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F-16 Fighting Falcon

Instruction Manual



WARNING

A R/C model airplane is not a toy and is not suitable for flyer under 14 years old. Read the instructions carefully before any use. If you are a beginner, it is necessary to let an experienced airplane pilot assist you.

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1.BRIEF INTRODUCTION

Thank you for purchasing the“F-16”remote control model airplanes from sky flight hobby. in order to ensure your safety,please read the manual carefully before operating this manual.

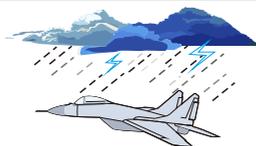
- F-16 is a jet plane with twin 70 EDF which suits for intermediate or senior aviators.
- In order to fly the F-16, please make sure you read through the instructions carefully before attempting to operate the model for the first time.
- If you have any questions in regarding to the safe operation, or possible precautions please call your local hobby shop for professional advice.
- Radio-controlled models are sophisticated hobby products. They must be operated with caution and common sense and requires some basic mechanical ability. Please always keep this instruction manual handy for quick references, even after completing the assembly.

2.SAFETY INSTRUCTIONS

Meaning of the icons

-  ● **WARNING!**: this symbol indicates where caution is essential to avoid injury to yourself or others .
-  ● **PROHIBITED:** this symbol points out actions that you should not do to avoid possible damage or accidents.

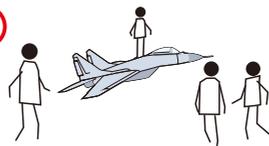
(1).Do not fly in thunderstorm, strong winds or bad weather.



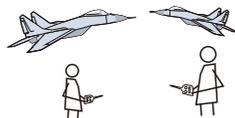
(2).Never fly the Model where are crowds of power lines overhead , automobiles or near highways , subways.



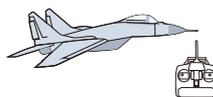
(3) .Never fly the Model where are crowds of people. Give yourself plenty of room flying ,as the plane can travel at a high rate of speed .Remember you are responsible for the safety of others.



(4) . Do not fly in where the same frequency model plane is flying nearby.



(5) . Make sure that the model as well as the control system is in the good state before the plane takes off.

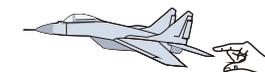


(6).Only use genuine accessories as replacement for damaged parts.



Accessories

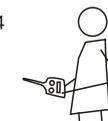
(7).Do not attempt to catch the model while flying.



(8).Not recommended for children under 14years old, Children under 14 years old should only operate this model under the guidance of a responsible adult.



-14



(9). As the product includes small and sharp parts,assemble and store this product only in places out of the reach of children.



(10). Do not direct your model towards spectators or towards you.



(11). Do not store this model in a high-temperature or humidity area or in direct sunlight.



Note: SHENZHEN LANXIANG MODEL AIRCRAFT CO.,LTD

will not take any responsibility for damage or accident caused by the improper use of this model.

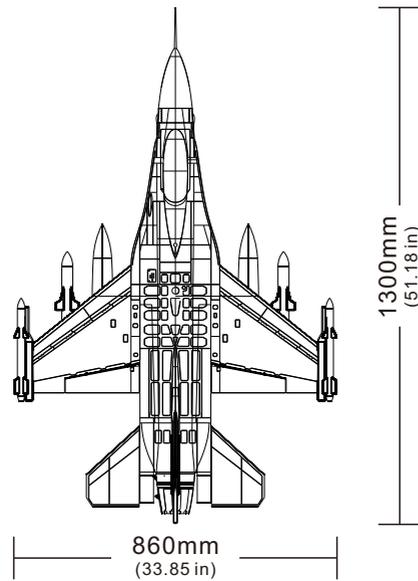
3.MAIN SPECIFICATIONS

(1).Specifications

Wingspan: 860mm (33.85in)
 Length: 1300mm (51.18 in)
 EDF Diameter: 70mm
 Thrust: ≥1300g(45.85 OZ)
 Flying weight: 1250g(44.09 OZ)
 Radio: 8CH RC
 9×Digital metal 17g servo
 Brushless motor: 2600KV
 Brushless ESC : Hobbywing 60A ESC
 Battery: 25C 18.5V 2200mAh

(2).Designing feature

1. Material : EPS foam
2. Painting : Grey and Orange
3. High simulation appearance
4. 360 degree full axis vector thrust
5. Removable missile
6. Hidden bombs cabin
7. High scale retractable landing gear
8. Improved retract doors
9. New vector thrust system (plastic ball socket design)
10. Can do all the 3D actions like real plane

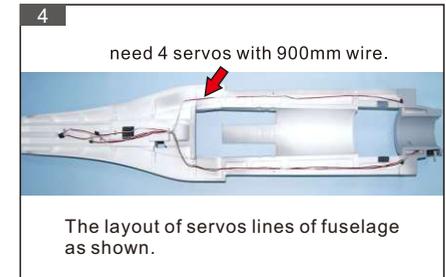
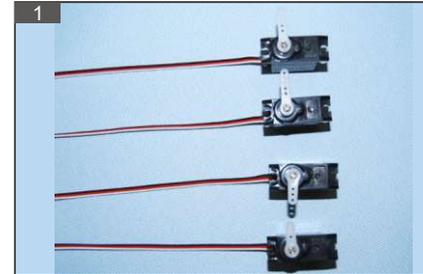


4.GENERAL VIEW



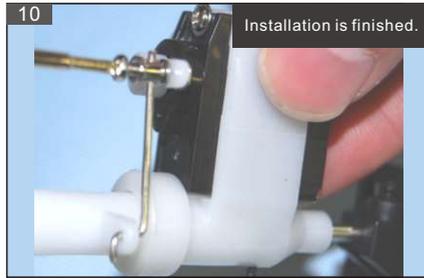
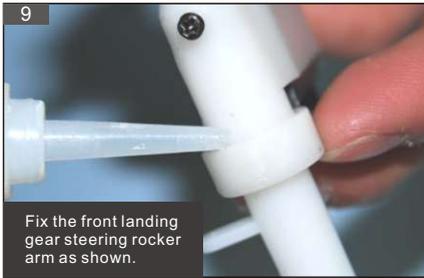
5.ASSEMBLY

(1).Fuselage servos Installation.(1-4)

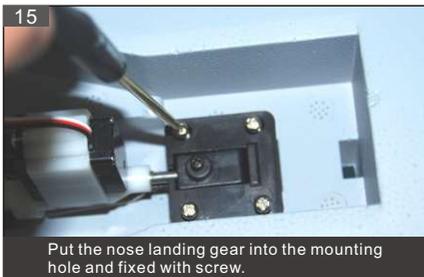


(2).Landing gear Servos Installation.(5-20)

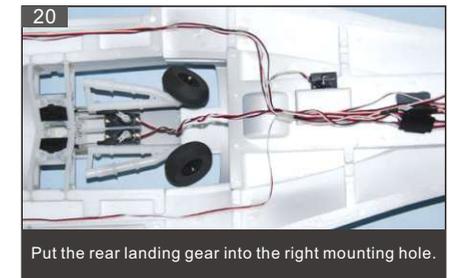
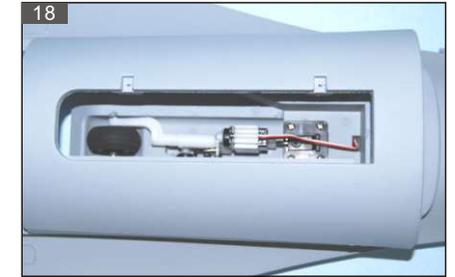




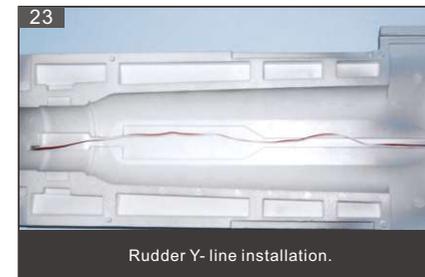
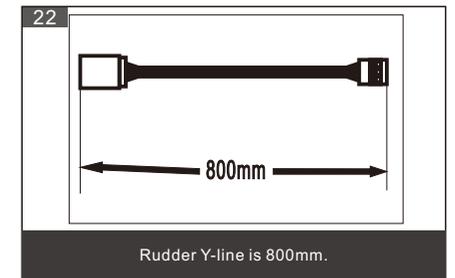
need 2 servos with 200mm wire for nose landing gear installation.
need 2 servos with 300mm wire for rear retracts installation,
reverse servos is on the right landing gear.

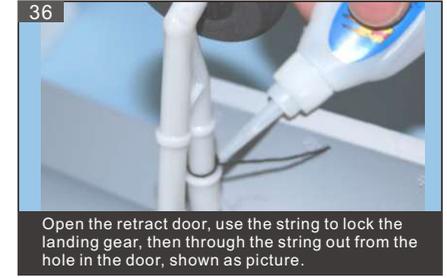
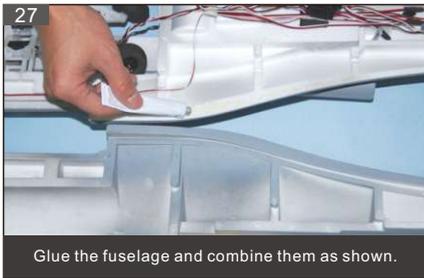
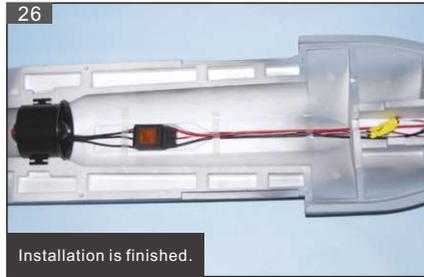


Glue the air intake foam parts then combine them.(17-18)

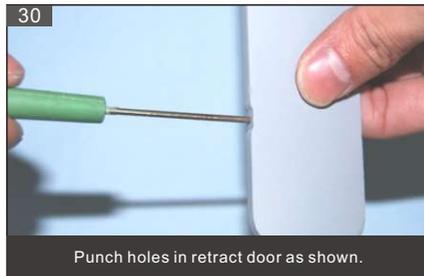


(3).Motor Installation & Fuselage Combination.(21-28)





(4).Landing gear door Installation & Testing. (29-38)



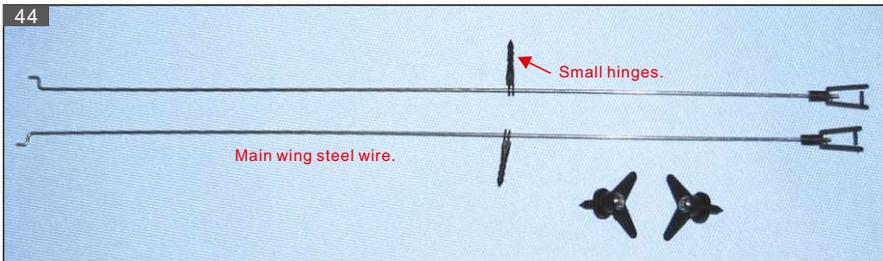
(5).Vector Vent Installation.(39-43)



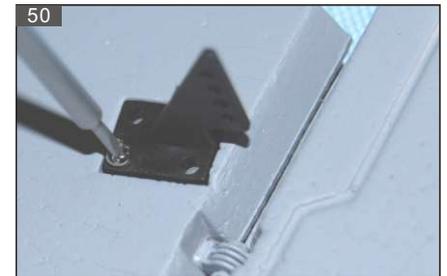
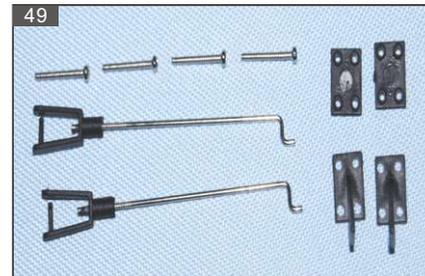
Glue the plastic vector and attach it with the foam nozzle.(41-42)



(6).Main wing & Elevator Installation.(44-58)



Using diagonal pliers to cut one side of the rocker arm in servo, then glue it and insert it into the mounting hole of fuselage.(45-50)



Glue the main wing as shown.

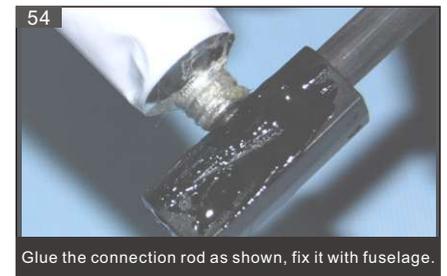


Install the push rod in main wing.

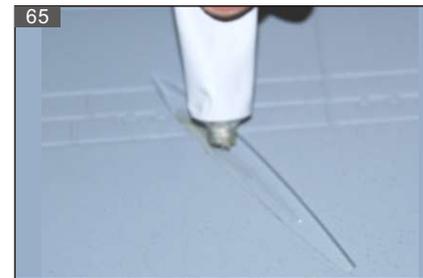
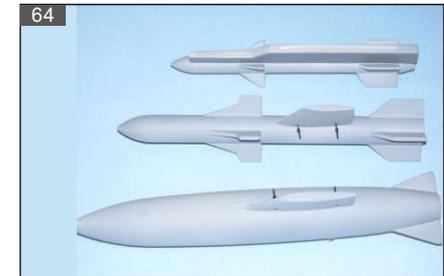


Fix screws as shown.

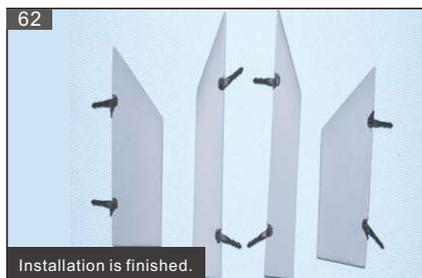
Elevator push rod & connection rod.



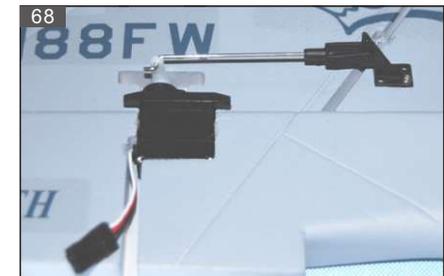
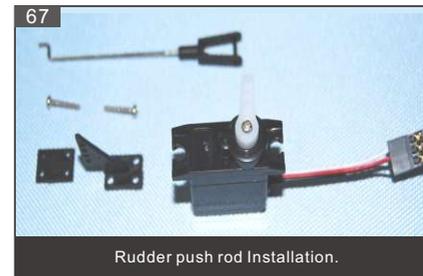
Glue the connection rod as shown, fix it with fuselage.



(7). Bombs Installation.(59-66)

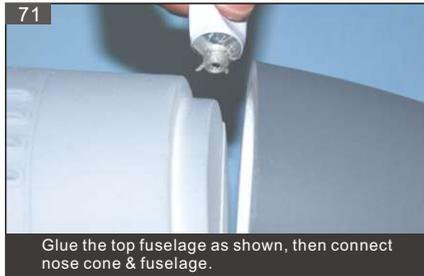


(8).Rudder Installation.(67-70)

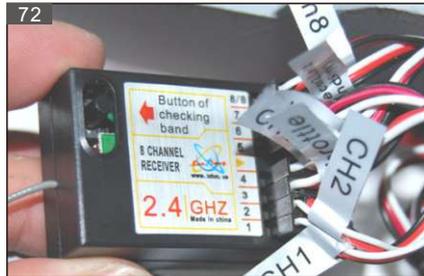


(9).The installation of nose cone, receiver, battery and canopy.(71-81)

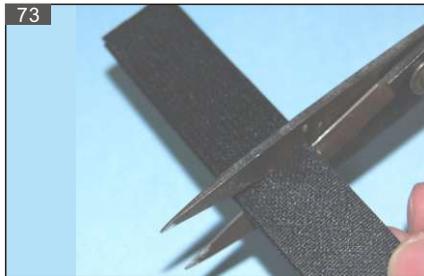
Confirm the right order of each channel as per The remote controller manual showed in Page #18.(72)



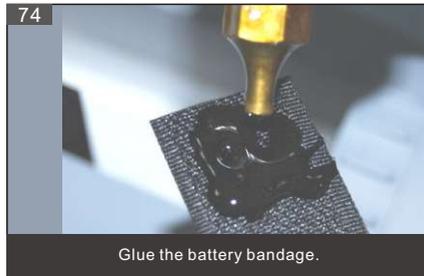
71
Glue the top fuselage as shown, then connect nose cone & fuselage.



72
Confirm the right order of each channel as per The remote controller manual showed in Page #18.(72)



73
Cut the battery bandage.



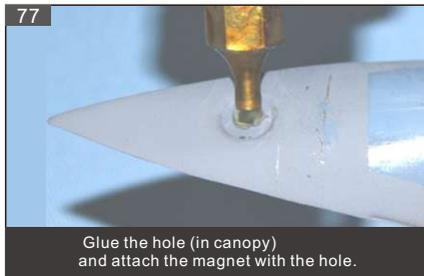
74
Glue the battery bandage.



75
Attach the battery bandage & foam parts.



76
Glue the hole (in fuselage) and attach the magnet with the hole.



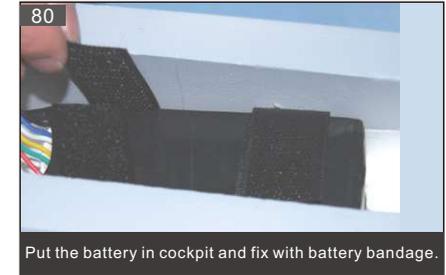
77
Glue the hole (in canopy) and attach the magnet with the hole.



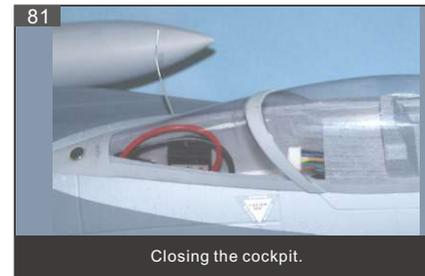
78
Glue the foam cockpit and attach it with the canopy.



79
Closing the cockpit.



80
Put the battery in cockpit and fix with battery bandage.

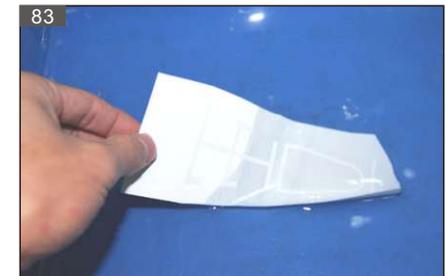


81
Closing the cockpit.

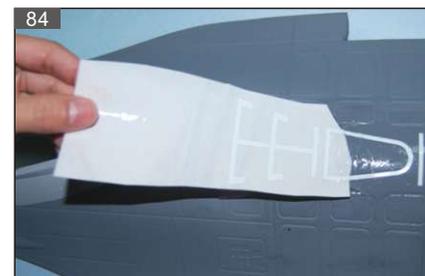
(10).Water Decal Installation.(82-89)



82
Select the water decal you want to use.



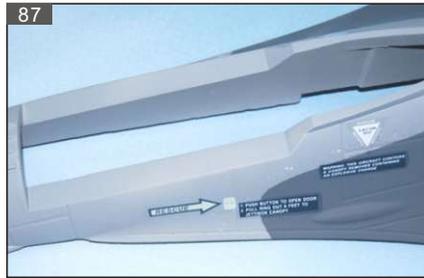
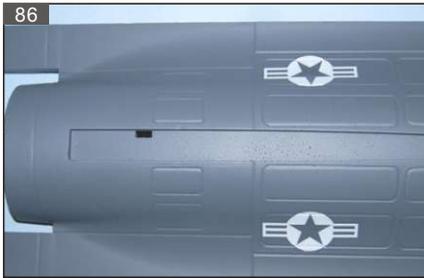
83
Peel the water decal from the backing paper.



84
Apply the water decal to the fuselage.

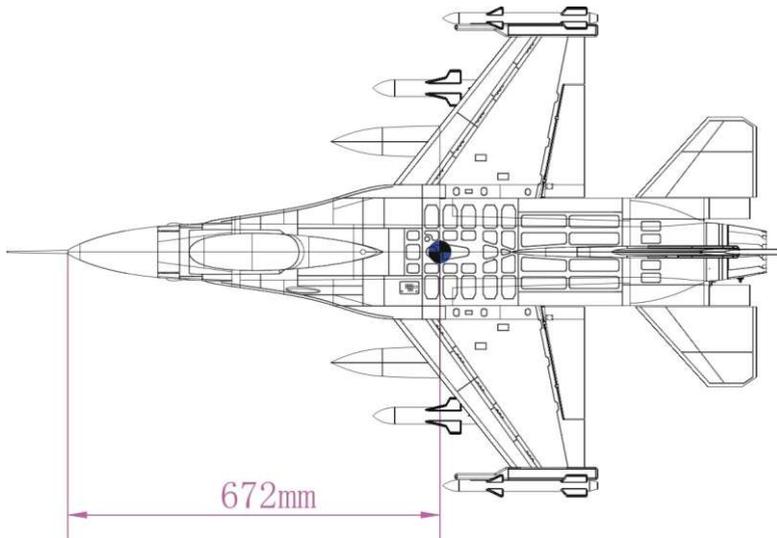


85
Apply the water decal to the canopy.



6. POSITION OF CG.

Check the aircraft center of gravity, wrong center of gravity will lead to failure fly. (Please refer to the following photo to check CG.)



7. TRANSMITTER (REMOTE CONTROL) INSTRUCTIONS

- A** Vector switch
- B** Mix switch
- C** Retract switch
- D** Flap switch
- E** Dual rates servo switch
- F** Mode 2: Throttle & Rudder stick (throttle: up/down, rudder: left/right)
- G** Mode 2: Aileron & Elevator stick (aileron: left/right, elevator: up/down)



"A" as labeled on transmitter (Vector switch) for turning Vector On/Off.
 "B" as labeled on transmitter (Mix switch) for mixing/unmixing channels 1 and 2.

To mix channels 1 and 2, sync channel 8 with 4 and sync channel 7 with 2: switch "A" on, "C" to mixed mode, and then turn on transmitter. After transmitter is turned on, switching "A" will toggle Vector On/Off.

Receiver Diagram



- CH8: Vector 1(left / right)
- CH7: Vector2(up / down)
- CH6: Flap
- CH5: Retracts
- CH4: Rudder
- CH3: Throttle
- CH2: Elevator
- CH1: Aileron

Binding instructions

1. Insert eight AA batteries into the transmitter (remote control).
 2. Press and hold the "Bind Button" on the receiver.
 3. Connect the battery to the ESC of the plane (The receiver should already been connected to the aircraft.)
 4. Release "Bind Button" and small LED around the button will flash.
 5. Turn on transmitter (remote control). LED on transmitter will briefly flash.
- When the transmitter LED and the receiver LED goes solid, then the bind process is complete; if not, repeat the steps above.

The radio system has already been bound by the manufacturer and the connection should have been already established. You do not need to bind the radio system (syncing the transmitter to the receiver) unless it is necessary.

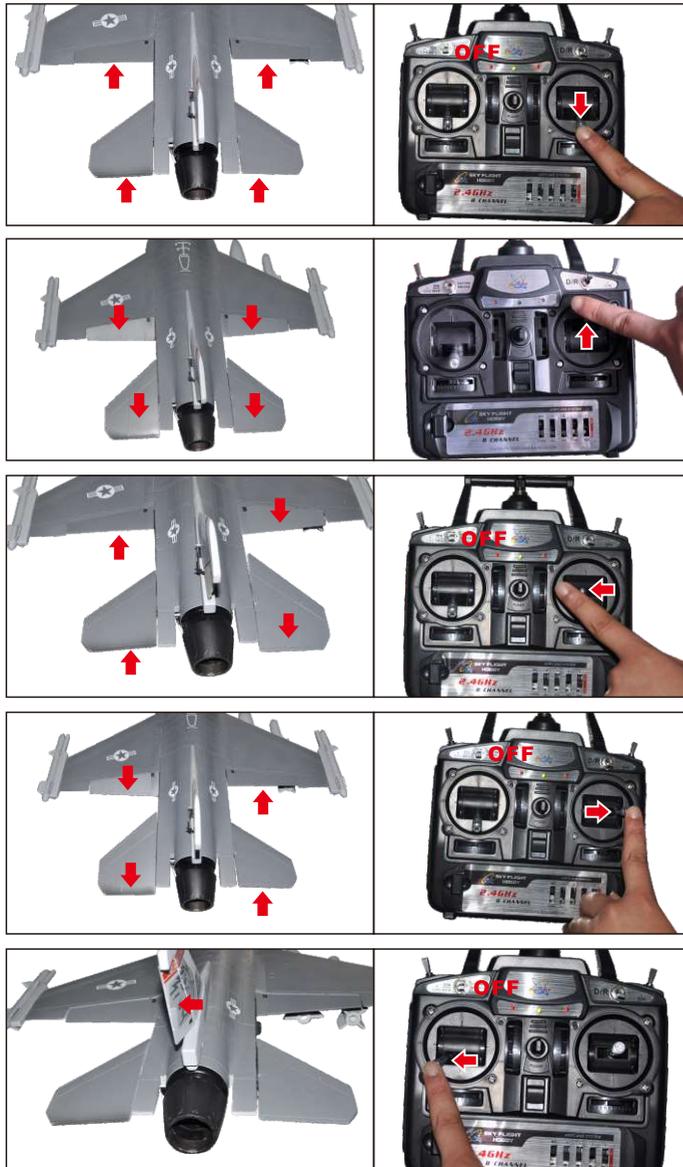
How to properly operate this radio system

1. Set throttle stick and throttle trim to the lowest position.
2. Turn on transmitter (remote control). The middle LED on the transmitter will flash.
3. Power up the receiver by either connecting the battery to the ESC or connected an external power pack to the receiver.

Power indicator

There are three LEDs on the transmitter for identifying the transmitter's power level.
 Normal to high voltage: green (middle LED) will light up
 Low voltage: all three LEDs will light up

8. ADJUSTMENT AND TEST BEFORE FLYING



Attention:

Only after turning on the mix switch, then operating the vector nozzle.



If adjustment and test are approved by previous work, then enjoy your fly.

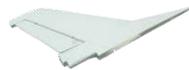
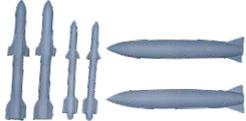


Preflight

After check everything before flight, as a beginner, we should pay attention to the following issues, to make sure our flight is successful.

1. When use radio controller, make sure switch on the transmitter power firstly, then power on the receiver.
2. Before flight, under power on condition, push up and down the throttle and check the motor/ESC work well.
3. Before flight, check well the plane's center of gravity. Correct CG is the key factor of successful flight.
4. After take off, if any usual flight or hard to control, we should pull high the plane, then trim to adjust according to the actual situation to maintain it level flight.
5. When the transmitter automatic alarming, you must end your flight as soon as possible and operate to its landing, to avoid the radio will be out of control since of low voltage.
6. If any damage in flight, please purchase the spare parts from your distributor to refer to www.lxhm.us to check.

9.ACCESSORIES.

			
Nose cone(F09001)	Fuselage (F09002)	Canopy(F09003)	
			
Cockpit (F09004)	Main wing (F09005)	Horizontal tail (F09006)	
			
Vector vent (F09007)	Vertical fin(F09008)	Bomb(F09009)	
			
Landing gear door (F09010)	Decal (F09011)	Retract (F09012)	8CH Remote controller (F09013)
			
Motor (F09014)	70mmEDF(F09015)	Servo (F09016)	Battery (F09017)
			
60A ESC (F09018)		Hardware parts (F09019)	

10.THE POSSIBLE PROBLEMS AND SOLUTIONS

Problems	Causes	Solutions
Motor doesn't work.	<ol style="list-style-type: none"> 1.The battery is exhausted. 2.The transmitter battery is exhausted. 3.The transmitter switch did not open. 4.The battery is not connected. 5.Motor connection is error. 6.Damaged by crashes or other reasons. 7.Other or ESC malfunction. 	<ol style="list-style-type: none"> 1. Charge the battery. 2. Replace the battery or charging. 3. Turn on the transmitter switch. 4. Check and connect the battery. 5. Check and connect the motor correctly. 6. Replace the motor. 7. Check the ESC or ask the dealers for help.
Aircraft is difficult to control.	<ol style="list-style-type: none"> 1.The flight encountered strong wind or turbulence. 2.The battery is exhausted. 3.The transmitter batteries are exhausted. 4.The transmitter antenna is not fully extended. 5.The control surface is excessive. 	<ol style="list-style-type: none"> 1. When no winds then take off. 2. Need to charge the battery. 3. Need to replace a battery or charge the battery. 4. Expand the transmitter antenna. 5. Use small dual rate to fly. (D/R switch)
During flight the nose section is always downwards,we need to compensate liter rudder.	<ol style="list-style-type: none"> 1.The center of gravity is forward. 	<ol style="list-style-type: none"> 1.Refer to the manual, adjust the center of gravity backwards.
In the absence of control transmitter, the aircraft is always up and down. Or aircraft always is left, right tilt.	<ol style="list-style-type: none"> 1. Have not done fine-tuning for elevator & aileron. 2. During flight, the plane encounters too much natural wind. 	<ol style="list-style-type: none"> 1.Adjust some fine-tuning appropriately. 2.Landing firstly, then take-off when no winds.
During flight the elevator is sensitivity abnormally, the aircraft is unstable, always up and down.	<ol style="list-style-type: none"> 1.The center of gravity is backward. 	<ol style="list-style-type: none"> 2.Refer to the manual, adjust the center of gravity forward.
When the plane taxiing on the ground, the direction is biased.	<ol style="list-style-type: none"> 1. The front wheel is not centered. 2. The rudder is not centered. 	<ol style="list-style-type: none"> 1. Adjusting the front wheel centered. 2.Adjusting the rudder centered.
Taking-off is difficult.	<ol style="list-style-type: none"> 1.Haven't push the throttle to the biggest position. 2.The distance of taxiing is not enough. 3.The rising rudder is not enough. 	<ol style="list-style-type: none"> 1.Push the throttle to the maximum. 2.Glide the plane as long as possible. 3.Use big dual rate to fly. (D/R switch)
Climbing is difficult.	<ol style="list-style-type: none"> 1. The low battery. 2. Ducted fan damaged. 3. Motor damaged. 4. ESC overheat protection caused power reduction. 	<ol style="list-style-type: none"> 1. Need to be re-charged. 2. Confirm and replace the ducted fan. 3. Confirm and replace the motor. 4. Landing firstly, confirm and choose a more powerful ESC.
Battery is over heat after charging.	<ol style="list-style-type: none"> 1.It's normal for battery heating when charging. 	<ol style="list-style-type: none"> 1. After full charged, the battery will be warm, but not hot to touch.
Motor shock.	<ol style="list-style-type: none"> 1.Ducted fan damaged. 2.Motor damaged. 3.Ducted fan need to be adjusted dynamic balance. 4.Have high-speed operation may have a slight vibration. 	<ol style="list-style-type: none"> 1. Confirm and replace the ducted fan. 2. Confirm and replace the motor. 3. Adjust the dynamic balance of ducted fan. 4. The slight vibration can be used normally.
Control surface moves to the wrong way.	<ol style="list-style-type: none"> 1.The servo's direction is opposite. 	<ol style="list-style-type: none"> 1.Reinstall the servo correctly.