HOBBY-LOBBY INTERNATIONAL, INC.

RCM Funster

Specifications

Wingspan: 72-1/2"
Length: 53"
Wing Area: 846 sq. in.
Flying Weight: 83 oz.
Wing Loading: 14.2 oz./sq. ft.

Items needed to complete

- 5 Channel Radio system with 5 fullsize servos
- 2-24" Servo Extensions
- Outrunner Brushless motor Atlas 2927/10 or AXI 2826/12
- 40-45A Brushless controller
- 3s LiPoly battery 3300mAh-5000mAh
- Dedicated LiPoly Charger
- Propeller 13x8 (APC or equal)
- CA and Epoxy Glues and Solder

Congratulations

In 1984 Dick Tichenor designed the RCM Funster, he took a standard Hobby Lobby Telemaster 40 wing and added landing gear mounts. Created a fuselage with a tricycle gear and a lifting stab, essentially a low wing Telemaster 40. It became a huge hit and a very popular kit, built and flown by hundreds of modelers. Now the FUN is back! This beautifully produced laser cut ARF has retained all that was great about the original, now offered it in an easy to assemble package. Whether you build it as an electric (the best choice in our opinion) or as a .40 size glow model, you can't do better for a relaxed flying sport airplane.

Warning – THIS IS NOT A TOY!

Radio control models are capable of inflicting serious injury and/or property damage if it is not assembled, operated and maintained in a competent and safe manner. If you are not already an experienced assembler and flier, we STRONGLY suggest that you find an experienced MODELER to assist you.

Guarantee / Warranty

We guarantee this KIT to be free from defects in material and workmanship for a period of one year from the time of purchasing. This warranty is not valid for any damage or subsequent damage arising as a result of a crash, misuse or modification of the kit by the end-user of the model.

In no event shall our liability exceed the original purchase price of the model.

We reserve the right to modify the design of this product, contents and/or manuals without prior notification.

Precautions: Re-shrink the covering

If we could control the weather, we would make sure that the covering wouldn't bubble and sag after you take the parts out of the bags. The temperature and humility are different at our factory from where you are; this makes bubbles and sags almost inevitable. If wrinkles and sags occur we suggest that you remove them with a heatgun and a damp rag. Carefully heat the covering until it is tight and wrinkle free and then quickly press the covering down to the wood with the rag. Once this is done, the covering will stay tight and bubble free. Be particularly careful when heating the covering near a seam or overlap. The application of too much heat will lead to excessive shrinkage and damage to your model.

Photo of parts

Final Assembly and Installation

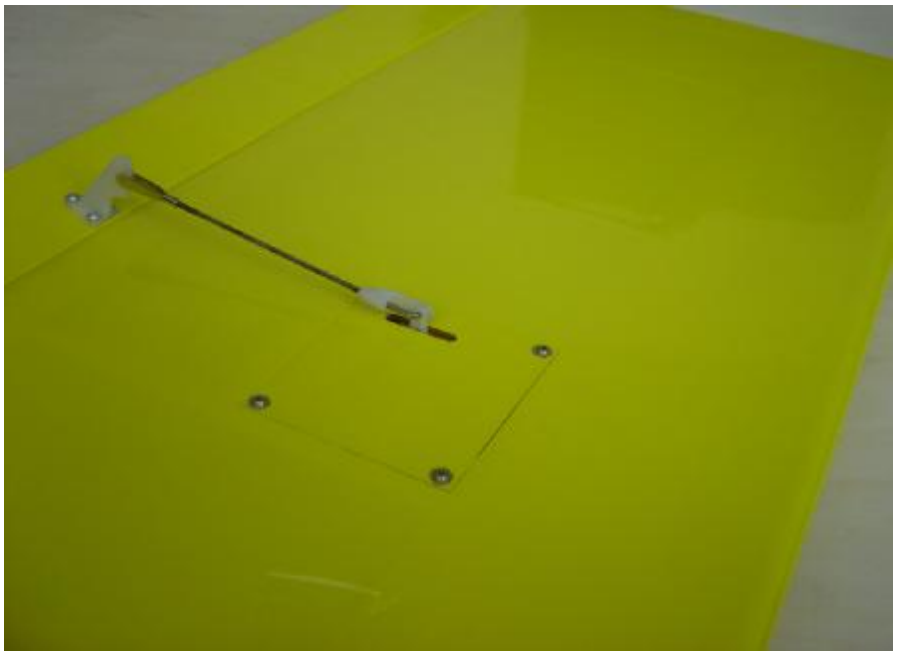
1. Assemble rudder on tailfin, check that the hinge gap is small and apply thin CA glue to each hinge on both sides.

2. Assemble the elevator onto the horizontal stabilizer, check that the hinge gap is small and apply thin CA glue to both sides of each hinge.

3. Install the fin and rudder into the slot on the top of the horizontal stabilizer and carefully wick thin CA glue into the joint. Check that the fin is perpendicular to the stabilizer.

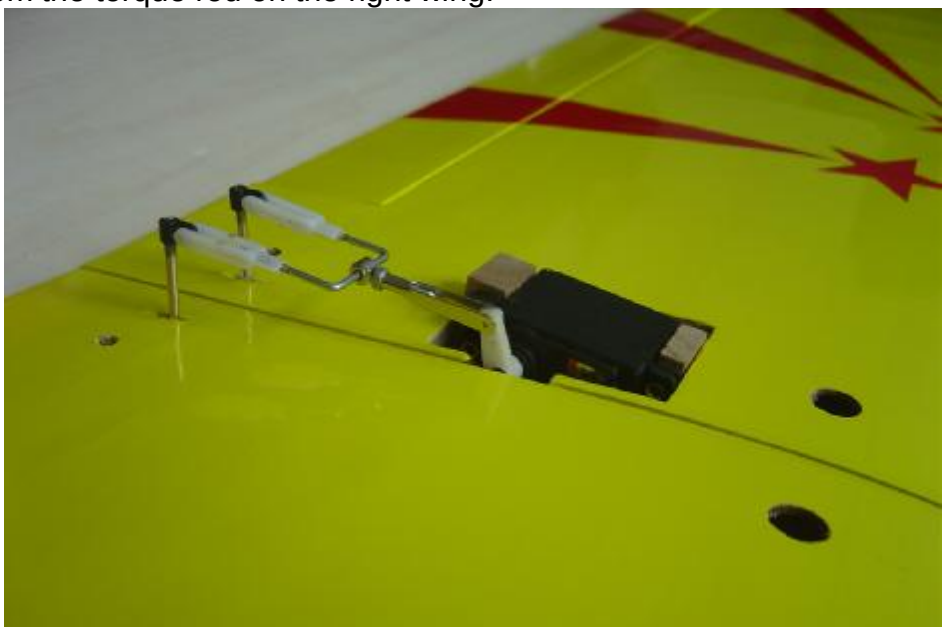
4. Locate the control horns for the rudder and elevator and install them on the moveable surfaces. Position the control horns so that the holes that connect to the pushrod clevis is located directly inline with the hinge gap.
5. Connect the pushrod clevises to the control horns.

6. Locate the main wing panels. Remove the aileron servo hatch from the bottom of the wing. Install a fullsize servo to the hatch. Connect the servo to a 24" extension and install into the wing. Locate and install the control horn to the aileron and then attach the pushrod between the control horn and the servo.



7. Locate and install the main landing gear wire to the slot in the bottom of the wing panel with the included hardware.

8. Install the foam wheels to the landing gear with the included wheel collars.
9. The flaps are pre-installed with their torque rods ready for attachment to a flap servo. Mount a fullsize servo in the left wing panel. Slip both wing panels together on the included aluminum spar joiner and then attach the flap drive hardware between the flap servo and the torque rods. NOTE: The two wing panels can be disassembled by disconnecting the clevis from the torque rod on the right wing.



10. The mount for the steerable nose gear is pre-installed in the nose of the fuselage. Locate the nose gear and assemble with the hardware provided.
11. The motor mount for the Atlas or AXI Outrunner brushless motor is pre-installed and ready for you to mount your motor with a radial mount.

12. NOTE: If you are installing a .40 glow motor, remove the electric motor mount and apply thinned epoxy to fuelproof the exposed wood parts. Then install standard beam type mounts with your glow motor to the main firewall.
13. Solder connectors to the speed control for connection to the Outrunner motor and for connection to your flight batteries. The battery hatch has been pre-installed for you and is held in place by magnets. Remove the hatch and install your 3s LiPoly battery to the battery tray. Use Velcro to hold the battery in position.

14. Install your radio system in the main fuselage and plug in the servos and speed control.
15. Install the main wing to the fuselage, do not forget to plug in the aileron and flap servos.

Final Check and Adjustment Before Flying

1) Check and adjust the **CG** (Center of Gravity). The main battery pack can be moved back and forth to adjust the CG.

The recommended CG position is 3-1/4" to 3-3/4" back from leading edge of the wing. This airplane has a broad CG range and very gentle flying qualities.

CAUTION If you are a ***Beginner***, please do seek **an experienced Pilot to adjust the C.G. point for you and to provide some flight training.**

2) The recommended travels of the control surfaces is__
Elevator**:** 5/8" up and down
Aileron**:** 3/4" up, 3/8" down
Rudder**:** 1-1/4" left and right
Flaps: 15 degrees for takeoff, 30 degrees landing
3) Adjust the **effective length of the push-rod** by turning the nylon kwik-link clockwise or counter-clockwise and make sure that the control surfaces are at neutral position when the servo arm is neutral.
4) Be sure that the servos operate properly and the control surfaces move in the correct direction.
5) Check the propeller. Make sure that it is tightened properly and that the direction of rotation is correct.
6) Always remember to **turn-on the transmitter first** and set the throttle stick and throttle trim at "***power-off position***" before connecting the battery pack. After landing, remember to **turn-off the receiver first** and **disconnect the battery pack before turning off the transmitter.**

Good luck and happy flying

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