

SUKHOI SU-27 FLANKER

64mm EDF RC JET

SPECIFICATIONS
Wingspan: 930mm
Length: 1380mm
Dry weight: 800g
Flying weight: 2300g (Full loading)
Wing loading: 72g/dm ²

ELECTRONIC
Power System: 2840/2300KV 64EDF x 2
ESC: 40A ESC x 2 + 5V5A BEC
Servos: 9g servos x 7
Battery: 3300-4700mah 6s Lipo
Radio: 6 Channel TX and RX

RECOMMENDED BATTERY
3300-4700mAh 6S High Discharge Lipo

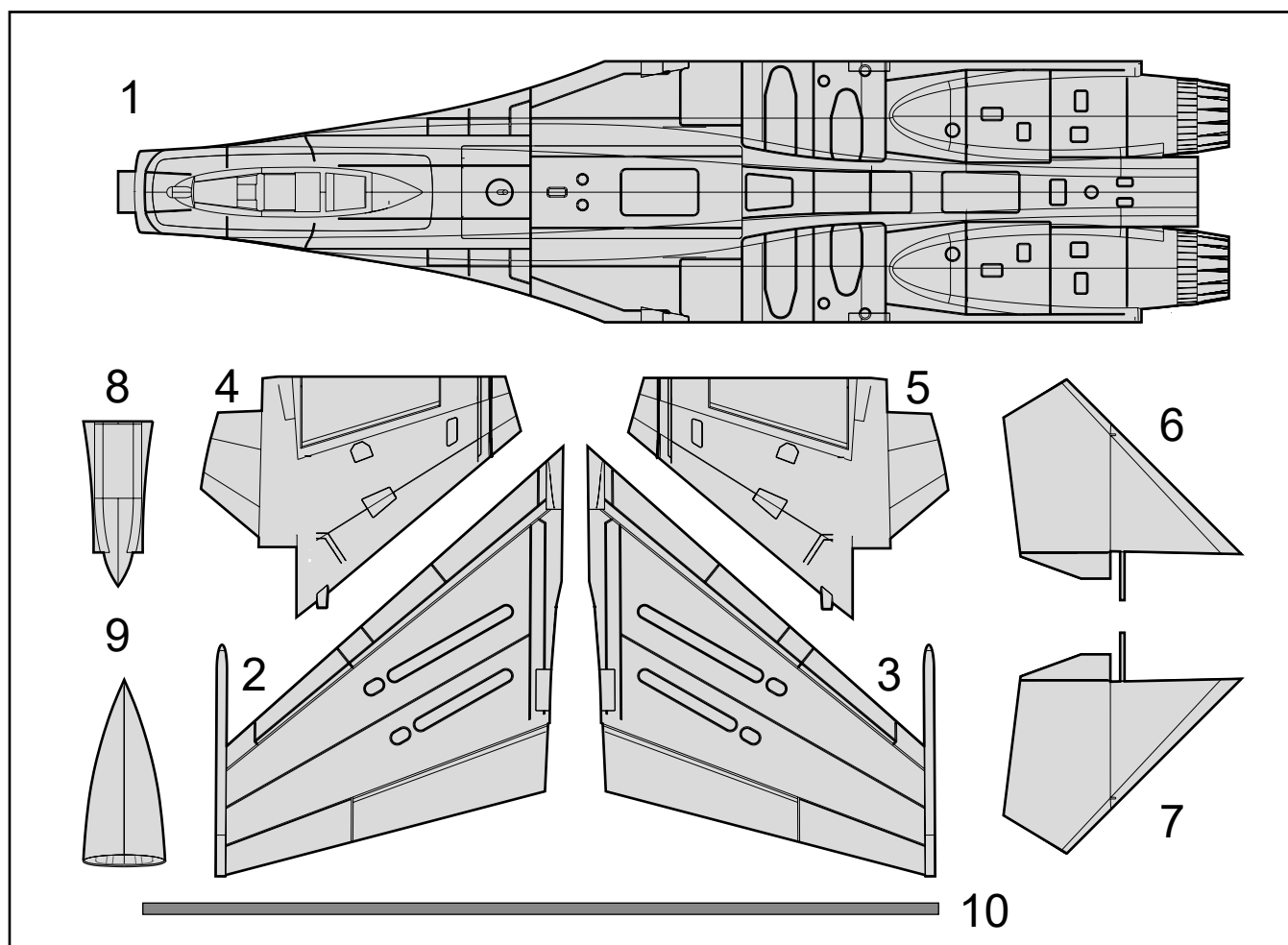
KIT TYPE		
KIT	KIT + Servos	PNP
40g Retracting	KIT	KIT
Shock Absorber	9g Metal Servo x 5 (In-	9g Metal Servo x 5 (Installed)
Landing Gear	stalled)	9g Servo x 2 (Installed)
	9g Servo x 2 (Installed)	40A ESC x 2 (Installed)
		6S: 2840-2300KV 64mm EDF x 2 (Installed)

CONTENTS OF KIT

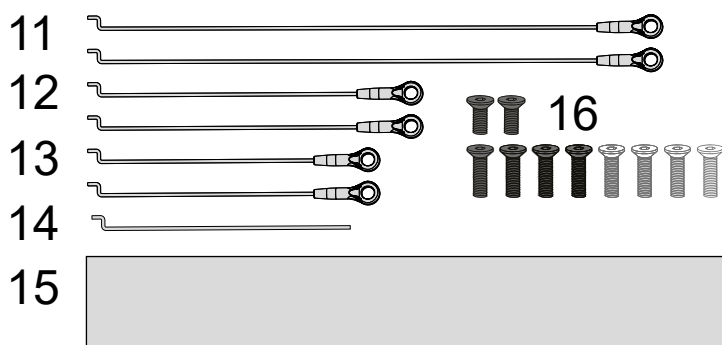
Before assembling this product, please carefully inspect the following parts. If any are missing or damaged, please contact the dealer as soon as possible. Provide the names and codes of the missing or damaged parts.

Please note that internal items may vary in different configurations.

- | | | |
|-----------------------------------|--------------------------|--------------------------------|
| 1. Fuselage*1 | 6. Stabilator L*1 | 10. Main Wing Spar*1 |
| 2. Left Wing*1 | 7. Stabilator R*1 | 11. Elevator Pushrods*2 |
| 3. Right Wing*1 | 8. Tail Boom*1 | 12. Aileron Pushrods*2 |
| 4. Vertical stabilizer L*1 | 9. Nosecone *1 | 13. Rudder Pushrods*2 |
| 5. Vertical stabilizer R*1 | | |



- 14. Front Wheel Pushrods*2**
- 15. Velcro*1**
- 16. Screws for wings*4 (Silver)**
- Screws for EDF*4 (Black)**
- Screws for Stabilator*2 (Black)**



Model Assembly

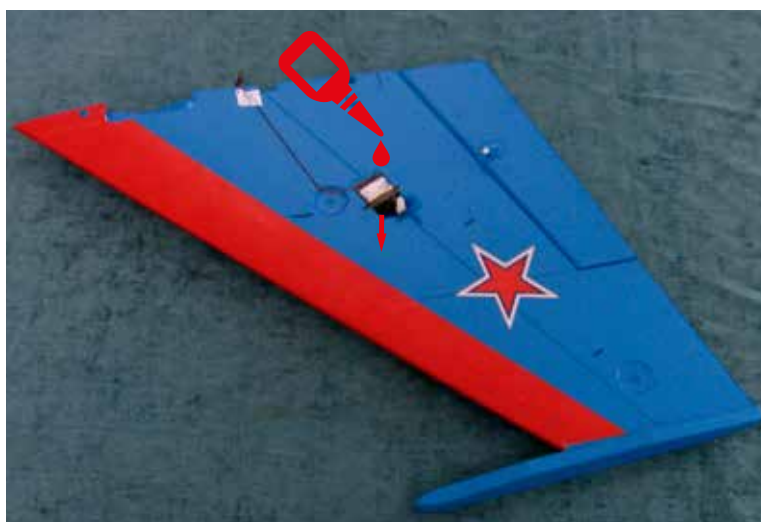
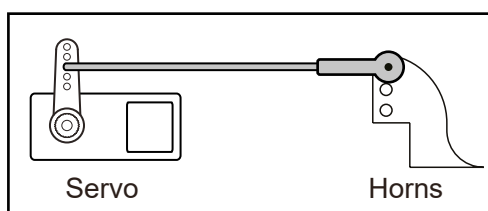
Rudder Servo

1. Set 9g servo to neutral point and screw on Servo arm. Glue the servo into the slot on the Rudder.
It is recommended to use servos with a wire length of 10cm. Both the left and right rudders should use standard servos.
2. Adjust the pushrod length and attach it to the servo arm.
3. Install the tail servo on the other side in the same way.



Aileron Servo

4. Set 9g servos to neutral point and screw on Servo arm. Glue servo into the slot.



5. Adjust the pushrod length and attach it to the servo arm.
Adjust the pushrod length and secure the pushrod. Ensure that the control surface is aligned with the wing's edge. Install the aileron servo on the other side following the same procedure.



Front Wheel Servo

6. Open the battery hatch and power up the landing gear.



7. Glue 9g servo into slot. Set it to neutral point and screw on Servo arm.



8. Adjust pushrods length then link the Servo arm and Front Wheel Control Horn. Then glue the plastic cover to the landing gear compartment.

**EDF & ESC**

9. Remove the EDF cover and glue stabilator servos into the slot.



10. Glue the stabilator servo cable into the preset wire groove.



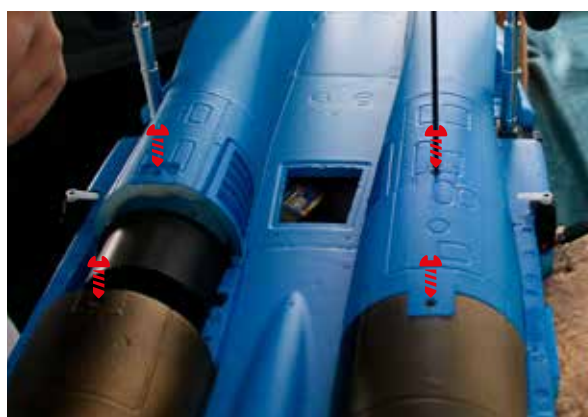
11. After connecting the stabilator servo with a Y-cable, thread the wires through the inside of the fuselage to the battery compartment.



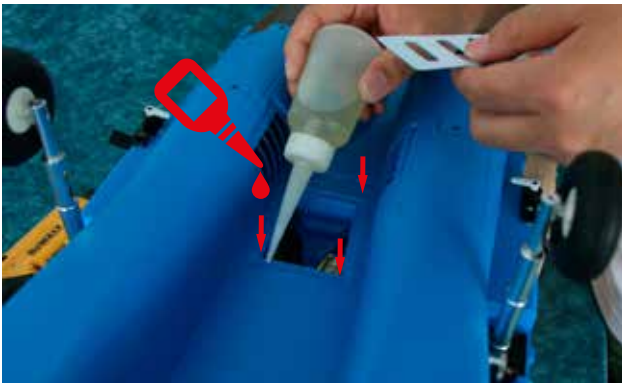
12. Place the ESC in ESC compartment, then connect the motor and ESC. Test the motor for correct fan rotation.



13. Secure the two EDFs with screws. Then, attach the EDF covers and secure it with screws.



14. Use glue to attach the ESC compartment cover.



Vertical stabilizer

15. Plug in the rudder servo connectors. After applying glue to the white area, attach both vertical tail fins to the fuselage.

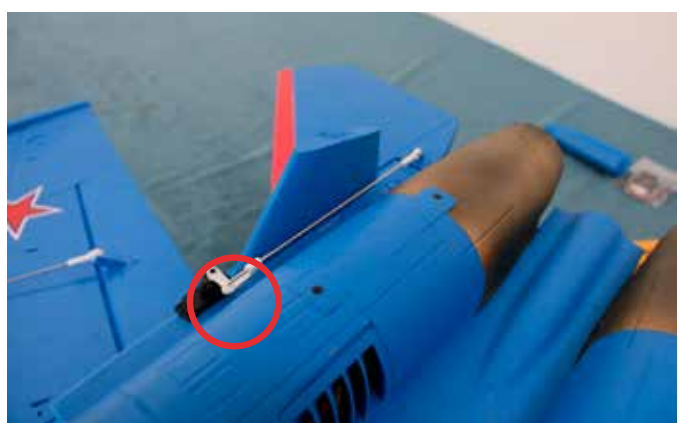


Stabilator

16. Insert the left and right Stabilator and secure them onto the mounts with screws.



17. Power the servos to their neutral positions, adjust the pushrod lengths as needed, then install the ball links and pushrod retaining clips.

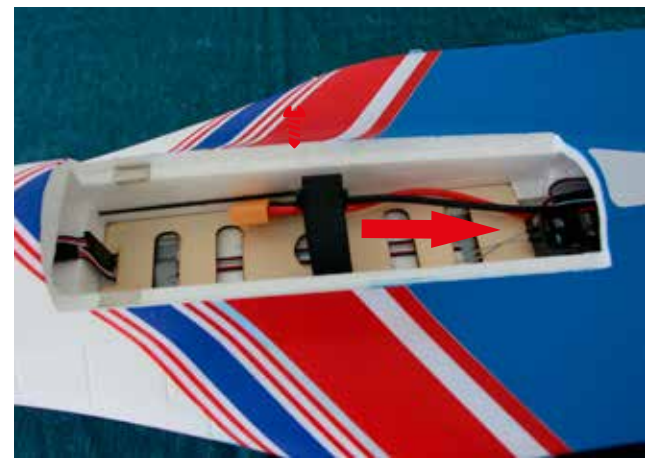
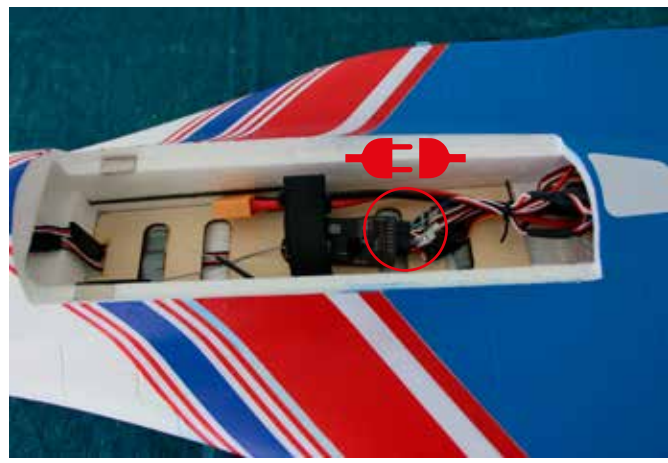


Main Wing

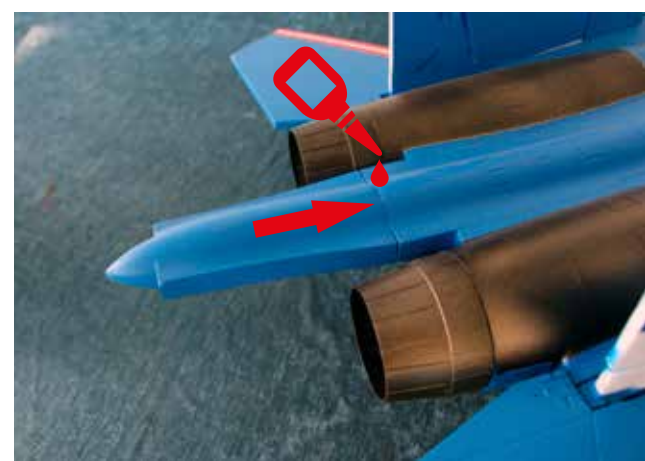
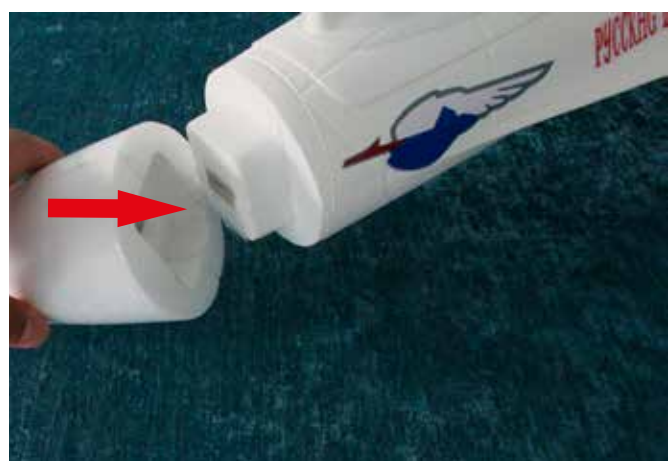
18. Insert carbon spar into fuselage. Install both wings, connect cables and secure wings with screws.

**Install Receiver**

19. Connect the receiver following the plug label indications. Then, place the receiver and cables in the space at the rear of the battery compartment.

**Nosecone & Tail Boom**

20. Attach the Nosecone to the fuselage, ensuring that the magnets are properly attached. Glue the Tail boom to the fuselage. Then the assembly job is done. Enjoy!



Flight Setup

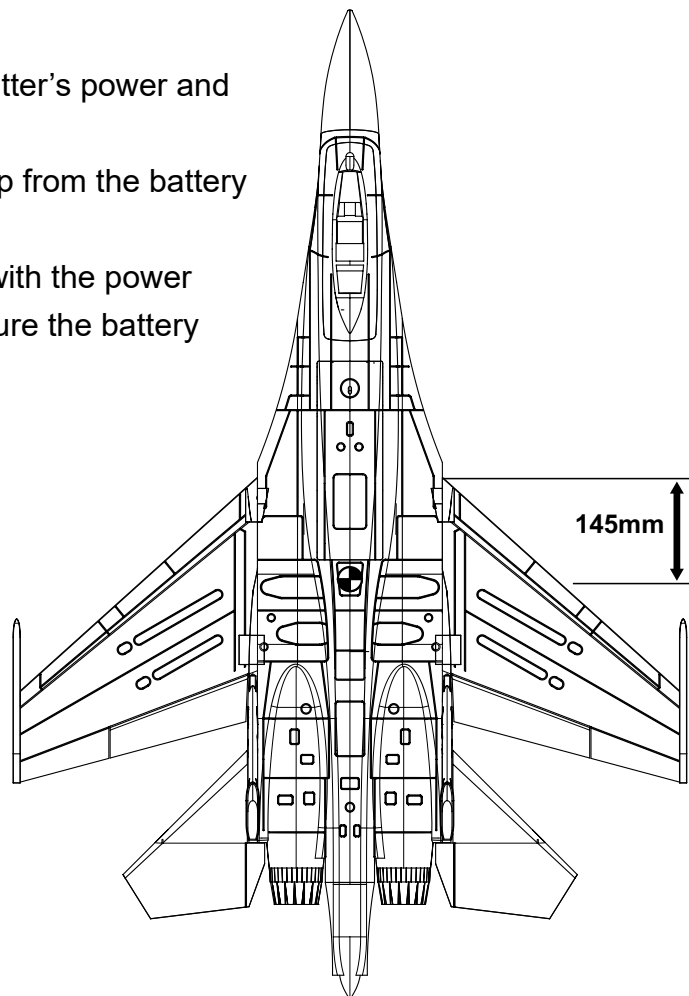
Battery installation

1. Before powering on the aircraft, turn on the transmitter's power and ensure the throttle stick is in the zero position.
2. Open the battery hatch and remove the Velcro strap from the battery tray.
3. Place the battery inside the battery compartment, with the power supply cable toward the rear end of the plane. Secure the battery using the Velcro strap.

Check the C.G.

The recommended Center of Gravity (CG) is 145mm from the leading edge of the main wing with the battery pack installed.

The center of gravity can be adjusted by moving the battery forward or aft.



Note

Having the correct center of gravity is critical to achieving proper flight characteristics.

Dual Rate

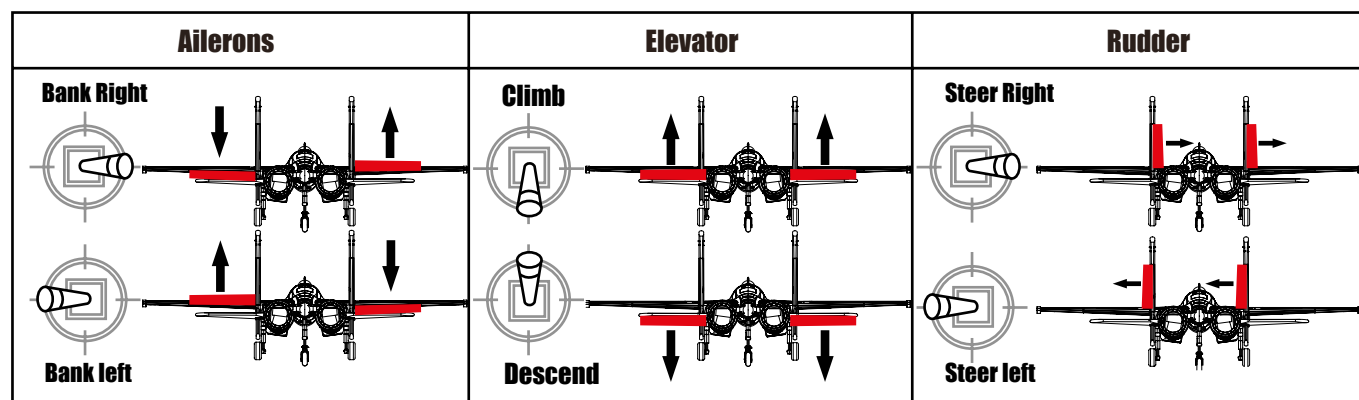
We recommend dual rate setting for better flying experience. When taking off and landing, Elevator and Aileron in low rate will make smooth move;

When taxiing on ground, Rudder in high rate will get smaller turning diameter;

When flying in air, low rate will make flight more stable. High rate is only for extreme maneuvering.

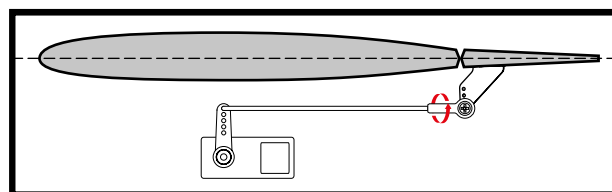
Control Surface	High Rate	Low Rate
Elevator	100%	75%
Ailerons	100%	65%
Rudder	100%	50%

Model Setup

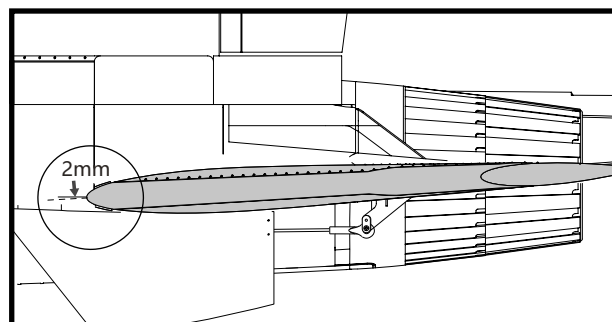


Control Surface Alignment

1. Power on and bind the transmitter with the receiver.
2. Ensure that the transmitter throttle and all trim switches are in the zero position.
3. From a top-down view, make sure the rudder is aligned with the vertical tail fin. If adjustment is needed, rotate the ball link on the linkage to change the length between the servo arm and the control horn for adjustment.
4. Align the trailing edge of the aileron with the trailing edge of the wing. Adjust the pushrod as needed.
5. The Stabilator should have a slight up elevator when centered. In the neutral position, the leading edge of the Stabilator should align 2mm below the panel line in the fuselage, as shown in the diagram on the right.



Neutral position of Aileron and Rudder



Neutral position of Stabilator

Trouble shooting

Problems	Probable Causes	Solutions
Aircraft will not respond to the throttle but responds to other controls.	<ul style="list-style-type: none"> • ESC is not armed. • Throttle channel is reversed. 	<ul style="list-style-type: none"> • Lower throttle stick and throttle trim to lowest settings. • Reverse throttle channel on transmitter.
EDF noisy or vibrating excessively.	<ul style="list-style-type: none"> • Damage or malfunction of spinner, blades, motor, etc. • Loose motor mount or EDF installation. 	<ul style="list-style-type: none"> • EDF has high-speed rotating components. Damage or malfunction can cause imbalance. It is not recommended for users to repair themselves; Factory repair is recommended. • Tighten screws and secure motor mount and EDFs.
Reduced Flight time or aircraft underpowered.	<ul style="list-style-type: none"> • Battery not fully charged • Low discharge rate • Battery malfunction 	<ul style="list-style-type: none"> • Completely recharge battery. • Replace with high discharge battery. • Replace battery.
Control surface does not move, or is slow to respond to control inputs.	<ul style="list-style-type: none"> • Control surface, control horn, linkage or servo damage. • Wire damaged or connections loose. 	<ul style="list-style-type: none"> • Replace or repair damaged parts and adjust controls. • Do a check of connections for loose wiring.
Controls reversed.	<ul style="list-style-type: none"> • Channels are reversed in the transmitter. 	<ul style="list-style-type: none"> • Do the control direction test and adjust controls for aircraft and transmitter.
Sudden power reduction during Flight	<ul style="list-style-type: none"> • ESC enters low-voltage protection mode. • Motor or battery malfunction. • ESC enters overheat protection mode. 	<ul style="list-style-type: none"> • Immediately land and check battery voltage. • Check components such as battery, transmitter, receiver, ESC, motor for faults • If the ESC temperature is too high due to high environment temperature or prolonged continuous Flight, allow it to cool down.
Receiver LED blinking slowly	<ul style="list-style-type: none"> • Power loss to receiver. 	<ul style="list-style-type: none"> • Check connection from ESC to receiver. • Check servos for damage. • Check linkages for binding.