# GoldWing RC

## 105in SLICK540 100-120CC
## Giant Scale Aerobatic Aircraft

## Specifications

| | |
|---|---|
| **Wing Span:** | **105"(2670mm)** |
| **Length:** | **102"(2590mm)** |
| **Wing Area:** | **2034sq in(131.2sq dm)** |
| **Flying Weight:** | **27.5-29.5lbs(1.5-13.5kg)** |
| **Engine:** | **100cc-130cc gas DLE111, DLE120, DA120, 3w110** |
| **Radio:** | **6+ Channels** |
| **Servos:** | **9 to 11 servos required 240 oz to 500 oz (15-30kg/cm)** |

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**Dear Customer,**

Thank you for purchasing the new Goldwing RC giant scale aerobatic aircraft. This manual covers the SLICK540 aircraft. The SLICK is designed for the popular 100-130 cc engines and weighs approximately 12.5 to 13.5Kg. Perfect for IMAC or Freestyle, this new giant offers everything you want in a giant scale aerobat including great looks! Covered in genuine Ultracote, this ARF comes with premium hardware, C.F landing gear, carbon fiber wing and dual stab tubes, carbon fiber reinforced wing and fuselage spars, **carbon fiber horns** and pre-hinged elevators and ailerons. **The 105in SLICK is also loaded with new Carbon fibre tail wheel assembly with CNC machined metal parts, including the aluminium tail wheel hub. And KUZA new 1000cc gas Tank with Alloy cap is included.** We hope you will enjoy your new giant scale aircraft as much as we have.

### A QUICK WORD ABOUT SAFETY AND RADIO CONTROL FLYING MODELS

With radio control aircraft, like any hobby or sport, there are certain risks. The operator of these models is responsible for these risks. If misused or abused, you may cause serious bodily injury and/or damage to property. With this in mind, you will want to be certain that you build your model carefully and correctly. If you are not an experienced flier, have your work checked and ask for help in learning to fly safely. **This model aircraft is not a toy** and must be operated and flown in a safe manner at all times. Always perform a pre-flight check of the model including all control surfaces, proper function of the radio gear, structure, radio range, and any other area relating to the safe operation of this aircraft.

Models are not insurable but operators are. You can obtain coverage through membership in the Academy of Model Aeronautics (AMA). For an AMA information package call 1-800-435-9262, ext. 292 or visit the AMA website at "www.modelaircraft.org".

***By the act of using the final assembled model, the purchaser/operator accepts all resulting liability.***

## GoldWing WARRANTY AND RETURN POLICY

GoldWing RC guarantees this product to be free from defects in both material and workmanship at the date of purchase. This does not cover any parts damaged by use, misuse or modification. In no case shall liability exceed the original cost of this kit. Because GoldWing RC has no control over the final assembly or equipment/components used in the final assembly, no liability shall be assumed for any damage resulting from the use of this model by the user. **By the act of using the final assembled model, the user accepts all resulting liability.** If you should find any missing or damaged parts, or have any questions about this product, please contact within 30 days of the purchase in order to be covered by our warranty. You may contact at **service@goldwingrc.com**.

## Included Features:

**High quality ball link assemblys**
**Aluminium hub rubber wheels**
**Improved stainless steel Axle kit**
**Including Servo lead safety clips**
**Includes Side Force Generator's(SFG)**
**High performance cap head screws**
**One piece air foiled carbon fiber landing gear**
**Two piece removable stabs**
**Larger carbon fiber wing tube diameter. Two piece Carbon fiber tube for stabs.**
**Extra covering provided for small repairs and Covered in Genuine Ultracote / Oracover**

**Adjustable pushrods for easy fine tuning(Includes wrench)**

**Aluminium hub rubber wheels. Including spare wheel tyres, using the existing wheel hubs.**


**Two piece Carbon fiber tubes for stabs**

**Two piece clamshell cowling**

**Removable rudder**

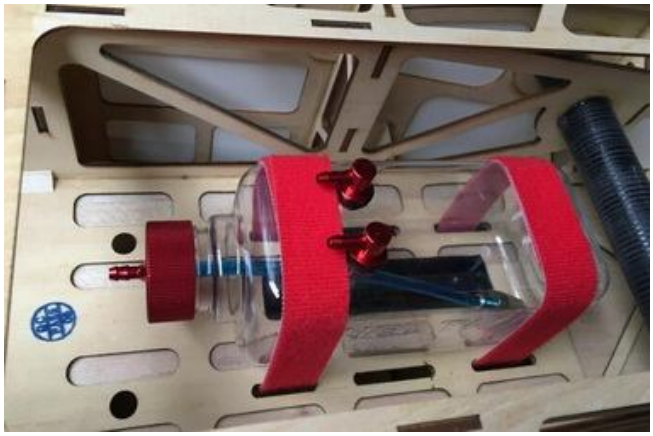
**Genuine epoxy resin Canopy**

**New extra strength Carbon Fiber control Hors kit**

**KUZA V3 version Carbon fiber tail wheel assembly with CNC machined metal parts.**

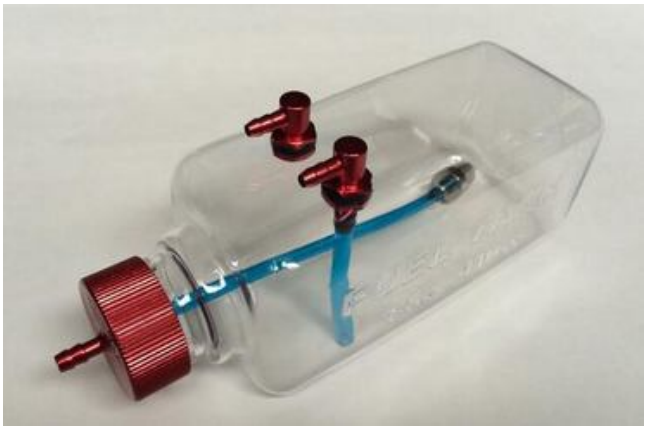

**The SLICK is designed to directly accommodate KUZA® rudder servo tray**

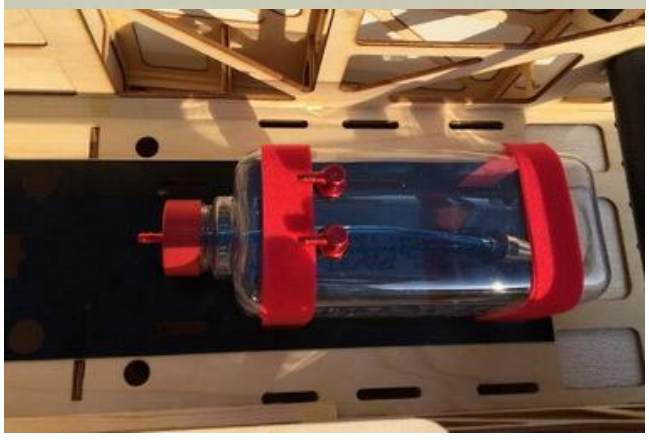

**Including high quality Velcro Straps**



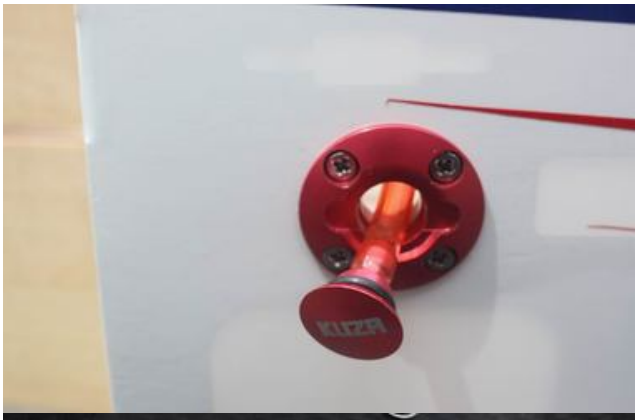
## Including KUZA Socket Head Servo Screws


## Including KUZA 1000cc Gas Tank V2 Version

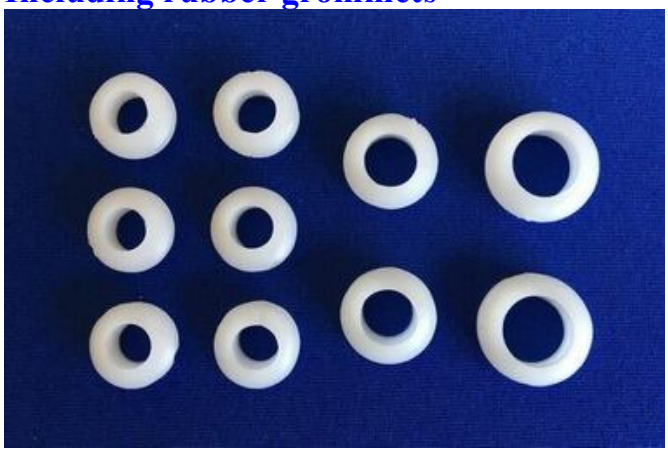


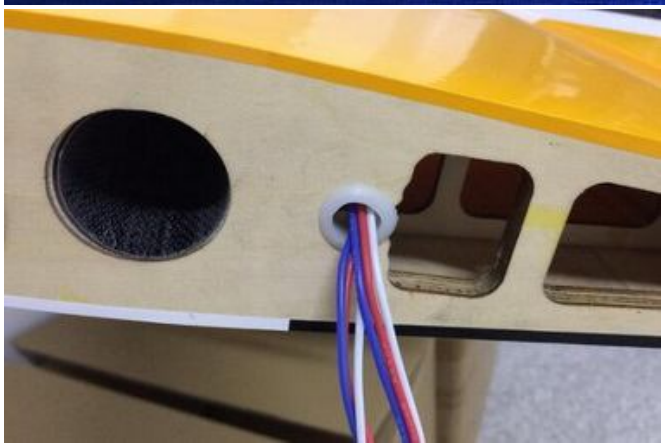
## Including KUZA CNC Aluminum Fuel Dot & Fuel Vent Line Plug

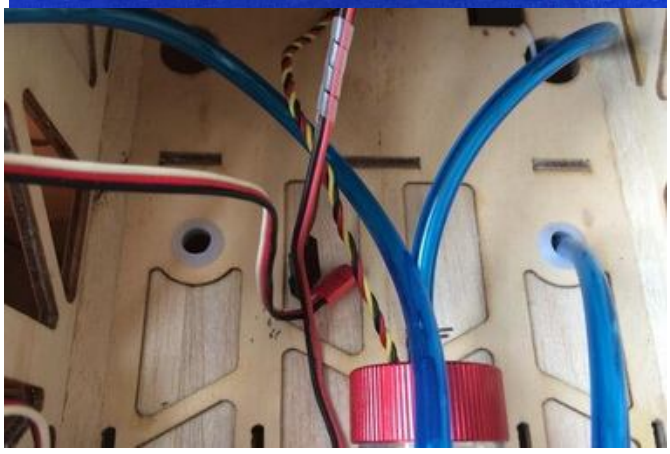






## Including rubber grommets





## Including Gas engine mount kit

## Scheme A  Yellow/white /black



## Scheme B  Red/white /black






## Scheme C  Blue/white /black





## Items Required to Complete This Model:

- 100-130 cc gas engine with stock or aftermarket exhaust systems
- Appropriate propeller for your engine
- All required engine and exhaust mounting hardware
- Ignition battery and switch
- One quality throttle servo and appropriate servo arm
- Six high quality metal gear servos of 180 in-oz or better for the ailerons and elevators
- One or two high quality rudder servos totaling at least 330 in-oz or better
- Appropriate servo arms for the above
- Heavy duty servo wire extensions. recommends three 12”, two to four 36”, two to four 48” extensions. Your installation though may vary.
- Two heavy duty switches with charging jacks for the Rx
- Two high quality Rx batteries of significant capacity to power your choice of servos.
- One Receiver of your choice

### Shop Supplies/Tools

- Covering Iron and heat gun
- Assortment normal hobby tools such as screwdrivers, hobby knife, drill and drill bits, pliers, etc.
- Thick and Thin CA adhesives
- 30 minute Epoxy
- Isopropyl alcohol
- Ruler or tape measure
- Blue thread-lock or equivalent

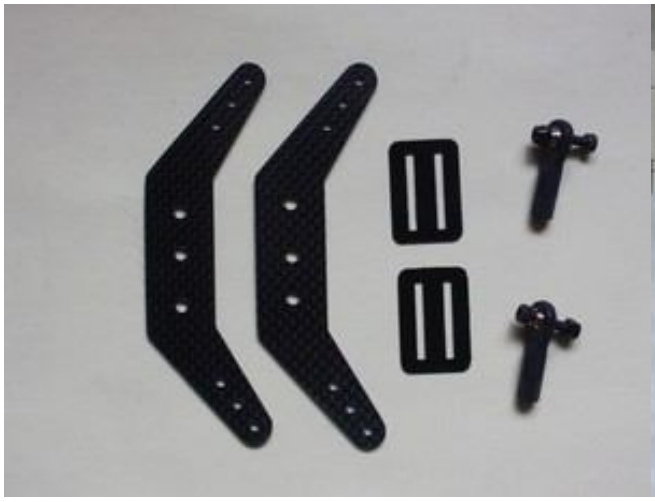
**<u>Note:</u> As with all kits, it's a good idea to read all the instructions and study the parts before you begin construction. Handle the parts of this kit with care so you do not damage any of the structure or covering. Inspect all the parts for any shipping damage and report any issues to as soon as you can. Make sure you have a flat and sturdy workbench and follow all safety advice for the tools and adhesives you plan to use.**

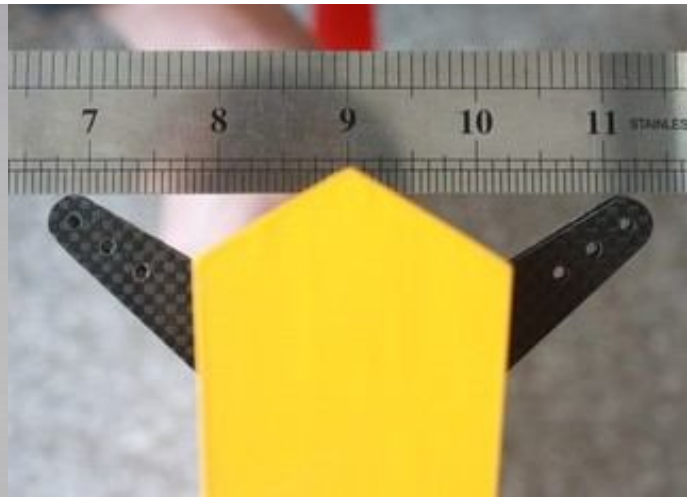
## AIRCRAFT COVERING

1. With all ARFs, varying temperatures and storage delays can cause covering material to loosen over time and transportation. recommends lightly going over all the covering with a covering iron set at medium temperatures. Be sure to use a soft cover over your iron so you do not scratch the covering surface. Be sure you go over all seams and edges of the covering to assure it is secure to the airframe and other covering. Be careful not to apply too much heat or you may cause bubbles or damage to the covering. A heat gun may also be used along with a soft cotton cloth to shrink and adhere the covering. Again, be extremely careful when using a heat gun.
2. Be sure to seal any exposed wood with a thin coating of epoxy to prevent engine oil from soaking in. This is especially important around the engine compartment and servo openings with exposed areas.
3. Some modelers prefer to seal the hinge gaps using strips of appropriate covering or clear trim tape. We have found this to be helpful with models intended for higher speed flight or models with unusually large hinge gaps. aircraft utilize a very tight double beveled hinge line and do not normally require this step. Sealing the hinge gaps is therefore left as an option for the modeler.

## RUDDER INSTALLATION

1. It is much easier to install the twin control horns before installing the rudder. Locate the Carbon Fiber rudder control horns, ball links, and associated bolts and nylon-insert lock nuts. Use some fine sandpaper to roughen up the center areas of the two control horns so that the glue adheres better. Using a sharp hobby knife cut the covering away from the slots in the rudder and trial fit the two control horns.
2. Mix up some 30 minute epoxy and coat the inside of the slots and the center of the control horns. Hint: a scrap piece of 1/16" ply, tooth pick, or old hobby blade can be used to coat the inside of the rudder slots. Slide the control horns in place and make sure they are centered perfectly by using a ruler to measure between the pivot holes and the hinge line. Wipe any excess glue off with isopropyl alcohol and paper towels. Install the ball links, bolts and nuts into the holes to help assure alignment of both control horns while the glue cures. Set aside until cured. NOTE: There are pictures of different planes in this manual, however, this plane's rudder is assembled the same way.



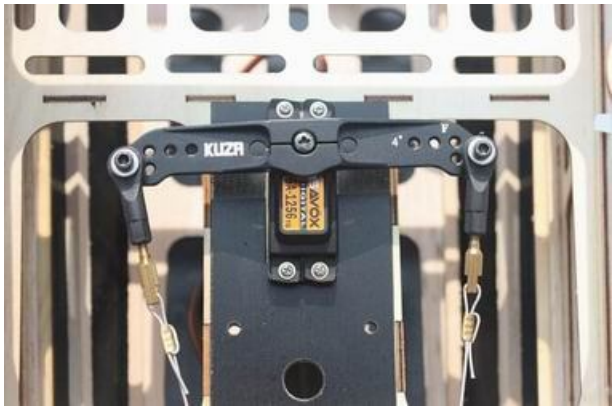



3. The slots for the supplied flat hinges are pre cut. Locate the flat hinges and dry fit the hinges and rudder into place and test the operation. The hinges should seat fully into the slots so that the hinge line gap is minimal while still allowing full rudder deflection.
4. Before gluing the hinges in you must first clean the hinges of any mold release agent using isopropyl alcohol. also recommends scuffing up the plastic with light sandpaper for maximum glue adhesion.
5. Mix up some 30 minute epoxy and using a toothpick or small wooden dowel coat the inside of each hinge slot with epoxy. Also put a thin layer of epoxy on one side of the flat hinges. Install this end into the slots of the rudder and make sure each hinge is properly aligned at exactly 90 degrees to the hinge line.
6. Now coat the other end of the flat hinges with epoxy and install the rudder into the trailing edge of the vertical stabilizer. Again, make sure the hinges remain in proper

alignment. Using paper towels and some isopropyl alcohol clean off any excess epoxy from the hinges and surrounding areas.

7. Make sure the rudder is fully seated so that the hinge gap is minimal while still allowing full deflection of the rudder. When satisfied, use some masking tape to hold the rudder in place along the bottom and counterbalance. After the epoxy has cured, remove the masking tape and check for proper operation. If the hinges are dry some light oil carefully placed on each hinge will help greatly.

8. We recommend using KUZA 4” aluminium CNC servo arm (sold separately) for rudder control.

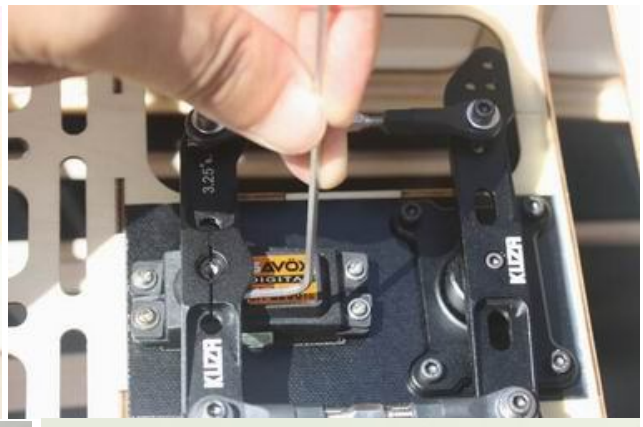
9. We recommend using KUZA® rudder servo tray (available separately) for better rudder performance.

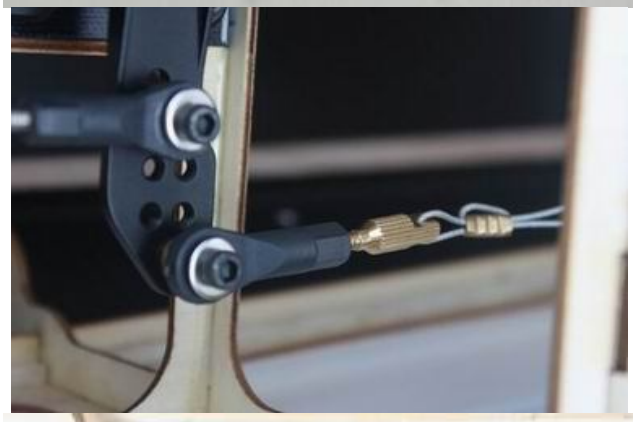

10. This SLICK is designed to directly accommodate KUZA® rudder servo tray, and so will be all other pending Goldwing airplanes that are 120cc or greater.

11. You will need to provide 3X42mm push rods (4 Pcs) and ball links (8 Pcs), depending on the servo of your choice, 2Pcs KUZA 3.25" aluminum CNC servo arm may also be needed.


12.Assembling rudder servo tray.


3.25°
KUZA

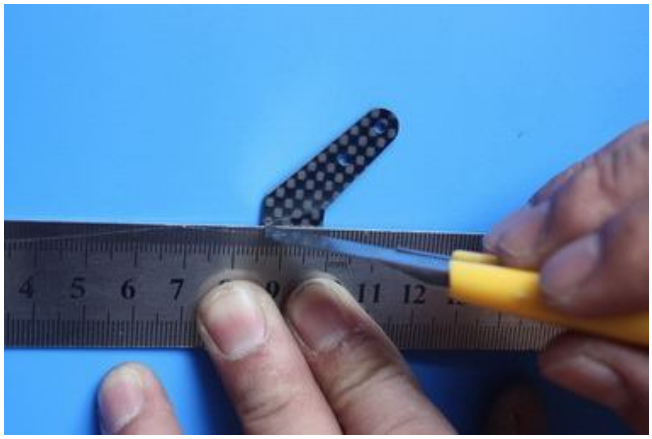

3.25°
KUZA

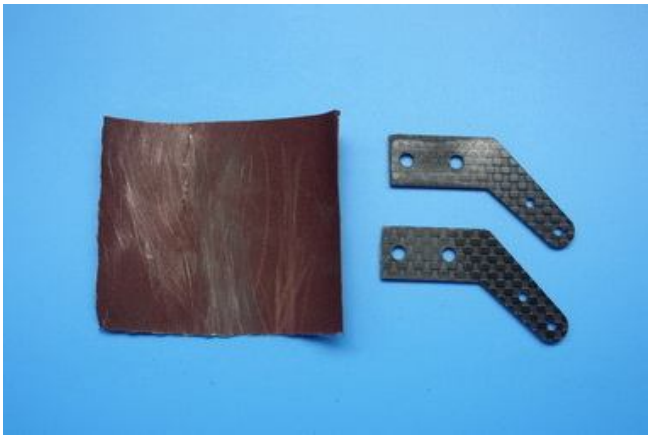


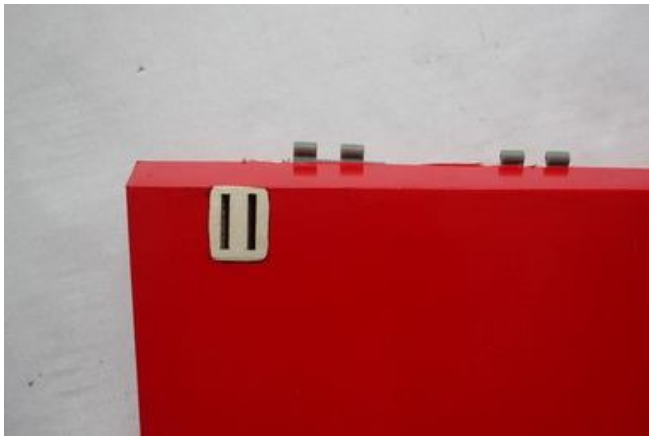

3.25°
KUZA

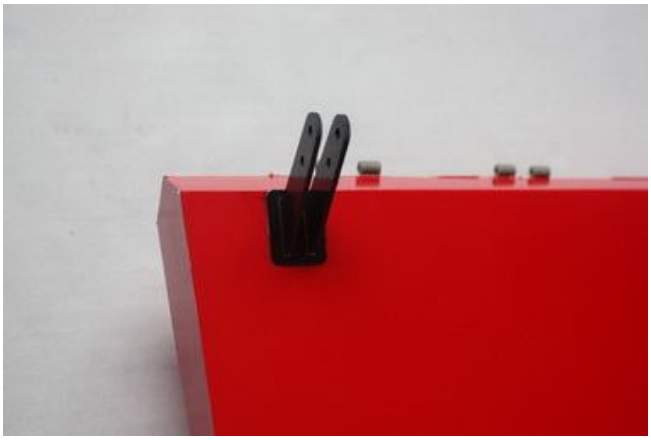
13. The SLICK also provides pull-push style for rudder. Below is picture of pull-push style linkage set.


14. Cut off excess carbon fiber rudder horn, and use sandpaper to rough the parts needed to inlay, and use epoxy glue to glue the horn in place.







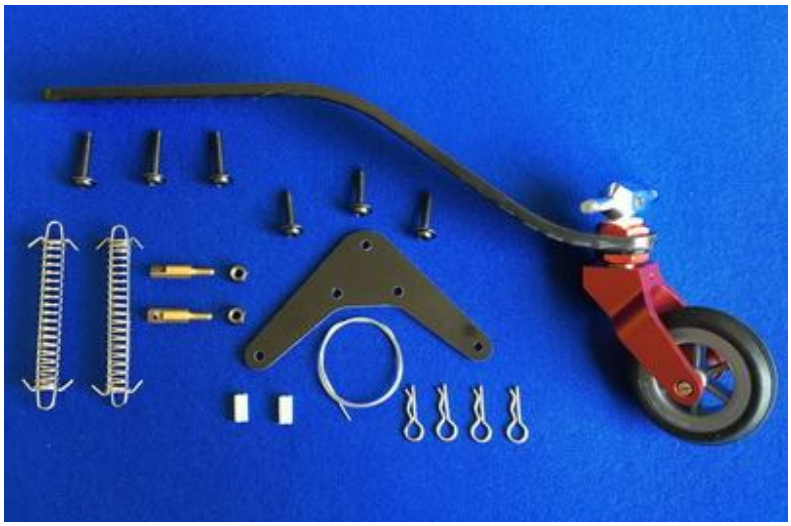


15. Use 3x125mm push rod between the servo and the rudder horn. Then use the wrench to adjust the pushrod to the appropriate length.

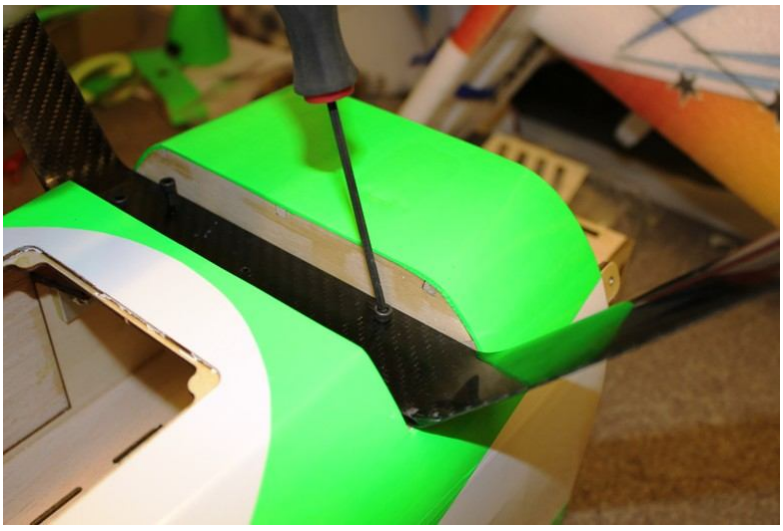
16. We recommend using KUZA 1.75” aluminium CNC servo arm (sold separately) for rudder control.

## LANDING GEAR ASSEMBLY

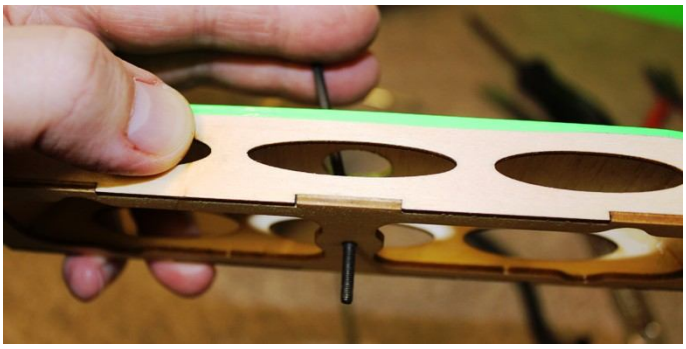
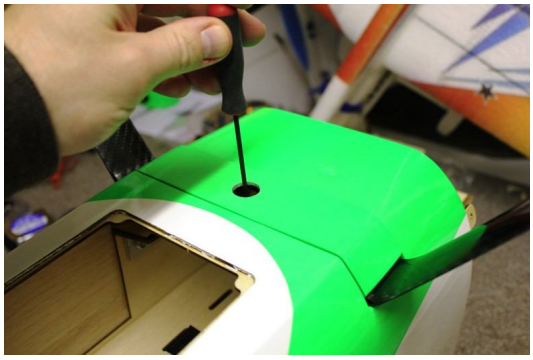
1. Locate the supplied main and tail wheel landing gear parts and sort them out on your workbench.



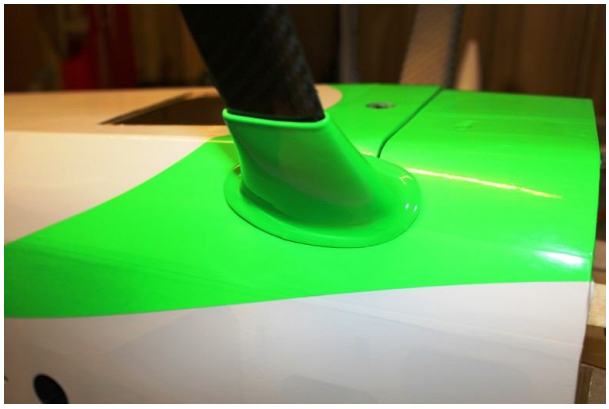
2. Bolt the main gear to the bottom of the fuselage using the supplied bolts. Place the bolts in through the can tunnel opening with appropriate size spanner. Remember the gear will rake forward.



3. Bolt the gear cover plate in place using the single bolt provided and the hole in the center of the gear.

4. Place the Fairings for both the fuselage and wheel pant onto the landing gear.



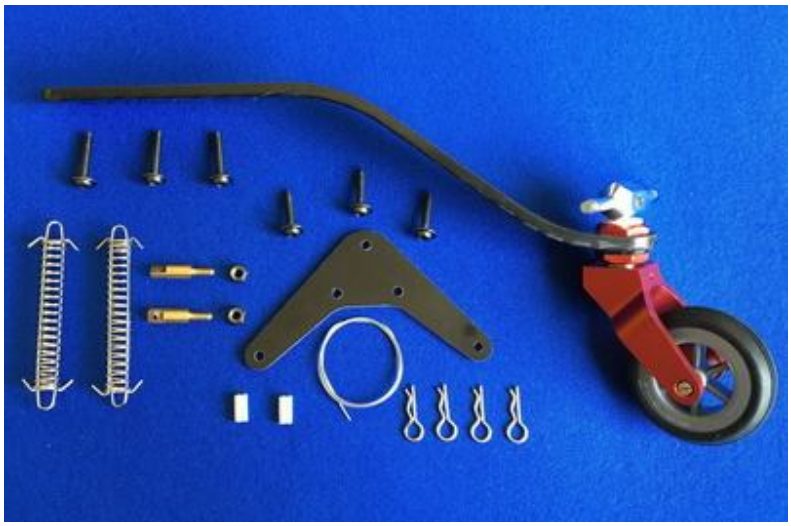

5. Install the main wheel axles to the composite landing gear and tighten the nylon-insert lock nut. Install one wheel collar onto the axle. Use a second wheel collar as a guide to leave a gap on the inboard of the axle. Use a small drop of thread-lock and tighten in place. Slide the wheel onto the axle and install a second wheel collar also using thread-lock on the set screw.


5. Fit the wheel pant in place and install using the two supplied bolts. Use thread-lock to secure the bolts in place. Repeat the above steps for the other main gear.

6. Using silicone attaches the fairings to the fuselage and wheel pant. Use tape to hold them into position and leave for a few hours to ensure that the silicon has set.

7. Begin the tail wheel assembly by installing. Tail wheel assembly with CNC machined metal parts

The installation is very simple, the factory has installed most of the accessories, please s ee the following picture.

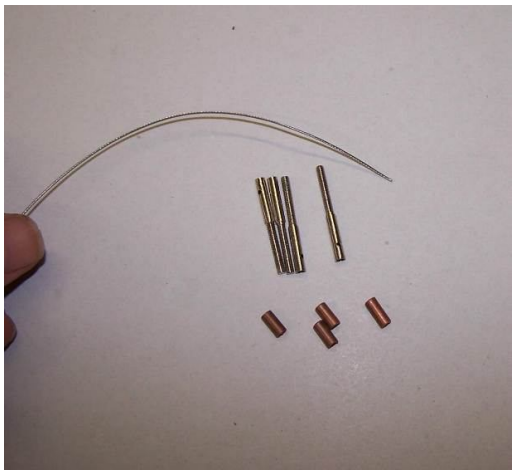
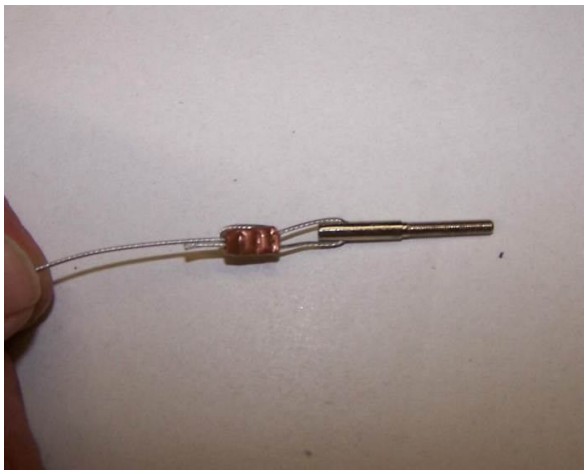


8. Find the carbon plate screw mounting holes on the fuselage, use a knife to open the O racover, then use three screws to attach the carbon plate to the fuselage using thread-lock.

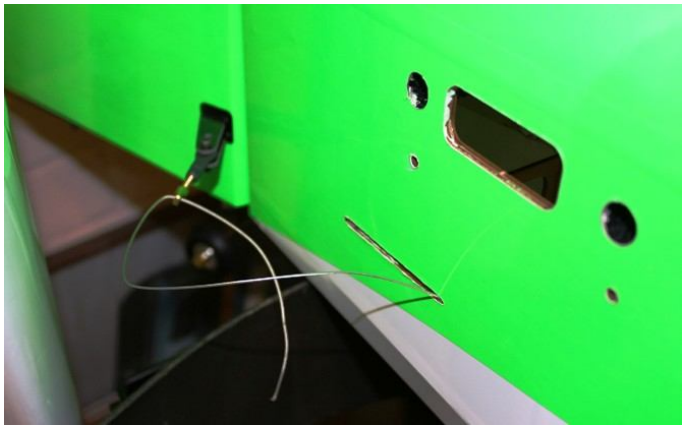
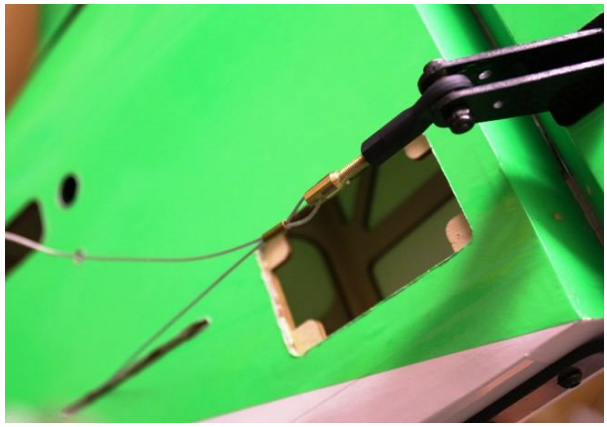
9.The following is a picture of properly installed tail wheel assembly.

## RUDDER CONTROL INSTALLATION

1. The SLICK is supplied with a high quality set of pull-pull cables and ball-links. NOTE: There are pictures of other planes in this manual, however, the SBACH is assembled the same way.
2. Install your rudder servo(s) into the precut locations in the fuselage. You will need 3 inch arms on the servo(s). Or you can mount the supplied rudder arm to your circular servo arm. If you use two rudder servos it is best to connect them to two separate channels and mix them together in your radio. Set up your radio accordingly and center the rudder servo(s). The geometry of your servo arms relative to each other and the rudder horn is critical for proper rudder operation without binding or excess cable slack.
3. If you are using two rudder servos you will need to set up the servo coupling very accurately to assure zero binding and drain on your batteries. Threaded couplers and ball links are provided for your use. If you are new to multiple servos ganging and programming of servos, highly recommends you seek the assistance of an experienced modeler in your area. Miss programming of servos can lead to very high drain on your batteries and possible servo failures.
4. Locate the pull-pull cable set, threaded couplers, brass swaging tubes, and ball-links. If the cable is one long piece, cut it into two equal length pieces. Thread one end of the one cable through a brass tube and then through one of the threaded couplers. Run the cable back through the brass tube and then loop it back through a second time. Using a set of crimping pliers, place three crimps just tight enough not to cut the brass tube but enough to securely hold the wire in place. Cut off the excess cable with wire cutters. Wick thin CA into the brass tube to help hold the cable secure. Repeat for the other cable.

5. Thread the couplers about half way into the ball links of the rudder. Hint: remove the ball links from the rudder horn first to make this step easier and then re-install once the couplers are threaded on. Feed the loose end of each cable into the cable slots at the rear of the fuselage and feed them forward towards the servo mount location. A coat hanger with a hook on the end can be useful here if you can't reach the cable.

2. Use your radio system to center the rudder servo and attach either the supplied arm or an appropriate arm for your servo. Thread one of the ball links about half way onto one of the threaded couplers. Feed the loose end of one of the cables through a brass tube and then through the threaded coupler. Holding the rudder centered, adjust the cable length as tight as possible while checking the ball link position over the servo arm. When satisfied with the position, pinch the cable around the threaded coupler and then feed the loose end back through the brass tube. Loop the cable back through the brass tube as before and crimp the brass tube three times just tight enough not to cut the brass tube but enough to securely hold the wire in place. Cut off the excess cable with wire cutters. Wick thin CA into the brass tube to help hold the cable secure. Repeat for the other cable. Hint: Once you have established the position of the threaded coupler on the cable, you can remove the ball link from the rudder horn to give you more working slack in the fuselage. Re-install the ball link prior to setting the other cable.

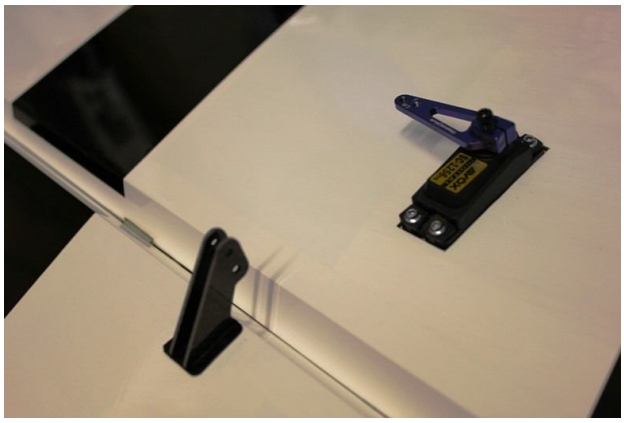
7. Check the operation of the rudder using your radio and make sure there is no binding and the cables are adjusted properly. You may have to tighten the cables after a few flights as they may stretch slightly from the initial installation.

## WINGS ASSEMBLY

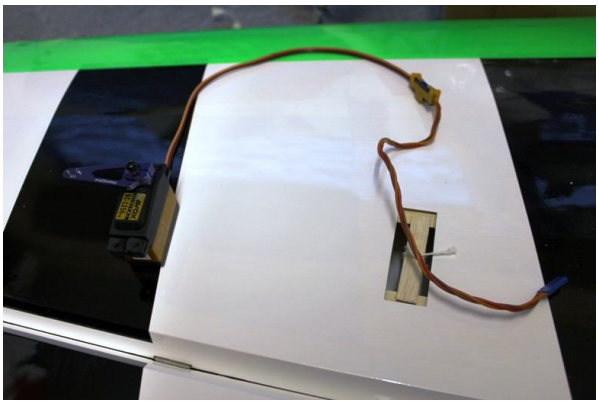
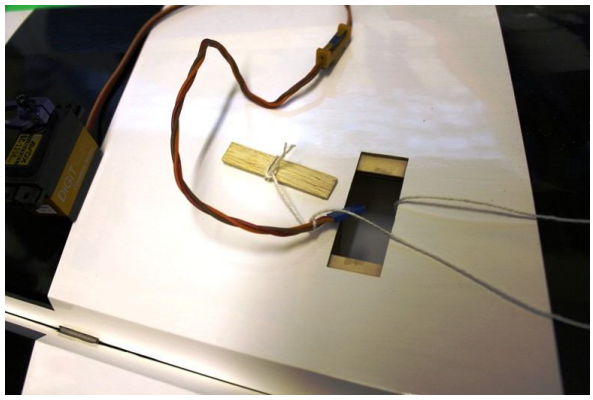
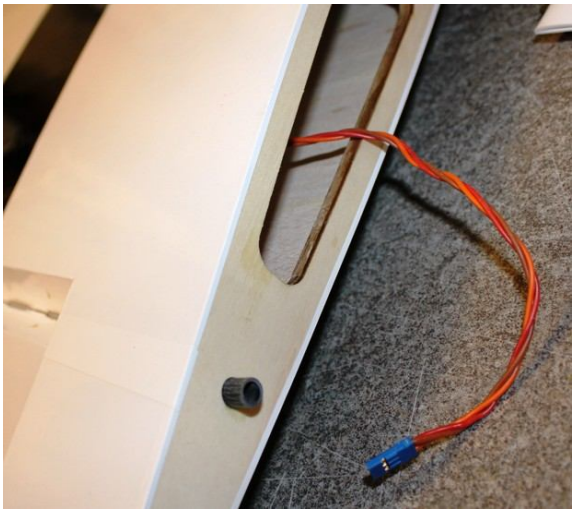
1. Locate the slots for the aileron control horn and remove the covering with a sharp knife. Place the horns into position and the cover over the top to work out the area needing to be removed.

2. Rough the area of the horn that will be glued in place.

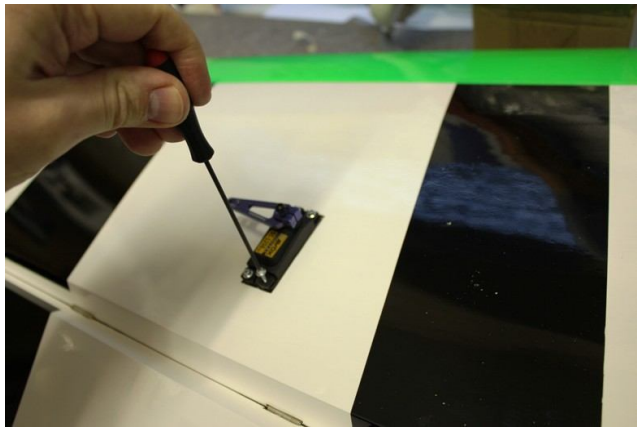
3. Using 30 minute epoxy glue the horn and plate into the aileron.



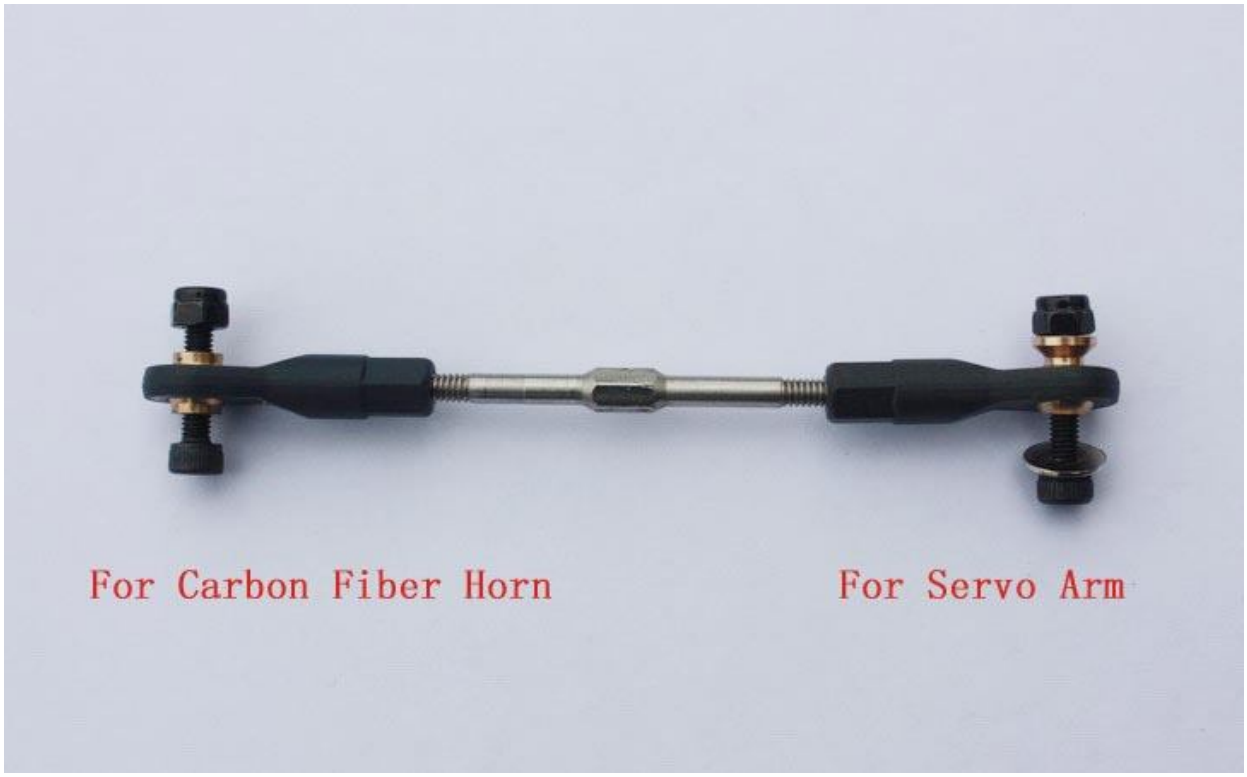
4. Attach a servo extension lead to your servo and use one of the servo clips to secure the plugs together. Tie the cable to the string in the wing and pull through.

5. Place the servo in the bay and drill holes for the servo screws. Remove the servo and apply thin cyano to the holes. Refit the servo and screw in place. Fit a metal servo arm centering with your radio.



6. Usinf the pushrods connect the servo arm to the horn. Remember that the pushrod one end that is reverse threaded.


For Carbon Fiber Horn
For Servo Arm

Use M3 bolts and nuts to connect the pushrod.  Set it so the aileron it level when the arm is at 90 degrees.

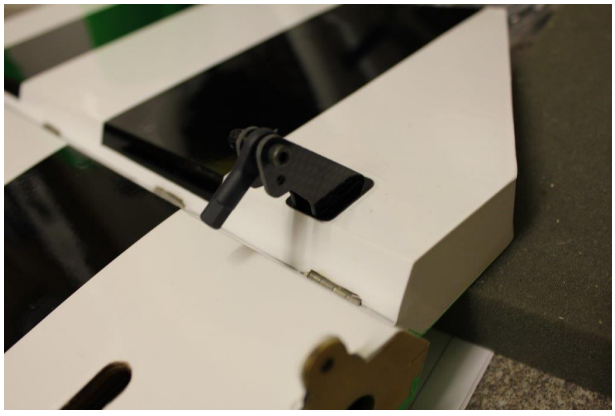
7. We recommend using KUZA 1.75” aluminium CNC servo arm (sold separately) for wing control.


## ELEVATOR ASSEMBLY

1. Find the slots for the control arms in the elevators and remove the covering where the horns are inserted and the area for the plate.

2. Sand the area on the horn that will be glued inside the elevator.

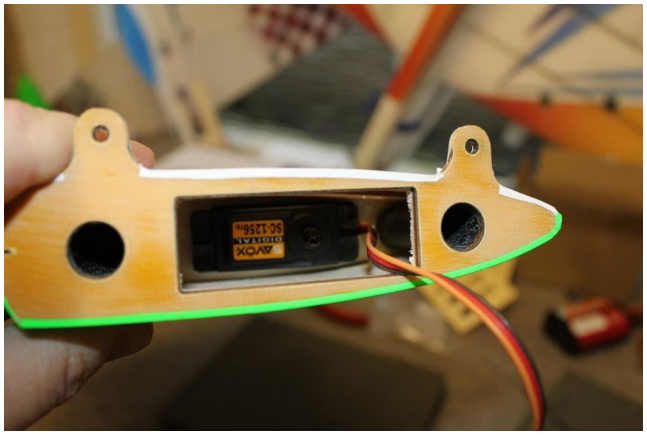
3. Using plenty of 30 minute epoxy fit the horn and plate into place. Use a ball joint and bolt to hold the horn in place while drying.



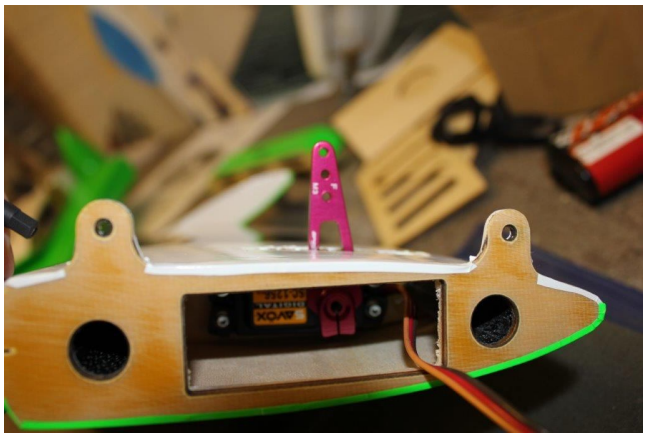
REPEAT FOR THE OTHER SIDE

4. Place 1.75” arms onto the servo’s you are planning to use for the elevators.


5. Place the servo into the elevator and screw in place. Remember to harden the holes with thin Cyano.

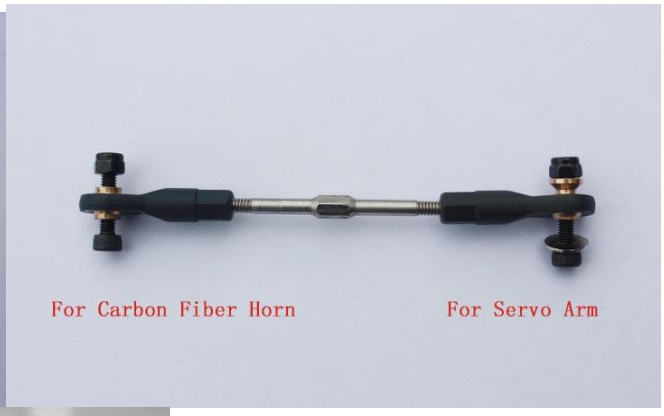


6. Place the servo arm back onto the servo, remembering to centre.



Use nutlock on the servo arm screw.

7. Fit the pushrod in place remembering one end is reverse threaded. Set it so the arm is centered and the elevator is flat. Choose the holes depending on how much deflection you require.



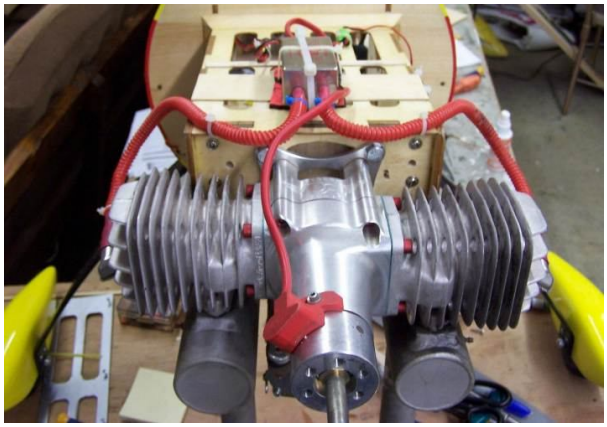

8. We recommend using KUZA 1.75” aluminium CNC servo arm (sold separately) for elevator control.

## ENGINE, EXHAUST, & FUEL SYSTEM INSTALLATION

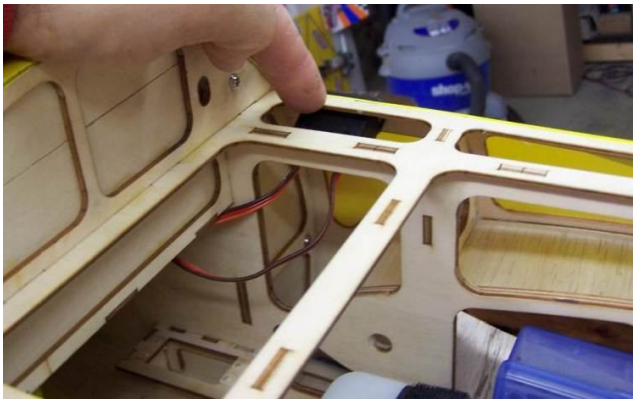
1. Templates are provided in the kit for both DA and 3W 110 cc engines as well as the DA 120 engine. Select the proper guide for your engine and mark and drill the mounting holes and cut out the center as indicated. Notice that the engine center line is offset to the left to compensate for the right thrust built into the engine box.

2. Fit the Cowl and measure the distance from the engine bulkhead to the front of the cowl, add approx 2-3mm for the spinner back plate and this is the length that your engine should be set Using the correct length stand offs, mount your engine securely using bolts, 20mm POM washers, and locknuts. The use of thread-lock is also highly essential for the engine bolts.

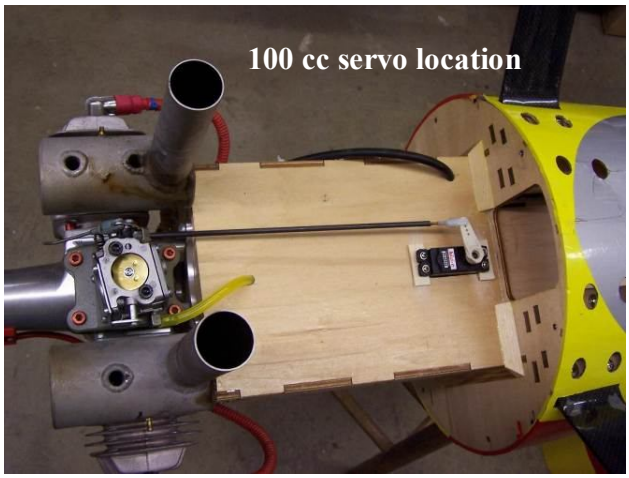
3. Place the cowling in place on the fuselage and measure the distance from the firewall to about 1/2" in front of the cowling. This figure represents the back of the spinner and will help you determine if you need to space your engine out from the firewall using washers or additional wood. Mount your engine securely using bolts, washers, and locknuts. The use of thread-lock is also highly recommended for the engine bolts.
4. Mount the ignition module according to the manufacturer's instructions. The best place to mount it is on the side or top of the engine box. Secure the pickup lead and ignition wires with zip ties so that they do not vibrate or touch any hot part of the engine or exhaust. The picture below shows the DA100 engine installation. The author prefers to protect the ignition wires with cable wrap to prevent wear of the mesh shielding.



5. Mount your ignition battery securely to the engine box. A typical location is on the side or top of the engine box. The ignition switch should be mounted to the fuselage side wall just behind the cowling. Secure all cable connections neatly and firmly.

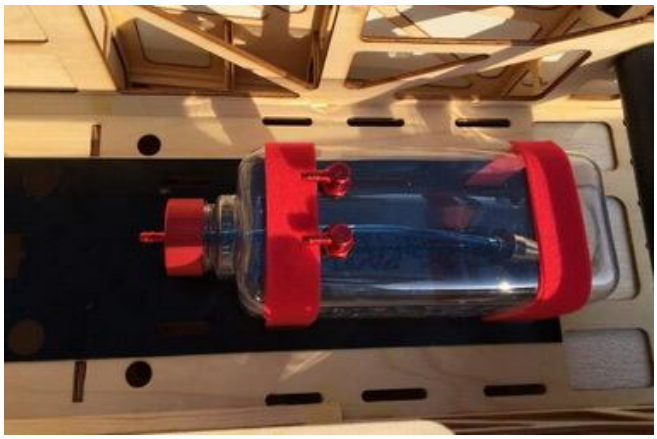


6. Assemble the throttle servo mount using the supplied laser cut parts or there is a servo cutout in the bottom of the engine box for 100cc-130cc engines. Mount your throttle servo and complete your linkage setup.


7. The new KUZA 1000cc(34oz) Fuel Tank with aluminum tank cap is preassembled. Complete the installation in the fuselage using zip ties or velcro straps to hold the

tank in position. Connect a fuel line between the tank and carb, a fuel line between the tank vent and the bottom of the fuselage, and a fill line to a fueling port which can be mounted on the fuselage side opposite your ignition switch. Make sure your vent line does not come close to any hot exhaust part such as the muffler or canister. recommends the use of small zip ties or fuel line clamps to secure the lines to the tank.




A barb on the bottom of the fuselage can be fitted for the vent.

7. The SLICK comes with a finished tuned pipe tunnel with installed pipe mounts. The tunnel can be closed off to accept canisters of all sizes, or stock mufflers. Follow the manufacturer's instructions for your exhaust system paying attention to vibration mounts if required and air flow requirements. Trial fit your exhaust system now and work out any additional supports, but do not permanently install the system until you fit the cowling in the next steps.

## Installation of KUZA Fuel Dot and Fuel Vent Line Plug （Included）

1. From June 2015 and on, all Goldwing gas airplanes are made ready for KUZA fuel dot and vent line plug. Available in three colors: black, red and blue.



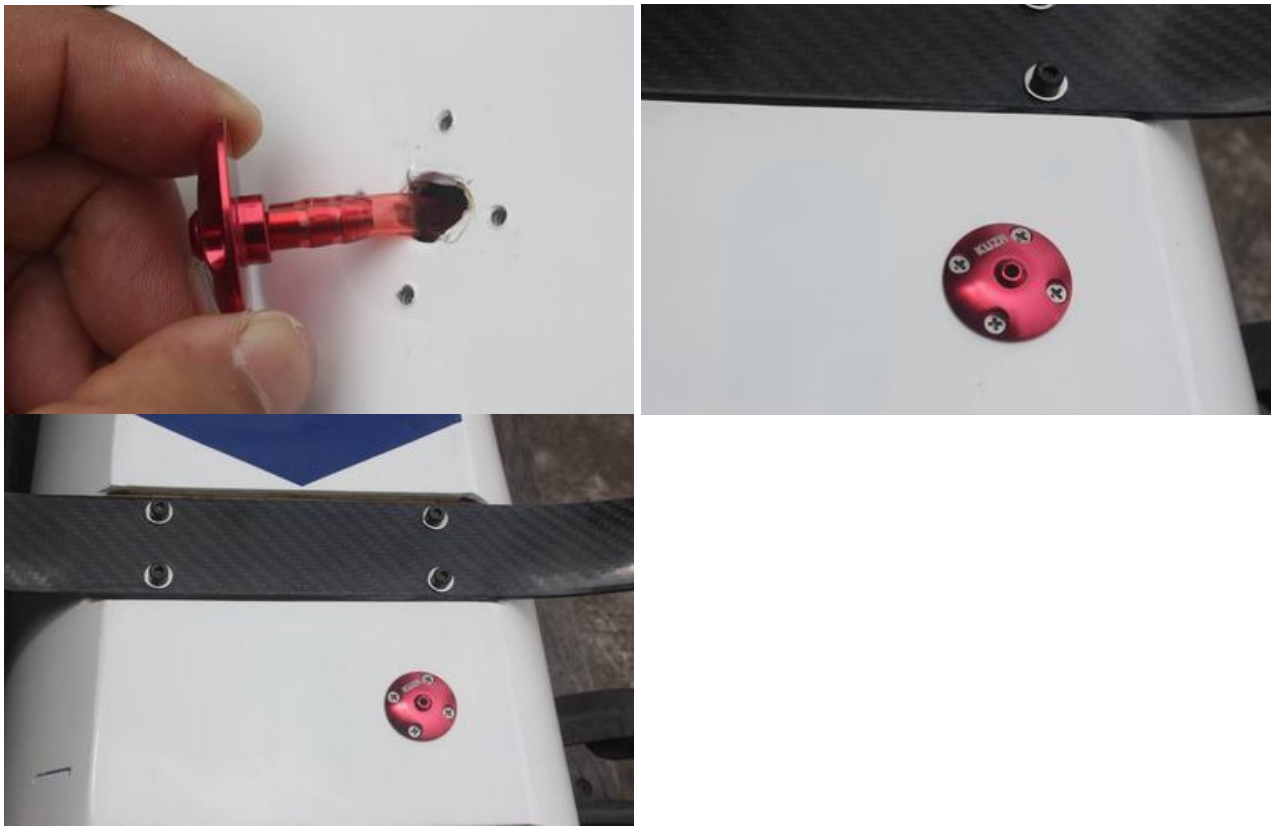
2. Installation of  KUZA CNC Aluminum Fuel Dot

Sites for KUZA fuel dot installation are pre-cut on both sides of the fuselage, you may install it on either side. Use shape knife to remove the covering.

Secure the housing of fuel dot with supplied 2.5 mm self-tapping screws, then plug and install the fuel line to complete the setup of fuel dot.


3. Installation of  KUZA CNC Aluminum Fuel Vent Line Plug

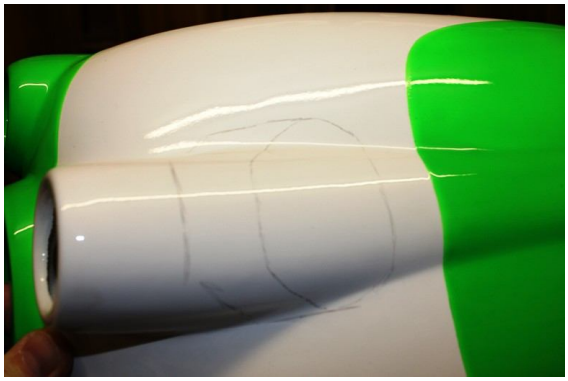
Similarly, two sites for vent line plug installation are available at the bottom of the fuselage. Secure KUZA vent line plug with four 2.5 mm self-tapping screws as shown below.

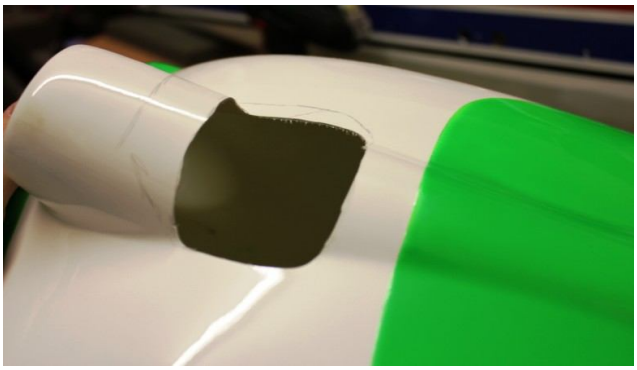


## COWLING INSTALLATION

1. With the engine fitted, tape a piece of card to the bottom of the fuselage that can overlap the cylinder head. Remove the engine and refit the cowl. Then fold over the card to show where the cylinder head would be as below.

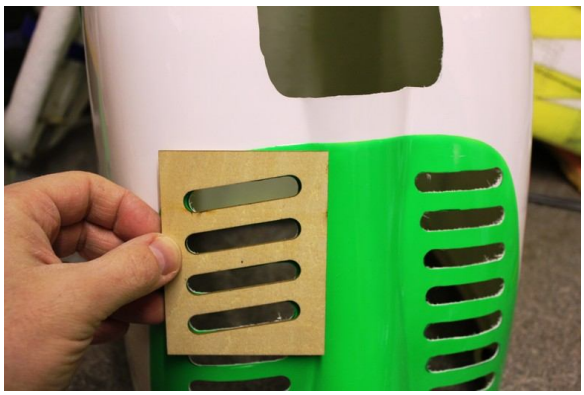
2. Mark onto the cowel the area to remove, and remove with a dremel.





As the SLICK has a scale inlet, depending on your engine it may need to be removed. If it is still attached it may be beneficial to strengthen with a small amount of glass cloth.

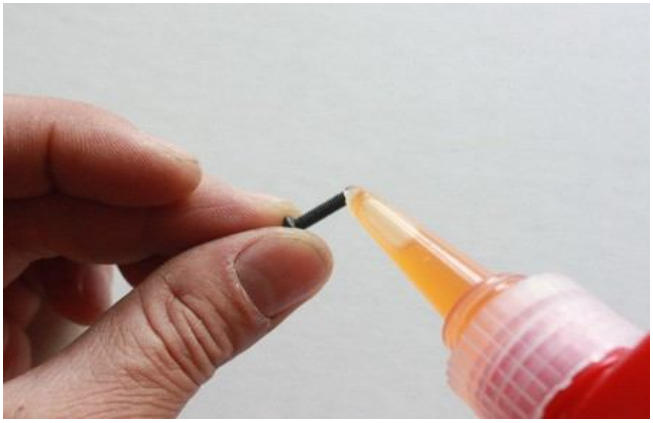
- If your exhaust outlet comes out within the cowl area then use the same method.
- Depending on the amount of cooling required for your engine a template for louvers in the bottom of the cowl has been provided. Use a dremel tool to remove the material.



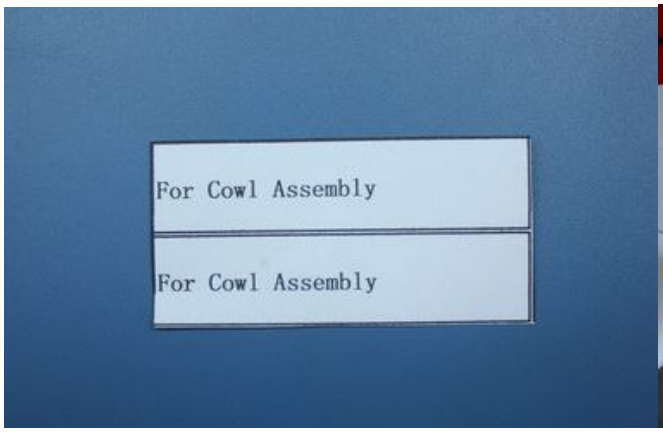
- When the cowl clears the engine etc correctly the prop shaft of the engine will be in the centre of the cowl.

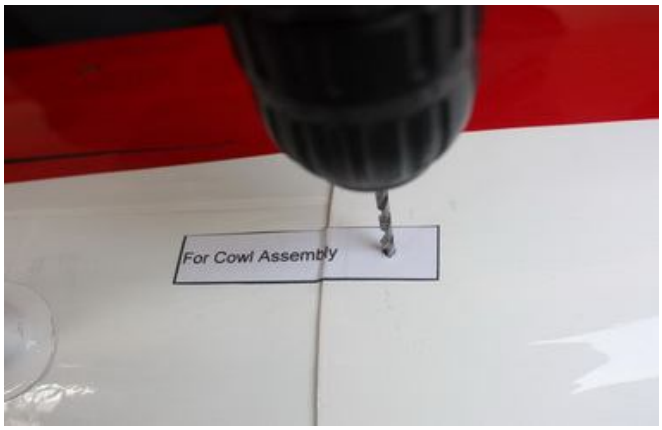
3.The cowl is secured with four 3 x 16mm bolts and washers.

Apply nutlock onto the bolts as the vibration from the gas engine will shake them come loose.



Labels are provided for aligning the drill holes for the cowl. Stick then on without the cowl, mark the hole. Fit the cowl then press back down. The hole will then show the area to drill. Sere below.




## FINAL RADIO SYSTEM INSTALLATION

1. Whether you 72 MHz systems or the newer 2.4 GHz systems, proper radio installation and care is vital to the safe and reliable operation of your aircraft. Follow the manufacturer's instruction for installation guidance of receivers and batteries paying attention to factors such as vibration isolation, adequate cooling, and clearances.

2. Mount your reciever(s) securely in a location which provides a clean and maintenance free solution to your setup. All servo wires should be neatly routed and secured in place so they will not come loose or flop around during flight.

3. The fuselage ply sides provide space to mount your switches just below the canopy. Mount your switches according to the manufacturer's instructions and route your wires safely and securely as above.

4. Your receiver battery(s) can be mounted in a variety of locations depending on your balance needs. Regardless of where you mount your batteries it is vital that they are very secure with no possibility of coming loose. Use double sided velcro to hold the batteries from sliding around and then use zip ties or velcro straps to secure them tightly in place.

5. Servo and battery leads are the life blood of your aircraft. Make sure all wires are top quality and connectors are tight and display no loose pins or frayed wires. Servo clips are provided in the kit for your convenience. These servo clips can even be glued to the wood structure using CA if desired.

6. Check all radio programming and control surface operations thouroughly before your initial flight. Check your radio range according to the radio manufacturer's instructions both with the engine off and running.

## BALANCING and PRE-FLIGHT

1. Most state of the art aerobatic aircraft allow for a wide margin for balancing depending on what level of precision or freestyle the pilot prefers. To perform properly without being too pitch sensitive, you must not go too aft on the CG. **GoldWing RC recommends an initial CG setting of 165-190mm(6.5-7.5 inches) behind the leading edge of the wing at the root.** More experienced pilots may want to set the CG further aft for more 3D capability. Varying weights of engines and radio gear will dictate how you should install each. The batteries can easily be located pretty much anywhere in the fuselage. For those using a 100cc engine, servo cutouts are provided in the rear of the fuselage for the rudder servos. These options should allow you to balance the model without adding any weight.

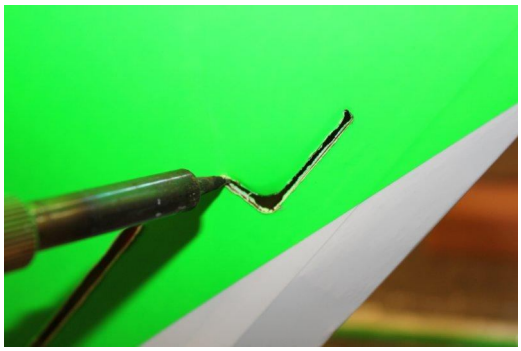
**Note:** The best way to check your balance is to trim for level flight at about 1/2 to 3/4 throttle and then roll inverted. The aircraft should maintain level flight with very little to no down elevator input. If the aircraft climbs when inverted then you've probably got your CG too far aft. If the nose drops more than slightly, then you are most likely nose heavy.

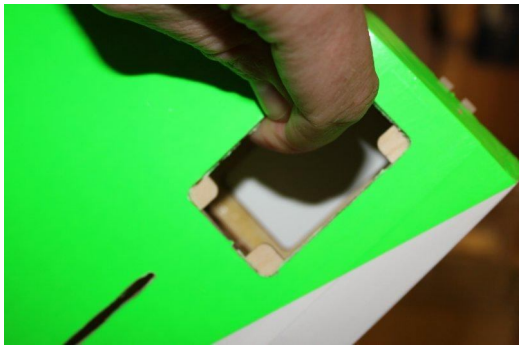
**Recommended control surface deflections:**

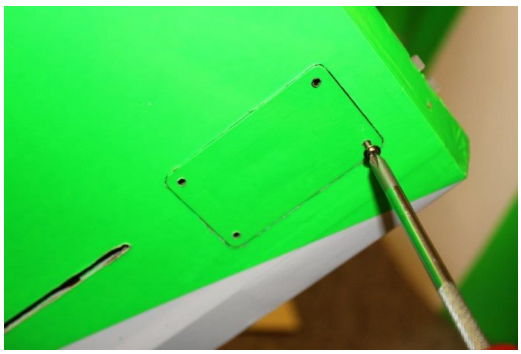
| | Low Rate | High Rate |
|---|---|---|
| Elevator | 15 degrees | 45-50 degrees |
| Rudder | 25 degrees | 40 - 45 degrees |
| Ailerons | 25 degrees | 35-40 degrees |

Use exponential on the dual rates at levels that suit your flying style.

If you find that you require tail weight and cannot move parts around the aircraft a rear hatch has been added. Glue in the inner ring, once the covering has been removed.







## Final Assembly and Pre-Flight Inspections

1. Before arriving at your flying field, be sure all your batteries are fully charged and all radio systems are in working order.

2. Installation of the rudder

The rudder is removable for convenience in transportation, it is connected to fuselage by inserting a 1.8 mm steel rod through the hinge line.

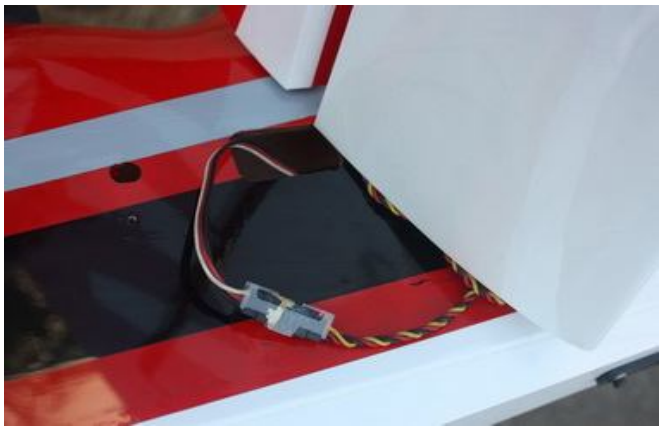
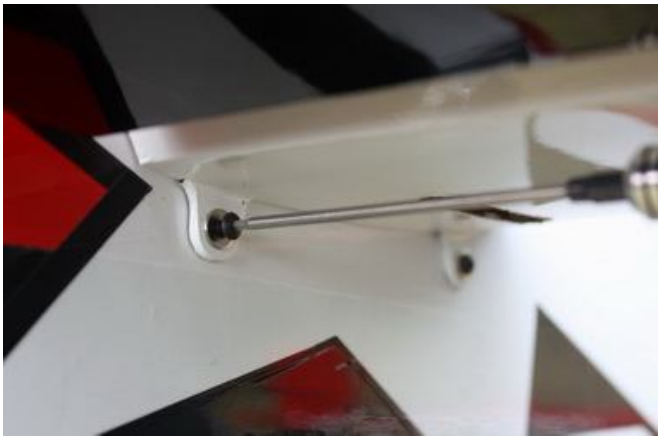
Then install pull-pull ball links on control horns.


Hook up the tail wheel spring.

3. Installation of Elevators

Connect servo extension wire, secure with safe clips.

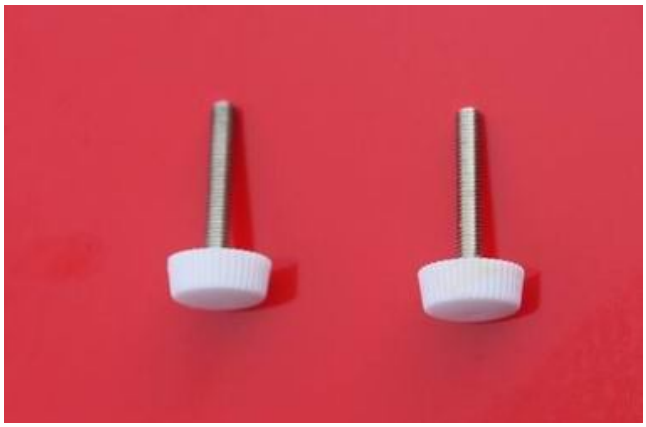
Attach elevators with 3x12mm Hex-head bolts and washers. Check these after every flight.

4. Install the wings onto the fuselage being careful to align the wing tube with the wings and not force it. The wing tube may be initially tight but will loosen after some with use. Guide your servo wires into the fuselage openings and connect to the correct aileron channels. Servo clips are highly recommended. Once you have the wings fully seated in the fuselage tighten the wing bolts inside the fuselage.

5. Side force generators assembly.

Cut the wing film needed to be install the SFG. Fixed the SFG Use M3X18 hand bolts and balsa sheets. Installation of the SFG is optional.



6. Fill your fuel tank making sure your vent line is not plugged or capped. With the canopy off, this is a good time to check for any fuel leaks.

7. Position the canopy in place and tighten Canopy Bolts. Be sure to use the supplied O rings under the screw heads.

8. Check all control surfaces for secure hinges by performed a slight tug on the control surfaces and observing if there is any give in the hinges. Check all control rods, ball links, servo screws, etc. for correct operation and installation.

9. Check your batteries and perform a range check once again with the engine off and running. Be sure all surfaces are moving in the correct direction and the correct amount for your flying setup.

10. You are now ready for your maiden flight! Good luck and enjoy your new aircraft! If you have any comments or questions about this manual or the aircraft please email **service@goldwingrc.com**.

## Recommend Accessories（Not included）:

*** KUZA 2x servo tray kit No. KAG0T02F or KAG0T02J or KAG0T02H**


*** KUZA Twisted 20# AWG Servo Extensions**

Three 12”(305mm) No. KAG002532 Two to four 36”(915mm) No. KAG002535 TTwo to four 48”(1220mm) No. KAG002536

***KUZA Gas Fuel line** size: 6X3.5mm 3 color to choose: red , blue, yellow
No. KAG006131R or KAG0061U or KAG0061Y



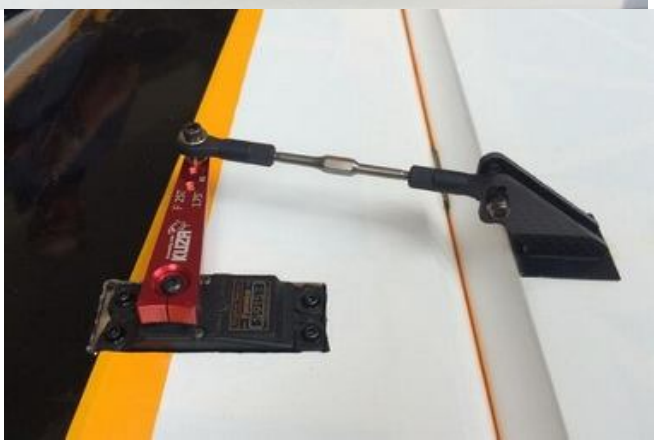
*** KUZA Fuel line clips** 10PCS No. KAG02454





*** KUZA 7075-T6 Alloy Servo Arm V2**



*** KUZA new Wingbag for 100CC** Two color to choose: red/ black, blue / silver No. KAG0094




**GoldWing RC**

www.goldwingrc.com