ST MODEL

Cessna 350

CORVALIS

PRODUCT MANUAL

SAFETY PRECAUTIONS

This electric R/C model plane is not a toy.
Assemble the plane according to the instructuons. Do not alter or modify the model, If you make any modifications, you will void your warranty.
Children under 12 years old must use it accompanied by an adult.
Test the operation of the model before each flight to insure that all equipment is operating properly, and that the model remains structurally sound.
Fly only on calm days (with wind speeds less than 10 mph) and in large open areas free of trees, people, building or any other obstacles.

REMEMBER:
Take your time and follow the instructions to end up with a well-built model that is durable and easy to fly.

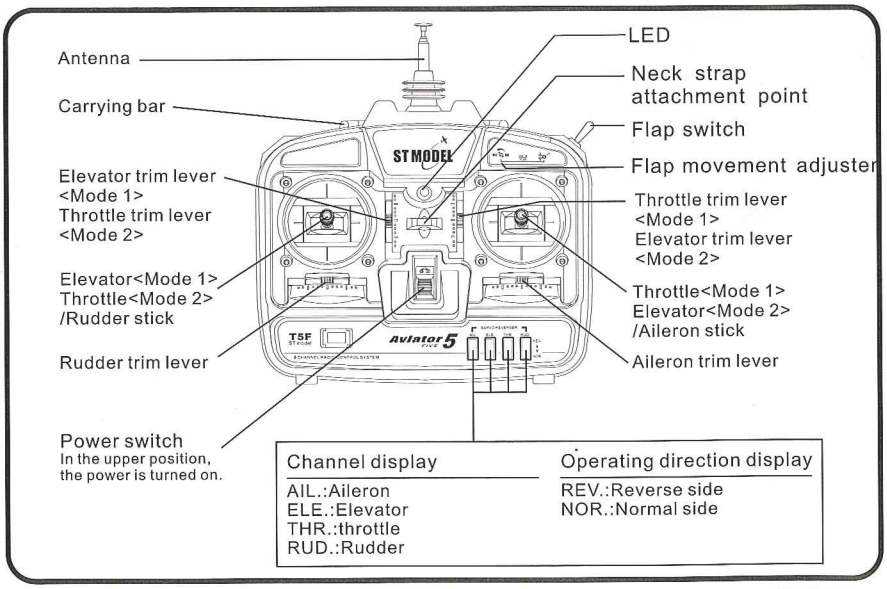
SPECIFICATIONS

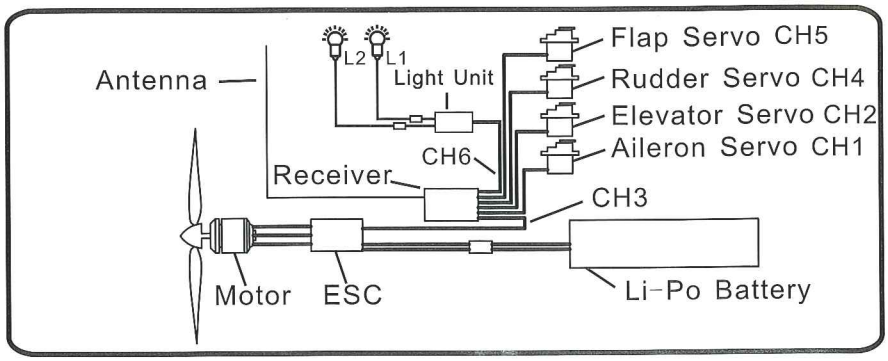
Length: 970mm\38.2in
Wingspan: 1435mm\56.5in
Wing Area: 22.3dm^2 \346in^2
Power System: Brushless motor, 1800mAh Li-Po battery
Radio Required: Normal version requires 4CH Receiver, 3 Micro Servos
*Flap version requires 5CH Receiver , 4 Micro servos
P.S: "*" indicates that it just belongs to the flap version as the bellows

Flying Weight: 980g\34.57oz
Wing Load: 44g/dm^2
Propeller: 9"X5"

GLOSSARY

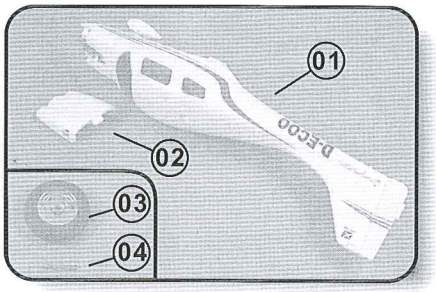
Aileron: Controls roll(right/left).
Elevator: Controls Pitch(up/down).
Rudder: Controls Yaw(right/left direction) (yaw).
*Flap: Increase the lift force of the airplane wing , slow down the flight speed.
Receiver: Provides input to the control surfaces and ESC.
Power System-ESC(Electronic Speed Concrol):Controls the speed of the motor.
Motor: Rotates the prop to provide thrust.
Transmitter (TX): The hand-held unit that sends the signal to the receiver. Moving the sticks control direction, climb/descent, roll and motor speed.
Li-Po battery: Rechargeable batteries which are used to power the airplane. Li-Po batteries are lighter and smaller than most other types of rechargeable batteries.

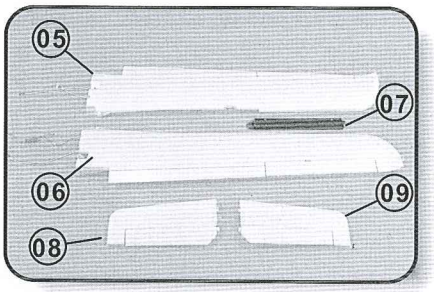


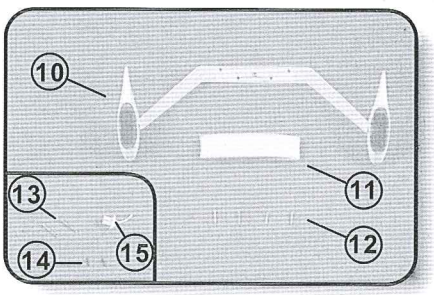


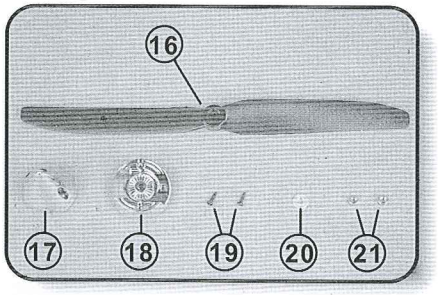
CONTENTS OF KIT

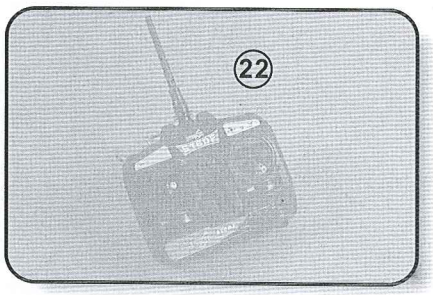
01. Fuselage.....x1
02. Cowling.....x1
03. Wheel.....x1
04. Axle.....x1
05. Left Wing.....x1
06. Right Wing.....x1
07. Wing Connector.....x1
08. Left stabilizer.....x1
09. Right stabilizer.....x2
10. Rear landing gear.....x1
11. Landing gear plate.....x1
12. Screw for landing gear(M3.0x16).....x4
13. Wing bolt(M3.0x22).....x2
14. Screw for stabilizers(M2.5x8).....x2
15. Antenna.....x2
16. Propeller.....x1
17. Spinner.....x1
18. Propeller hub.....x1
19. Screw for spinner(M2.5x8).....x1
20. Washer x1
21. Nut.....x2
22. Transmitter.....x1
23. Charger.....x1
24. Battery Pack.....x1
25. Decals.....x2
26. Instruction.....x1

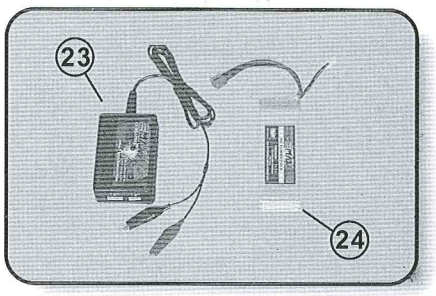


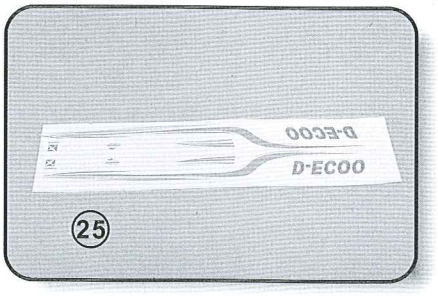












PREPARE THE TRANSMITTER

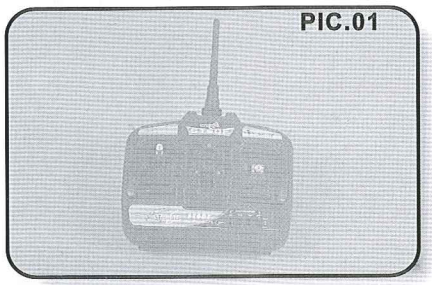
1. Locate the transmitter (PIC.01).
2. The transmitter requires eight alkaline "AA" batteries. To install the batteries, remove the battery hatch by sliding it down and inserting them into place(PIC.02).Be sure to follow the polarity diagram inside the battery compartment. Reinstall the battery hatch(PIC.03).

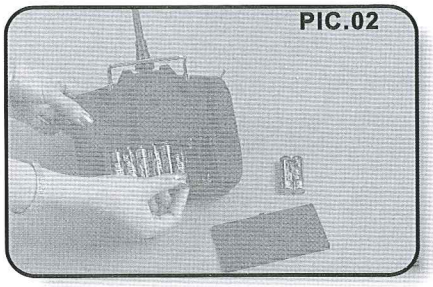
   CAUTION:

   (1).Do not use rechargeable(NiCd & NiHy)batteries.

   (2).Do not mix old and new batteries.

   (3).Do not mix alkaline and standard (carbonzinc)batteries.
3. Switch the transmitter on and check the LED on the front of the transmitter (PIC.04). If the green LED is on, it is safe to fly. If the red LED is flashing, installfresh batteries. Also check to make sure that the batteries are installed correctly.
4. Switch the transmitter off and stand by for later use.


PIC.01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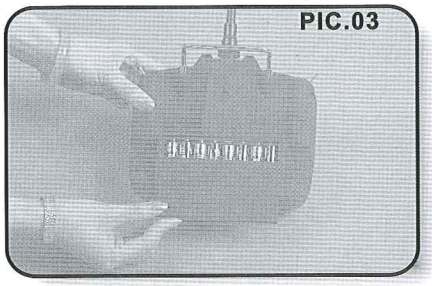
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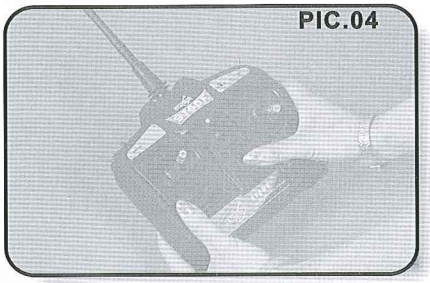

PIC.04

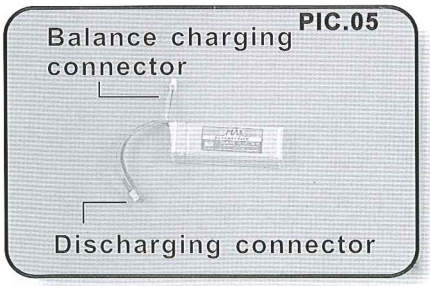
CHARGE THE BATTERY

Cessna 350 is equipped with a 3C -11.1V Li-Po battery (PIC.05) and a Li-Po battery cell balancing charger(PIC.06). The Li-Po battery has two connectors; one is for cell balance charging and the other is for discharging. The charger has a arrel connector with alligator clips for DC input voltage and two output sockets for balance charging. One of outputs is for 2-cell Li-Po battery pack and the other for a 3-cell Li-Po battery pack.

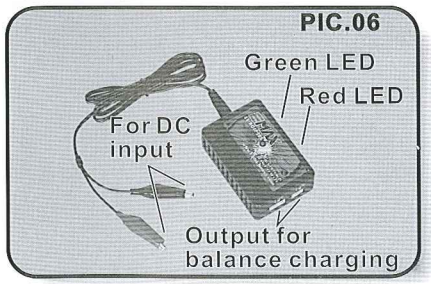
CAUTION:

(1).Only charge the Li-Po battery with a Li-Po battery balance charger.

(2).This is a lithium polymer battery charger. Which just matchs to the lipo battery installed in Cessna 350. Do not charge other types of batteries.



PIC.05



PIC.06

1. Connect the charger to the11-14V DC power supply and then the red LED is on (PIC.07); Ensure the current capacity of the power supply is 1A or higher.

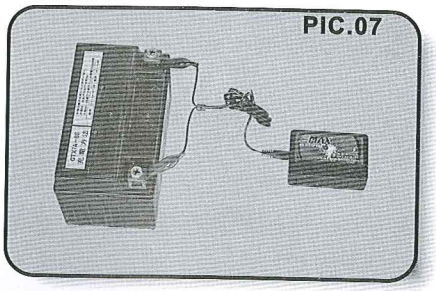
   CAUTION:

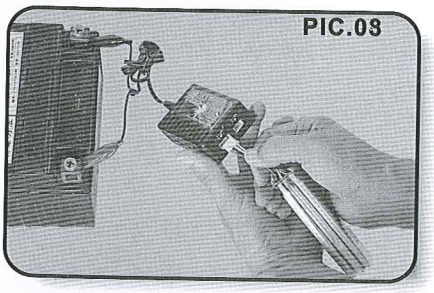
   (1).DC power must meet the requirements above, or charger will work incorrectly and maybe damage on the charger & battery.

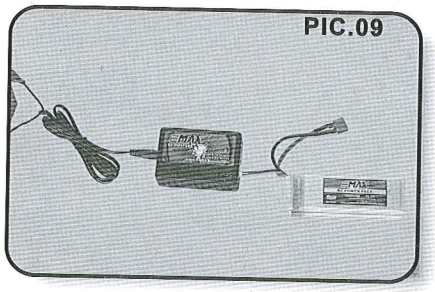
   (2).Before charging, disconnect the battery with any power.

   (3).During the charging process, keep the charger in a normal temperature area and away from any source of ignition. Do not cover the charger or battery pack with carpet, clothes or anything else. Air circulation is necessary for proper cooling.

2. Plug the balance connector of the battery pack to the four-pin output socket of the charger(PIC.08). Be careful - the battery will plug in only one way. Do not force the plugs ; Observe the green LED is on solid(PIC.09).
   NOTICE:
   Please connect the charger to the power sources before connecting the battery pack.
3. **IMPORTANT!** Never leave a charging battery unattended. Please stop the charging operation if the charger appears to be performing abnormally. Please stop charging immediately if the battery temperature rises rapidly.
4. When the battery pack is fully charged, the green LED will turn off.


PIC.07

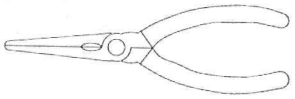

PIC.08

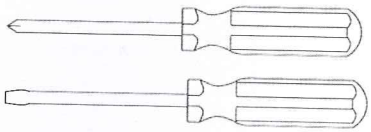

PIC.09

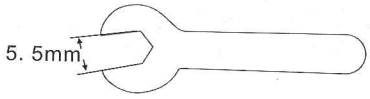
Warning:
Disconnect the battery with the charger first and then disconnect the power with the charger when it is finished.
Pls choose the power, battery and transmitter or it will reduce the longevity under the incorrect improvements.

ASSEMBLE THE AIRPLANE

Tool will be required for assembly as below


nipper pliers

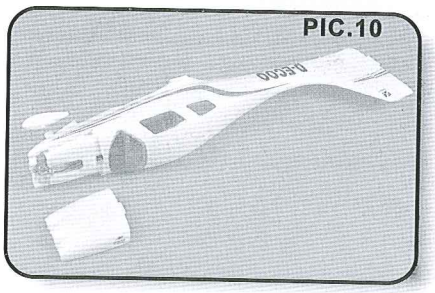

screwdriver

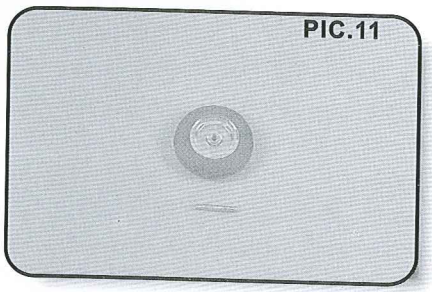


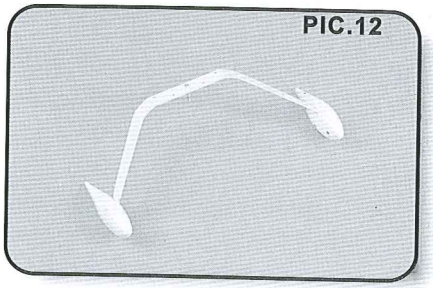
spanner

INSTALL THE FUSELAGE

1. Parts for install the fuselage:
   (1).Fuselage & cowling(PIC.10).
   (2).Nose wheel & axle(PIC.11).
   (3).Rear landing gear(PIC.12).
   (4).Screw(M3.0x16) x4(PIC.13).
   (5).Landing gear plate(PIC.14).
   (6).Propeller (PIC.15).
   (7).Washer & prop M3 nuts (PIC.16).
   (8).Spinner & propeller hub (PIC.17).
   (9).Screws (M2.5x8) for retain the spinner(PIC.18).
   (10).Left & Right stabilizers (PIC.19).
   (11).Screws (M2.5x8) for retain the stabilizers(PIC.19).
   (12).Battery Pack (PIC.20).
   (13).Antenna (PIC.21).


PIC.10


PIC.11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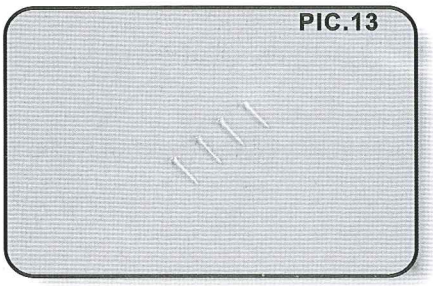
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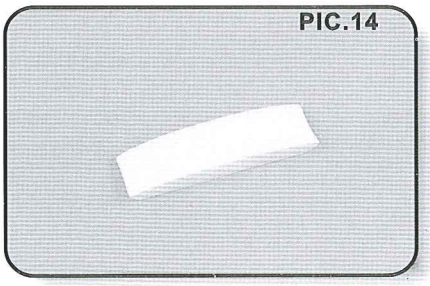
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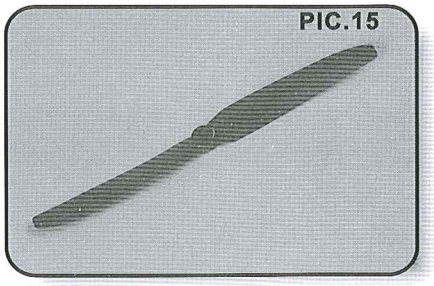
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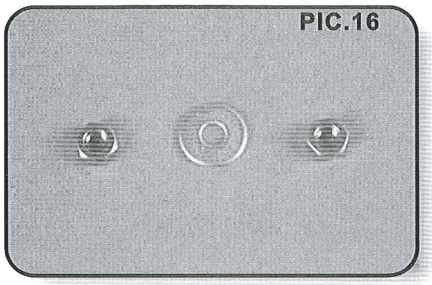
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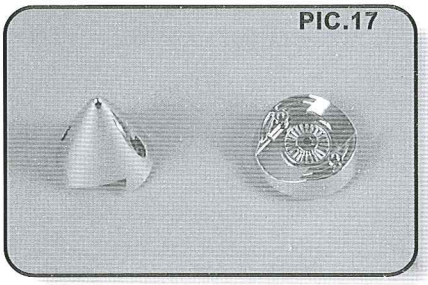
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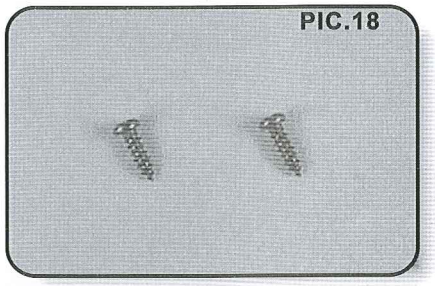
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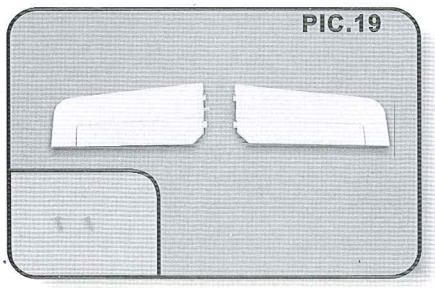
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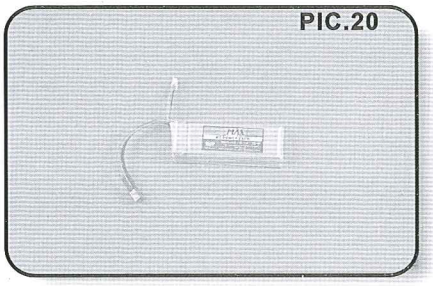
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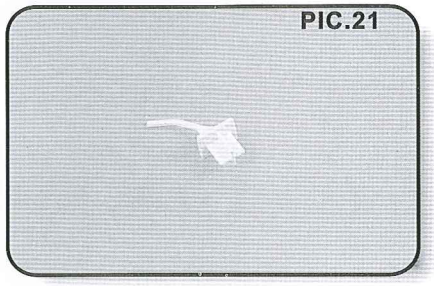
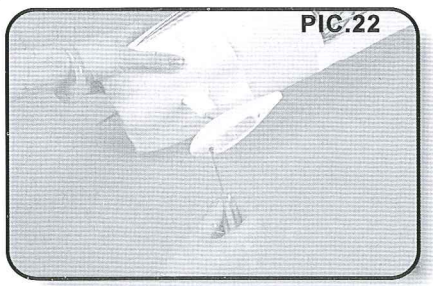

PIC.21

2. Locate the fuselage, untie the screws witch retain the nose wheel cover(PIC.22). And take the wheel cover down(PIC.23).
3. Insert the axle into the wheel(PIC.24), then install them into the wheel cover(PIC.25), secure the wheel cover (with the wheel and axle in their place) to the nose gear with the screws which were taken down a moment ago(PIC.26) .
   Tighten the screws with a screwdriver to avoid the wheel cover loosening(PIC.27).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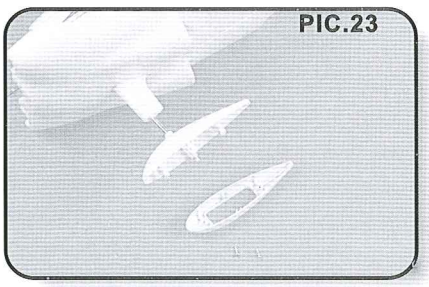
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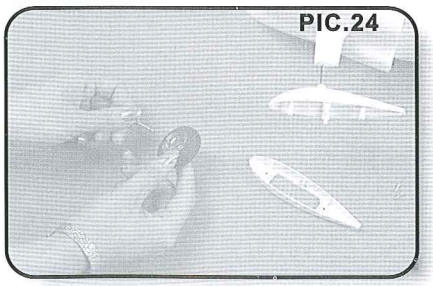
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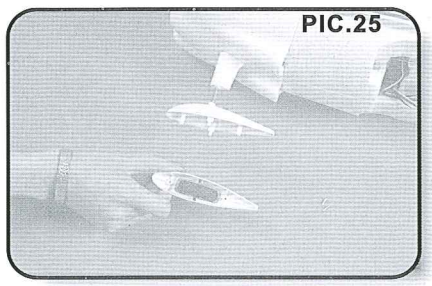
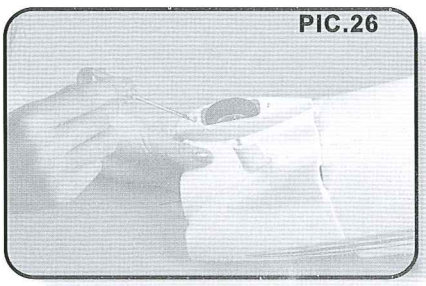

PIC.25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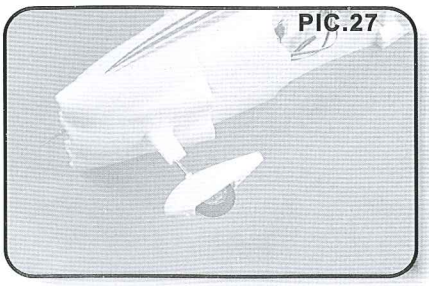
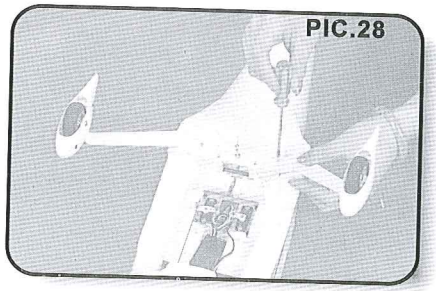
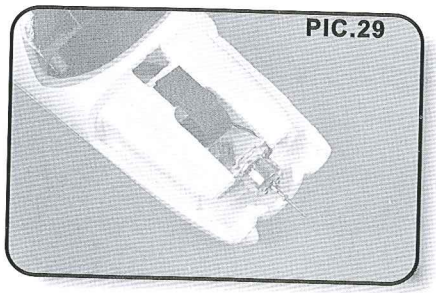
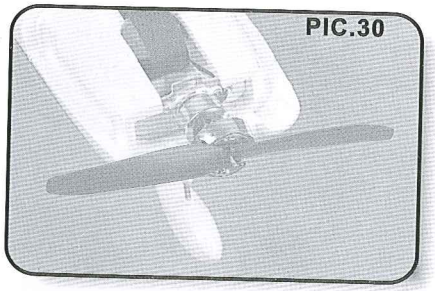

PIC.27

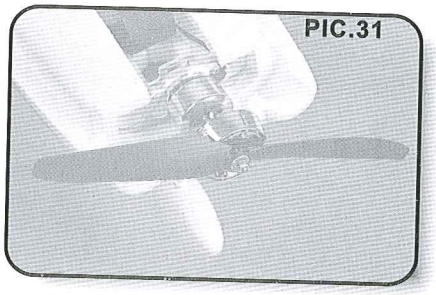
4. Secure the landing gear to the fuselage with the screws M3.0x16, and tighten the screws to avoid loosening(PIC.28).


PIC.28

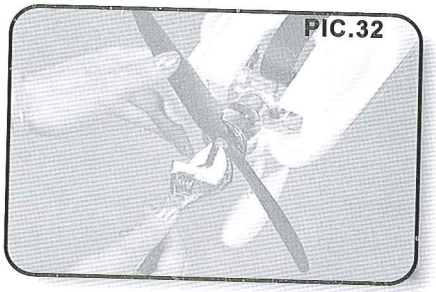
5. Install the propeller and spinner:
   (1) .Install the M3 nut(PIC.29)propeller hub, propeller(PIC.30), washer and another M3 nut over the motor shaft in turn(PIC.31), note the installment of the propeller front and rear.

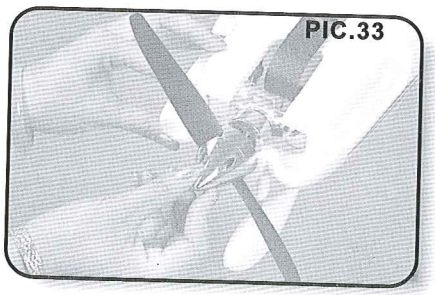

PIC.29

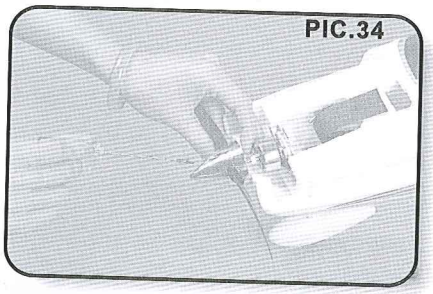

PIC.30

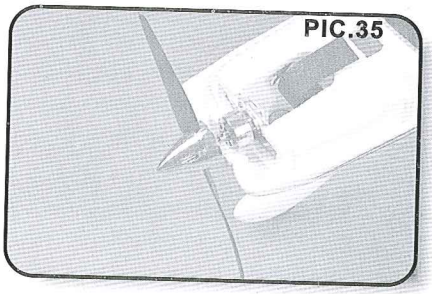

PIC.31

   (2) .Tighten the nut to avoid the propeller loose(PIC.32), and don't try hard to damage the screw thread.
   (3) .Assemble the spinner to the propeller hub(PIC.33); And tighten the screw to make sure it will not loosen(PIC.34,PIC.35).

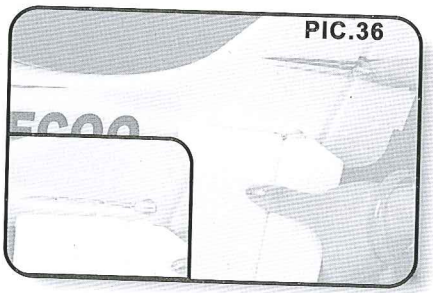

PIC.32

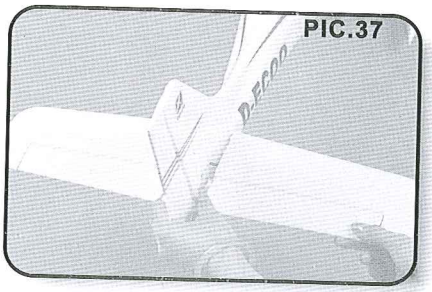

PIC.33


PIC.34

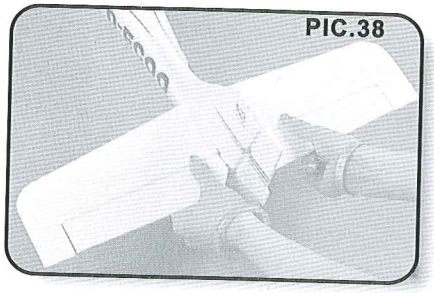

PIC.35

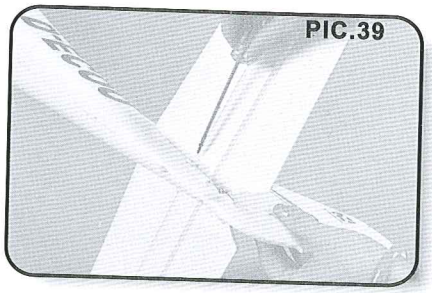
6. Install the stabilizer
   (1) .First,please install the LEFT stabilizer into its place as picture shows(PIC.36).
   (2) .Then, install the Right stabilizer into its place (PIC.37,PIC.38).

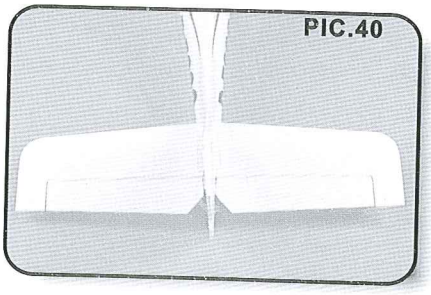

PIC.36


PIC.37

   (3) .Fix the stabilizers with the screws to avoid loosening(PIC.39,PIC.40).


PIC.38


PIC.39

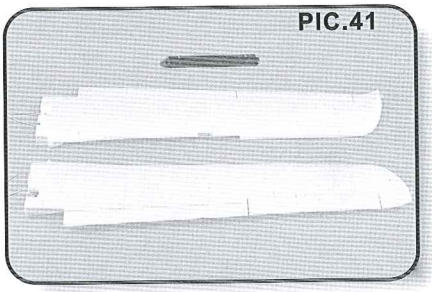

PIC.40

7. Install the wings and battery pack.

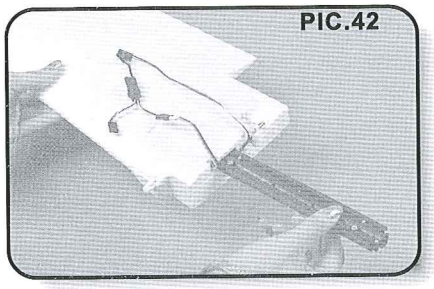
(1) .Locate the parts for install the wing: left wing, right wing and the wing connector(PIC.41).

(2) .Insert the wing connector into one of the wings correctly as the picture shows(PIC.42-PIC.44)

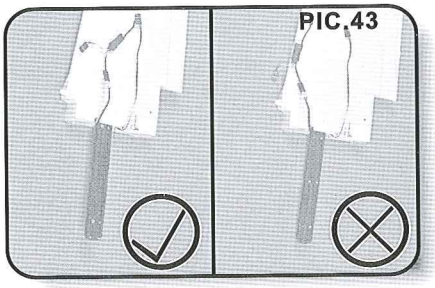
PIC.41



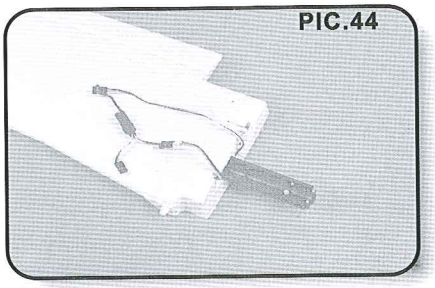
PIC.42



PIC.43



PIC.44

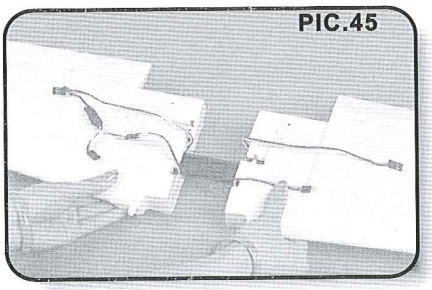


(3) .Then, insert the wing connector into the other wing. Ensure the wires of wings aren't sandwished between two wings(PIC.45,PIC.46).

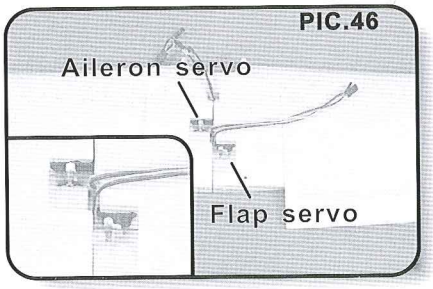
(4) .IMPORTANT: Put the pushrod through the adjuster of the servo horns of the aileron & flap servos(PIC.46), but, **do not tighten the screw before the step which is illuminated by PIC.56**.

(5) .Fit the wings close, and tighten the screws under the wings to avoid the wings loosening(PIC.47).

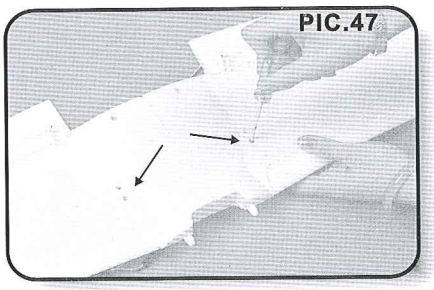
PIC.45



PIC.46



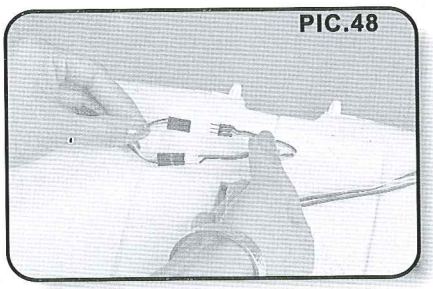
PIC.47



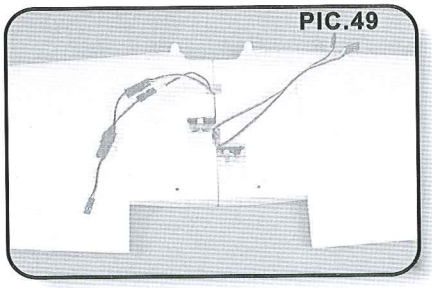
(6) .Connect the connector of the wing signal light power line & landing light power line with the correspondingly socket of the light controlling board(PIC.48,PIC.49).

(7) .Locate the transmitter and switch on it, switch the flap switch to the" 0 "position, center the trims of aileron , elevator , rudder(PIC.50).

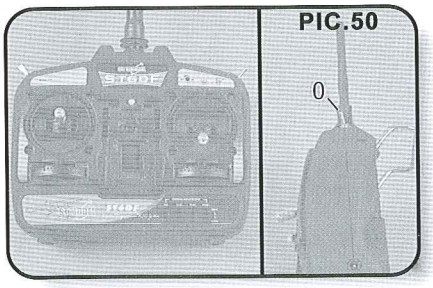
PIC.48



PIC.49



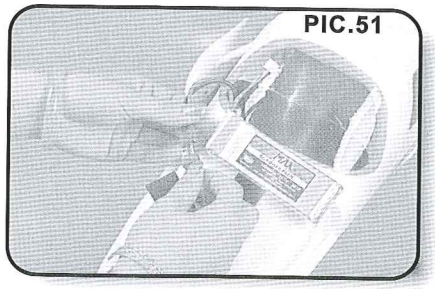
PIC.50

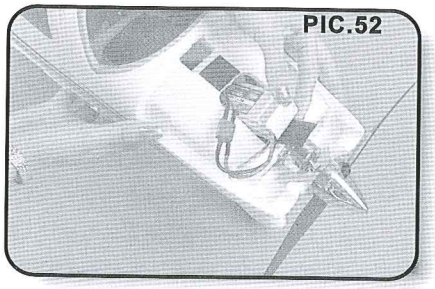


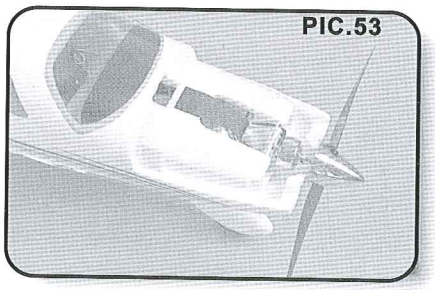
(8) .Attach the battery with a one or two beeps. Place the battery in place as shown in the photo (PIC.51,PIC.52)

CAUTION:

The ESC is now armed and the propeller will turn if the throttle stick on the transmitter is moved, possibly resulting in damage or injury .


PIC.51

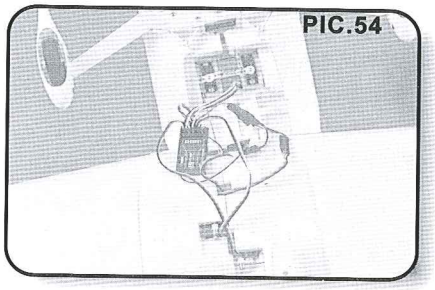

PIC.52

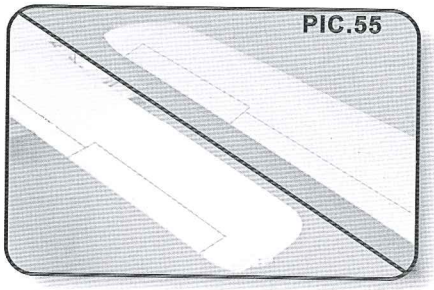

PIC.53

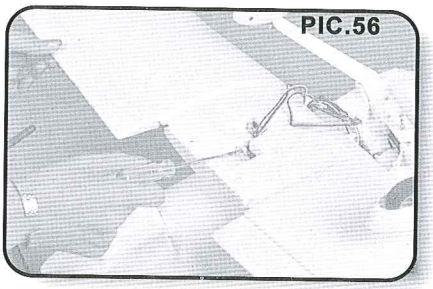
(8) .Secure the battery with the hook and loop strap(PIC.53).

(9) .Connect the aileron & flap servo wire to their sockers in the receiver in fuselage. Then the aileron servo horn will return its neutral position, the flap servo horn will return its normal situation(PIC.54).

(10).Ensure the ailerons on wings at the neutral ,the flaps on its nowmal situation(PIC.55), and tighten the crew of adjusters on the aileron/flap servo horns to avoid the pushrod loose(PIC.56).

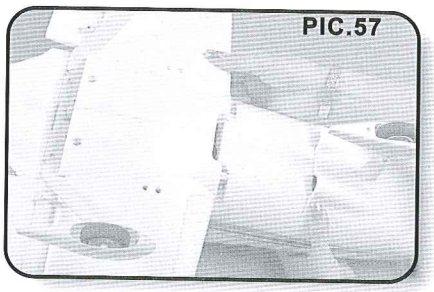

PIC.54

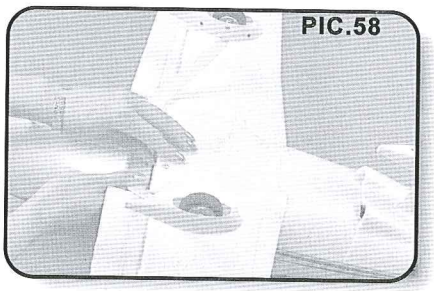

PIC.55

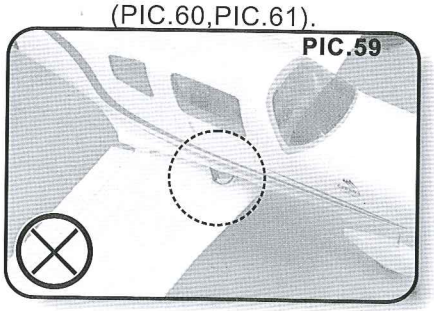

PIC.56

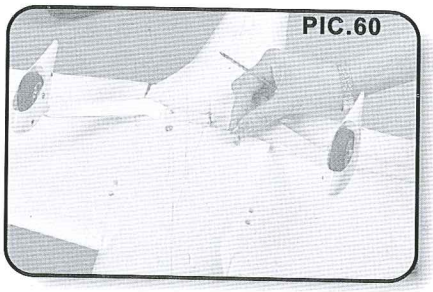
(11).Install the wing as the pictures show(PIC.57,PIC.58), to avoid the wire will be tangled with the fuselage and wing(PIC.59).

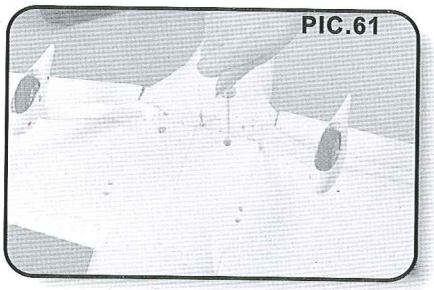
Insert the two wing bolts into the hole, then tighten them by screwdriver (PIC.60,PIC.61).


PIC.57

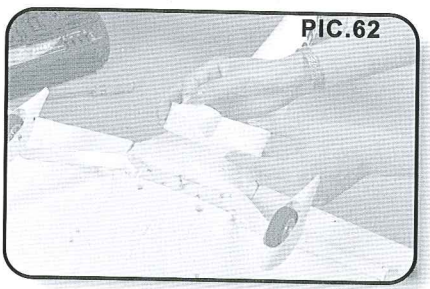

PIC.58

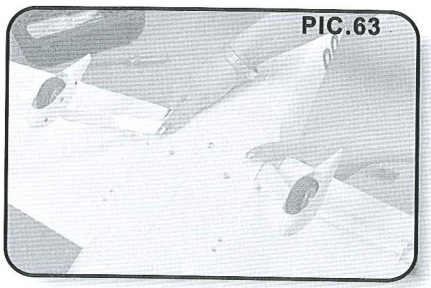

PIC.59


PIC.60


PIC.61

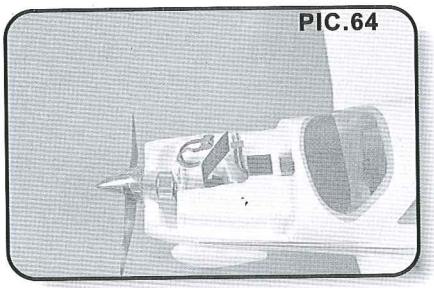
8. Apply double-sided tape to attach the landing gear plate in place(PIC.62,PIC.63).


PIC.62

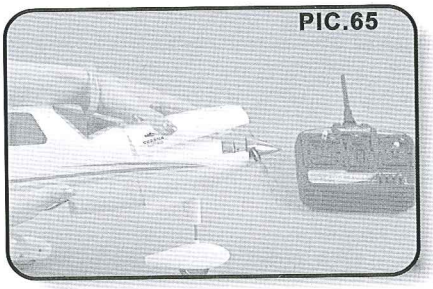

PIC.63

9. Disconnect the battery from the fuselage(PIC.64) . Test fit the cowling to the fuselage. And stand by for later use(PIC.65,PIC.66).

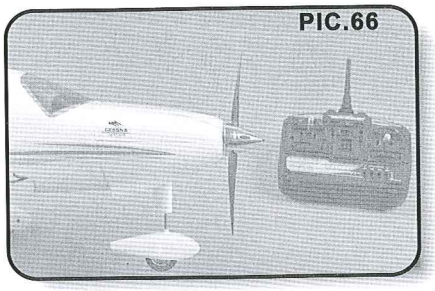
PIC.64



PIC.65



PIC.66



TEST THE RADIO CONTROL SYSTEM

1. Make sure the transmitter is switched on. Adjust all the trim levers to their neutral positions.
2. According to the following instructions, set up the power system (ESC)propeller function, meanwhile the ESC brake function is optional to customers !

NOTE:

The CESSNA 350 RTF version includes a power system(ESC) with a brake function, which can be programmed to make the propeller stop rotating, reducing wind resistance during glide when the throttle is cut off for landing. Meanwhile, the brake function " ON & OFF " can be swapped out according to your requirements. But we recommend that the brake function should be on for the cessna 350.

(1) .• Ensure that the throttle control stick is fully backward(to its lowest position).

NOTE:

If the battery is connected to the plane at this time, disconnect it for 5 seconds.

- Connect the battery to the plane's electronics. The power system(ESC) will immediately respond and remind the user if the propeller brake is " off " (single beep) or " on " (tow beeps).
- If there is one single, it shows that the brake is in the off position. Then the prop will still turn under power off. This causes drag and reduces the plane's ability to maintain glide speed during landings. Do it as the step (2) below if you want to get the brake on.
- If there are two beeps, the propeller brake is on and the propeller will come to a stop quickly when the throttle stick is in the off or down position, reducing drag. Do it as the step (3) below if you switch to brake off.

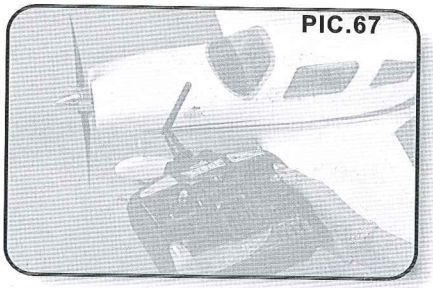
(2) .Switch from without brake mode to with brake mode: Disconnect the battery with the airplane before operation switch.

- Move the throttle control stick forward (at the top).
- Plug the battery to the fuselage.
- Wait for 5 seconds, there are two beeps.
- Move the throttle control stick backward (to its lowest place).
- There are two beeps, the power system will work with brake. And move down the throttle to the lowest, ESC will have a " beep ", indicating prop brake off, and now the ESC is activiated to motive the prop.

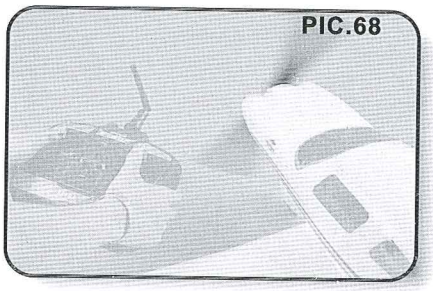
(3) .Switch from the brake mode to the mode without brake. Disconnect the battery with the airplane before operation switch.

- Move the throttle control stick forward (at the top).
- Plug the battery to the fuselage.
- Wait for 5 seconds, there is a beep.
- Move the throttle control stick backward (to its lowest place).
- There is a beep; the power system will work without brake.

3. Test the power system:
   (1) .The transmitter power should be on now and the throttle at minimum position. Pls make sure that the ESC brake function is either " on "or" off "and the prop should be held still(PIC.67), if the prop is turning slowly, then ensure that the throttle control stick is at minimum position, if not, then trimmed to the throttle at minimum.
   (2) .Move the throttle control stick forward slowly; check if the motor rotates faster gradually(PIC.68).

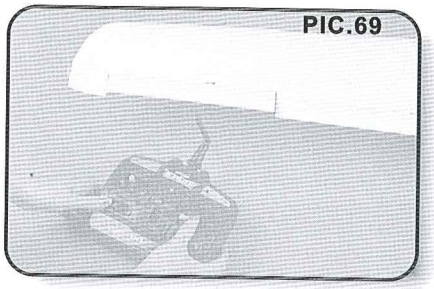

PIC.67

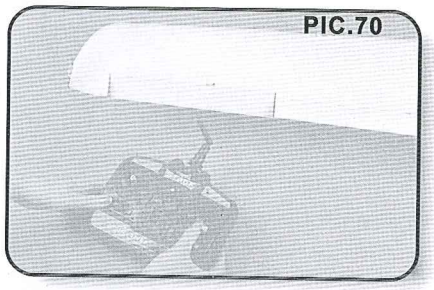
NOTE:
If the motor doesn't react with the throttleincreasing, please check the power supply or the battery capacity.

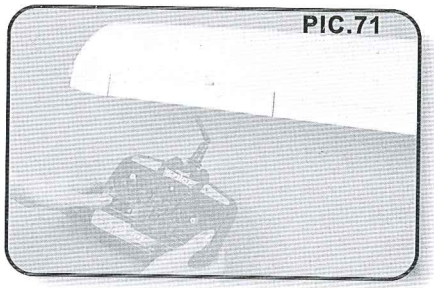

PIC.68

WARNING:
Keep everything clear of the propeller once the battery is plugged in. Do not try to stop the propeller by hand or anything else.

4. Test the aileron:
   (1) .Move the aileron control stick to the left, the left aileron moves up and the right one moves down(PIC.69).
   (2) .Move the stick to the right, the left aileron moves down and the right one moves up(PIC.70).
   (3) .Move the stick to its neutral position, the aileron returns its neutral position(PIC.71).

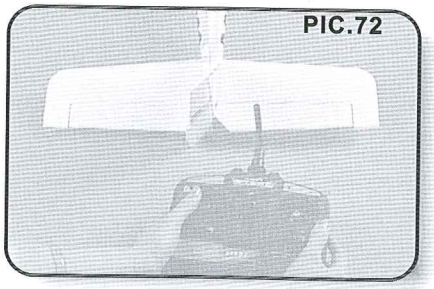

PIC.69

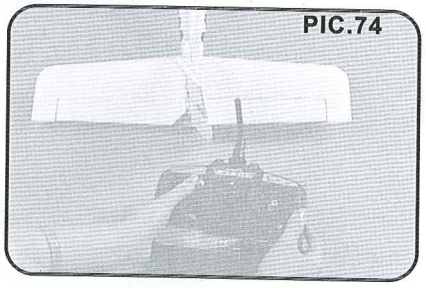

PIC.70

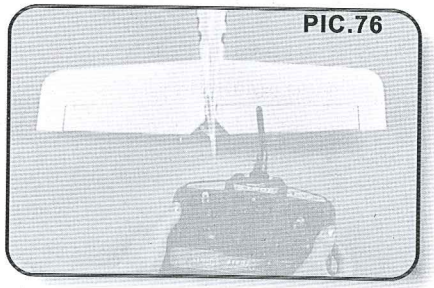

PIC.71

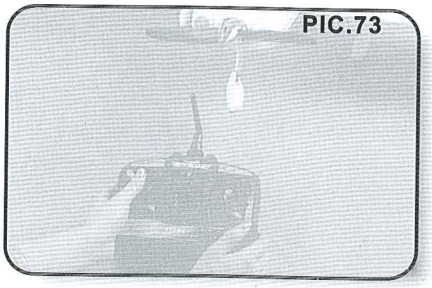
NOTE:
If the movement of aileron works in opposite position, please check the aileron reverse switch on the transmitter and make necessary alignment.

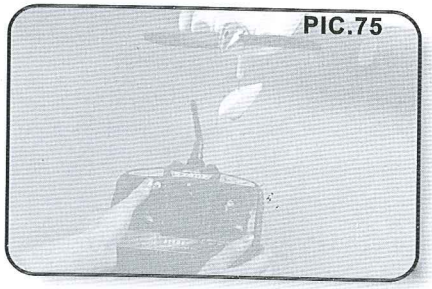
5. Test the rudder:
   (1) .Move the rudder control stick to the left, the rudder & nose gear turn to the left(PIC.72,PIC.73).
   (2) .Move the stick to the right, the rudder & nose gear turn to the right(PIC.74,PIC.75).
   (3) .Move the stick to its neutral position, the rudder & nose gear return theirs neutral position(PIC.76,PIC.77).

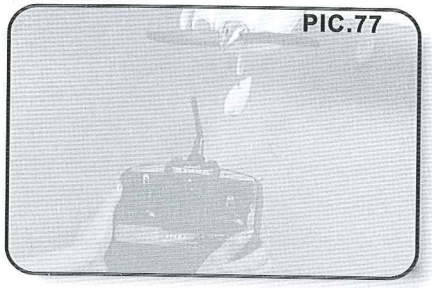

PIC.72


PIC.74


PIC.76

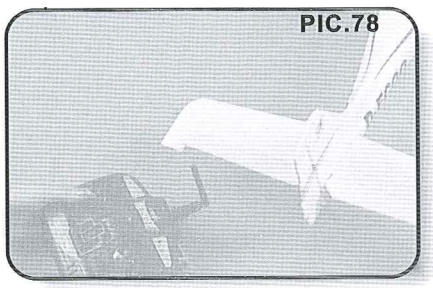

PIC.73

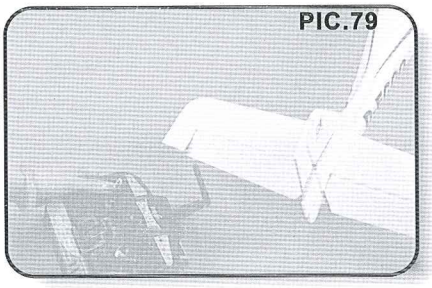

PIC.75

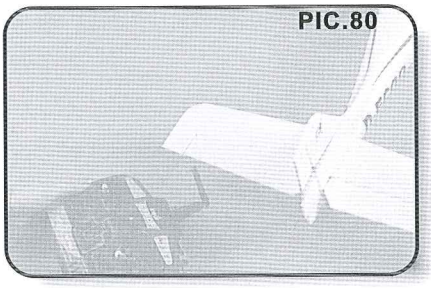

PIC.77

NOTE:
If the movement of aileron work opposite position, please check the aileron reverse switch on the transmitter and make necessary alignment.

6. Test the elevator:
   (1) .Move the elevator control stick backward, the elevator will be up(PIC.78).
   (2) .Move the stick forward, the elevator will be down(PIC.79).
   (3) .Move the stick to its neutral position, the elevator returns its neutral position(PIC.80).

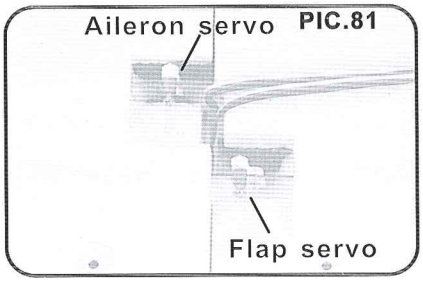

PIC.78


PIC.79

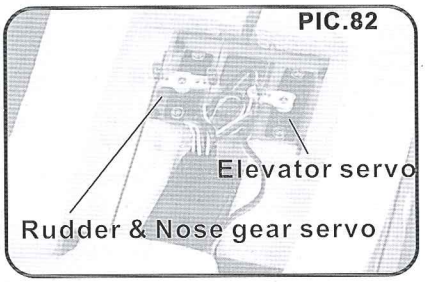

PIC.80

NOTE:
If the movement of elevator works in opposite position, please check the elevator reverse switch and make necessary alignment.

WARNING:
Pls check if the aileron, rudder (nose gear), elevator can be neutral position while the throttle & trim is at the neutral. If not, then, untie each adjuster screw of the servo horns(PIC.81, PIC.82), adjust the length of the pushrod, and then tighten the screws to avoid the pushrod loose. If loose of the pushrod, then lead the airplane to unstable, and result in crash!

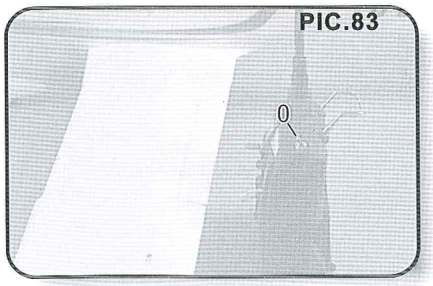


PIC.81

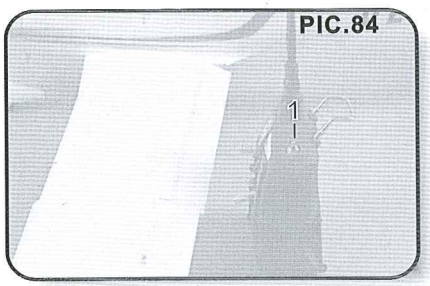


PIC.82

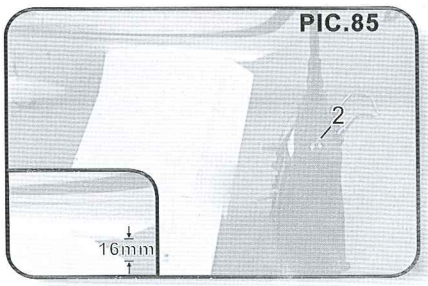
7. Test flap:
   (1) .Flap switch is at the " 0 ", Flap is back to normal situation(PIC.83).
   (2) .Flap switch is at the " 1 ", Flap is at the little angle(PIC.84).
   (3) .Flap switch is at the " 2 ", Flap is at the big angle(PIC.85).
   Each Flap move can endure 3 seconds to avoid the change the flight state badly. If flap angle is too much to control the flight, we suggest that the flap slot should be less 16mm while flap switch is at " 2 "(PIC.86).



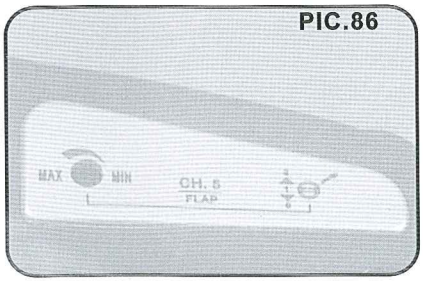
PIC.83



PIC.84



PIC.85



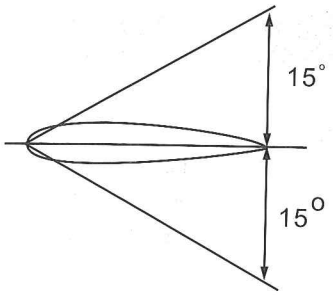
PIC.86

WARNING:

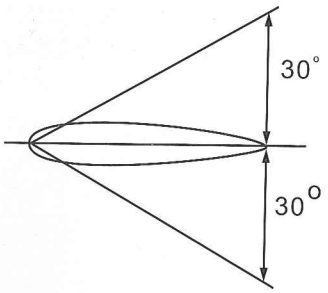
Ensure the right & left flap should be in the same place when the flap switch is at the different place. Meanwhile, the right / left flap action would be the same when the flap switch swaps. If it cant be so, pls untie the screw on flap servo horn(PIC.81), adjusting the length and tighten the screw to avoid loose if the pushrod is loosing, it can lead to unstable flight and result in crash !

8. Movement of all control surfaces:

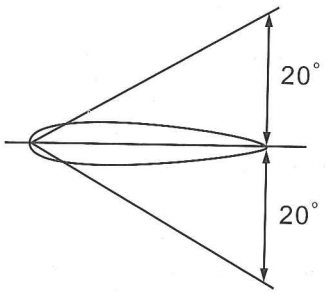
(1) .Aileron



(2) .Rudder

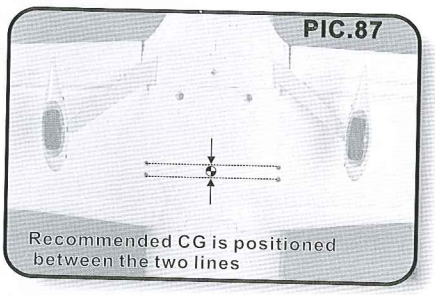


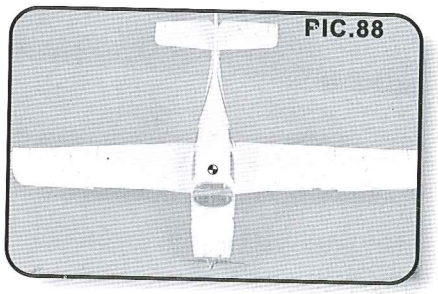
(3) .Elevator



CG(Center of Gravity)POSITION

1. The standard CG is positioned between the two lines as the picture shows(PIC.87,PIC.88).
2. Move the CG forward, the flying performance is stable; move backward, the flying performance is sensitive.





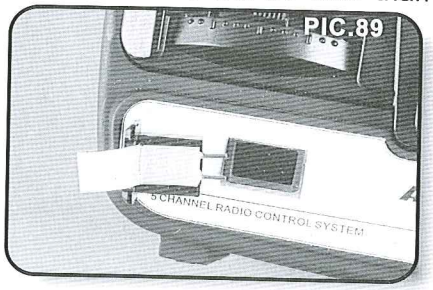
NOTE:

The movement of the CG should not slop over the two lines; otherwise, it will have an effect on flying performance and cause a crash!

3. We recommend only use the battery pack intended for Cessna 350, or use the same weight and performance battery packs. If the battery pack or other accessories have changes, please adjust the CG position according to the content above.

PRECAUTIONS BEFORE FLIGHT

1. The Cessna 350 should be flown only when the wind speed is 15mph or less. It will be easy to control if the wind is calm or very light. Only fly the Cessna 350 when the wind speed is less than 5mph if you have no experience of flying; if you are an experienced pilot, please fly it when the wind speed is 15mph or less; if fly it in stronger winds, the plane would be blown down wind and couldn't recover due to lack of power.
2. Choose a large open flying site. It would be better if there is a flat, long and wide enough ground(such as concrete ground) as runway. In a calm day, the ideal size of runway for Cessna 350 should not be less than 40m×5m. The site should be free of power line, trees and away from railway, highway, parking lot and building. Don't fly around groups of people, especially children. Lawn is not a good site for Cessna 350 to take off and land. The plane cannot achieve its normal speed when take off and would be reduce its speed suddenly and loop when landing. It would be better if flown in a site for flying RC planes.
3. Don't fly in aviation control areas or military bases.
4. Make sure no one use the same radio frequency as you do in the same



area to avoid frequency interference. There is a frequency label on the transmitter crystal, which shows the frequency band you use(PIC.89); if someone in your area use the same frequency, do not switch on the transmitter until their flight finished.

5. Always switch on the transmitter before supplying power for the plane to avoid interference; make sure the battery is charged and fresh AA batteries are installed in the transmitter.
6. The Cessna 350 is for pilots who graduate to a more complex airplane. Have an experienced pilots instructed how to test and fly for pilots without any experience.

FLIGHT

The Cessna 350 5 channel kit is equipped with extension slotted flaps as the real aircraft. Extension slotted flap is an efficient lift-enhancing device. It can give more lift for the plane to maintain normal flight at low speed; especially when perform a safe take off and landing, it will reduce the flying speed accordingly. We recommend a little amount of flap deflection or flap retraction when flown in high speed and in stronger wind. Otherwise, the plane would be difficult to operate if the flaps are deflected.

The Cessna 350 RTF packaging includes a power system with " Auto Cut-Off " feature providing an extra degree of insurance when the battery runs low. It reacts to low power by decelerating the rotate speed of motor even cut the power supply to the motor, in effect saving power for the receiver and servos. Then the plane goes into a glide and stays in control till land.

If you have never flown an R/C airplane before, we recommend that you get help from an experienced R/C pilot. Most R/C clubs have training programs that will help you learn to fly quickly. If you cannot find an experienced pilot to help you learn, the following will help you get your plane into the air:

1. First, turn you transmitter power switch " ON ". Ensure the power control stick is at the lowest position and the trim lever is at the neutral position.
2. Connect the battery with the plane. The propeller will rotate fast if pull you the power control stick to a higher position.

CAUTION:

Stay clear of the propeller.

3. Make a range check before each flight. Have an assistant hold the plane. With the antenna folded, walk 100 feet (about 30m) away from the plane and then hold the transmitter with the antenna pointing up to test the responses of each control surface by moving the control sticks. Also, turn the motor on and check the range. If you still have control of the airplane, it is safe to extend the transmitter antenna and fly the plane; if not, check if there are fresh batteries installed in the transmitter and if the battery in the plane is charged; also make sure the wire antenna is extending out the back of plane.
4. Place the plane at the starting point of the runway against the wind. As the Cessna 350 has a heavier all up weight and larger size, we recommend you don't launch it into the air. *If the wind speed is less than 6 mph, put the flap switch at " 1 " position (the plane will drop due to stall if the flap extends a larger amount). Then move the throttle control stick to its top position, and the plane speeds up. The plane will not keep running straightly during the speeding up, you need to adjust by moving the rudder control stick.
5. When it has enough speed for take off, pull the elevator control stick toward you slightly, the plane will lift from the ground naturally. *If you control the plane to extend its flaps before take off, it can lift into the air without your control. Let the plane climb at an angle from10 ~30 degrees for several seconds. You can put the elevator control stick in its neutral position once the angel of climb is too larger and pull it slightly when necessary. *Then retract the flaps (in " 0 "position) and take a turn.
6. When the plane is moving away from you, move the aileron control stick to the left, combined with a small amount of up elevator, your plane will turn left; move the aileron control stick to the right, your plane will turn right. To stop the turn, move the stick the opposite direction until the plane is flying level and return the elevator to center.

CAUTION:

Only a smallamount of up elevator is needed here.

7. When the plane is coming toward you, move the aileron control stick to the left. But the plane flies to your right. That is to say, you have to reverse the way to control ailerons when the plane flies toward you. Here's a good way for you, you can turn your body when the plane flies toward you so that you are facing the same direction the plane is flying to; you can look at the plane over your shoulder. Now when you move the aileron control stick to left the plane will fly to your left.
8. When the plane climbs to a high enough altitude, you can adjust the trim lever to maintain straight and level flight. When loose the elevator control stick, if the plane tends to nose up, you can push the elevator trim lever to the direction away from you; if the plane tends to nose down, you can push the elevator trim lever to the direction towards you. Only a small amount of adjustment should be OK. If the plane doesn't go as you adjusted, you can adjust twice or more. Your goal is to get the plane fly level or climb at a very small angle (like 0-5 degrees) with the elevator, throttle control stick at their neutral position and the throttle stick moved fully up.
9. For beginners, rudder is mainly used for take off and landing. During take off and landing, it is necessary to control the plane turn to left or right by controlling the rudder, instead of controlling the aileron. Move the rudder control stick to the left will make the plane turn to left; move this stick to the right will make the plane turn to right. If the plane tends to turn with the left stick centered, move the rudder trim lever opposite the direction the plane is turning.
10. With the plane flying level, check to see if the plane is flying straight. Move the aileron control stick in neutral position, if the plane wants to turn, move the aileron control trim lever opposite the direction the plane is turning. Then the plane is trimmed OK. If you take your hands off the sticks, the plane will fly straight and level on its own. Having the plane trimmed properly makes flying much easier and more enjoyable.
11. Don't let the plane get too far away from you. The farther away it is, the harder it is to see what the airplane is doing. Especially when the battery runs low, you should control the plane back to you immediately.
12. When learning to fly, it is best to keep the plane high enough so that you have enough altitude to correct it if you make a mistake.

LANDING

It's time to land the plane now. The problems you are facing are where and how to land it.

1. For the sake of safety, you should land the plane before the battery exhausted if you are a beginner. The power system of Cessna 350 comes with " Auto Cut Off " feature which reserves battery power for safe landing.
2. During the first flight, while at a high altitude, turn the motor off and retract the flaps (move it at position" 1 "or " 2 "). Then notice how the plane reacts. This will give you an idea of how the plane will react during a landing.
3. To land the Cessna 350, fly down wind, past the landing area. Gently turn into the wind and reduce the speed so that the plane starts to come down. Adjust the throttle when needed to reach the landing area, but not fly past it. Get the plane 1m or 2m above the ground when it is closed to the landing area.
4. Just before landing, at about 0.5m above the ground, apply a little up elevator to make the plane nose up (not to make it climb). This will cause the plane to slow and settle to the ground. When the plane is sliding on the ground, you can control the plane to run straightly by moving the rudder control stick till it stops. Please don't force it to stop by your body or anything else.

CAUTION:

Just before the plane touching down, pull the throttle control stick to its lowest position. Because during a rough landing, the propeller should become jammed and cannot rotate with the throttle in the run position, the battery, speed control and the motor will become very hot. Immediately move the throttle lever down to stop the motor. If you fail to do this, the motor, speed control or the battery would be damaged.

AFTER THE FLIGHT

Unplug the battery with the plane and switch off the transmitter. Allow enough time for the motor and battery to cool before recharging. Check the plane carefully and make sure no parts have gotten loose or damaged.