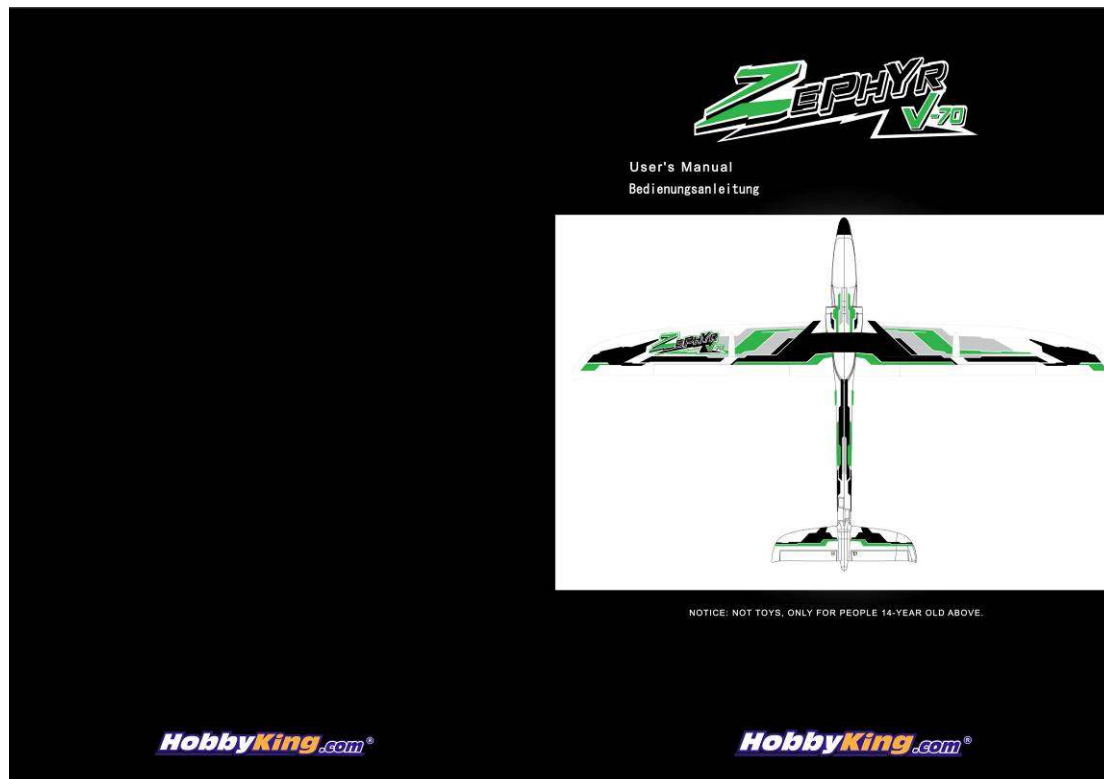


INSTRUCTIONS FOR ZEPHYR V-70 EDF-EPO

Warning: This aircraft is a hobby grade product, only for people of 14 years of age or above.

Please read and understand all instructions before operating.



Features:

- 1) This product features the updated aerodynamic design, fulfilling a perfect combination with installation of EDF, which is therefore considered as the high-speed glider plane.
- 2) Bilateral air intakes allow for reliable ventilation, keep the EDF perfect blend in the side of body.
- 3) The 70mm EDF providing the enormous power is perfect for the plane being either flying or guiding.
- 4) Ultrathin aerofoil design, ensure the high speed in flying and combine performance of glider.
- 5) Enjoying the top speed around 140km/h.

Product Specifications

Fuselage length: 1000mm (39.4 in.)
Wingspan: 1533mm (60.4 in.)
Flying Weight: 1050-1150g (with battery)
Power: 70mm EDF
Motor: 2223 3400KV Brushless Outrunner
ESC: 55 Amp
Servo: 9g*4 micro servo
Radio : 4/more channel
Receiver: 4/more channel

Battery: 11.1V 2800-3500mah lipo 25c

Motor Spes:

Motor: 2223 KV:3400	
Technical Datas	
KV	3400
Configuration	9N6P
Stator Diameter	22mm
STator Length	23mm
Shaft Diameter	4mm
Motor Dimension(Dia. * Len)	Φ28×40mm
Weight(g)	118
Idle current(10)@10v(A)	1.5
No.of Cells(Lipo)	3S-4S
Max Continuous current(A)180S	60A
Max Continuous Power(W)180S	750W
Max. efficiency current	>82%
internal resistance	248mΩ

Recommended Environment: Outdoor

•Caution!

Radio-controlled models, and especially model aircraft, are by no means playthings in the usual sense of the term. Building and operating them safely requires a certain level of technical competence and manual skill, together with discipline and a responsible attitude at the flying field. Errors and carelessness in building and flying the model can result in serious personal injury and damage to property. Since we, as manufacturers, have no control over the construction, maintenance and operation of our products, we are obliged to take this opportunity to point out these hazards and to emphasise your personal responsibility.

•Do not fly under the conditions below:

- 1.Wind strong enough to make the trees rustle.**
- 2.A street with many trees or street lamps.**
- 3.Close to high voltage electrical wires.**
- 4.High Population density areas.**

•Cautions for flying

Front lawns and parks make excellent flying areas. Make sure you have permission to fly and follow safety guidelines set by local authorities. The calmer the wind, the better!

•Note for Storage

Please disconnect the lipo packs when finished flying.

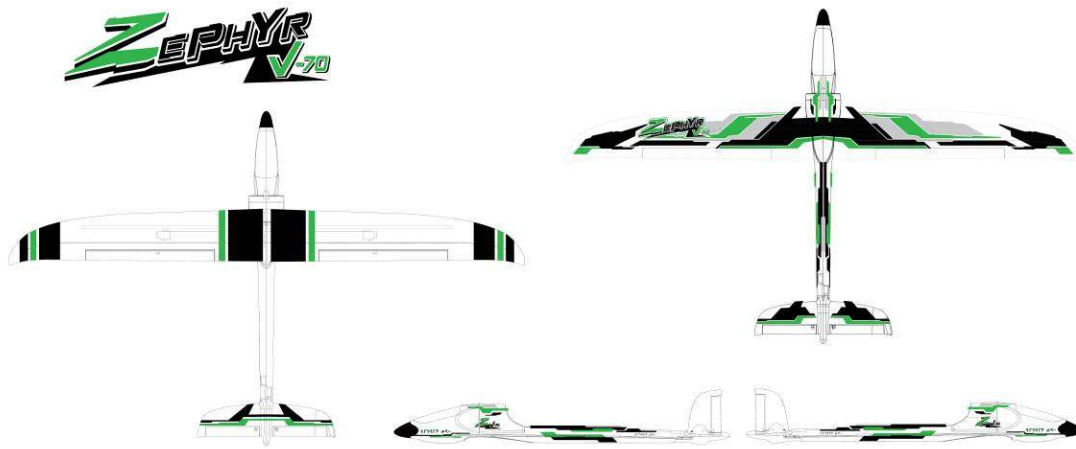
Do not press or crush the airplane when storing.

The best way to store is to hang the airplane to keep the control surface rigid.

Tools:

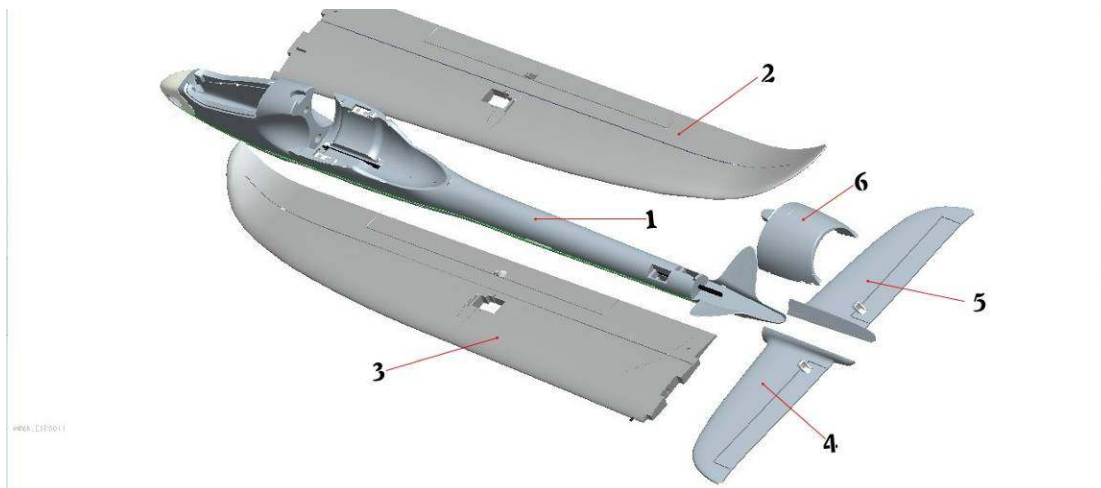
- Scissors, balsa knife, combination pliers, screwdriver. quick-dry glue

1.Applying the decals



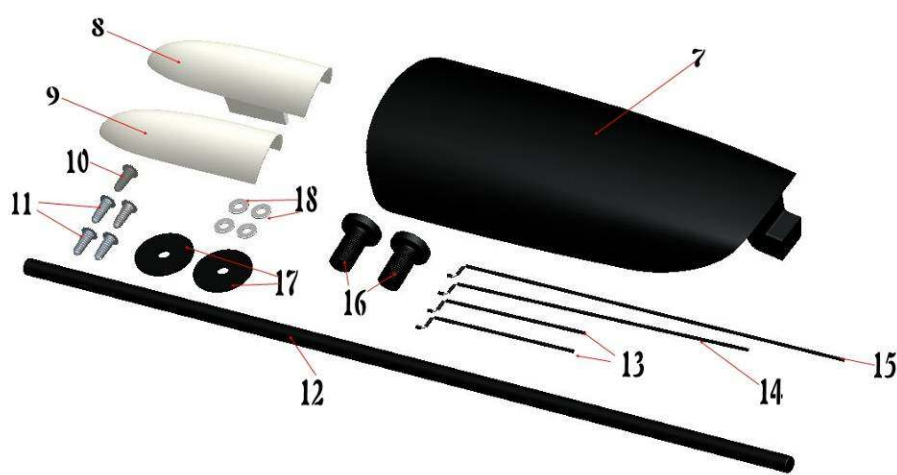
All the adhesive labels and decals are prepared and installed at factory. If it is not the case, follow the above illustrations applying the labels and/or the decals to your plane by yourself.

Foam parts included in the packing:



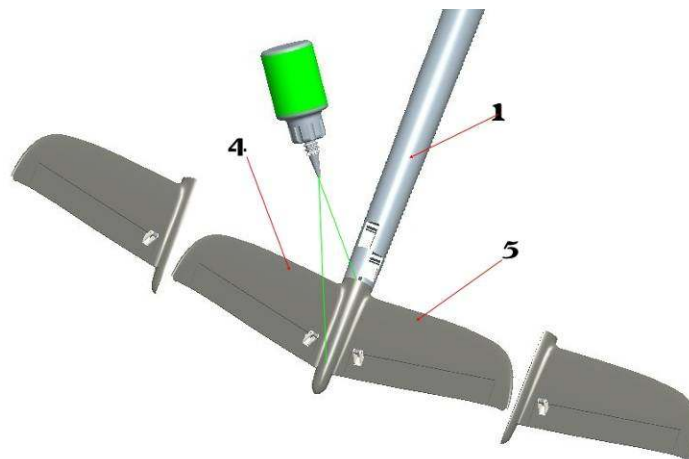
- 1 Fuselage
- 2 Left wing
- 3 Right wing
- 4 Right Rudder
- 5 Left Rudder
- 6 EDF cabin

Parts included in the packing

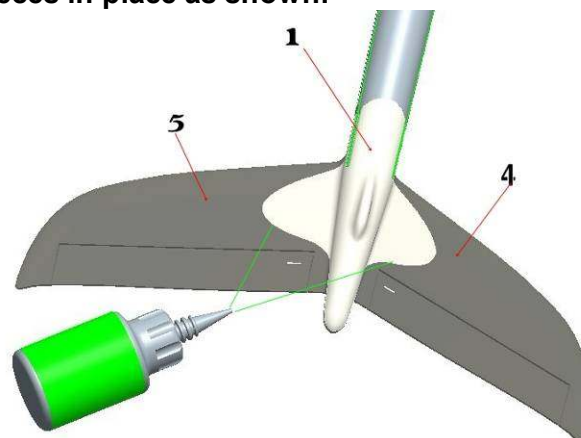


- 7 Canopy 1pc
- 8 Right servo arm protector 1pc
- 9 Left servo arm protector 1pc
- 10 Screw for EDF cover 1pc
- 11 Mounting screws for EDF cover 4pcs
- 12 Glass fiber stick for linking the wing
- 13 Steel wire for push-and- pull of the wing 2pcs
- 14 Steel wire for push-and-pull of the spoiler type 1
- 15 Steel wire for push-and-pull of the spoiler type 2
- 16 Mounting screws for the wing 2pcs
- 17 Pads for the wing 2pcs
- 18 Pads fo the EDF 2pcs

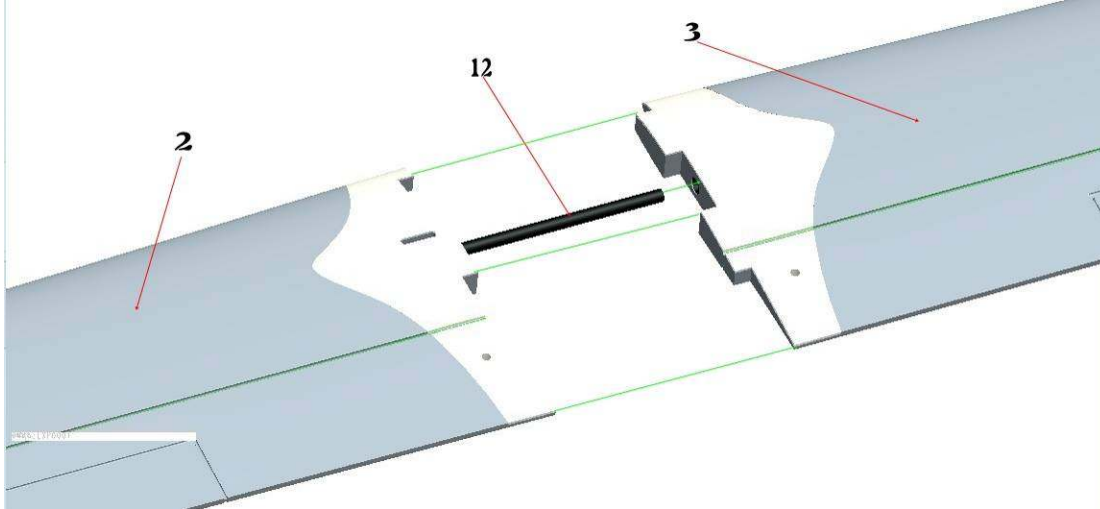
Assembly (Please pay more attention to those which have not been done at factory.)



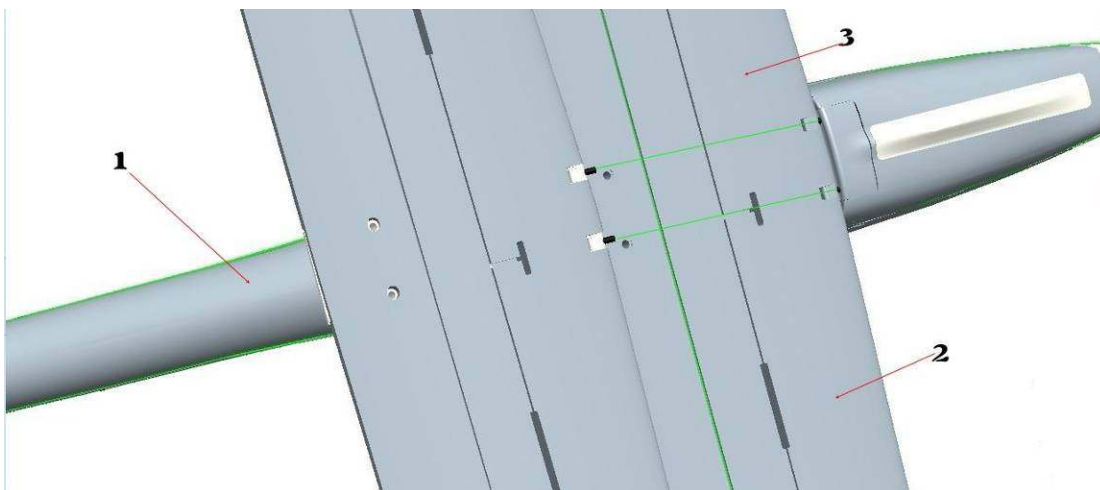
1) Stick the tailpieces in place as shown.



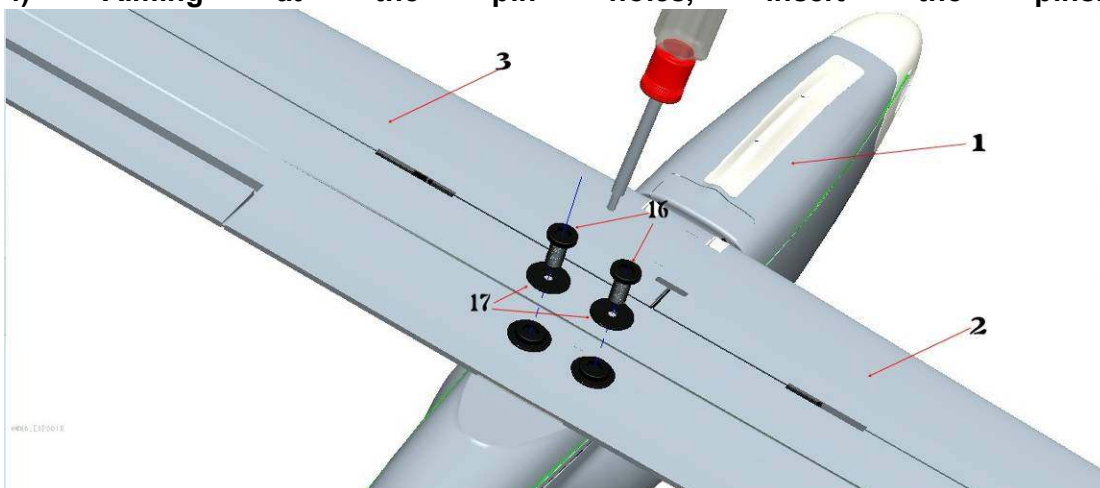
2) Glue the back of the rear rudder and the all related plastic parts as well.



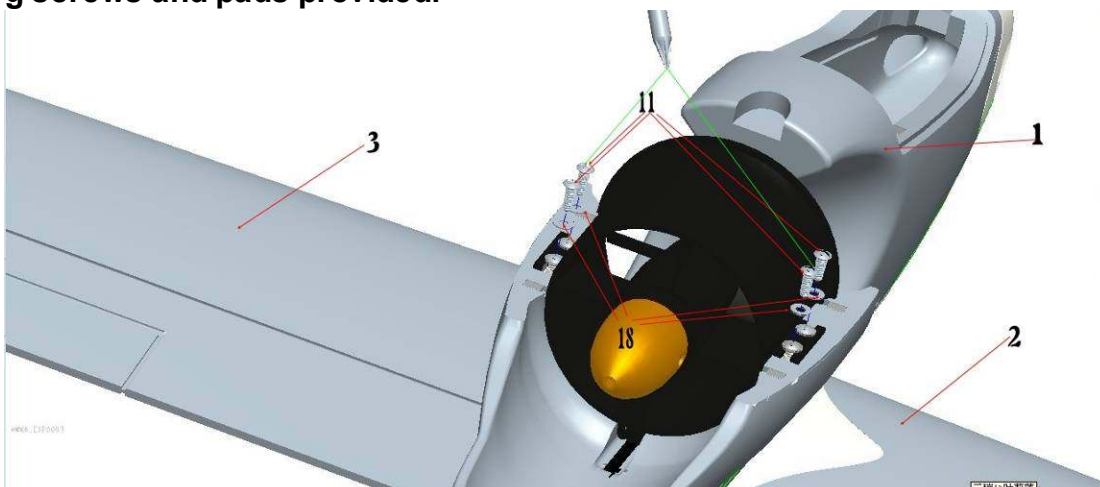
3) Connect right and left wing by using the grass fibre stick as shown in the picture



4) Aiming at the pin holes, insert the pins.



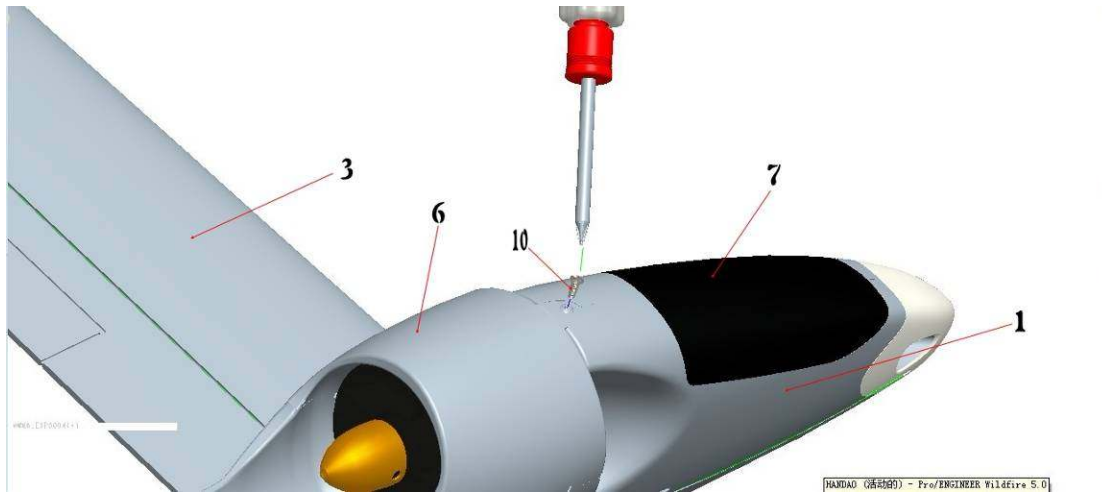
5) Install the main wing to the bottom of the fuselage by using the mounting screws and pads provided.



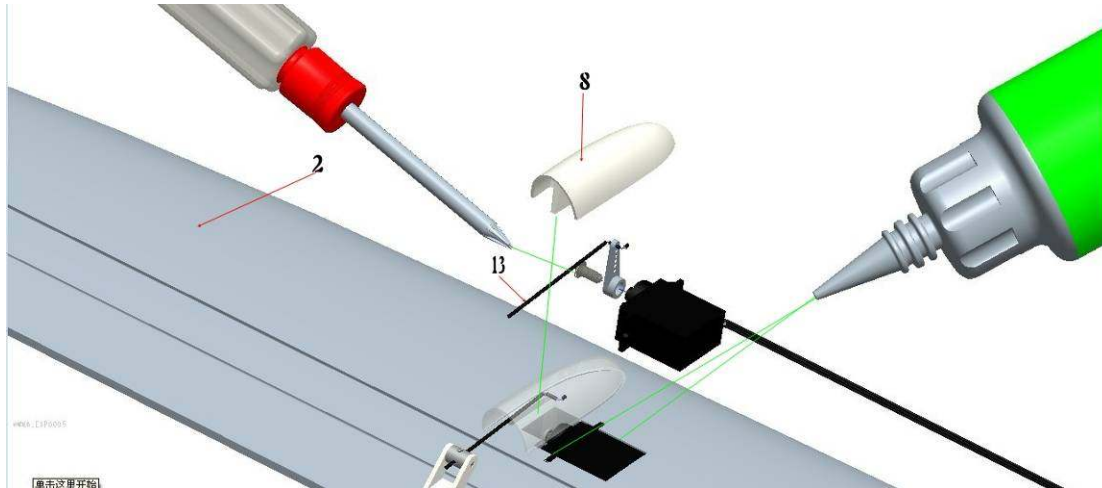
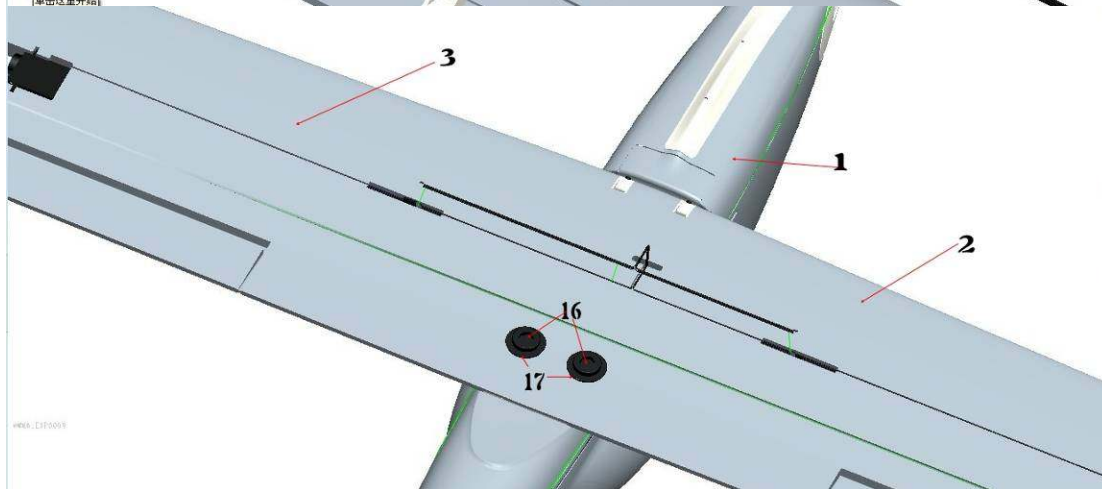
6) Install the EDF in place onto the fuselage with 4pcs of mounting screws as

shown in the picture.

Note: Keep all wires in order during installation and never get them installed reverse.

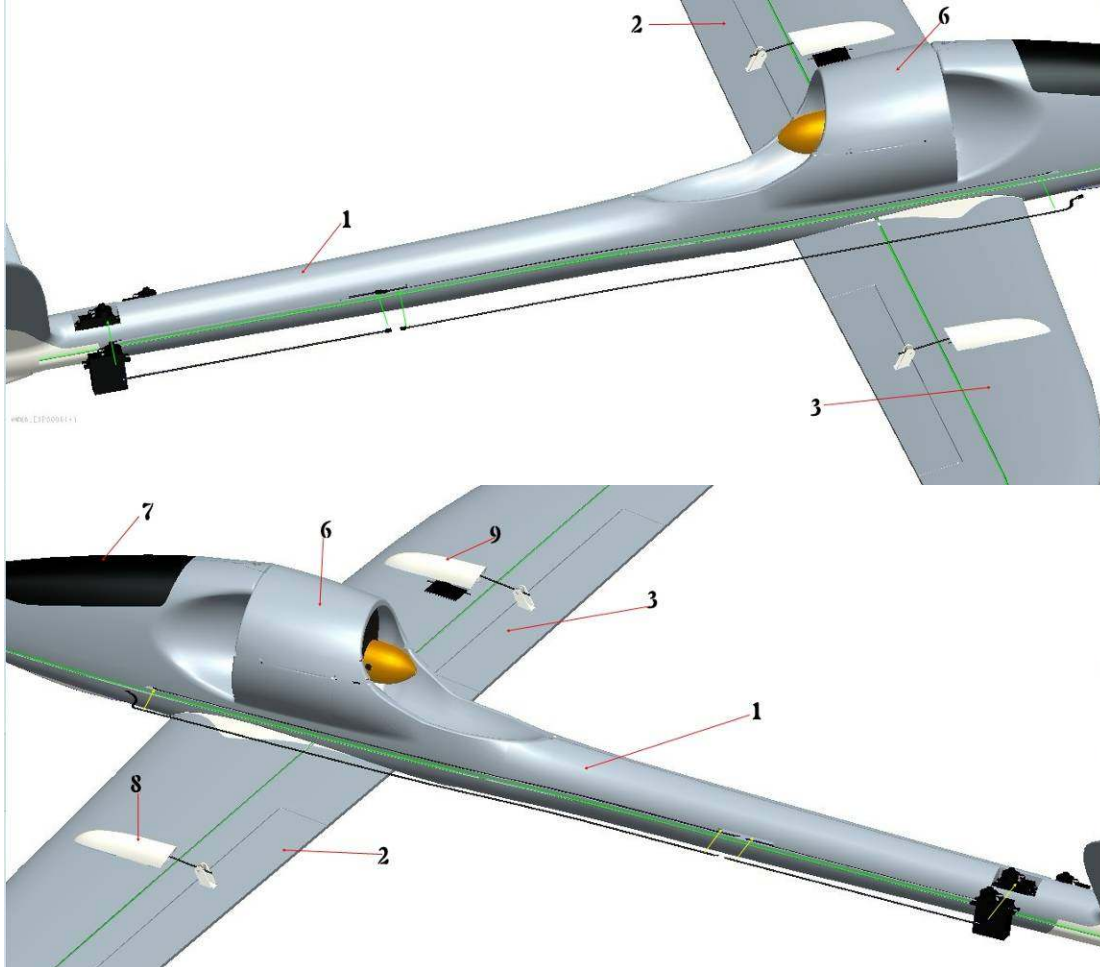


7) Place the cover of EDF and fasten it with due care by using the mounting screws.

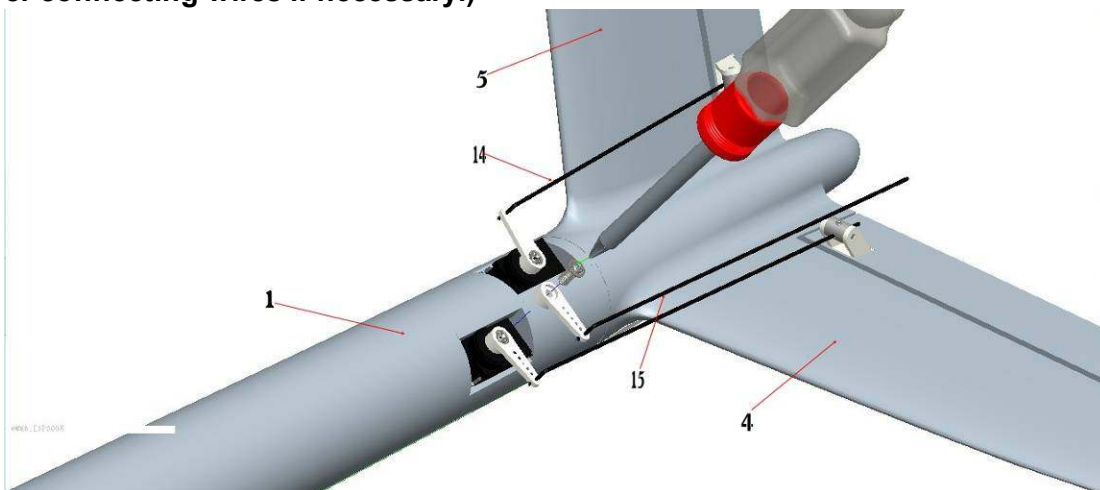


8) Following the illustrations install the servos separately to both right and left aileron , secure with the thrust steel wire , and then stick the cover onto the arm.

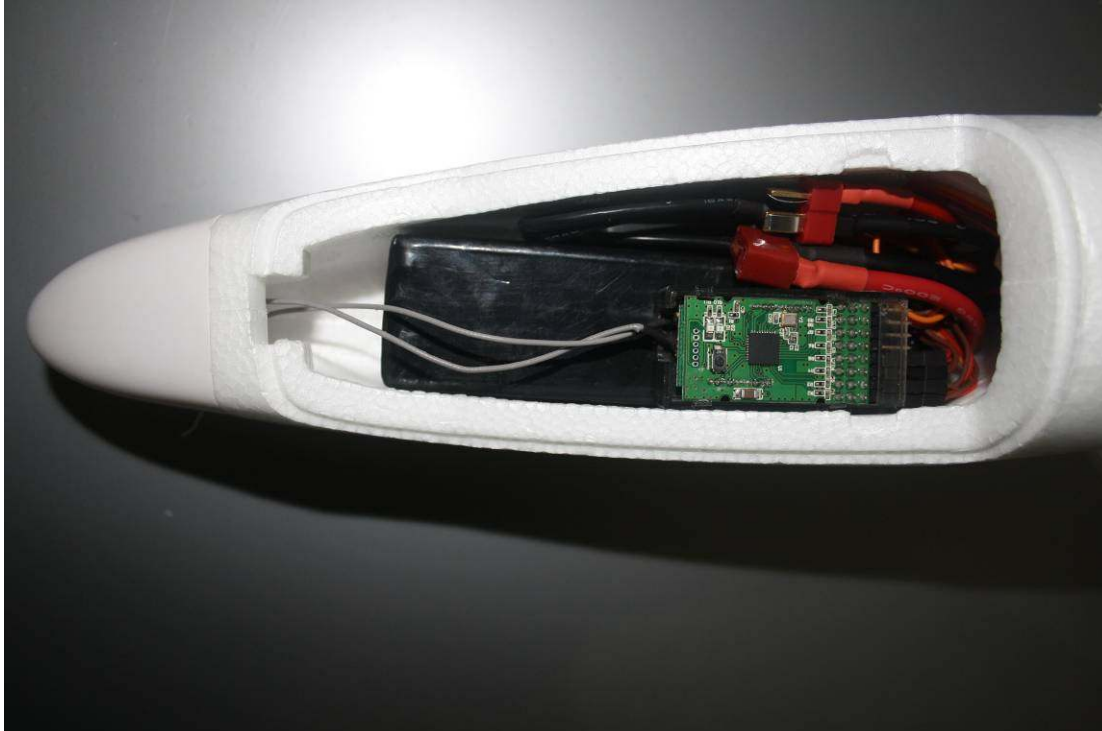
Note: Tuck the connecting wires of the servos into the slots. Replace with the longer connecting wires if necessary.



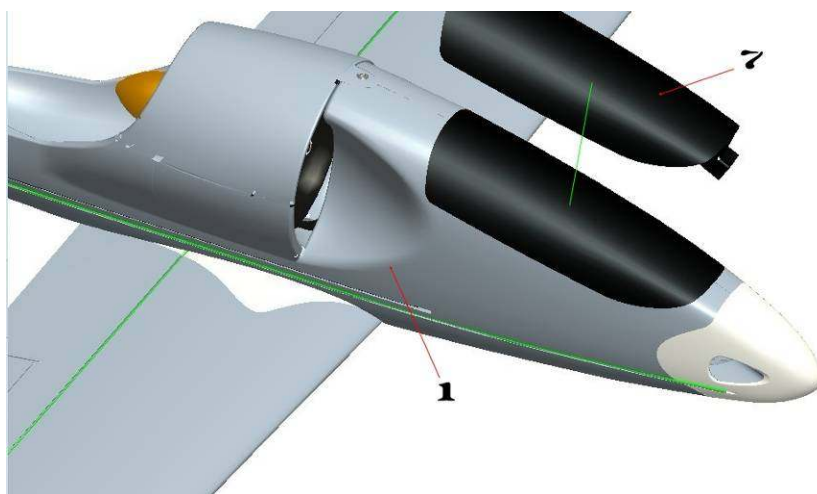
9) Install the rear rudder servo as shown in the picture. (Replace with the long er connecting wires if necessary.)



10) Install the servo arm and the thrust steel wire as shown in the picture , level up the rear rudder and centre it in place.



11 Install receiver, ESC and battery, and power on, then debug before fly.



12 After test, you can cover the equipment cabin canopy as picture shown.

.Recommended Flying Setup

Max servo travel of aileron: 25 degrees up and 25degrees down (20mm)

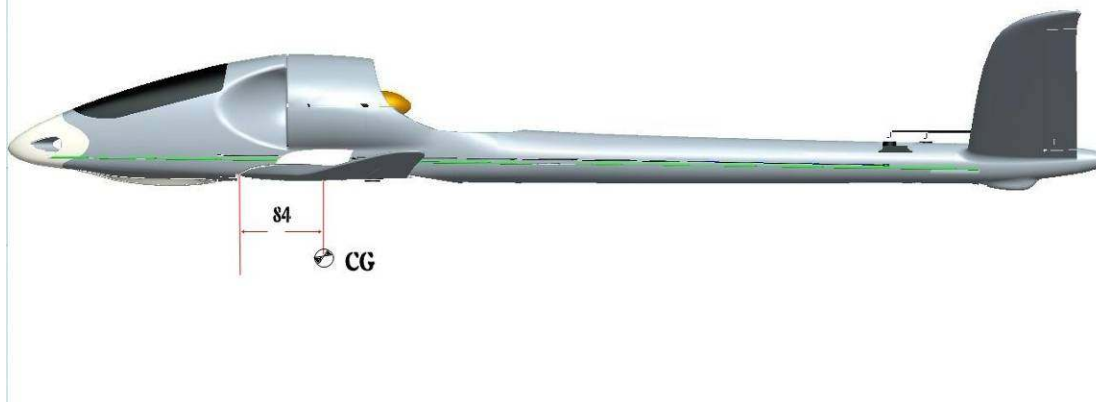
Max servo travel of elevator: 15 degrees up and 15 degrees down (15mm)

Max servo travel of **rudder**: 15 degrees up and 15degrees down (15mm)

Setting the correct control surface travels is important if you wish the model to respond to the control commands in a balanced manner.

The travels should always be measured at the widest part of the control surface.

The control surface throws are not critical, and if you are unable to set the exact stated travels using your transmitter's adjustment facilities, that's no problem. If the discrepancy is relatively great, you will need to re-connect the linkage using a different hole at the horn or servo output arm. If you intend to fly the model as a trainer, we recommend that you reduce the control surface travels to about 50 - 60% of the stated values.



Setting the Centre of Gravity

Like any other aircraft, it must be balanced at a particular point in order to achieve stable flying characteristics. Assemble your model ready to fly, and install the flight battery. The Centre of Gravity (CG) should be at a position of 84 mm away from wing leading edge, please refer to attached picture.

Support the model at this position on two fingertips, and it should balance level. If not, you can move the flight battery forward or aft to correct the balance point. Once the correct position is found, mark the location of the flight pack inside the model to ensure that it is always replaced in the same position.

Preparations for the first flight

Please wait for a day with as little breeze as possible for the model's initial test-flight. The evening hours are often ideal for calm conditions.

Be sure to carry out a range check before the first flight, using the procedure described in your RC system instructions. If you encounter a problem, please don't risk a flight.

The first flight ...

If you are a beginner to model flying we strongly recommend.

that you ask an experienced model pilot to help you for the first few flights.

Hand-launching

Please don't try unpowered test-glides with this model – the result is invariably a damaged airframe. The Neptune should be hand-launched with the motor running at half-throttle, and always pointing directly into wind.

Ask an experienced modeller to hand-launch your aircraft for you.

The launcher should run forward for two or three paces, then give the machine a powerful straight launch, with the wings and fuselage level. Use the controls to hold the model in a steady, gentle climb - remember to keep the rate of ascent shallow and the airspeed high!

Allow the aeroplane to climb to a safe height, then adjust the trims on the transmitter until it flies in a perfectly straight line "hands off". While the model is still at a safe altitude, throttle back and try out the controls on the glide. Carry out a "dry run" landing approach at a safe height so that you are prepared for the real landing when the battery runs flat.

Don't try any tight turns at first, and especially not on the landing approach at low altitude. It is always better to land safely at some distance from you, than to force the model back to your feet and risk a heavy landing.

38 Safety

Safety is the First Commandment when flying any model aircraft.

Third party insurance should be considered a basic essential. If you join a model club suitable cover will usually be available through the organisation. It is your personal responsibility to ensure that your insurance is adequate. Make it your job to keep your models and your radio control system in perfect order at all times. Check the correct charging procedure for the batteries you are using. Make use of all sensible safety systems and precautions which are advised for your system. An excellent source of practical accessories is the SUPER-E main catalogue, as our products are designed and manufactured exclusively by practising modellers for other practising modellers.

Always fly with a responsible attitude. You may think that flying low over other people's heads is proof of your piloting skill; others know better. The real expert does not need to prove himself in such childish ways. Let other pilots know that this is what you think too.

Always fly in such a way that you do not endanger yourself or others. Bear in mind that even the best RC system in the world is subject to outside interference. No matter how many years of accident-free flying you have under your belt, you have no idea what will happen in the next minute.

