

SUKHOI SU-27 FLANKER

64mm EDF RC JET

SPECIFICATIONS
Wingspan: 930mm
Length: 1380mm
Dry weight: 800g
Flying weight: 2300g (Full loading)
Wing loading: 82g/dm ²

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

RECOMMENDED BATTERY
3300-4700mAh 6S High Discharge Lipo

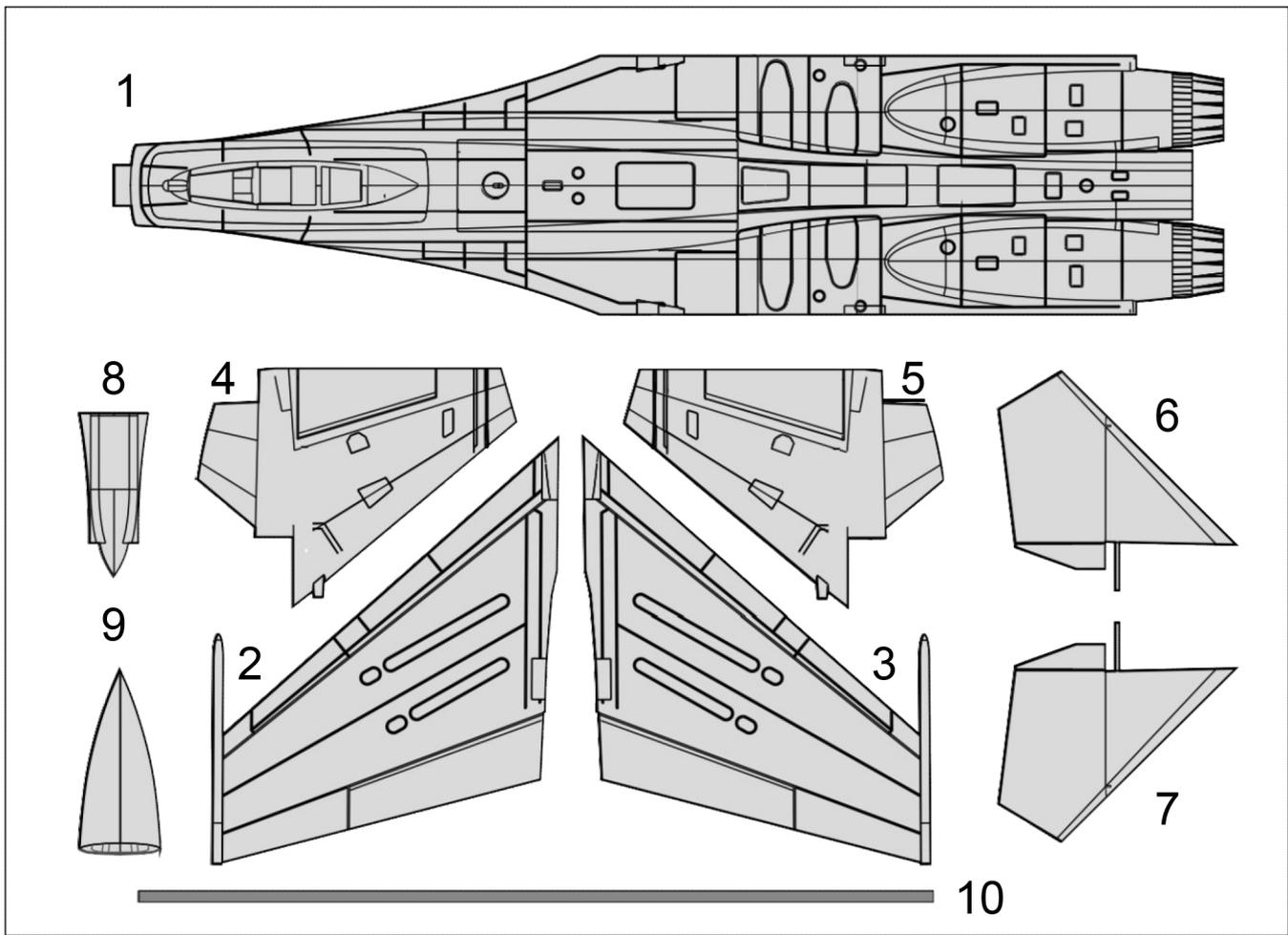
KIT TYPE		
KIT	KIT+Servos	PNP
40g Retracting	KIT	KIT
Shock Absorber	9g Metal Servo * 5 (In stalled)	9g Metal Servo *5 (Installed)
Landing Gear	9g Servo * 2 (Installed)	9g Servo * 2 (Installed)
		40A ESC * 2 (Installed)
		6S: 2840-2300KV 64mm EDF * 2 (Installed)

CONTENTS OF KIT

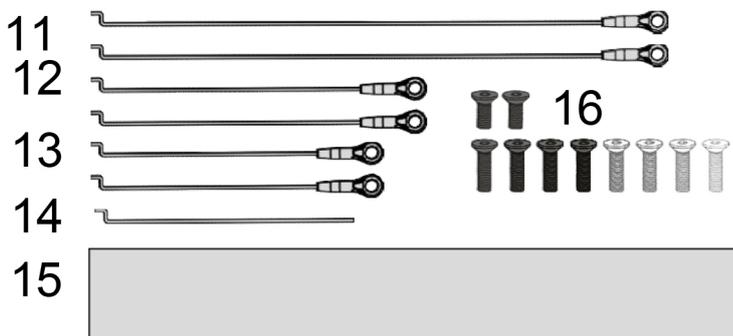
Prior to assembling this product, we kindly request that you thoroughly examine the following components. Should you discover any omissions or defects, we urge you to promptly reach out to the dealer. Please include the names and codes of any missing or damaged parts in your communication.

Please be aware that internal components may differ across various configurations.

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



- 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

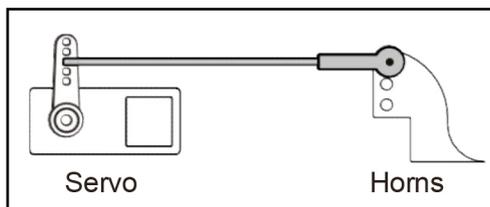
Rudder Servo

1. Set the 9g servo to its neutral position and attach the servo arm securely. Then, glue the servo into the designated slot on the rudder. We recommend using servos with a wire length of 10cm. Both the left and right rudders should utilize standard servos.
2. Adjust the pushrod's length and connect it to the servo arm.
3. Install the tail servo on the opposite side following the same procedure.



Aileron Servo

4. Set the 9g servos to their neutral position and securely attach the servo arm. Then, glue the servo into the designated slot.



5. Adjust the pushrod's length and connect it to the servo arm. Ensure that the pushrod is properly secured. Verify that the control surface is aligned with the wing's edge. Install the aileron servo on the opposite side using the same procedure.



Front Wheel Servo

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



7. Glue the 9g servo into the designated slot. Set it to the neutral position and securely attach the servo arm.



8. Adjust the pushrod length, then connect the Servo arm to the Front Wheel Control Horn. Afterward, glue the plastic cover to the landing gear compartment.



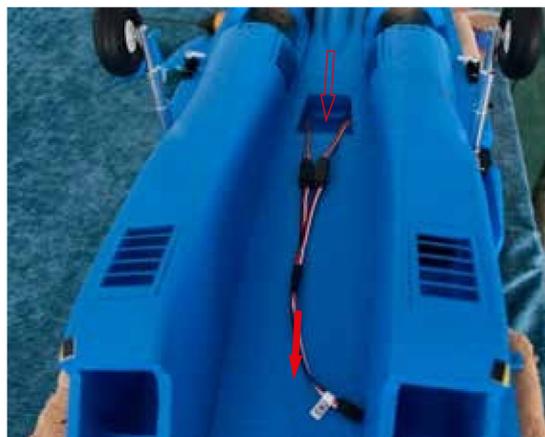
EDF & ESC

9. Remove the EDF cover and securely glue the stabilator servos into their respective slots.



10. Affix the stabilator servo cable into the designated wire groove.

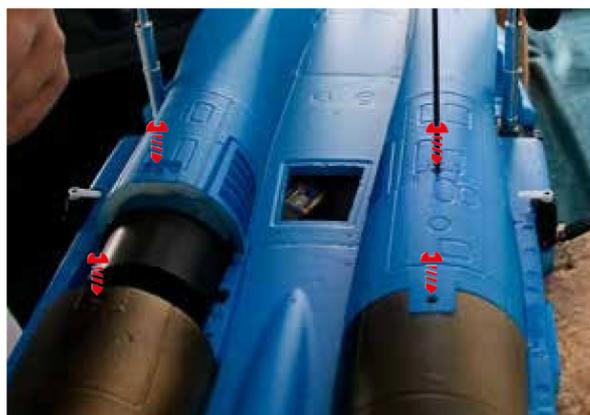
11. Once you've connected the stabilator servo with a Y-cable, thread the wires through the inside of the fuselage to reach the battery compartment.



12. Position the ESC in its designated compartment, then connect the motor to the ESC. Verify the correct fan rotation by testing the motor.



13. Secure both EDFs with screws. Next, attach the EDF covers and fasten them securely with screws.



14. Apply glue to affix the ESC compartment cover.



Vertical stabilizer

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

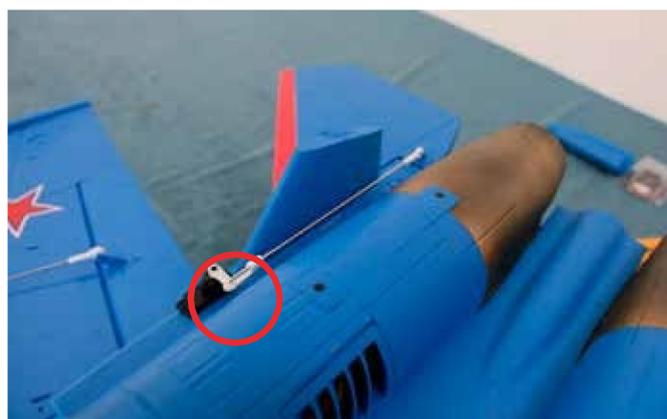


Stabilator

16. Insert the left and right stabilators and secure them onto the mounts using screws.

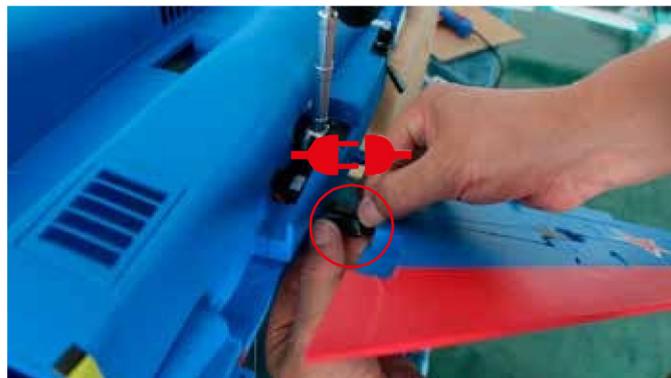
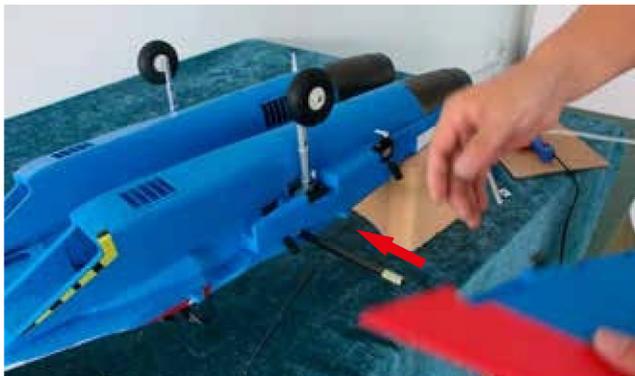


17. Power the servos to their neutral positions, adjust the pushrod lengths as required, and then install the ball links and pushrod retaining clips.

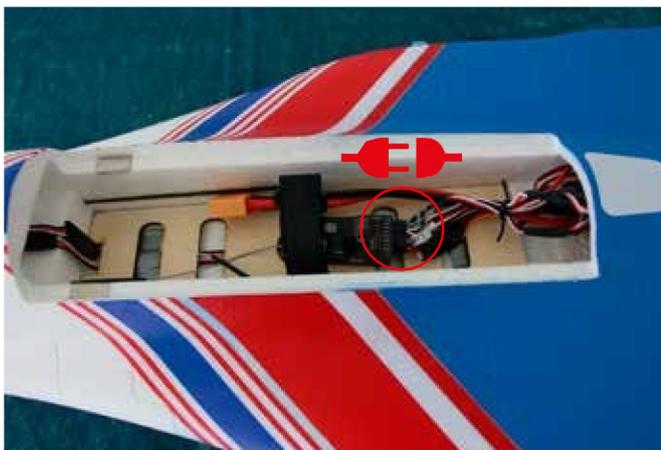


Main Wing

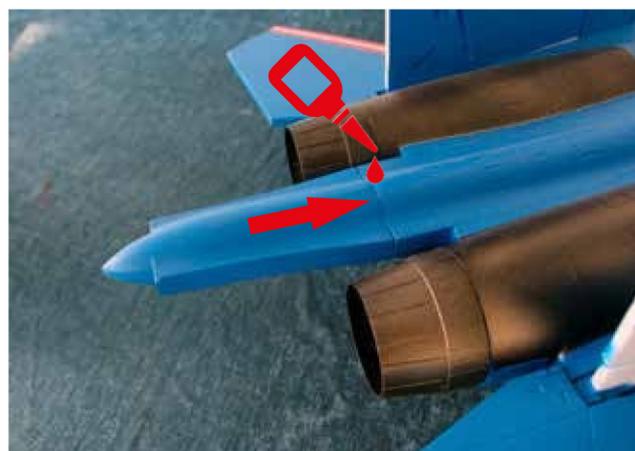
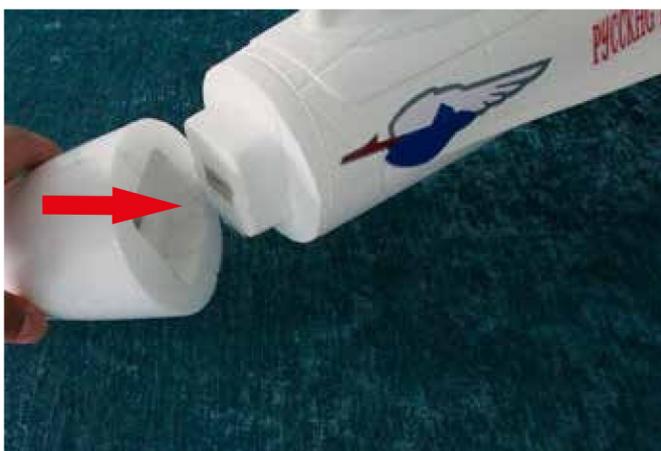
18. Page 7. Insert the carbon spar into the fuselage. Install both wings, connect the cables, and secure the wings with screws.

**Install Receiver**

19. Connect the receiver according to the plug label indications. Then, position the receiver and cables in the space at the rear of the battery compartment.

**Nosecone & Tail Boom**

20. Attach the nosecone to the fuselage, making sure that the magnets are properly attached. Glue the tail boom to the fuselage. Your assembly job is now complete. Enjoy!



Flight Setup

Battery installation

1. Prior to powering on the aircraft, activate the transmitter's power and ensure that the throttle stick is in the zero position.
2. Open the battery hatch and remove the Velcro strap from the battery tray.
3. Insert the battery into the battery compartment, positioning the power supply cable toward the rear end of the plane. Secure the battery in place using the Velcro strap.

Check the C.G.

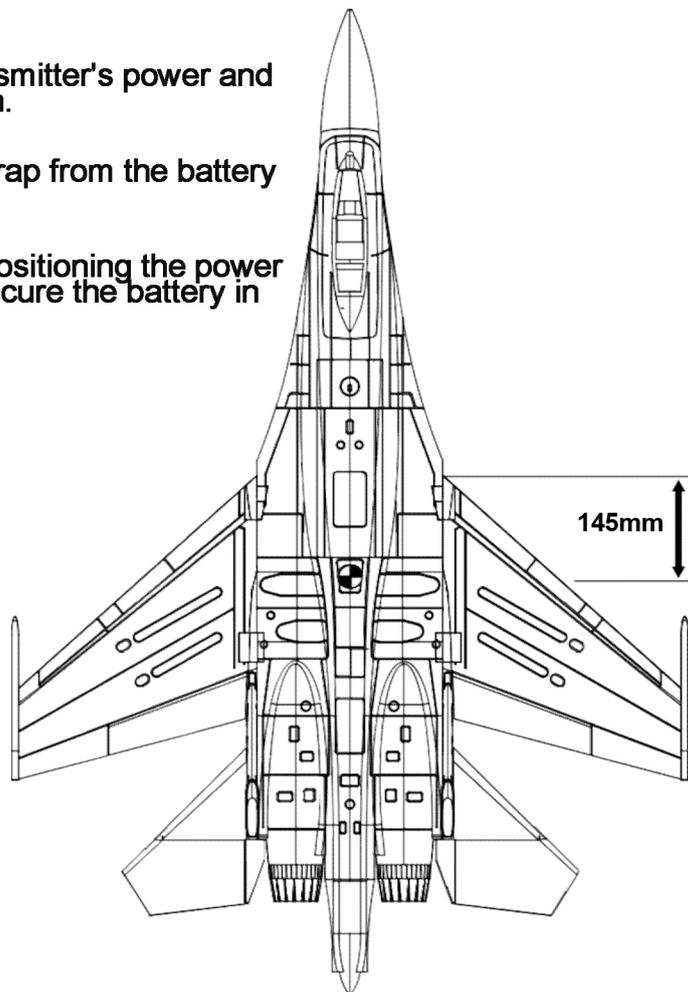
Note

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 backward.

Note

Achieving the correct center of gravity is crucial for achieving proper flight characteristics.



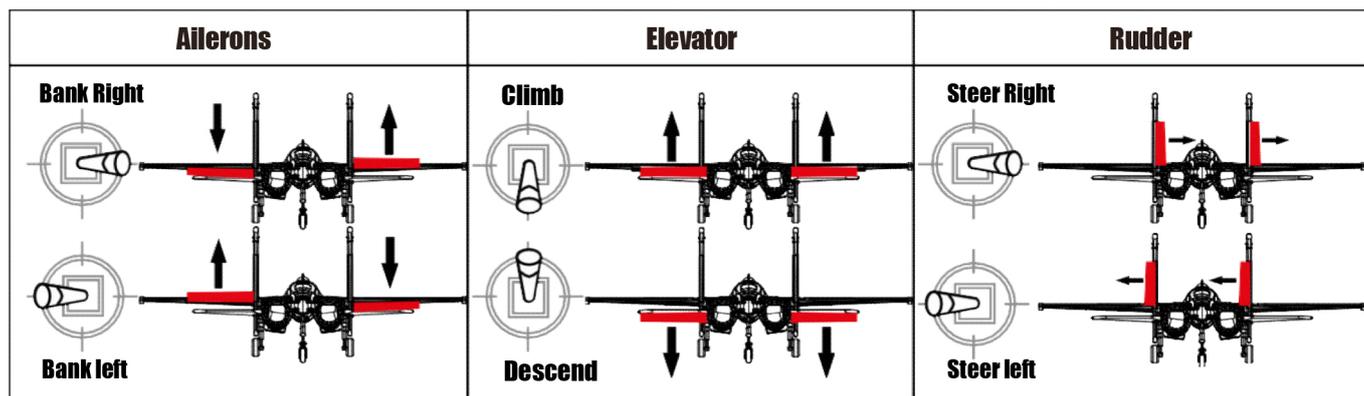
Dual Rate

Recommended Dual Rate Settings for Optimal Flying Experience:

- During takeoff and landing, use low rates for Elevator and Aileron to ensure smooth movements.
- When taxiing on the ground, switch to high rate for Rudder to achieve a smaller turning diameter.
- When flying in the air, low rates will enhance flight stability, while high rates are reserved for extreme maneuvers

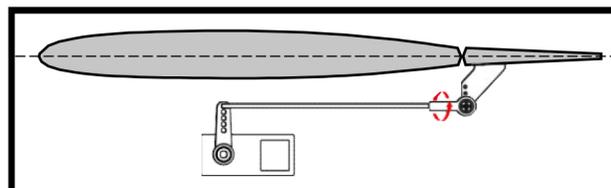
Control Surface	High Rate	Low Rate
Elevator	100%	75%
Ailerons	100%	65%
Rudder	100%	50%

Model Setup

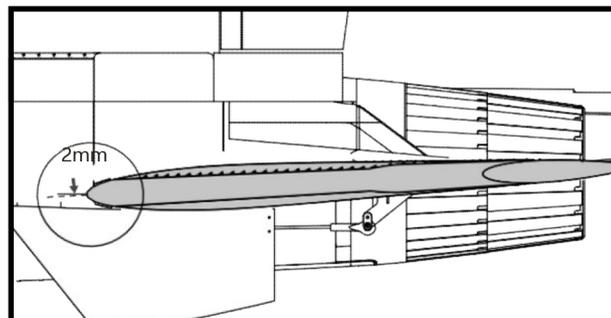


Control Surface Alignment

1. Turn on the transmitter and establish a connection with the receiver.
2. Ensure that the transmitter's throttle and all trim switches are set to the zero position.
3. View the aircraft from the top, and ensure that the rudder aligns perfectly with the vertical tail fin. If adjustment is necessary, rotate the ball link on the linkage to change the length between the servo arm and the control horn.
4. Align the trailing edge of the aileron with the trailing edge of the wing, making necessary adjustments to the pushrod.
5. When centered, the Stabilator should exhibit a slight upward elevator. In the neutral position, ensure that the leading edge of the Stabilator aligns 2mm below the panel line in the fuselage, as illustrated in the diagram on the right.



Neutral position of Aileron and Rudder



Neutral position of Stabilator

Common Problems, Possible Causes, and Solutions:

Problems	Probable Causes	Solutions
Aircraft does not respond to throttle but responds to other controls.	ESC is not armed, or throttle channel is reversed.	Lower the throttle stick and throttle trim to the lowest settings, and reverse the throttle channel on the transmitter if needed.
EDF is noisy or excessively vibrating.	Damage or malfunction of spinner, blades, motor, etc., or loose motor mount or EDF installation.	For EDF issues, which have high-speed rotating components, it's recommended to seek factory repair. Tighten screws and secure the motor mount and EDFs.
Reduced flight time or underpowered aircraft.	Battery not fully charged, low discharge rate, or battery malfunction.	Completely recharge the battery, replace it with a high-discharge battery, or replace a malfunctioning battery.
Control surface does not move or responds slowly to control inputs.	Control surface, control horn, linkage, or servo damage, or damaged or loose wiring connections	Replace or repair damaged parts, adjust controls, and check for loose wiring connections.
Controls are reversed.	Channels reversed in the transmitter.	Conduct a control direction test and adjust controls for both the aircraft and transmitter as needed.
Sudden power reduction during flight.	ESC enters low-voltage protection mode, motor or battery malfunction, or ESC enters overheat protection mode.	Immediately land and check battery voltage, inspect components for faults and allow the ESC to cool down if overheating occurs.
Receiver LED blinking slowly.	Power loss to receiver, issues with ESC-to-receiver connectionservo damage, or binding linkages.	Check the connection from ESC to receiver, inspect servos for damage, and ensure linkages are not binding.