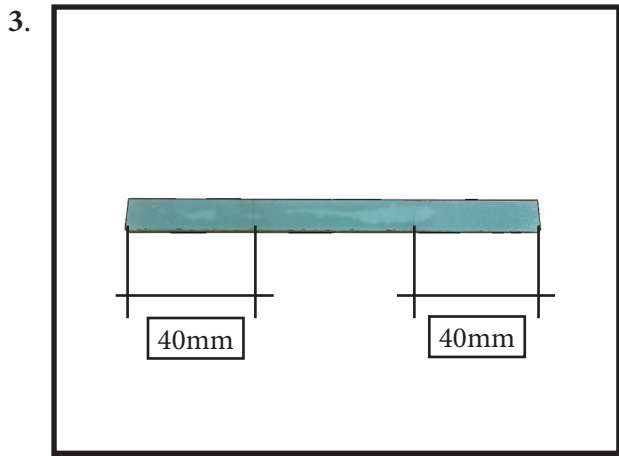
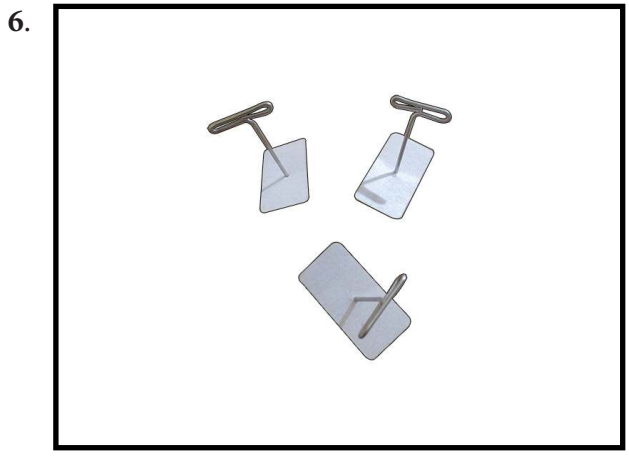
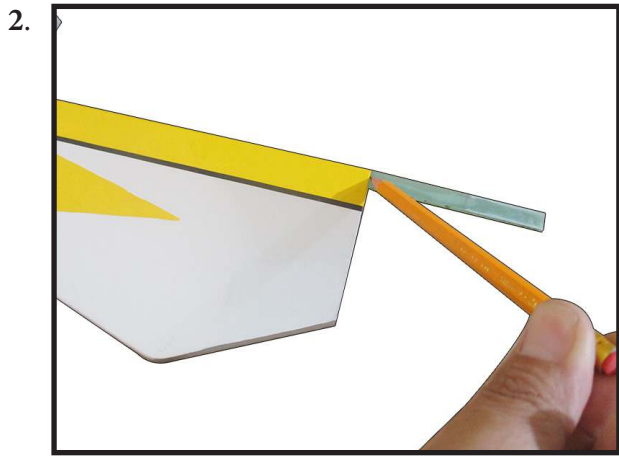
Repeat all the above steps for the other wing.

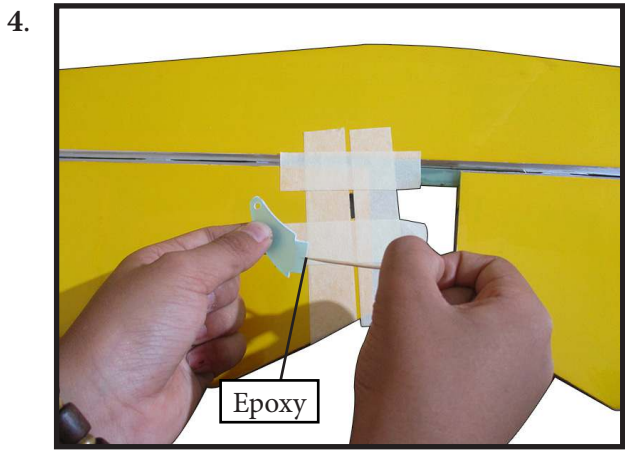
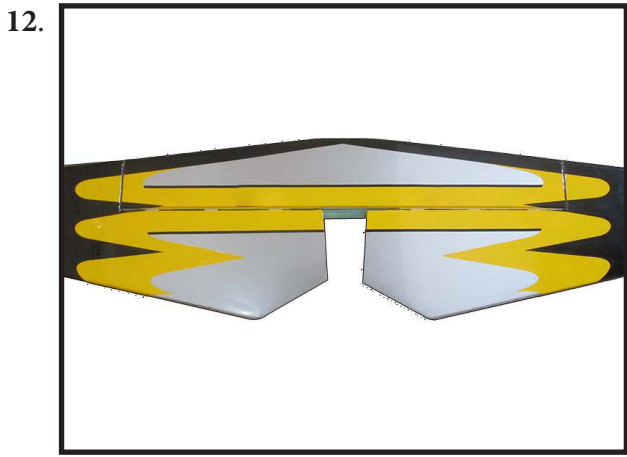
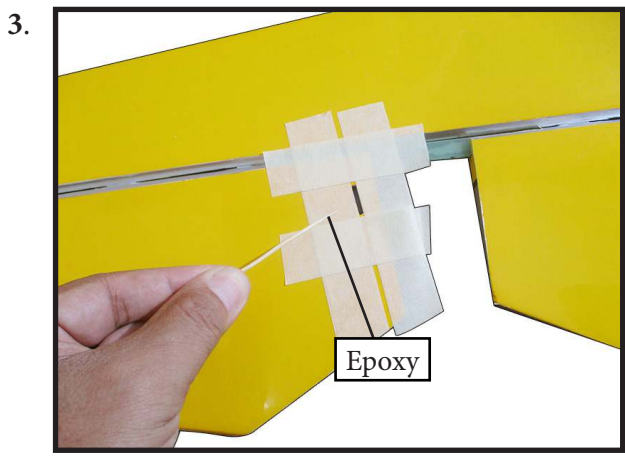
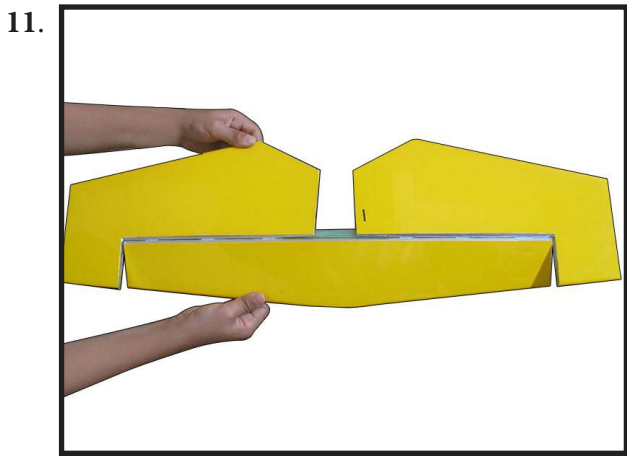
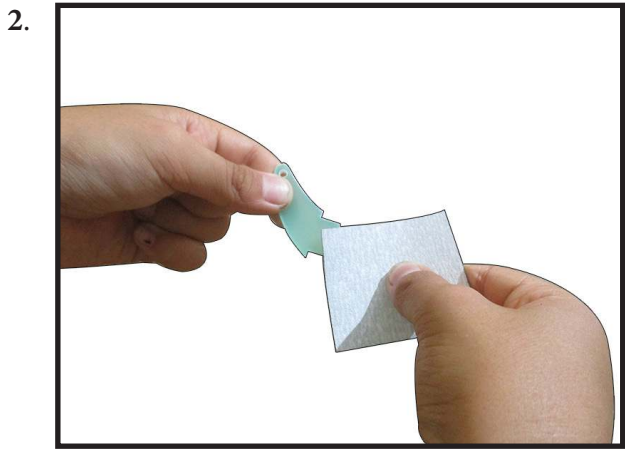
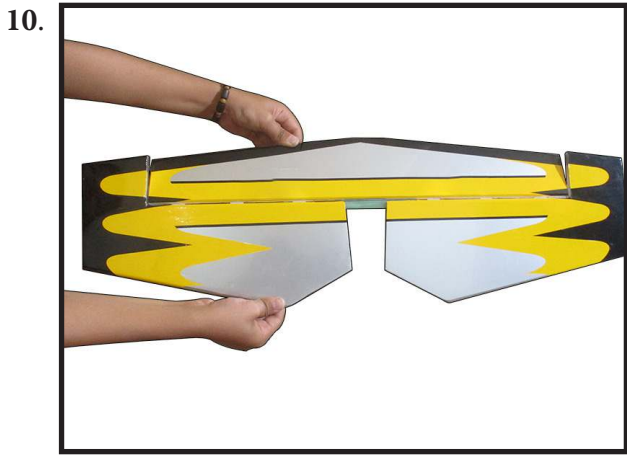


INSTALL HINGE FOR STABILIZER AND ELEVATOR

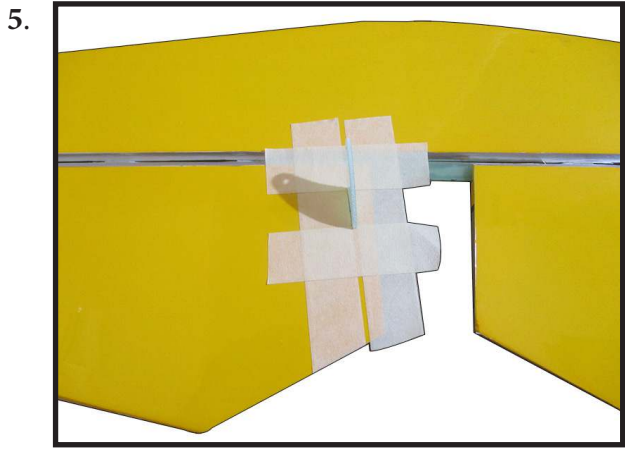
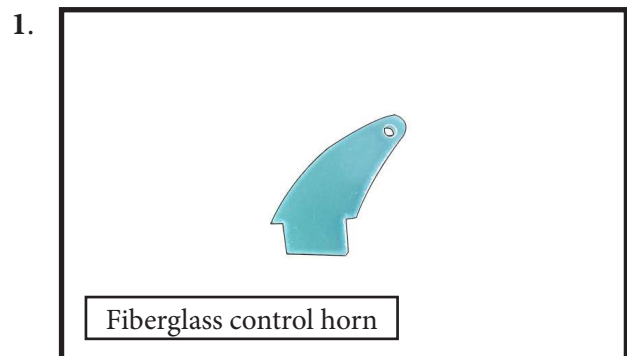
Please study images below.

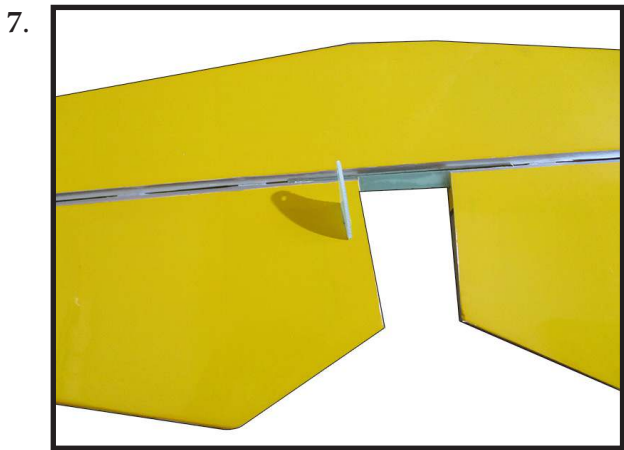
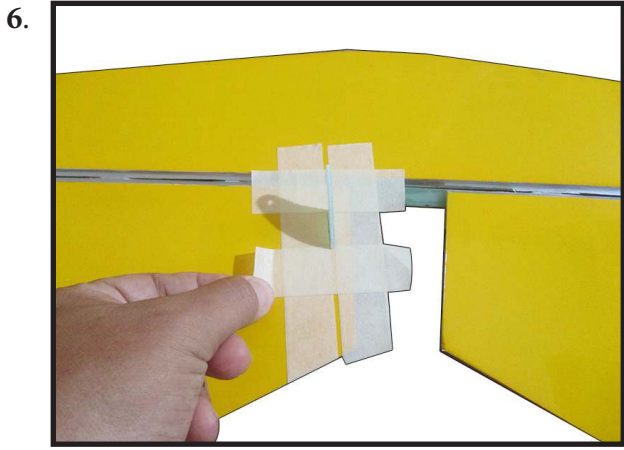






INSTALL ELEVATOR CONTROL HORN





Maximum Servo spec.
Torque : 102 oz-in (7.3 kg-cm) @ 6.0V;
160 oz-in (11.5 kg-cm) @ 8.4V;



13.



17.



14.



18.



15.



19.



16.

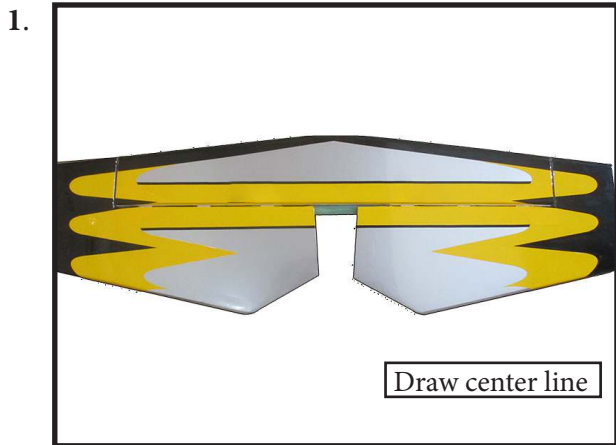


20.



INSTALLING THE HORIZONTAL STABILIZER

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.

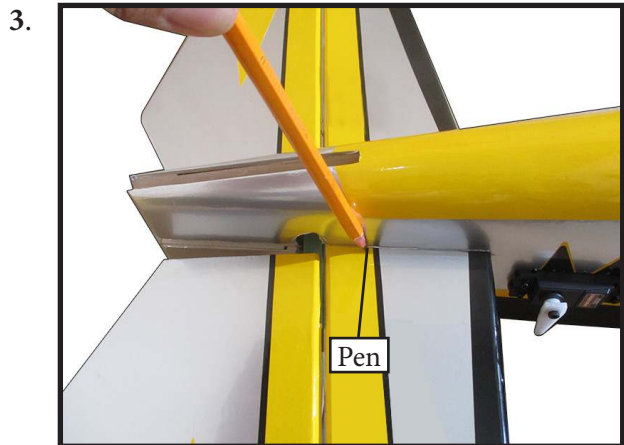


Using a modeling knife, carefully remove the covering at mounting slot of horizontal stabilizer (both side of fuselage).

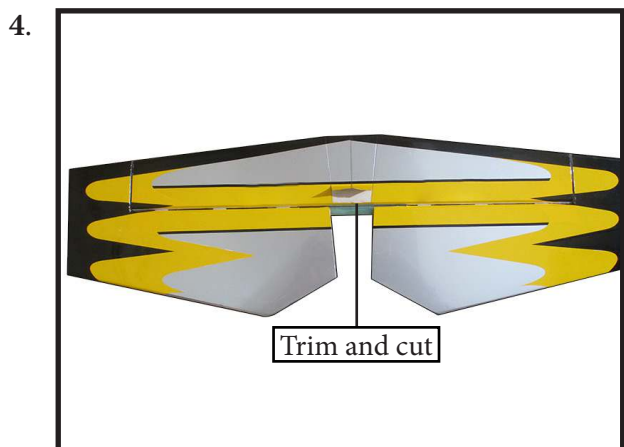
Slide the stabilizer into place in the precut slot in the rear of the fuselage. The stabilizer should be pushed firmly against the front of the slot.




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.

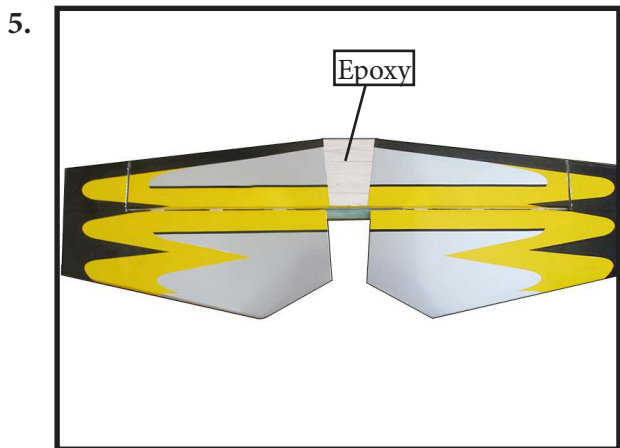


Remove the stabilizer. Using the lines you just drew as a guide, carefully remove the covering from between them using a modeling knife.



 *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.*

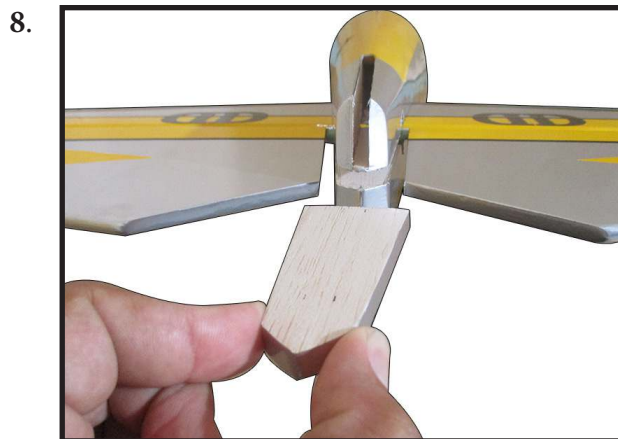
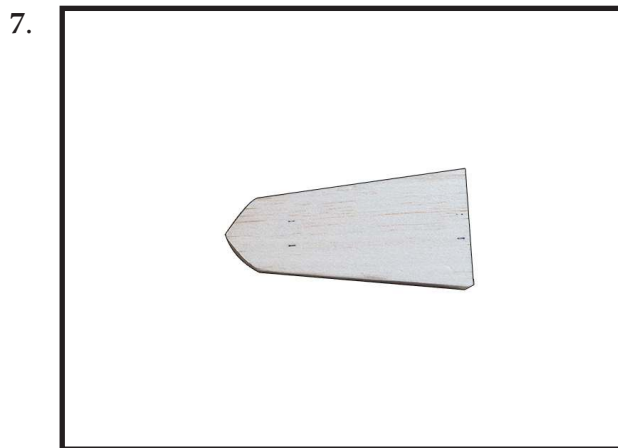
Using a modeling knife, carefully remove the covering that overlaps the stabilizer mounting platform sides in the fuselage. Remove the covering from both the top and the bottom of the platform sides.



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.



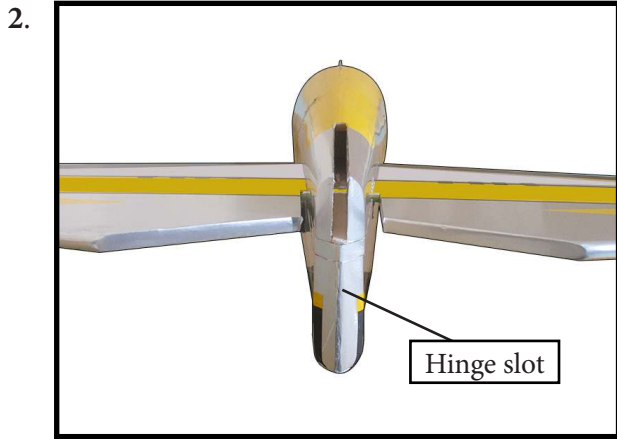
After the epoxy has fully cured, remove the masking tape or T-pins used to hold the stabilizer in place. Carefully inspect the glue joints. Use more epoxy to fill in any gaps that may exist that were not filled previously and clean up the excess using a paper towel and rubbing alcohol.



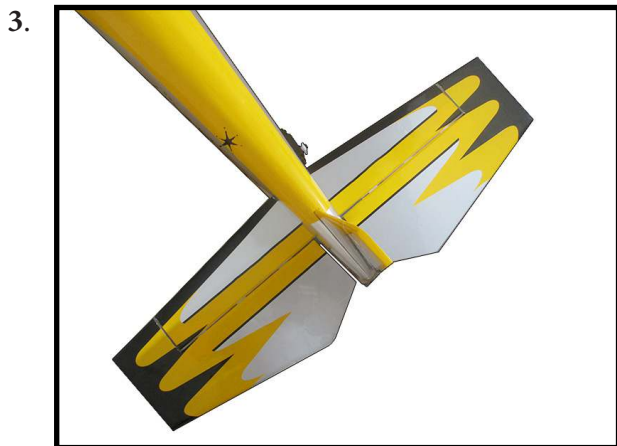
VERTICAL STABILIZER INSTALLATION



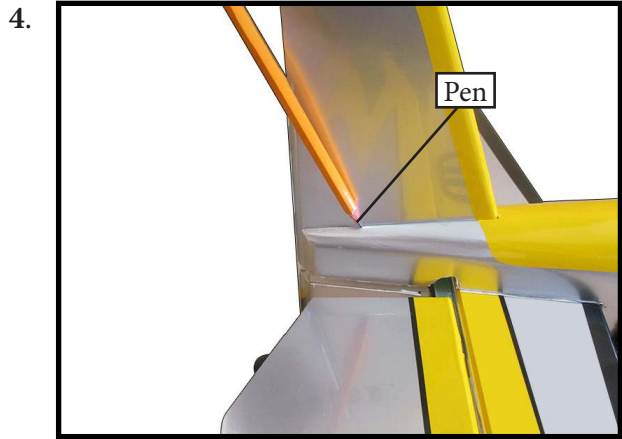
Using a modeling knife, remove the covering from over the precut hinge slot cut into the lower rear portion of the fuselage. This slot accepts the lower rudder hinge.



Slide the vertical stabilizer into the slot in the top of the fuselage. The rear edge of the stabilizer should be flush with the rear edge of the fuselage and the lower rudder hinge should engage the precut hinge slot in the lower fuselage. The bottom edge of the stabilizer should also be firmly pushed against the top of the horizontal stabilizer.




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.

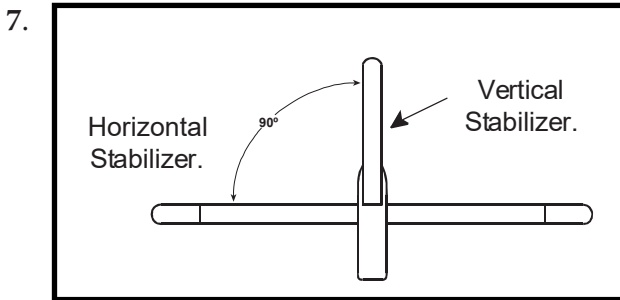


Remove the stabilizer. Using a modeling knife, remove the covering from below the lines you drew.

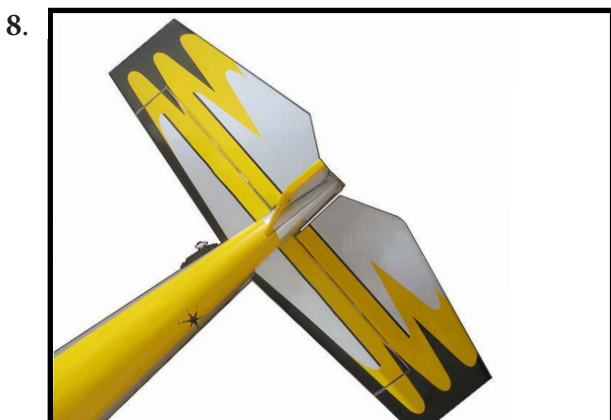


 When cutting through the covering to remove it, cut with only enough pressure to only cut through the covering itself. Cutting into the balsa structure may weaken it.

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

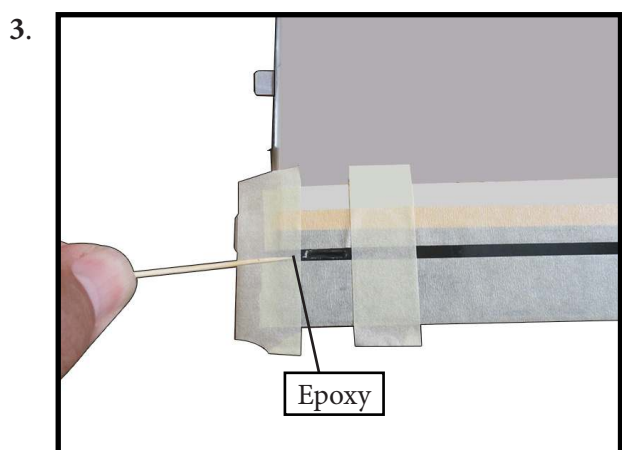
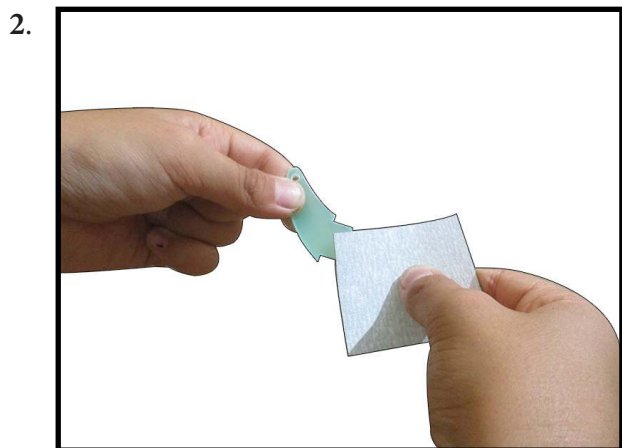
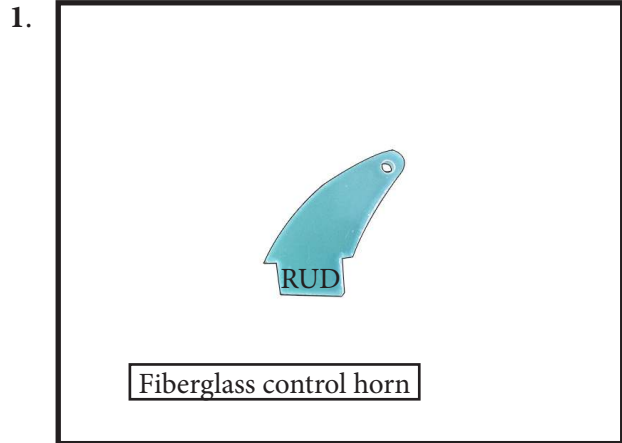


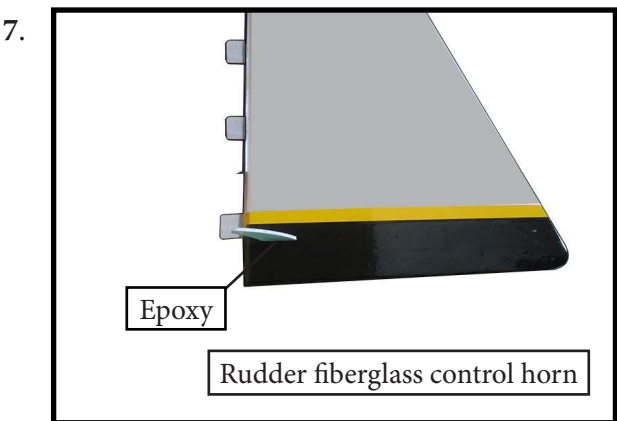
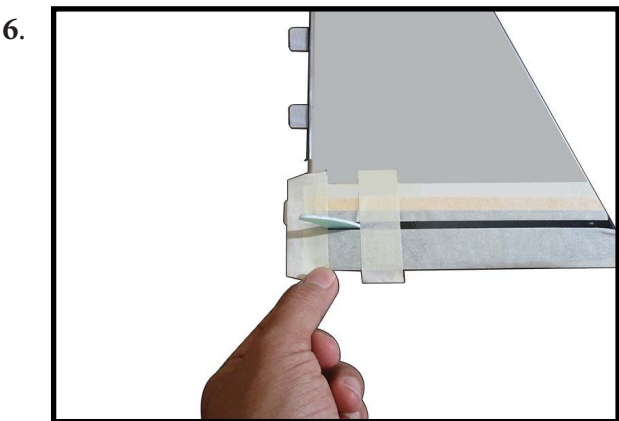
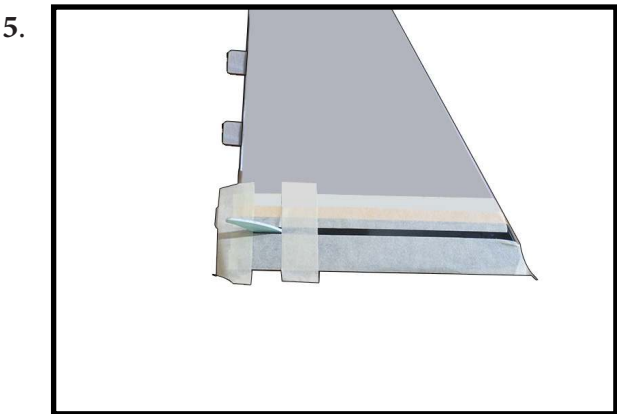
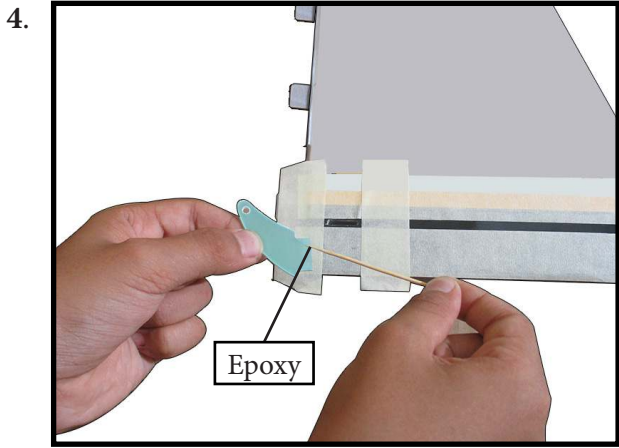
When you are sure that everything is aligned correctly, mix up a generous amount of Flash 30 Minute Epoxy. Apply a thin layer to the mounting slot and to bottom of the vertical stabilizer mounting area. Apply epoxy to the bottom and top edges of the filler block and to the lower hinge also. Set the stabilizer 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.



INSTALL RUDDER CONTROL HORN

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





TAIL - DRAGGER CONVERSION

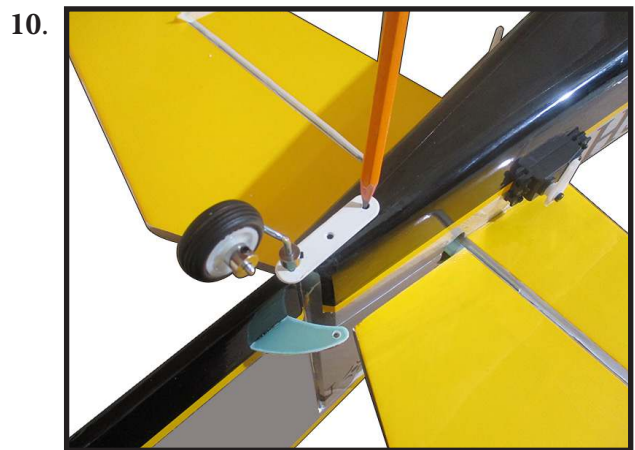
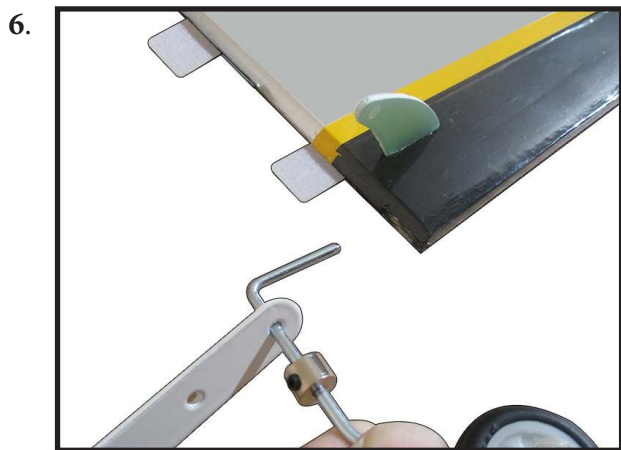
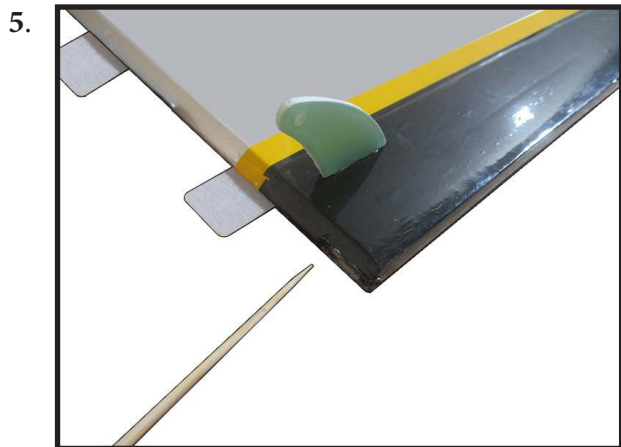
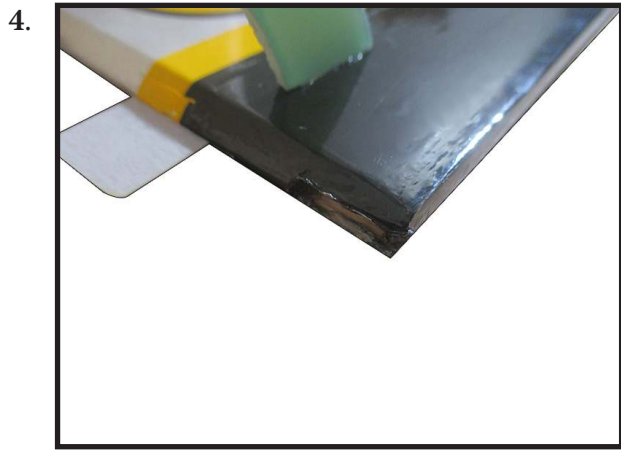
If you are installing the tail wheel bracket, follow the instructions below. If you have already installed the nose wheel assembly, please skip to hinging the rudder.



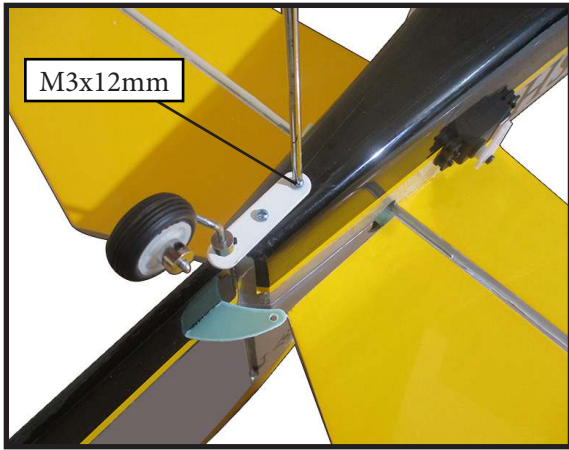
Test fit the tail gear to make sure that it fits properly. When you are happy with the fit, attach the tail gear using the two M3x20mm wood screws.

See below pictures how to assembly the tail- dragger conversion.

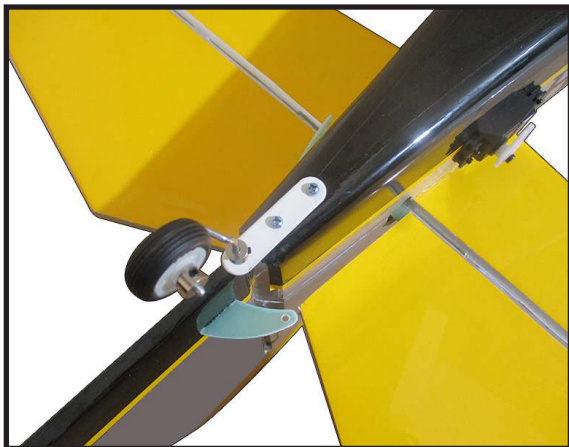




12.



13.



Hold the rudder in place and mark it where the music wire will enter. When you are happy with the fit, fill the hole with epoxy and use CA to glue in the rudder hinges.

14.

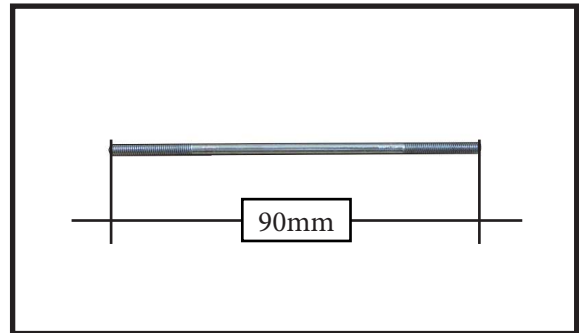


ELEVATOR PUSHROD INSTALLATION

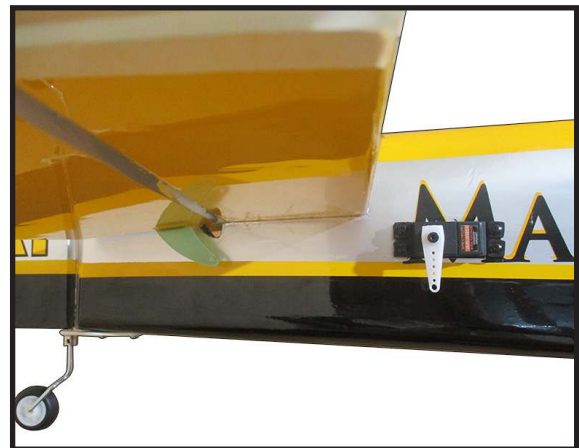
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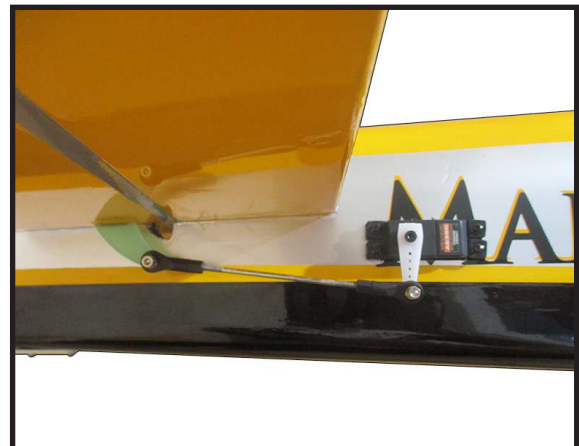
2.



3.

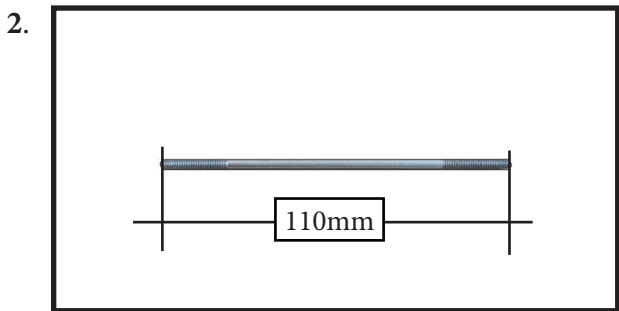


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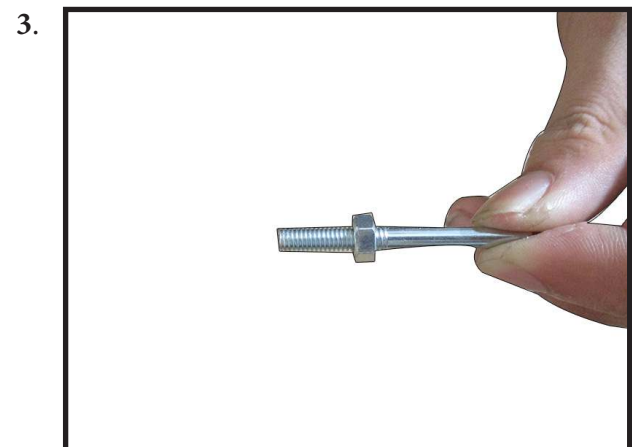
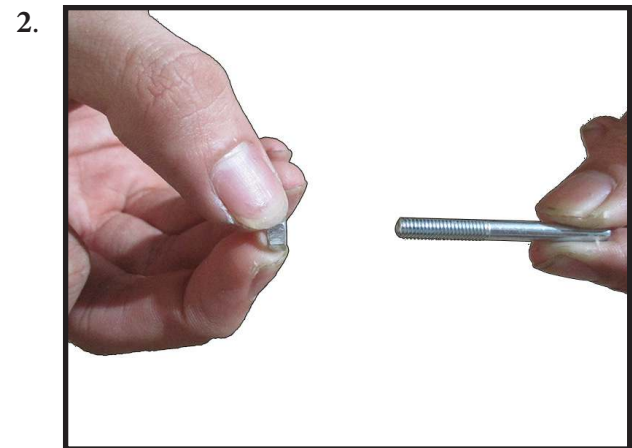
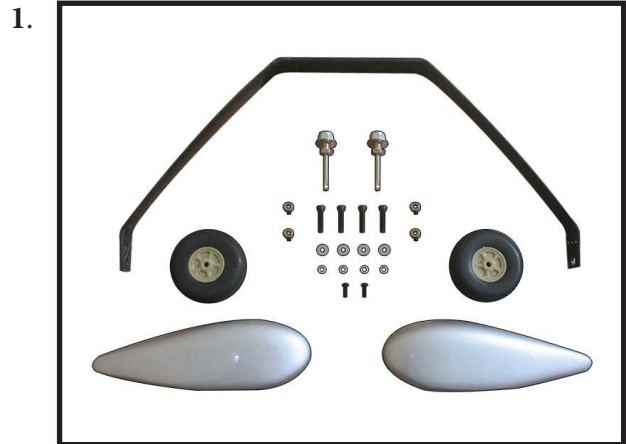
**RUDDER PUSHROD
INSTALLATION**

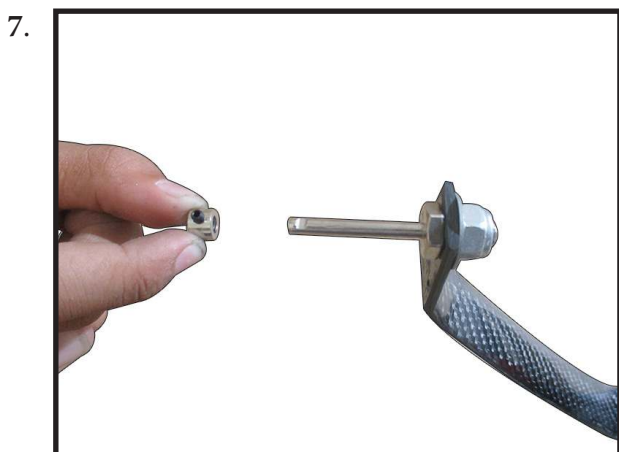
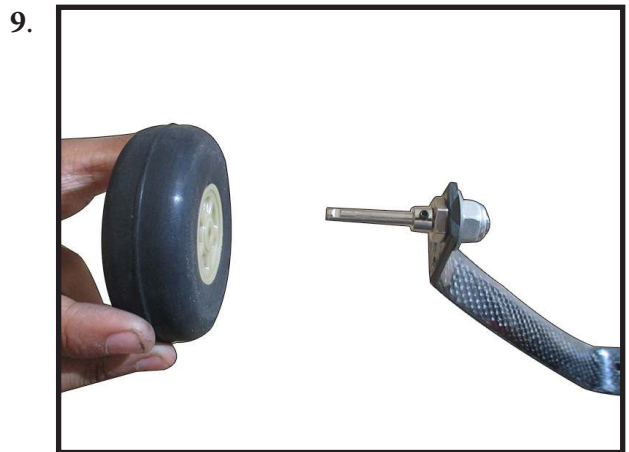
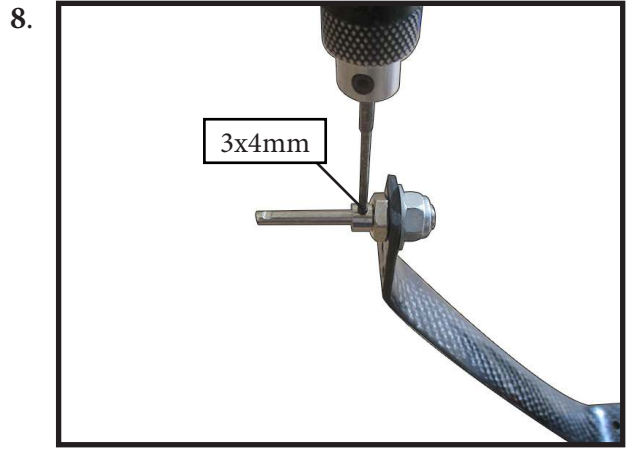
Locate items necessary to install rudder pushrod.

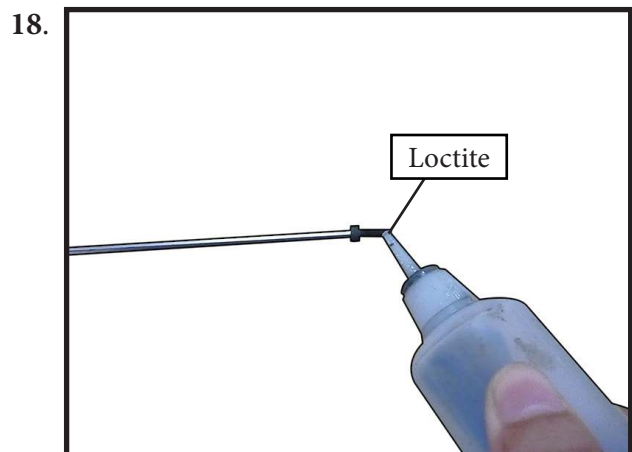
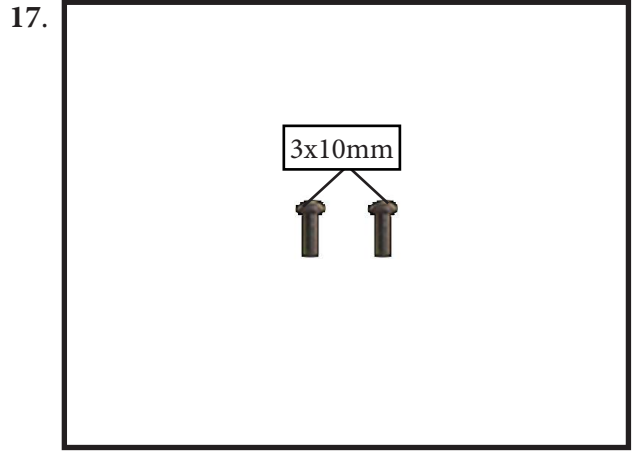
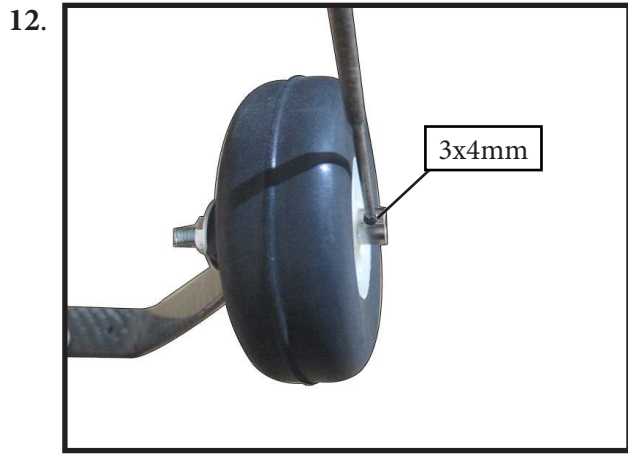


**INSTALLING THE MAIN LANDING
GEAR TO FUSELAGE**

Please study images below.



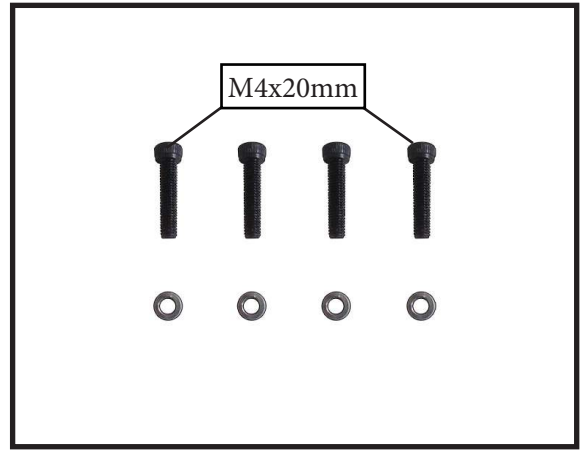




20.



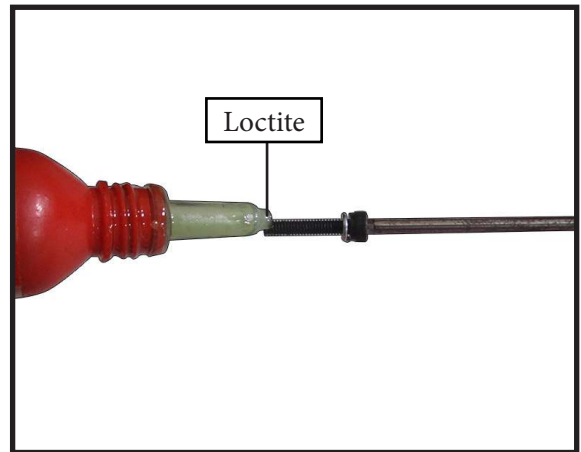
24.



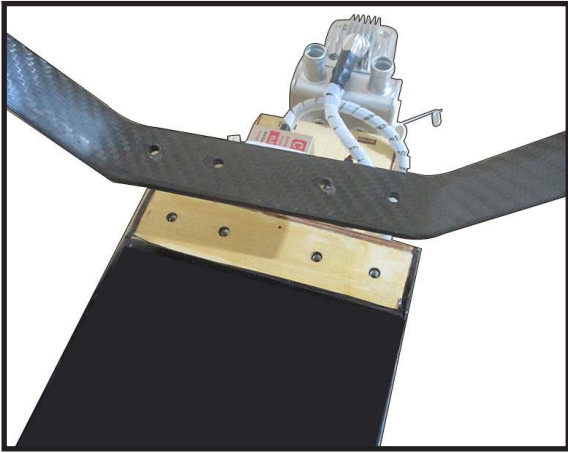
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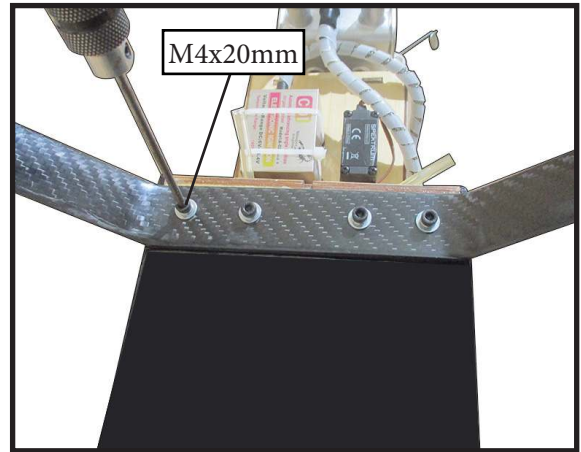
25.



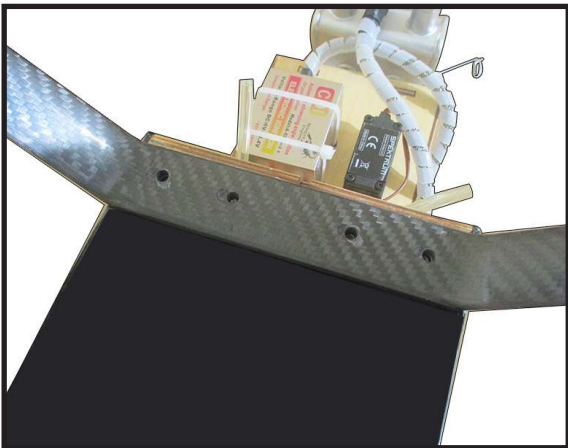
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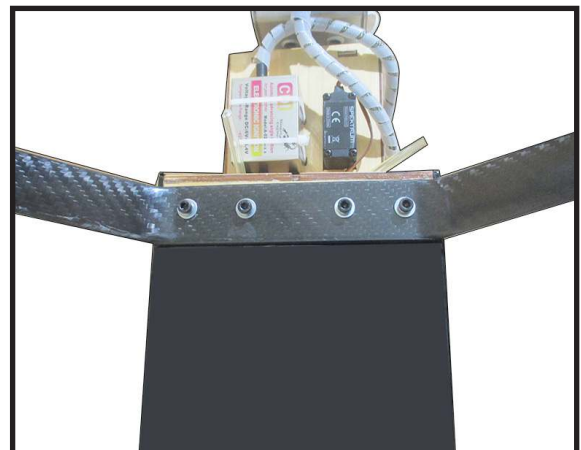
26.



23.



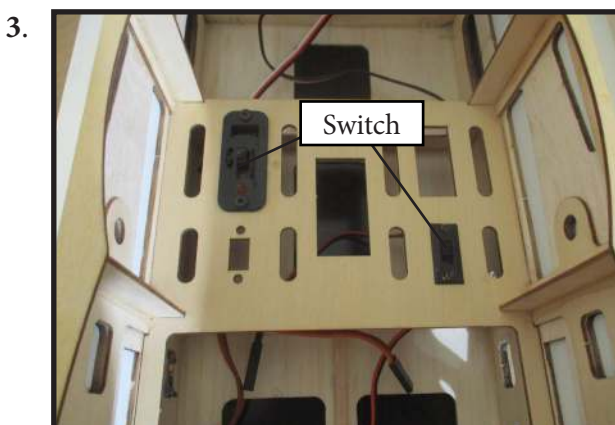
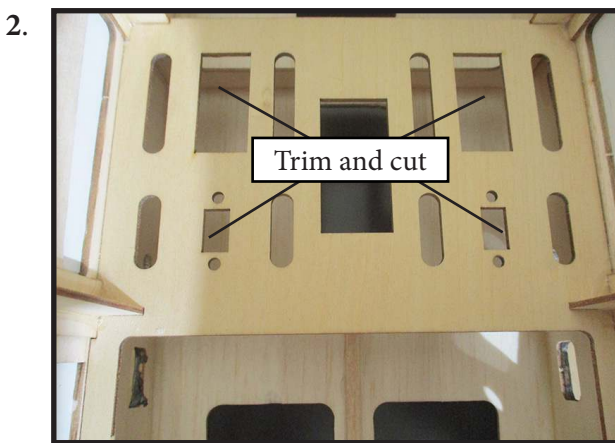
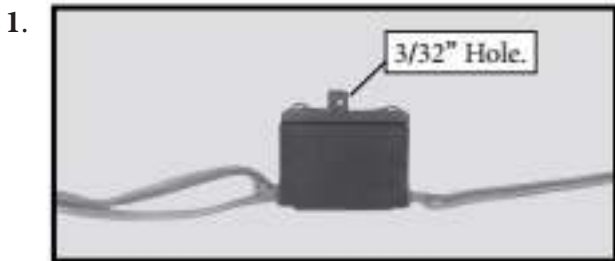
27.



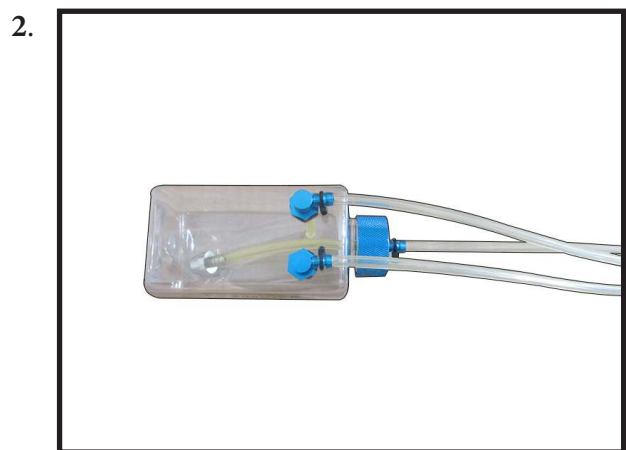


INSTALLING THE RECEIVER SWITCH

Install the switch into the precut hole in the side, in the fuselage.



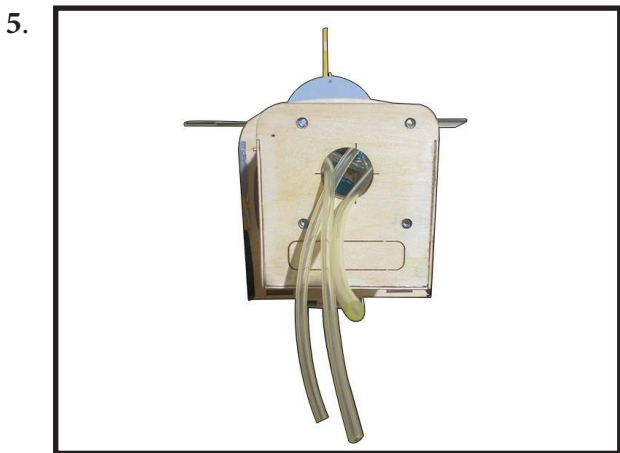
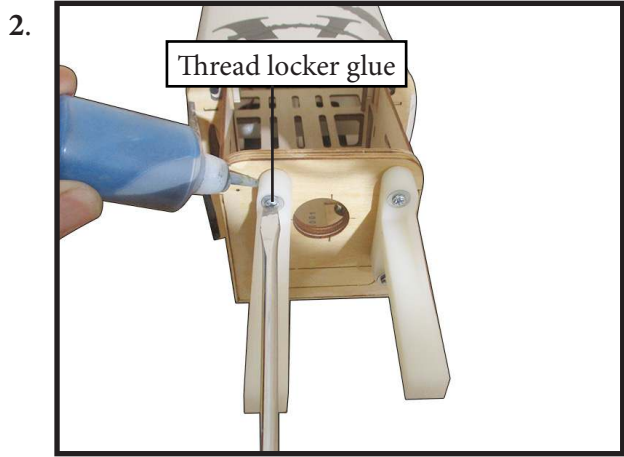
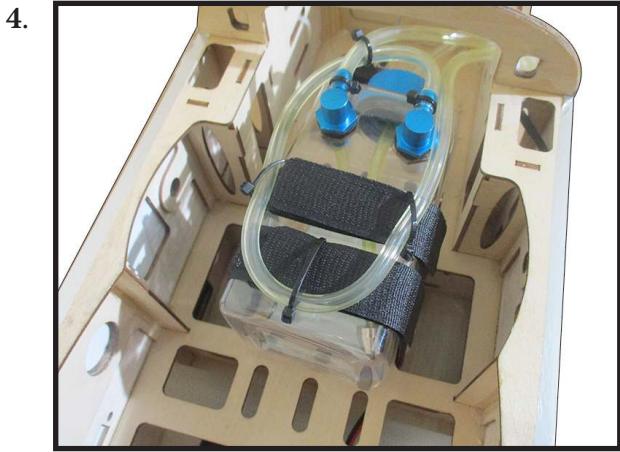
FUEL TANK INSTALLATION



***!** 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 firewall.



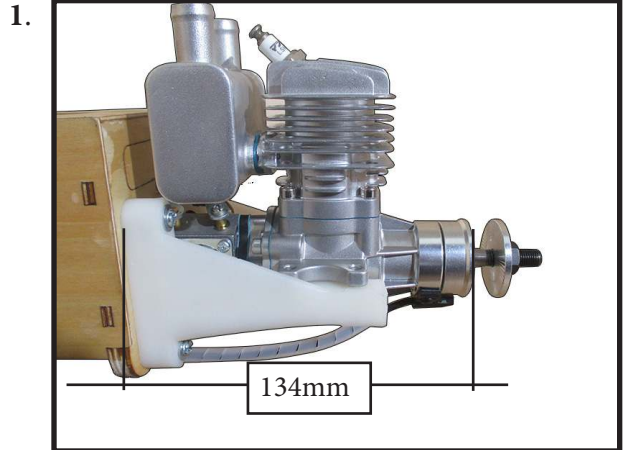
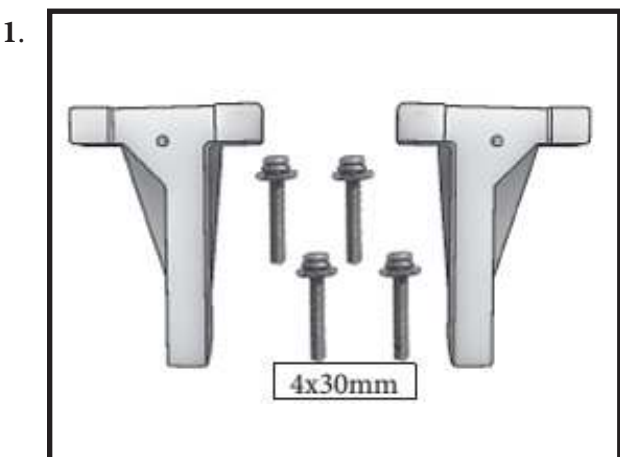


ENGINE MOUNT INSTALLATION

MOUNTING THE ENGINE

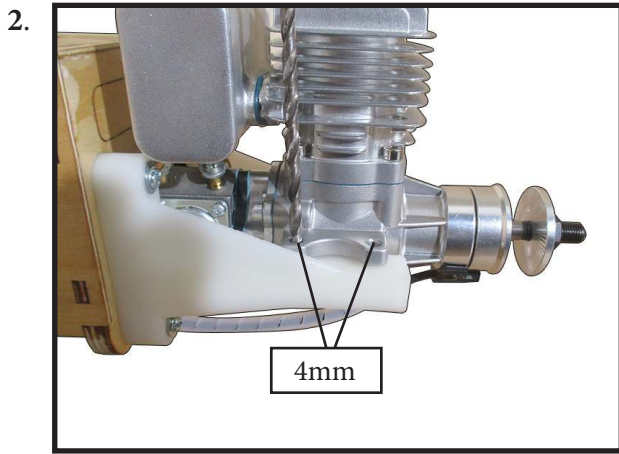
Locate the items necessary to install the engine mount included with your model.

Position the engine with the drive washer (145mm) forward of the firewall as shown.

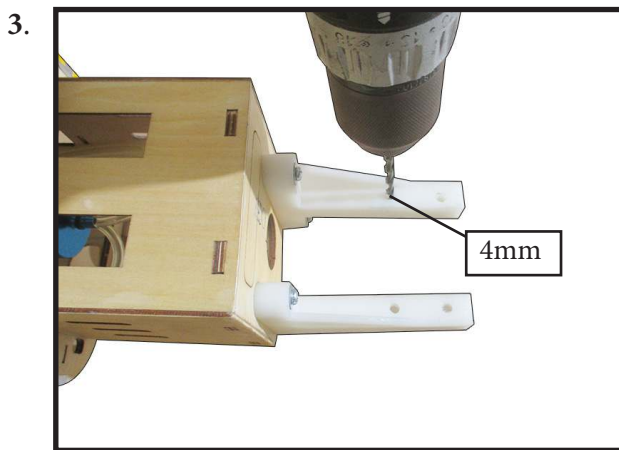


Use four 4x30mm head bolts and four 4mm washers to attach the engine mount rails to the firewall. Tighten the screws. Make sure to use threadlock on the screws to help prevent them from vibrating loose.

Use a pin drill and 4mm drill bit to drill a small indentation in the mount for the engine mounting screw.



Use a drill to drill the four holes in the engine mount rails.

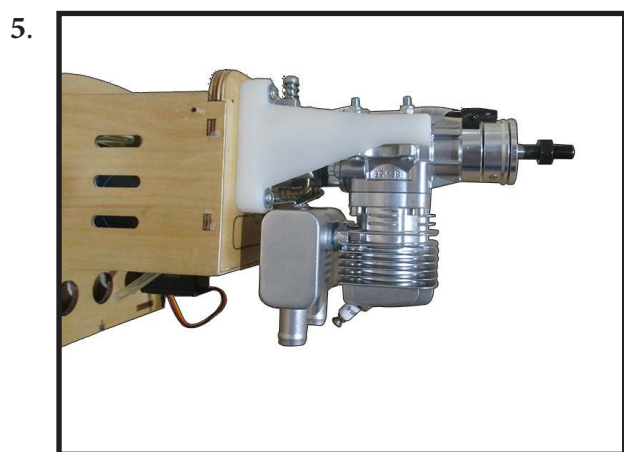
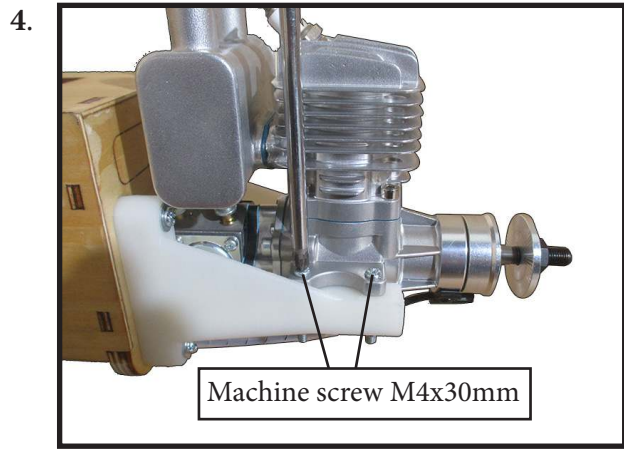


The fire wall has the location for the throttle pushrod tube (pre-drill).

Slide the pushrod tube in the firewall and guide it through the fuel tank mount. Use medium C/A to glue the tube to the firewall and the fuel tank mount.

Connect the Z-bend in the 450mm throttle pushrod to the outer hole of the carburetor arm.

Slide the throttle pushrod wire into the tube. Position the engine between the mounts. Use four M4x30mm machine screws to secure the engine to the mount as shown.

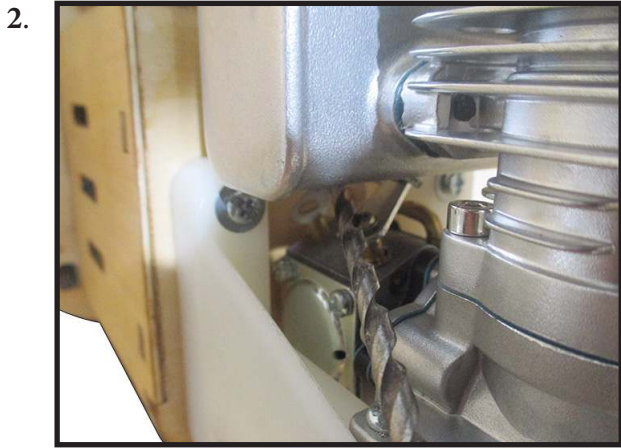


THROTTLE SERVO INSTALLATION

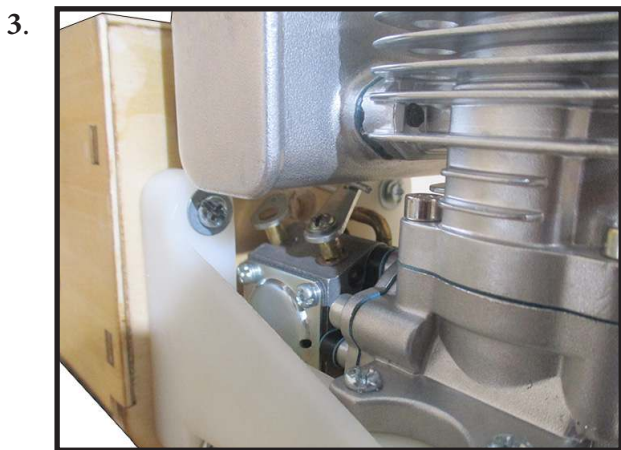


Use a 1/4” bit to drill a pushrod exit hole in the firewall in line with the engine carburetor throttle arm.

Assemble ball link to threaded end of pushrod.



Attach throttle pushrod to the carburetor throttle arm with the ball link.



Install adjustable servo connector in the servo arm as same as picture below:



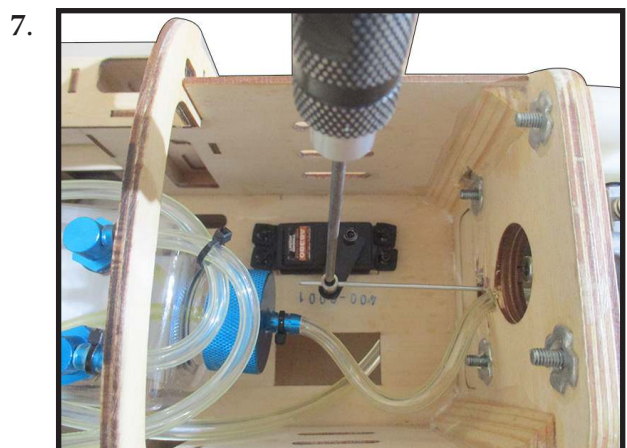
Install throttle servo into servo mounting tray.



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.

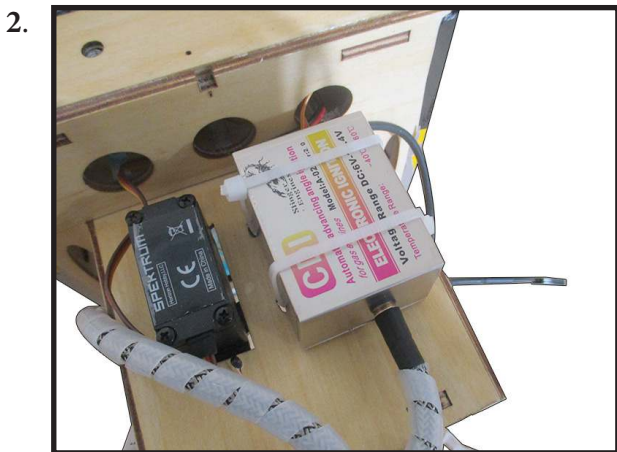
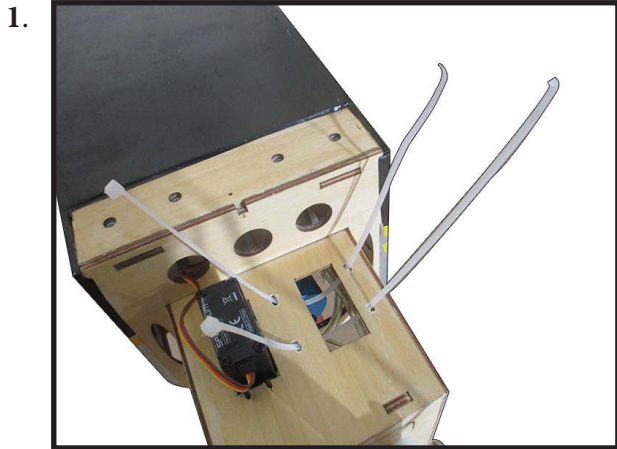


Move the throttle stick to the closed position and move the carburetor to closed. Use a 2.5mm hex wrench to tighten the screw that secures the throttle pushrod wire. Make sure to use threadlock on the screw so it does not vibrate loose.



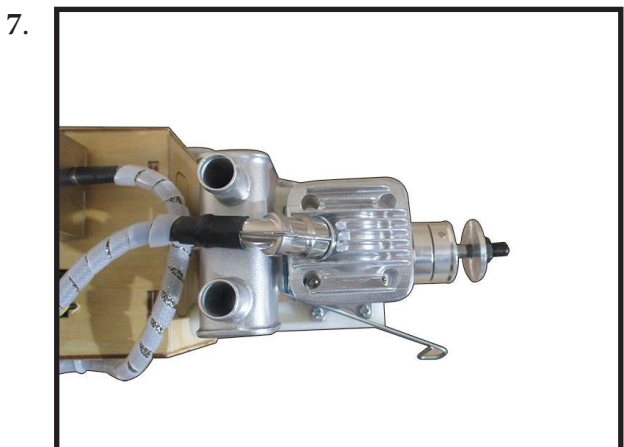
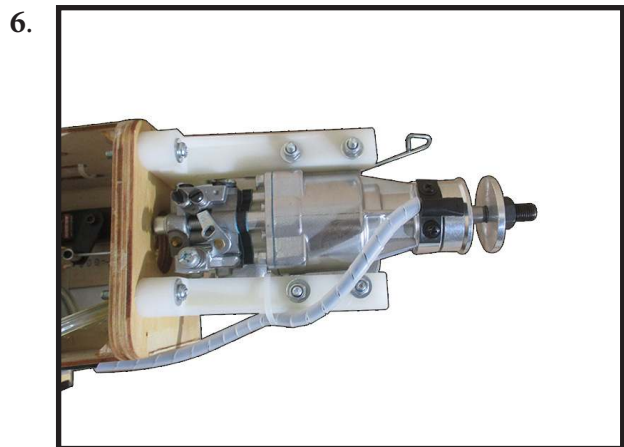
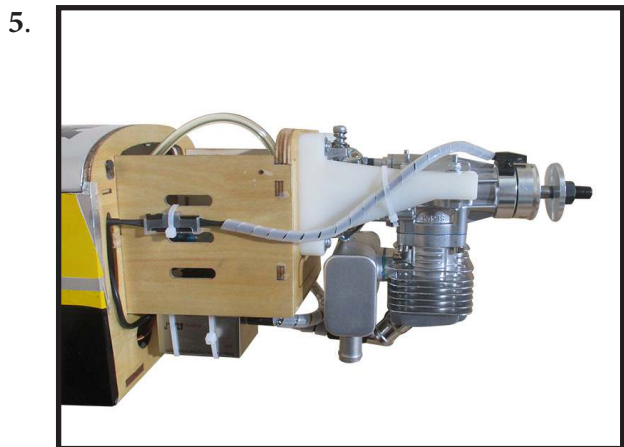
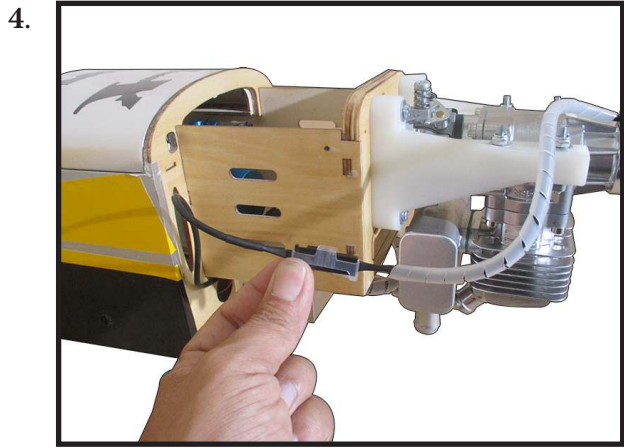
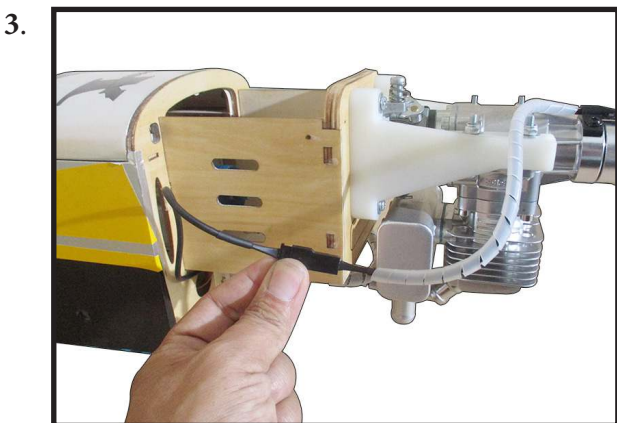
IGNITION INSTALLATION

I Thread nylon tie through mounting holes.



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.



COWLING

Please study images below.

1.



2.



3.

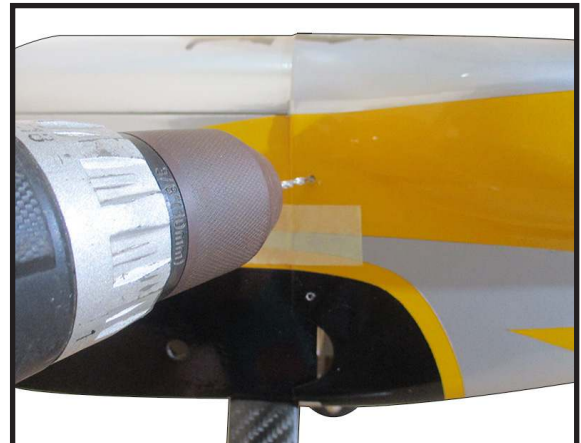


Install the muffler and muffler extension onto the engine and make the cutout in the cowl for muffler clearance. Connect the fuel and pressure lines to the carburetor, muffler and fuel filter valve. Secure the cowl to fuselage using the M3x10mm socket head screws. Putting a small length of silicon fuel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

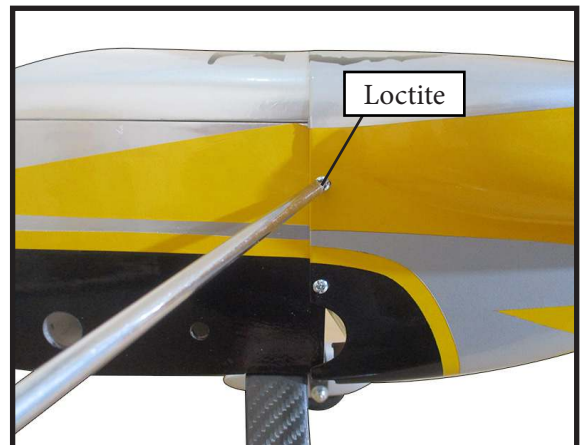
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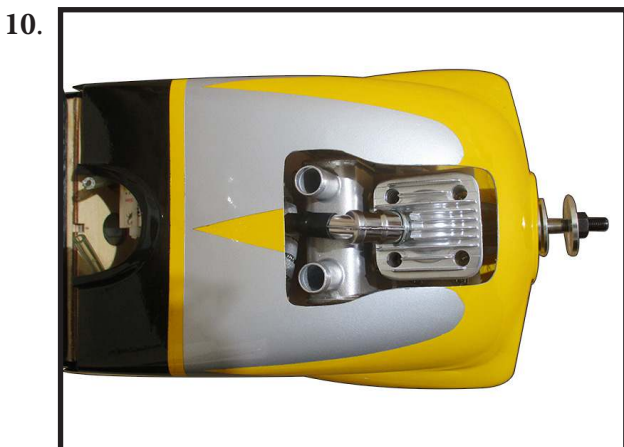
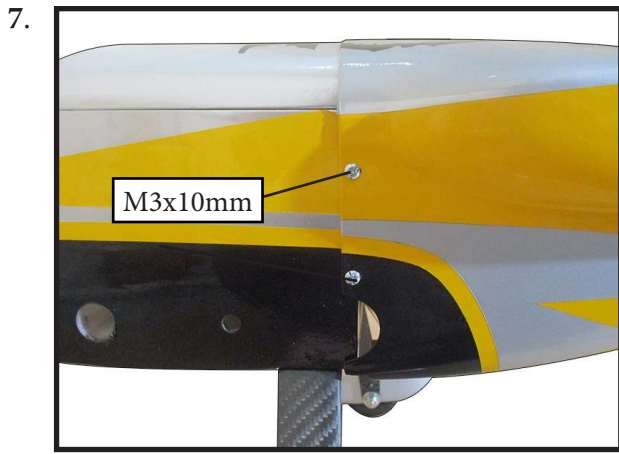


5.



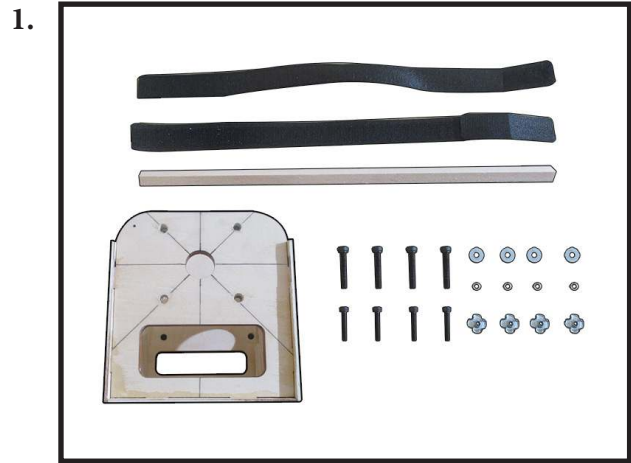
6.





ELECTRIC POWER CONVERSION

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



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

- **Motor: 1200-1500 Watts**
- **Propeller: 14x8 ~ 16x10**
- **ESC: 60A**
- **4S- 6S Lipo**

Attach the electric motor box to the firewall centered with the cross lines drawn on the electric motor box and firewall. Using M4x25mm to secure the motor box to the firewall. Please see pictures below.



3.



Attach the motor mount to the front of the electric motor box using four 4mm blind nut, four M4x25mm hex head bolts to secure the motor. Please see picture shown.

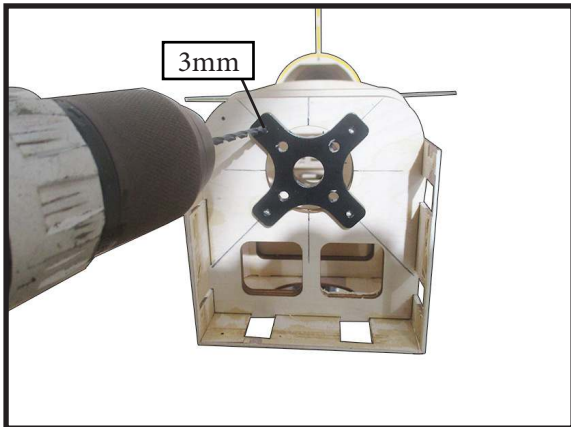
4.



5.



6.

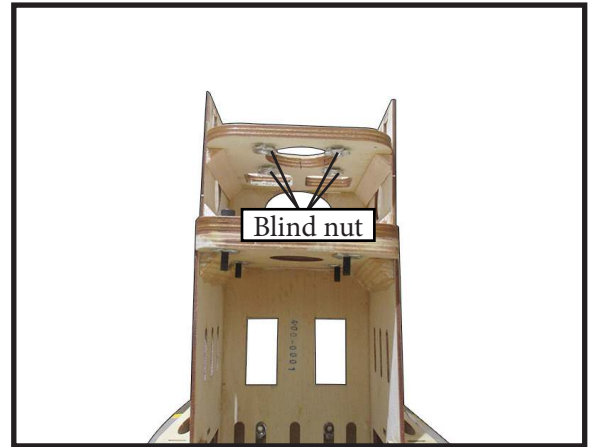


Then, use 3mm drill bit to enlarge the holes on the electric motor box.

7.

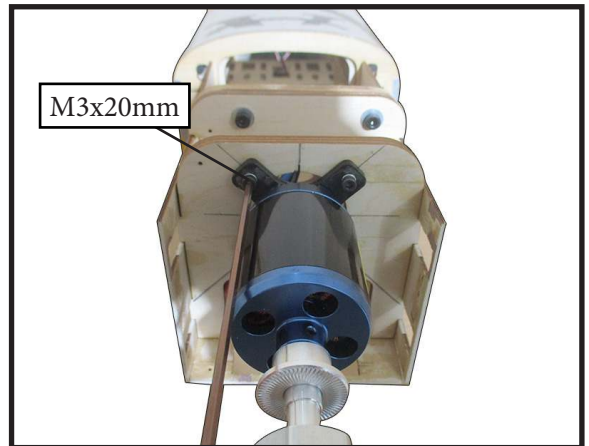


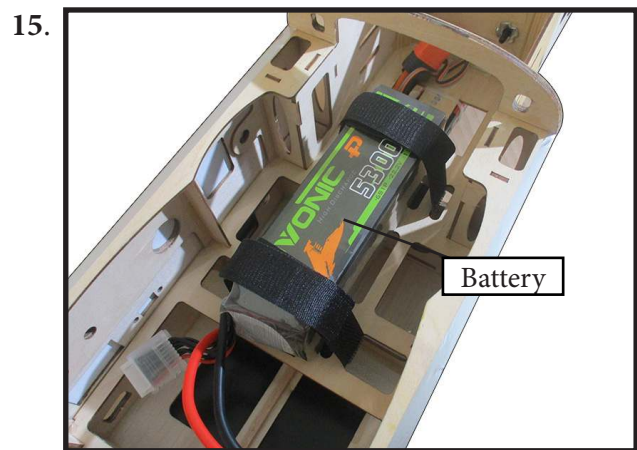
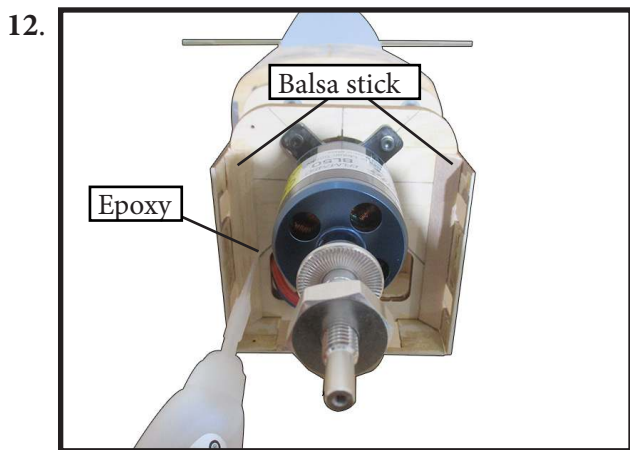
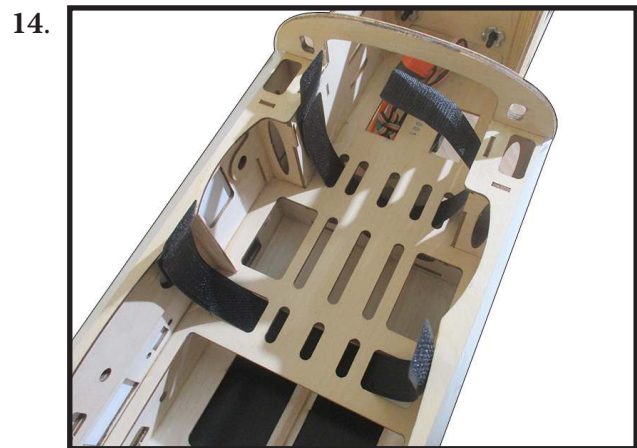
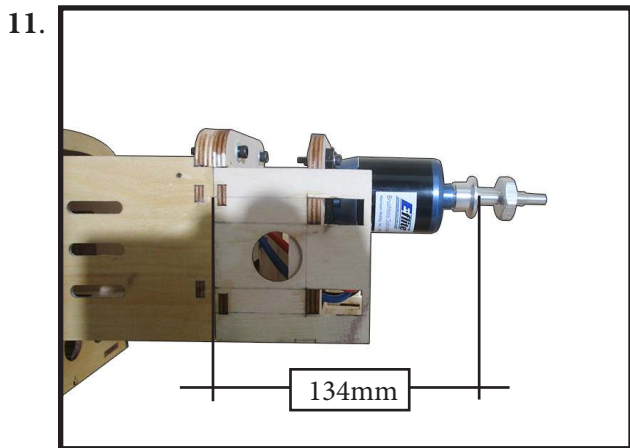
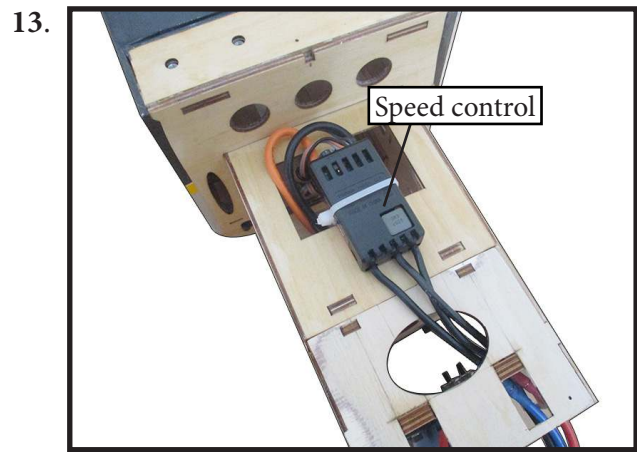
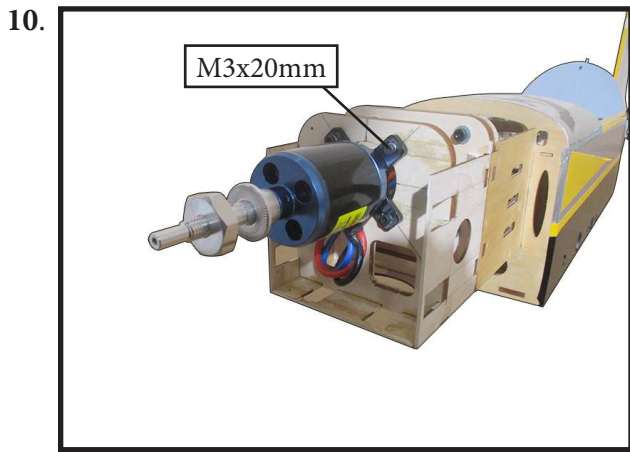
8.



Attach the motor to the front of the electric motor box using four 3mm blind nut, four M3x20mm hex head bolts to secure the motor. Please see picture shown.

9.

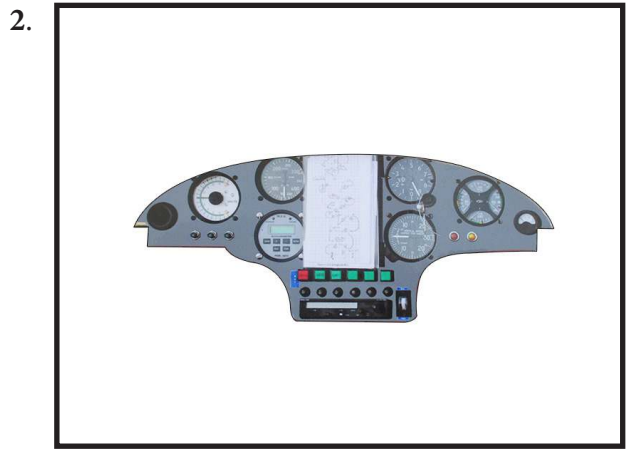
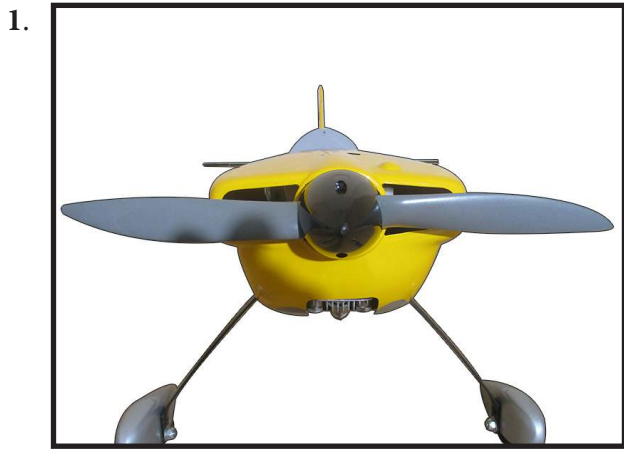





Attach the speed control to the side of the motor box using two-sided tape and tie wraps. Connect the appropriate leads from the speed control to the motor. Make sure the leads will not interfere with the operation of the motor.

INSTALLING THE SPINNER

Install the spinner backplate, propeller and spinner cone.

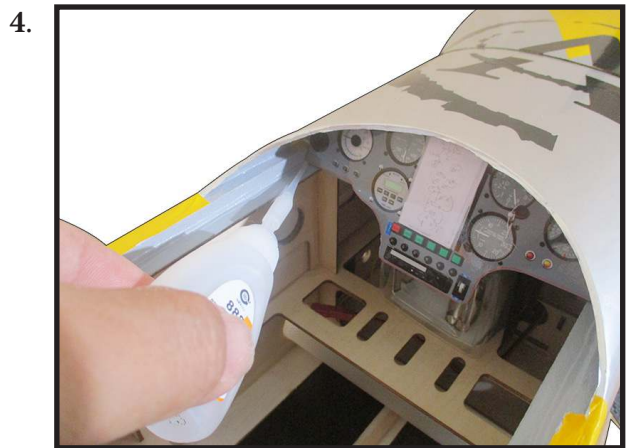


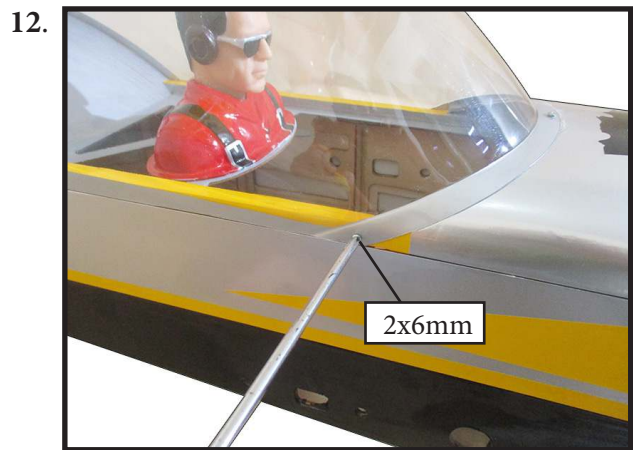
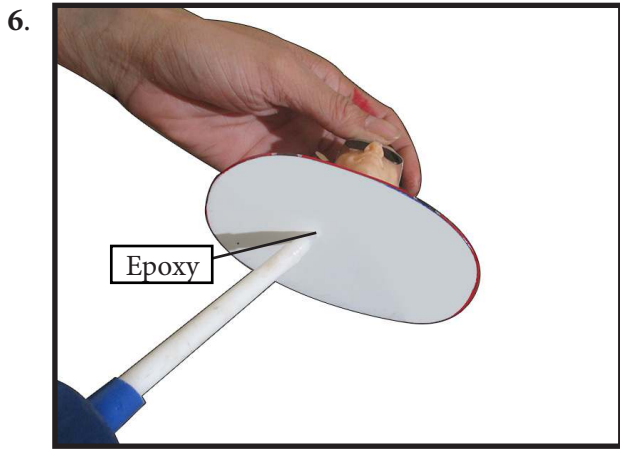
 The propeller should not touch any part of the spinner cone. If it does, use a sharp modeling knife and carefully trim away the spinner cone where the propeller comes in contact with it.



INSTALLATION COCKPIT, PILOT AND CANOPY

Locate items necessary to install.



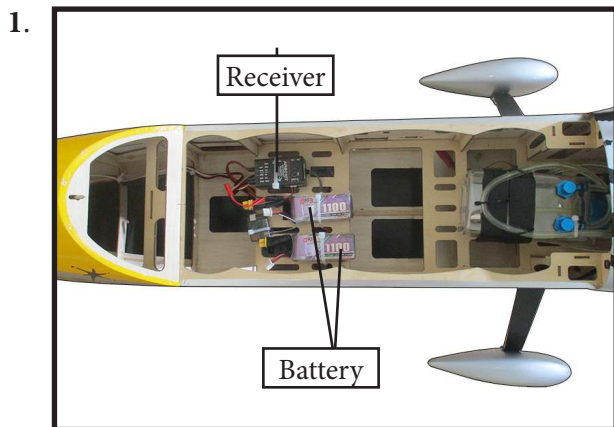


INSTALLING THE BATTERY-RECEIVER

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

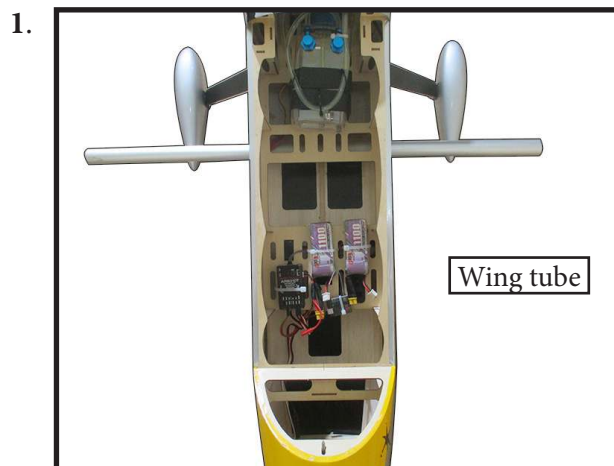
Wrap the receiver and battery pack in the protective foam rubber to protect them from vibration.

Route the antenna in the antenna tube inside the fuselage and secure it to the bottom of fuselage using a plastic tape.



ATTACHMENT WING - FUSELAGE

Attach the aluminium tube into fuselage.



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.

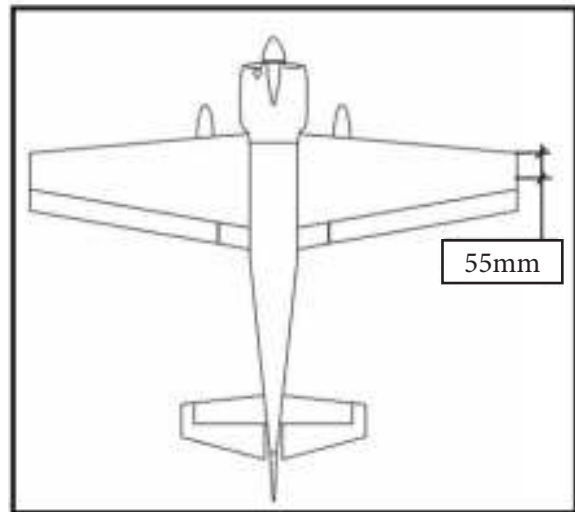
BALANCING

□1) It is critical that your airplane be balanced correctly. Improper balance will cause your plane to lose control and crash. The center of gravity is locate **55mm** back from the leading edge of the wing, measured at wing tip.

□2) If the nose of the plane falls, the plane is nose heavy. To correct this first move the battery pack further back in the fuselage. If this is not possible or does not correct it, stick small amounts of lead weight on the fuselage sides under the horizontal stabilizer. If the tail of the plane falls, the plane is tail heavy.

To correct this, move the battery and receiver forward or if this is not possible, stick weight onto the firewall. When balanced correctly, the airplane should sit level or slightly nose down when you lift it up with your fingers.

1.



CONTROL THROWS

□ 1) We highly recommend setting up the Cap 232 Aerobatics “ Make A Wish” ARF 10cc using the control throws listed at right. We have listed control throws for both Low Rate (initial test flying/ sport flying) and High Rate (aerobatic flying).

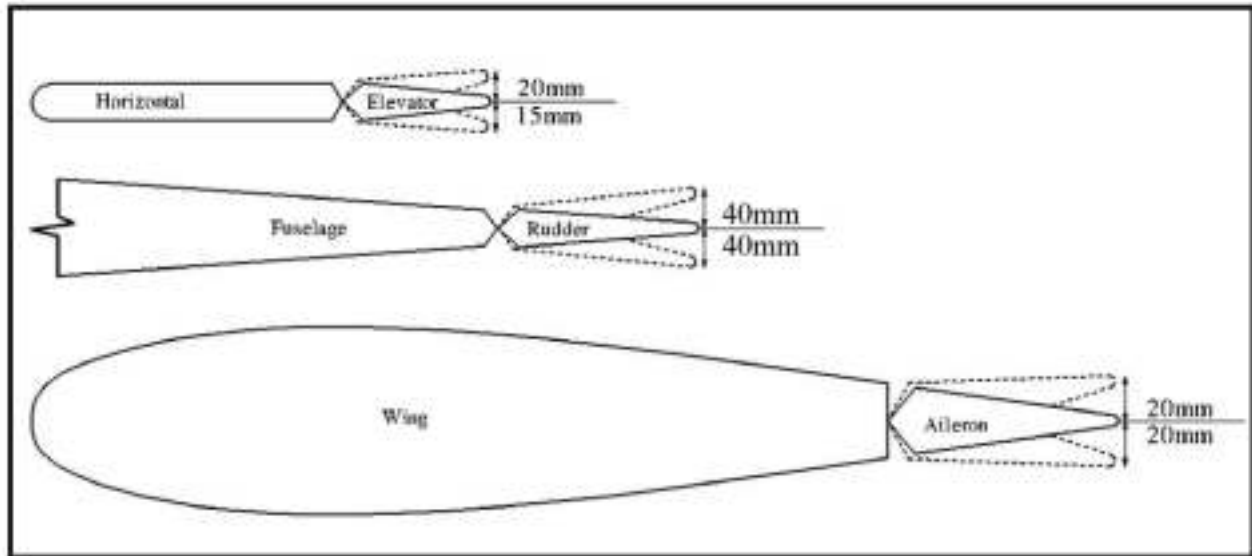
□ 2) Turn on the radio system, and with the trim tabs on the transmitter in neutral, center the control surfaces by making adjustments to the clevises or adjustable servo connectors. The servo arms should be centered also.

□ 3) When the elevator, rudder and aileron control surfaces are centered, use a ruler and check the amount of the control throw in each surface. **The control throws should be measured at the widest point of each surface!**

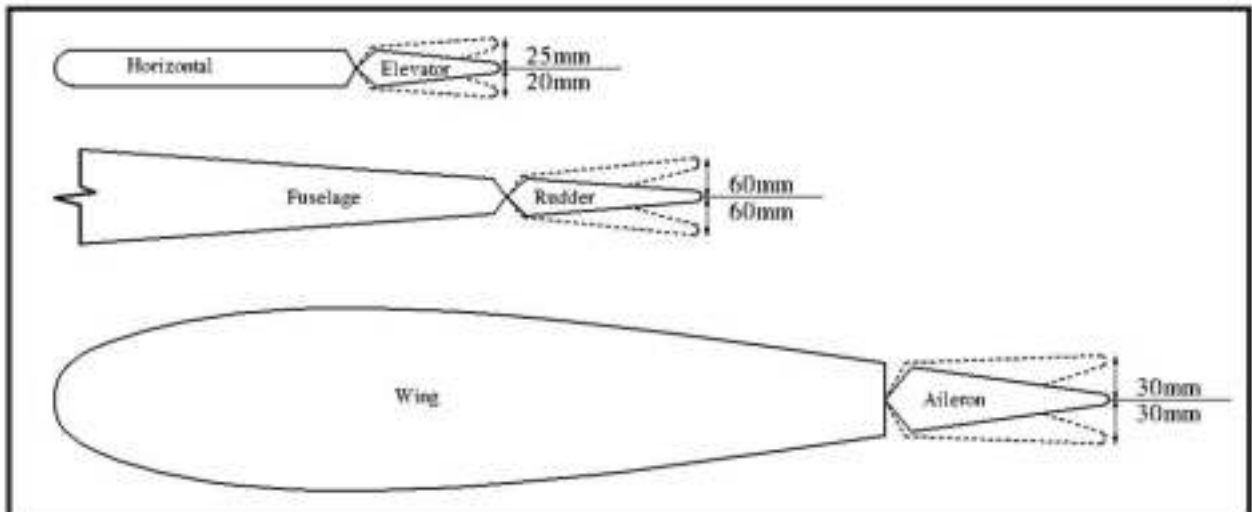
Do not use the aerobatic settings for initial test flying or sport flying.

□ 4) By moving the position of the adjustable control horn out from the control surface, you will decrease the amount of throw of that control surface. Moving the adjustable control horn toward the control surface will increase the amount of throw.

INITIAL FLYING



AEROBATIC FLYING



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 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 Cap 232 Aerobatics “ Make A Wish” ARF 10cc 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 Cap 232 Aerobatics “ Make A Wish” ARF 10cc.*

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

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