

**PIPER
J-3 CUB**



Super Scale!

CE

ELECTRIC R/C MODEL PLANE

READY-TO-FLY

SAFETY PRECAUTIONS

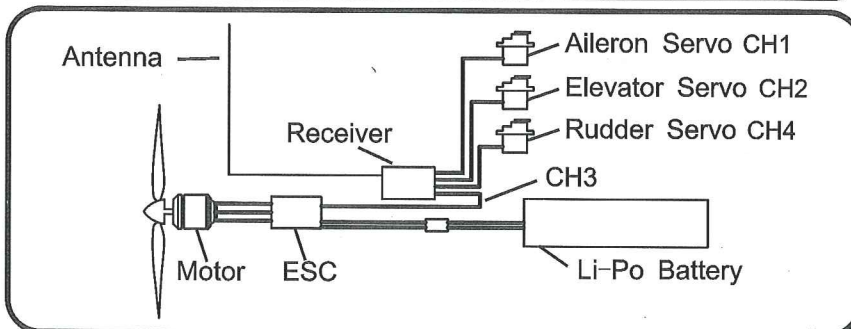
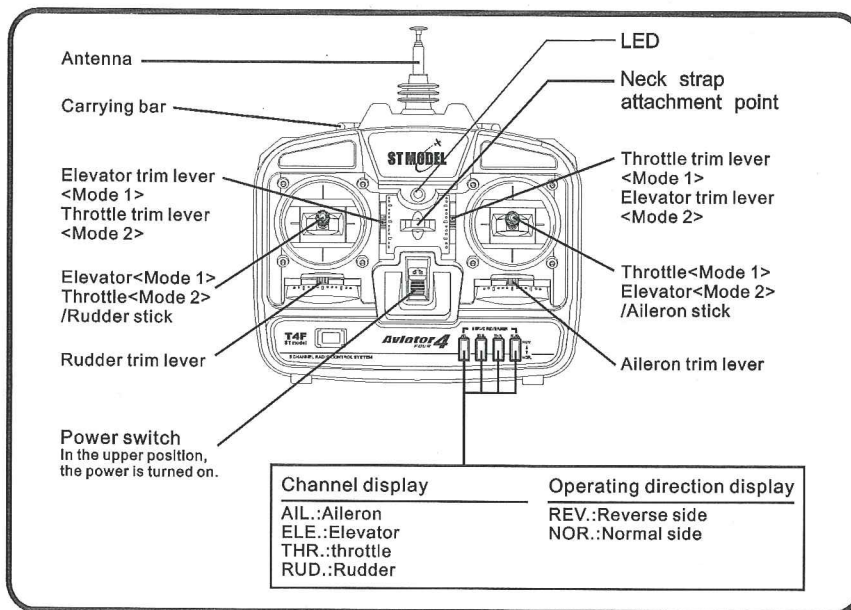
- This electric R/C model plane is not a toy.
- Assemble the plane according to the instructions, Do not alter or modify the model, If you make any modifications, you will void your warranty.
- Children under 12 years old must use it accompanied by an adult.
- Test the operation of the model before before 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: 835mm/32.87in
- Wing Span: 1210mm/47.64in
- Wing Area: 22.5dm²/348.8in²
- Flying Weight: 840g/29.63oz
- Wing Loading: 37.3g/dm²
- Power System: Brushless motor, 1000mAh 11.1v Li-Po battery
- Propeller: 8in×5in
- Radio Required: 4CH transmitter & 5CH receiver, 3micro servos

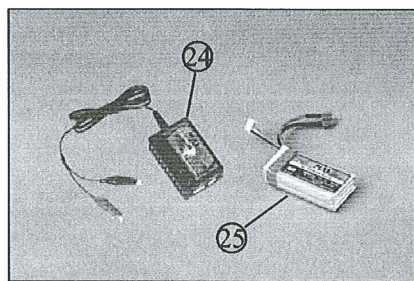
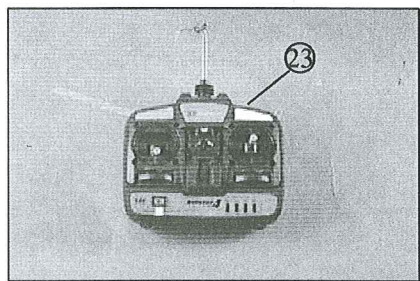
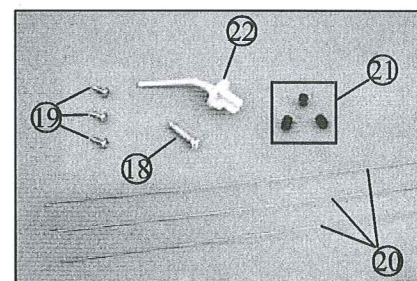
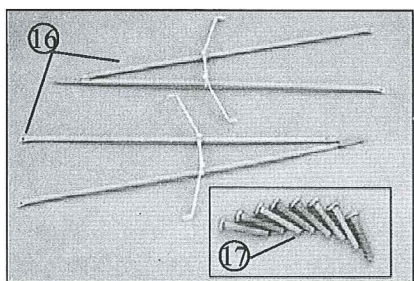
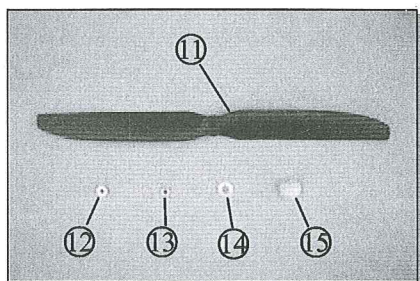
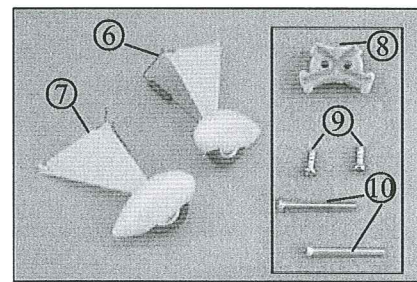
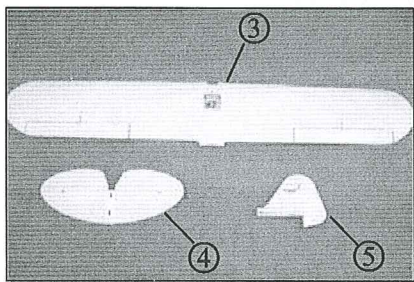
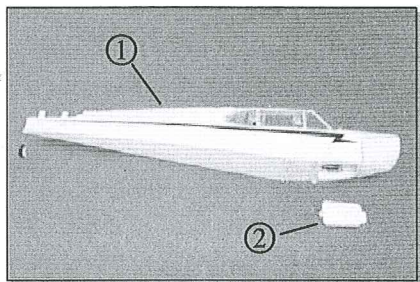
GLOSSARY

- Aileron:** Controls roll (right/left).
- Elevator:** Controls pitch (up/down).
- Rudder:** Controls yaw (right/left direction). (Yaw).
- Receiver:** Provides input to the control surfaces and ESC.
- Power System-ESC (Electronic Speed Control):** 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.



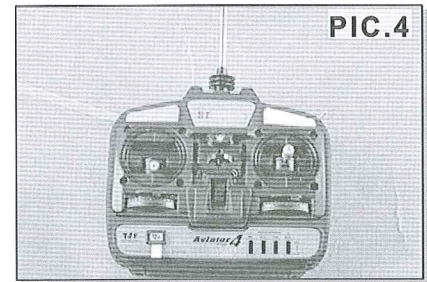
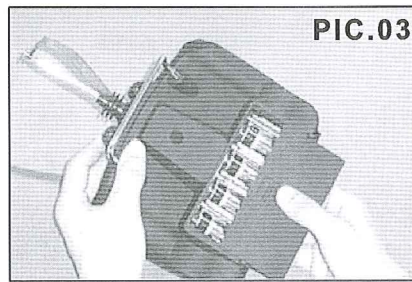
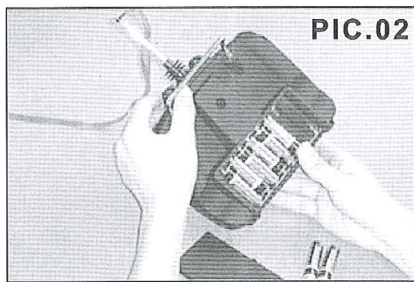
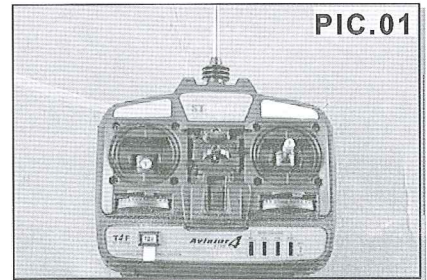
CONTENTS OF KIT

01. Fuselage.....x1	14. Washer.....x1
02. Battery hatchx1	15. Spinner.....x1
03. Main wing.....x1	16. Wing support.....x2
04. Horizontal stabilizerx1	17. Screw for wing support(M2.0x8).....x8
05. Finx1	18. Wing bolt(M3.0x10)x1
06. Left landing gear.....x1	19. Screw(M2.0x6).....x3
07. Right landing gearx1	20. Push rod.....x3
08. Landing gear connectorx1	21. Set screw.....x1
09. Screw(M1.8x4)x2	22. Antennax1
10. Screw(M2.0x16)x2	23. Transmitter.....x1
11. Propeller.....x1	24. Battery pack.....x1
12. Big nut.....x1	25. Charger.....x1
13. Small nut.....x1	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 the batteries into place (PIC.02). Be sure to follow the polarity diagram inside the battery compartment. Reinstall the battery hatch (PIC.03).
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, install fresh batteries. Also check to make sure that the batteries are installed correctly.
4. Switch the transmitter off and stand by for later use.



CHARGE THE BATTERY

Piper J-3 cub 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 barrel 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.

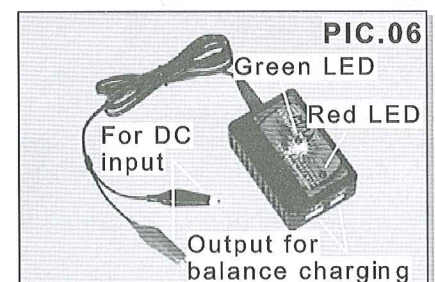
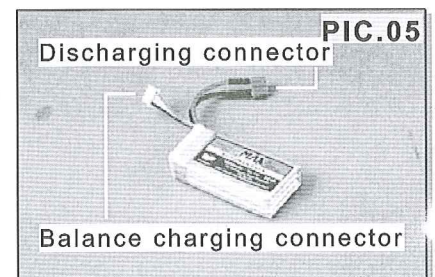
CAUTION: (1). Only charge the Li-Po battery with a Li-Po battery balance charger

- (2). This is a lithium polymer battery charger. Which just matches to the Li-Po battery installed in piper J-3. Do not charge other types of batteries.

1. Connect the charger to the 11-14V DC power supply and then the red LED is on (PIC.07); Ensure the current capacity of the power supply is 1A or higher.

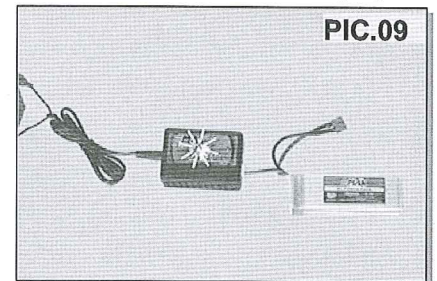
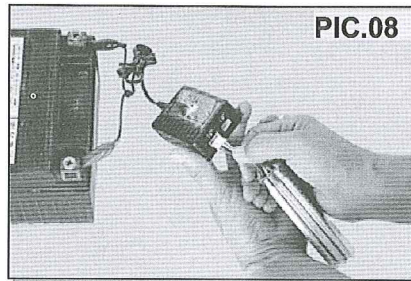
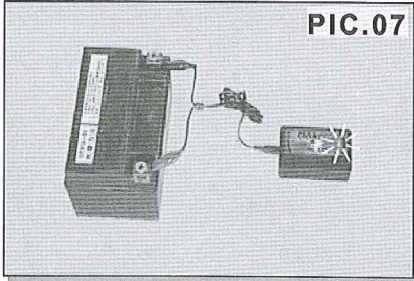
CAUTION: (1). DC power must meet the requirements above, or charger will work incorrectly and maybe damage on the charger & battery.

- (2). Before charging, disconnect the battery with any power. After each flight, remove the battery pack from the airplane and allow it to cool completely.
- (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.

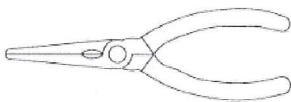
4. When the battery pack is fully charged, the green LED will turn off.

WARNING: Disconnect the battery with the charger first and then disconnect the power with the charger when it is finished.

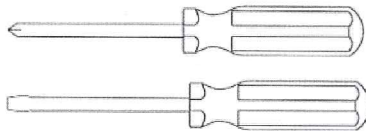
Please choose the power, battery and transmitter or it will reduce the longevity under the incorrect improvements.

ASSEMBLE THE AIRPLANE

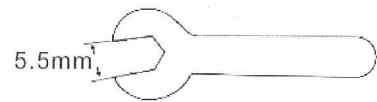
Tool will be required for assembly as below.



Nipper pliers



Screwdriver

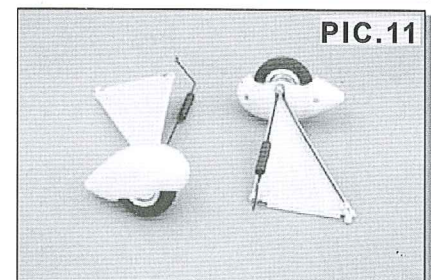
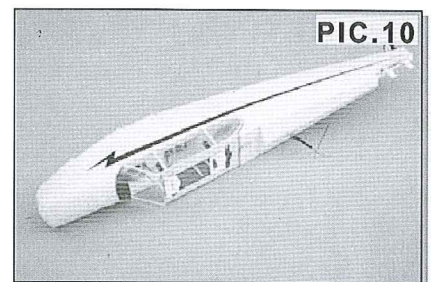


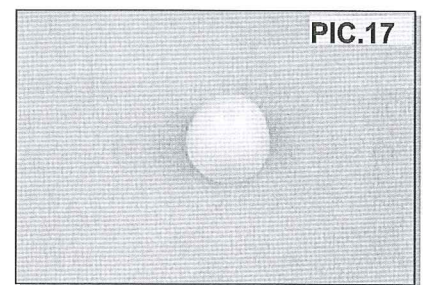
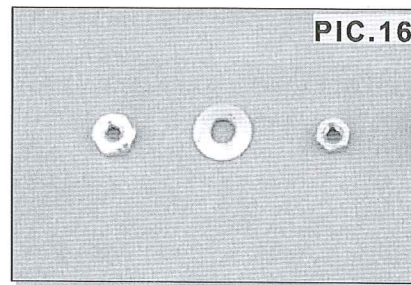
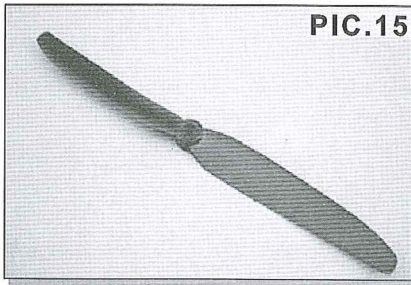
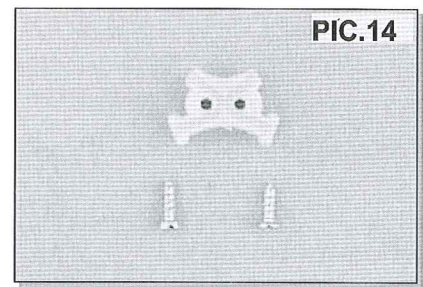
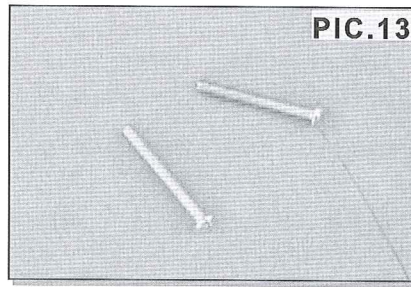
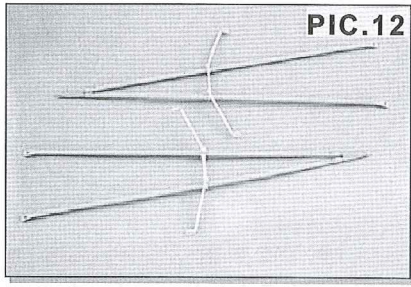
Spanner

INSTALL THE FUSELAGE

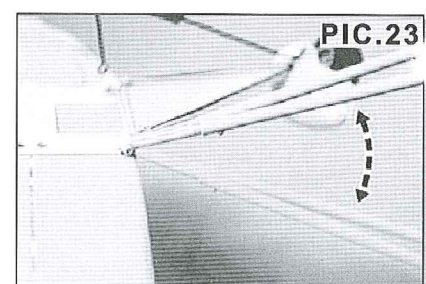
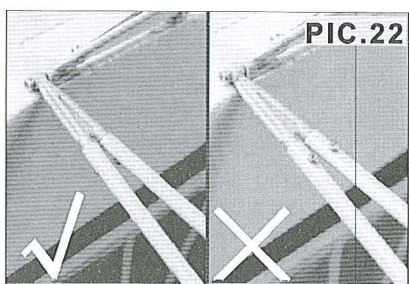
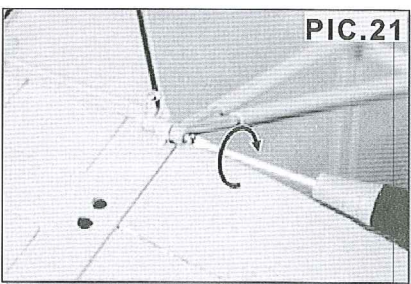
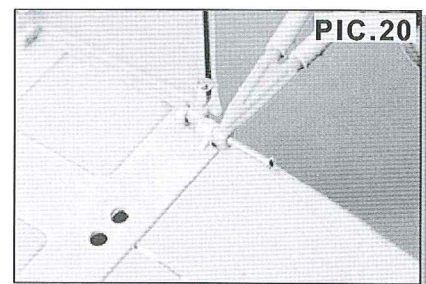
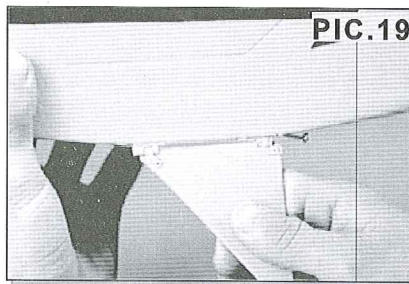
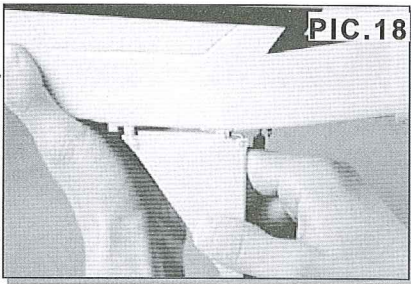
1. Parts for install the fuselage.

- (1). Fuselage (PIC.10);
- (2). Right & left Landing gears (PIC.11);
- (3). Wing supports ×2 (PIC.12)
- (4). Screw (M2.0×16) ×2 (PIC.13);
- (5). Landing gear connector & Screw (M1.8×4) ×2 (PIC.14);
- (6). Propeller (PIC.15);
- (7). Washer and M3 nuts (PIC.16);
- (8). spinner (PIC.17);

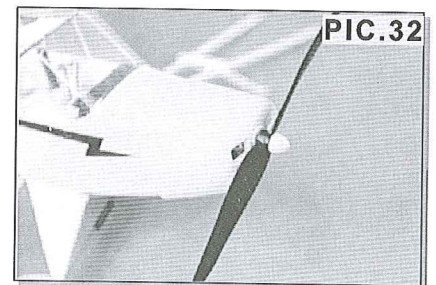
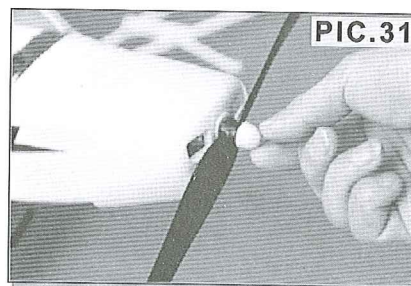
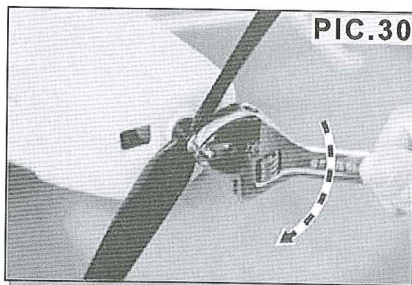
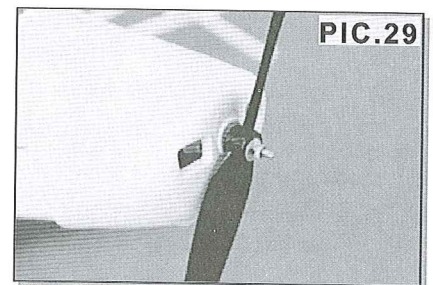
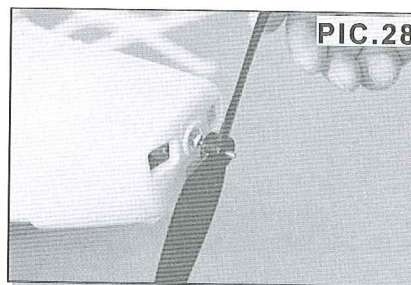
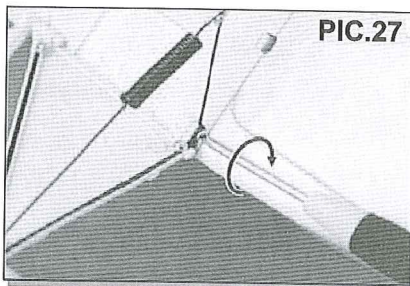
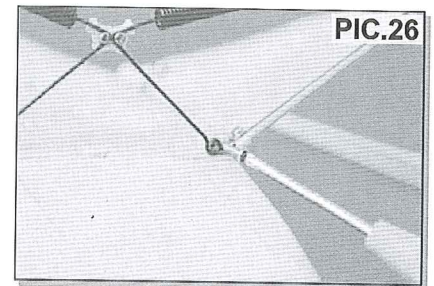
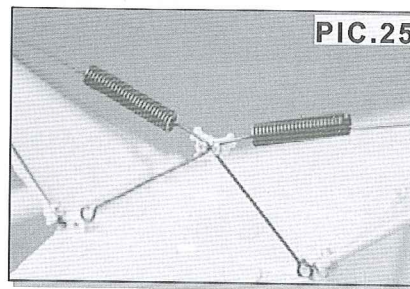
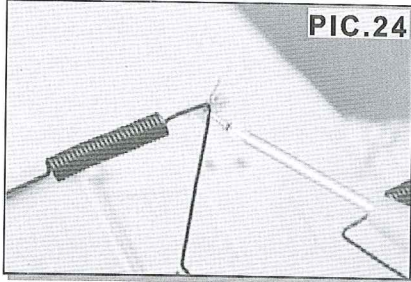




2. Secure the right & left landing gears to base on fuselage as the pictures show (PIC.18, PIC.19). Fix the wing supports and landing gears to Fuselage with the screws(M2.0×16)(PIC.20-PIC.22). Make sure the screws and other parts will not loose. And ensure the wing supports aren't locked (PIC.23).

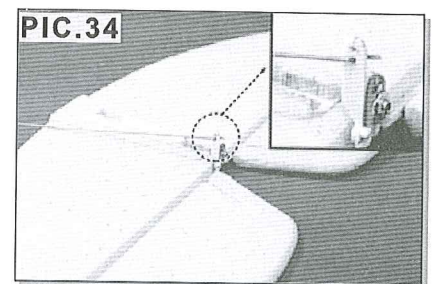
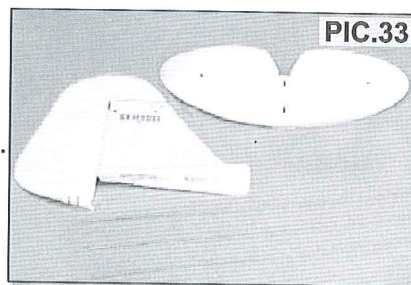


3. Fix the right landing gear to the left landing gear with the landing gear connector and the screws(M1.8x4). Tighten the screws to avoid any parts loosening (PIC.24, PIC.25). Then secure the landing gear spring to base on fuselage (PIC.26, PIC.27).
4. (1). Install the big M3 nut, propeller, washer and the small M3 nut over the motor shaft in turn (PIC.28, PIC.29), note the installment of the propeller front and rear.
 (2). Tighten the nut to avoid the propeller loose (PIC.30).And don't try hard to damage the screw thread.
5. Assemble the spinner to the motor shaft. And make sure it will not loosen (PIC.31, PIC.32).

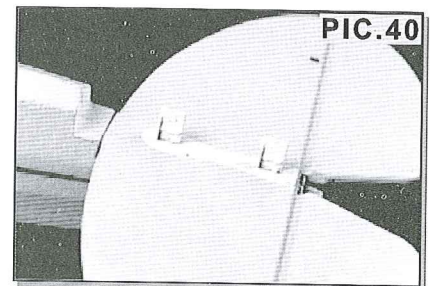
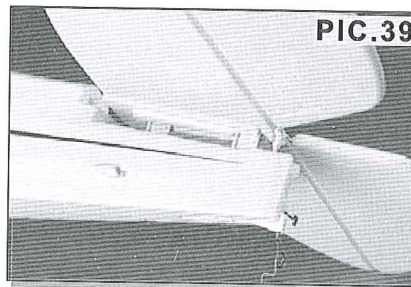
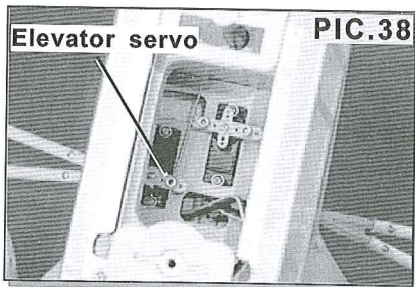
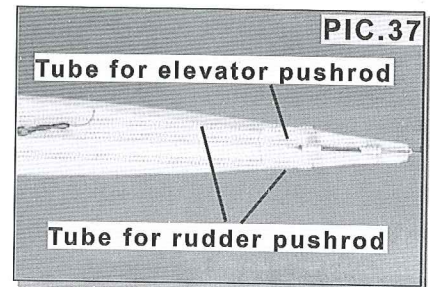
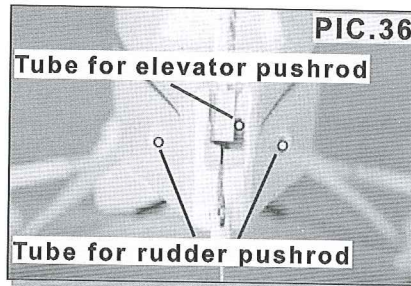
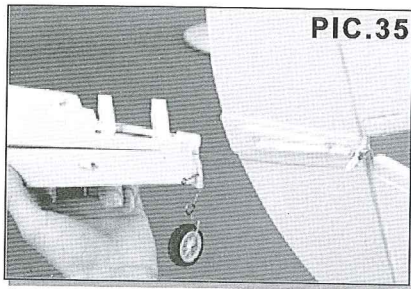


ASSEMBLE THE TAIL

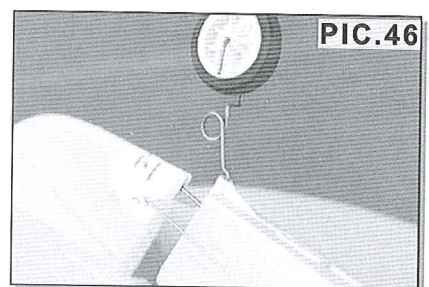
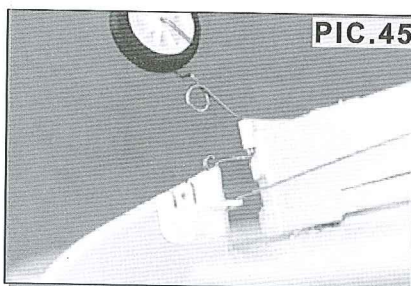
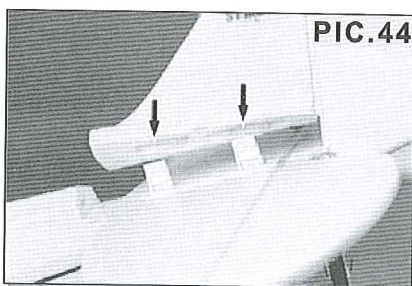
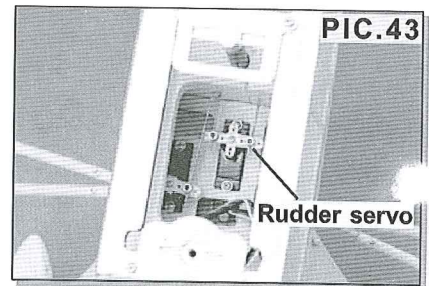
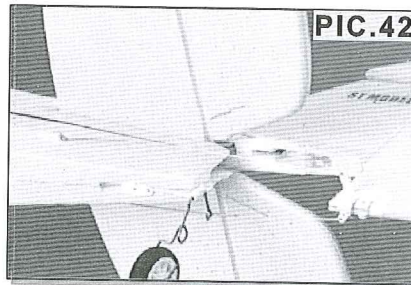
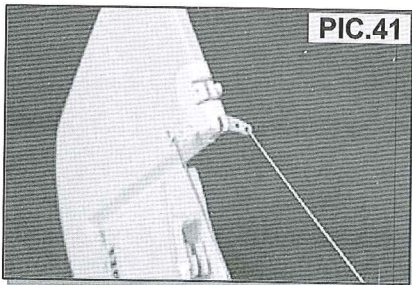
1. Take out the fin, stabilizer and push rods (PIC.33).
2. (1). Install the "Z" end of push rod to the horn of elevator (PIC.34).



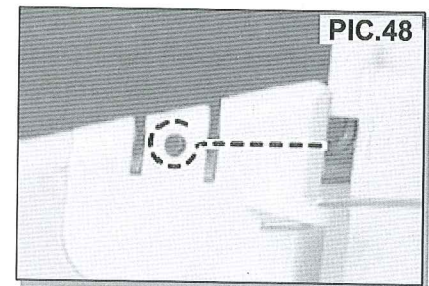
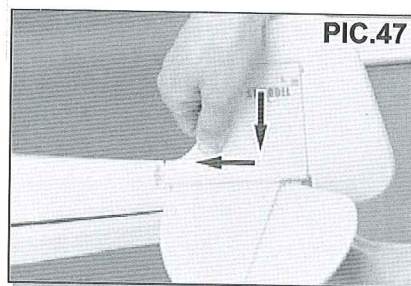
- (2). Put another end of the push rod inside the plastic tube of the tail (PIC.35-PIC.37) and put it through the adjuster of servo elevator horn duly (PIC.38).
- (3). Attack the horizontal stabilizer onto the fuselage (PIC.39, PIC.40).



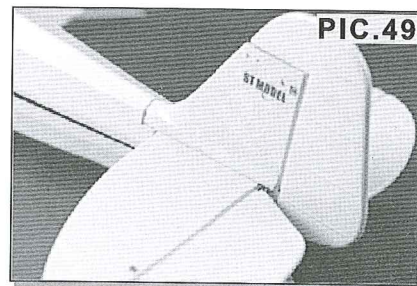
3. (1). Install the "Z" end of two push rods to the horn of rudder (PIC.41).
- (2). Put another end of the push rods inside the plastic tubes of the tail as picture shows (PIC.42) and put it through the adjusters of rudder servo horn duly (PIC.43).
- (3). Attach the fin onto the horizontal stabilizer (PIC.44). And ensure the ring of the tail landing gear is inserted into the horn of rudder (PIC.45, PIC.46).



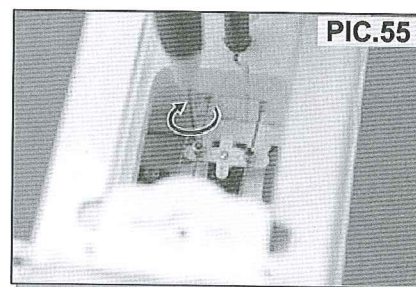
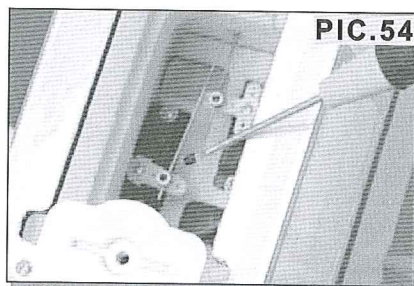
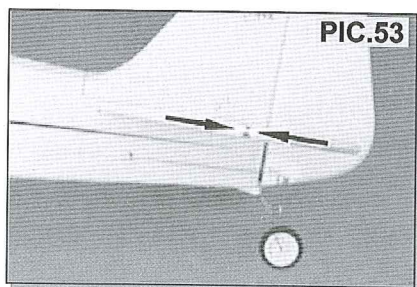
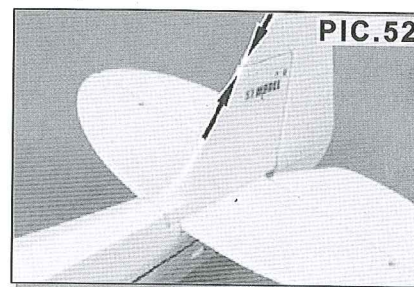
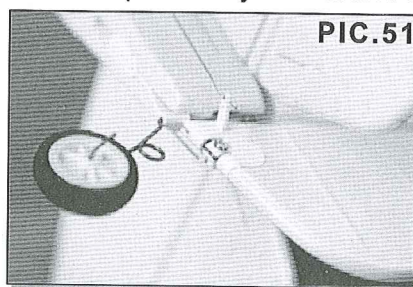
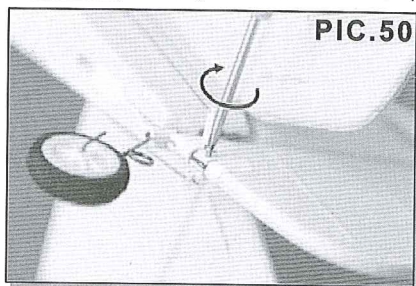
- (4). Push the fin forward to the end till you hear a "click" (PIC.47). Please note that the ring of tail landing gear should be concentric with the hole in the horn of rudder (PIC.48).



- (5). Ensure the fin will not loosen (PIC.49). Then tighten the screw (M2.0×6) through the hole in the rudder horn and the ring of tail landing gear to avoid loosening (PIC.50, PIC.51).
4. Confirm that the rudder and elevator are in their neutral positions (PIC.52, PIC.53), adjust the length of push rods as necessary. Then tighten then set screws to avoid loosening (PIC.54, PIC.55).



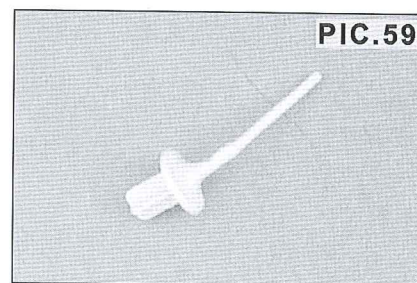
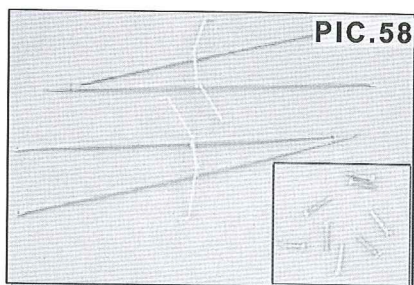
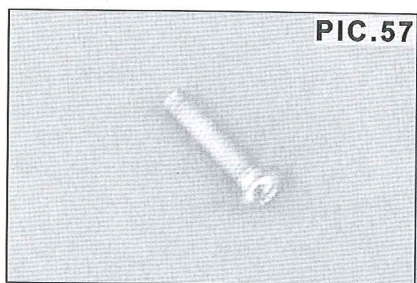
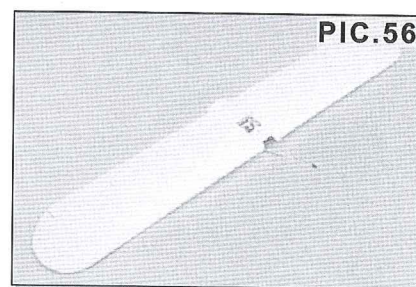
NOTE: If the push rods loosen, control of the plane may be lost and a crash may result.



INSTALL THE WING

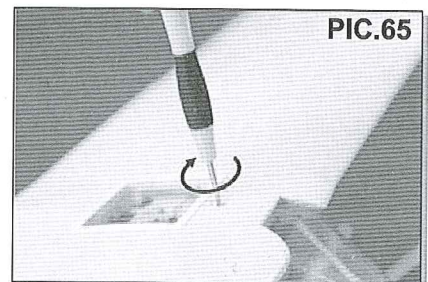
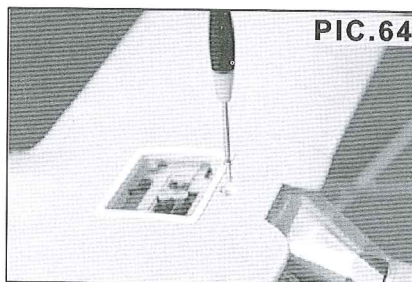
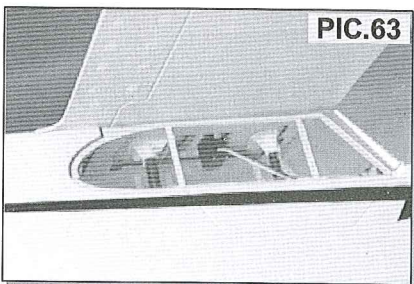
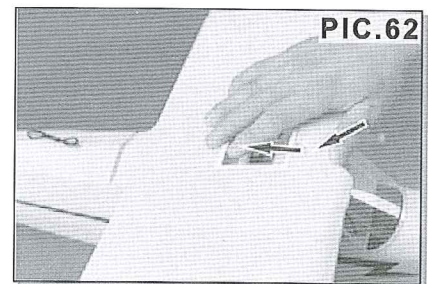
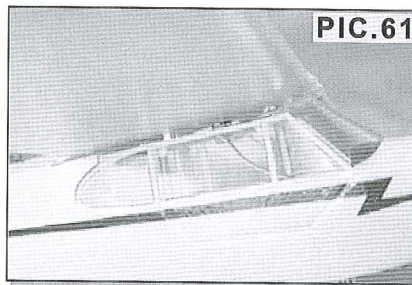
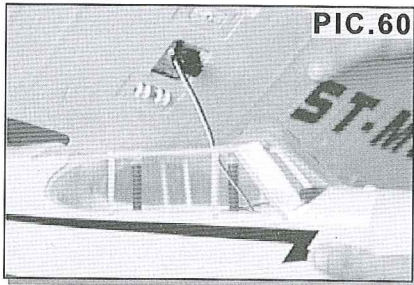
1. Take out the accessories for install the main wing as below.

- (1). Main wing (PIC.56);
- (2). Wing bolt (M3.0×10) (PIC.57);
- (3). Screws (2.0M×8)×8 (PIC.58);
- (4). Antenna (PIC.59);

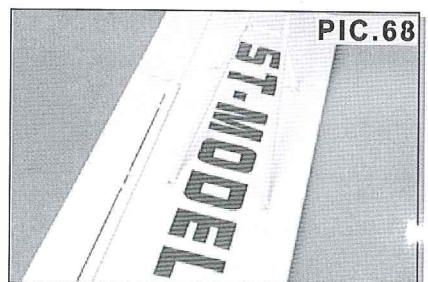
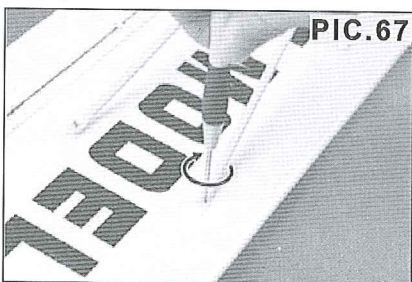
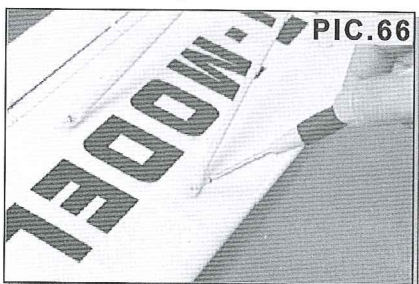


NOTE: Make sure that the set screw of adjuster on the servo horn of the aileron must be tightly or can lead out of control while flight!

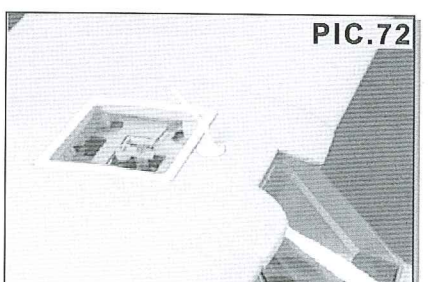
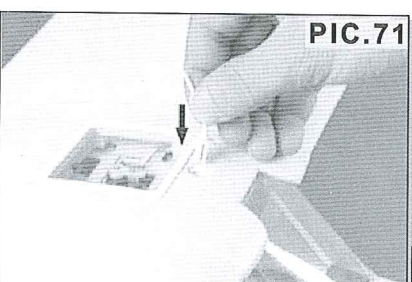
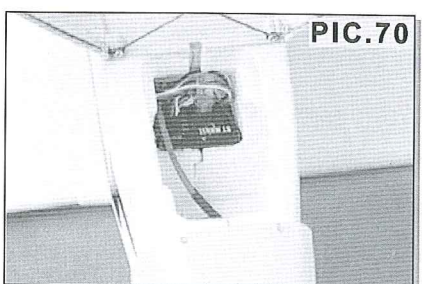
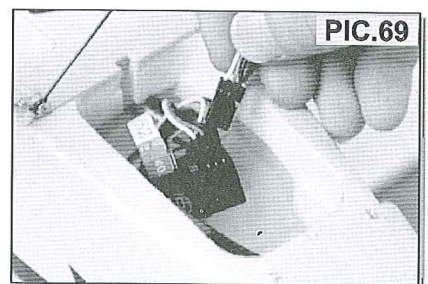
2. Put the servo thread through the cockpit and install the wing as illustration (PIC.60- PIC.63), and do not sandwich the servo wire between the wing and fuselage.
3. Put the wing bolt into the hole in the wing, then tighten the wing bolt with screwdriver to avoid the wing loosening (PIC.64, PIC.65).

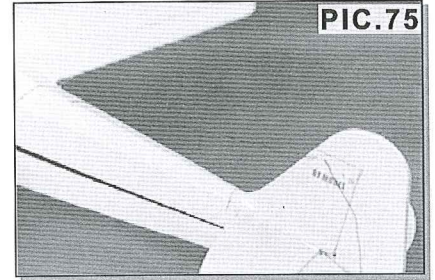
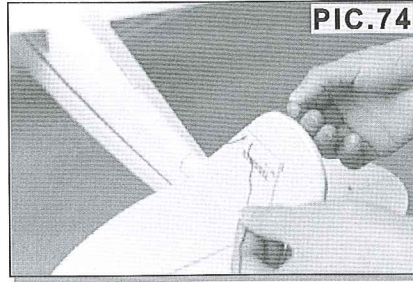
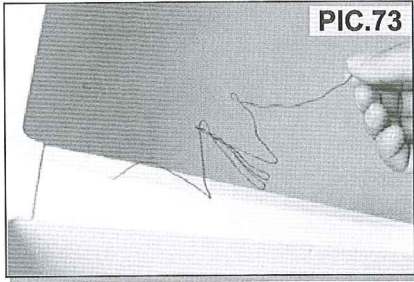


4. Attach the wing supports to wing with the screw (M2.0x8) (PIC.66, PIC.67). Ensure that the screws should be tightened, especially the screws near the wingtip (PIC.68). And the wing supports will not loose from wing or it can lead plane to be unstable while flight.



5. Connect the aileron servo wire to the receiver in fuselage (PIC.69).
6. Put receiver and all wires inside of the fuselage, to avoid the line will be tangled (PIC.70).
7. Then insert the antenna into the hole in the wing (PIC.71, PIC.72). Be careful-the antenna will insert in only one way and do not force it.
8. Untie the receiver antenna. And rough it though the two holes on the fin (PIC.73-PIC.75). Do not pull hard on the antenna wire to avoid damage to the antenna and other parts.

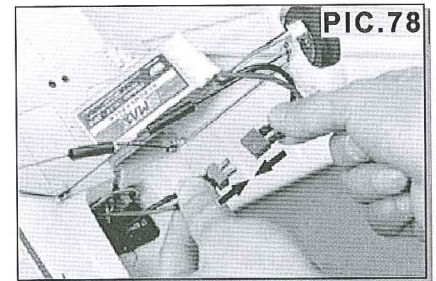
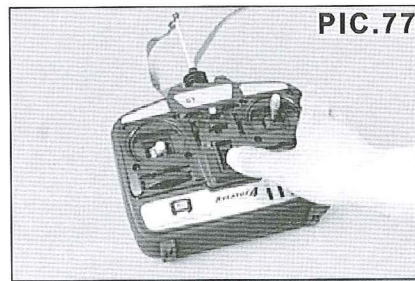
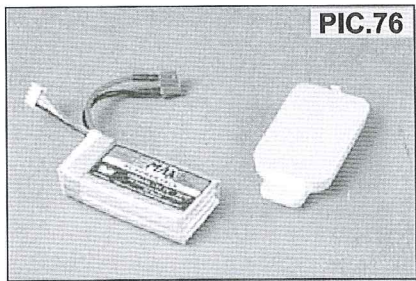




INSTALL THE BATTERY

1. Locate the battery and battery hatch (PIC.76).
2. Switch on the transmitter (PIC.77). Attach the battery connector to the power plug of the fuselage (PIC.78). The ESC will respond with a one or two beep.

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.

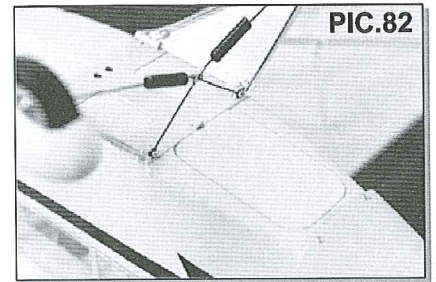
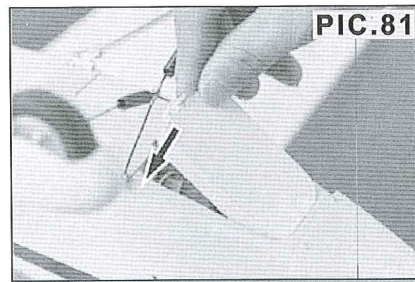
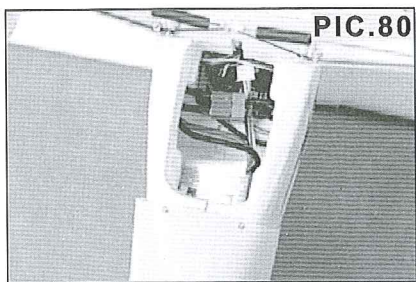
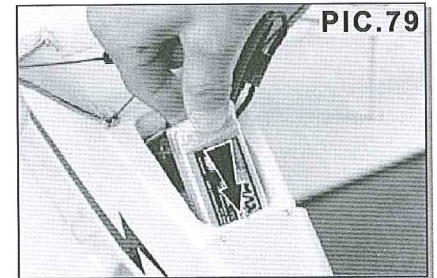


3. Place the battery in place as shown in the photo (PIC.79, PIC.80).

NOTE: (1). Before connecting the battery, make sure the LED on the transmitter is on.

(2). Fit the battery in its place as shown. Otherwise the CG position will be changed due to the movement of the battery.

4. Test fit the battery hatch into the fuselage as pictures show (PIC.81, PIC.82). It is important to make sure the battery hatch attached tightly to avoid falling off during the flight.



TEST THE RADID 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 Piper J-3 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 Piper J-3.

(1).①Ensure 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;

②Connect 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" (two beeps).

③If 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

④If 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

①Move the throttle control stick forward (at the top).

②Plug the battery to the fuselage.

③Wait for 5 seconds, there are two beeps.

④Move the throttle control stick backward (to its lowest place).

⑤There 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 activated to motive the prop

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

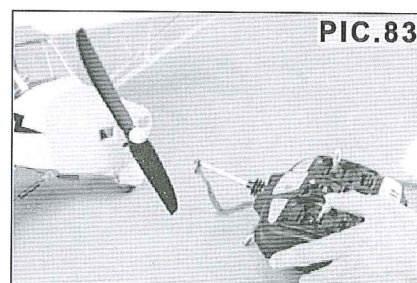
①Move the throttle control stick forward(at the top).

②Plug the battery to the fuselage.

③Wait for 5 seconds, there is a beep.

④Move the throttle control stick backward (to its lowest place).

⑤There is a beep; the power system will work without brake.



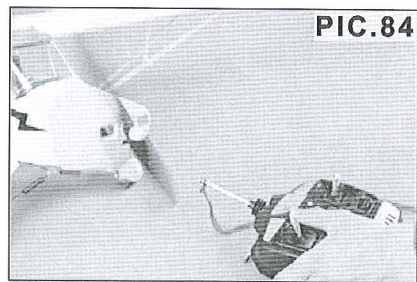
3. Test the power system:

(1).The transmitter power should be on now and the throttle at minimum position. Please make sure that the ESC brake function is either "on" or "off" and the prop should be held still (PIC.83), 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; if the motor rotates faster gradually (PIC.84).

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

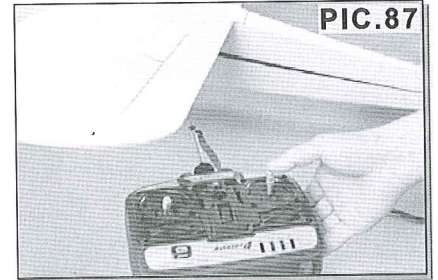
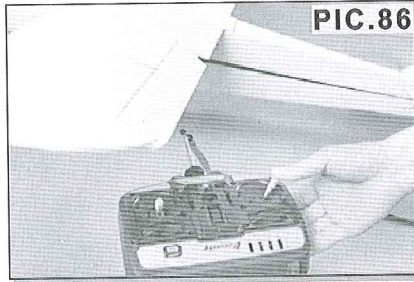
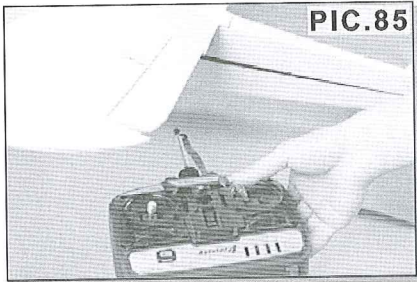
WARNING: Keep everything clear of the propeller once the battery is plugged in. Do not try to stop the propeller by hand or anything else.



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.85);
- (2). Move the stick to the right, the left aileron moves down and the right one moves up (PIC.86);
- (3). Move the stick to its neutral position, the aileron returns its neutral position (PIC.87).

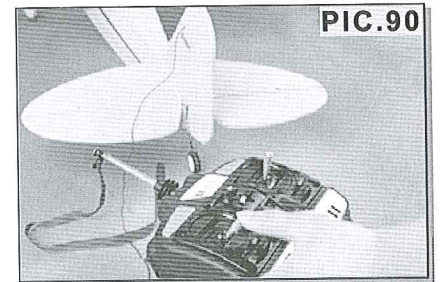
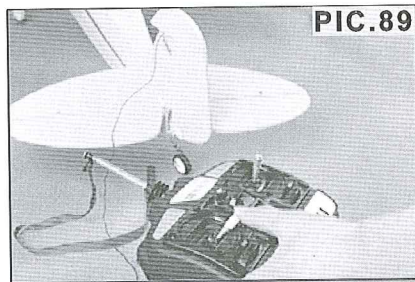
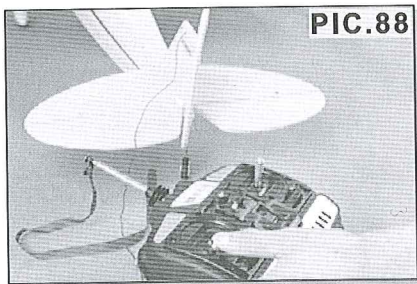
NOTE: If the movement of aileron works in opposite position, please check the aileron reverse switch on the transmitter and make necessary alignment.



5. Test the rudder:

- (1). Move the rudder control stick to the left, the rudder turns to the left (PIC.88).
- (2). Move the stick to the right, the rudder turns to the right (PIC.89).
- (3). Move the stick to its neutral position, the rudder returns its neutral position (PIC.90).

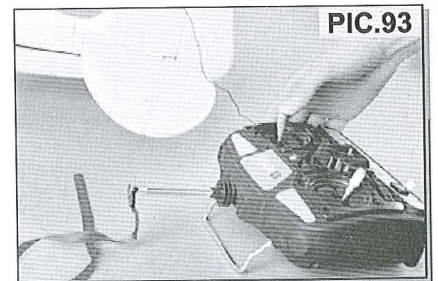
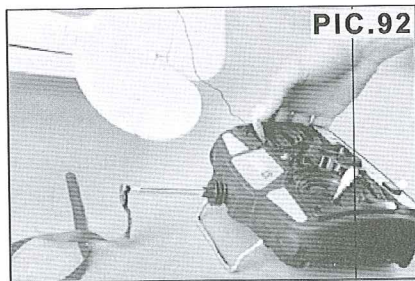
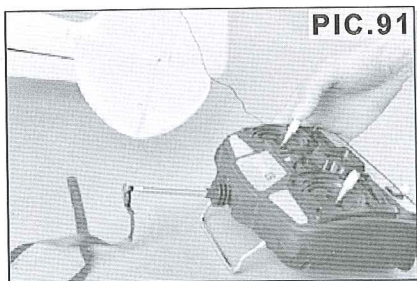
NOTE: If the movement of rudder works in opposite position, please check the rudder reverse switch and make necessary alignment.



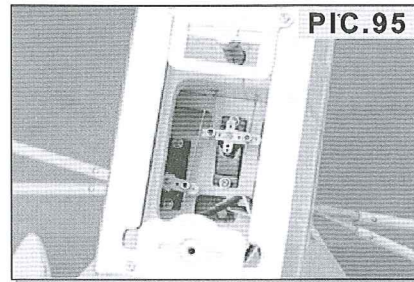
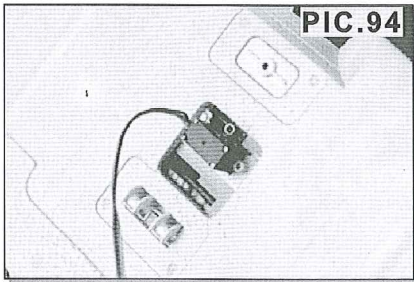
6. Test the elevator:

- (1). Move the elevator control stick backward, the elevator will be up (PIC.91);
- (2). Move the stick forward, the elevator will be down (PIC.92);
- (3). Move the stick to its neutral position, the elevator returns its neutral position (PIC.93);

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



WARNING: Please check if the aileron, rudder (tail 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.94, PIC.95), adjust the length of the pushrod, and then tighten the screws to avoid the pushrod loose.



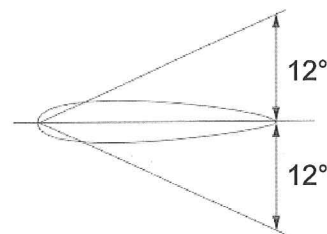
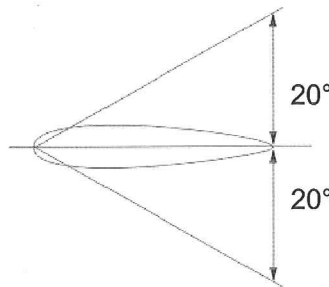
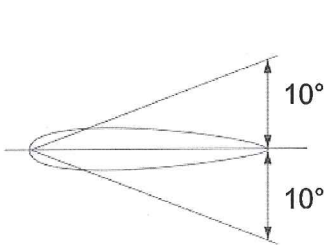
If loose of the pushrod, then lead the airplane to unstable, and result in crash!

7. Movement of all control surfaces:

(1).Aileron

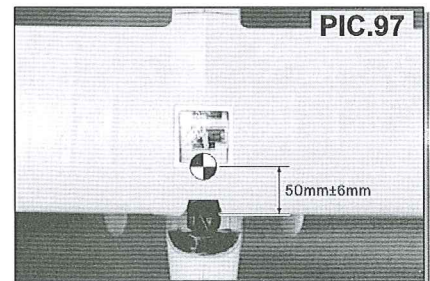
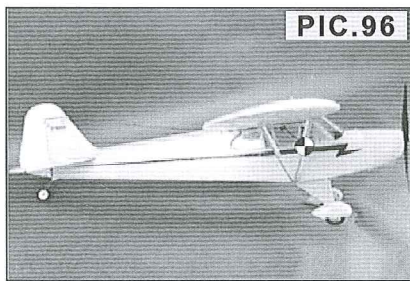
(2).Rudder

(3).Elevator



CG (Center of Gravity) POSITION

1. The standard CG is positioned at the 50 mm behind the leading edge (PIC.96);
2. Move the CG forward, the flying performance is stable; move backward, the flying performance is sensitive.

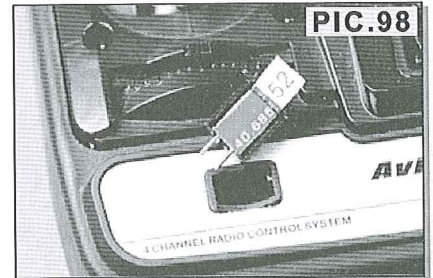


NOTE: The movement of the CG should not exceed ± 6 mm (PIC.97); otherwise, it will have an effect on flying performance and cause a crash!

3. We recommend only use the battery pack intended for Piper J-3, 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 Piper J-3 should be flown only when the wind speed is 10mph or less. It will be easy to control if the wind is calm or very light. Only fly the Piper J-3 when the wind speed is less than 2mph if you have no experience of flying; if you are an experienced pilot, please fly it when the wind speed is 10mph 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 Piper J-3 should not be less than 40m?m. 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 Piper J-3 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.98); 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 Piper J-3 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 Piper J-3 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 you pull 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 Piper J-3 has a heavier all up weight and larger size, we recommend you don't launch it into the air. 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. Let the plane climb at an angle from 10 ~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.
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 small amount 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 positions.
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 Piper J-3 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, 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 Piper J-3, 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.