



B-17 R/C SPORT-SCALE AIRCRAFT
ASSEMBLY AND INSTRUCTION MANUAL

CENTURYUK



Warning:

This radio controlled model is not a toy. It requires skill to fly and is not recommended for use by beginners without assistance from an experienced model pilot. It should not be operated by children without the supervision of a suitably experienced adult.

Max-Thrust reserves the right to modify the specification of this model at any time.

Safety Precautions

1. Do not attempt to repair or modify this aircraft with non-factory parts.
2. Never fly this model over roads, railway lines, near to power lines, airports, do not fly this model in excessively strong winds, in the rain, or thunderstorms.
3. Do not fly or launch the model towards people.
4. Keep hands and face away from rotating propellers at all times.
5. We strongly recommend that all fixings and fasteners used in the construction of this model are checked regularly for integrity. Failure to do so could cause a crash, injury to yourself or others around you.
6. We **only** recommend the use of **2.4GHz** radio equipment with this model.

Disclaimer

1. This radio controlled model is not a toy. Used incorrectly it is capable of inflicting serious injury to persons or damage to property. The owner/pilot assumes all responsibility for any damage to persons or property resulting from the use of this product.
2. The manufacturer and distributor decline all responsibility for any liability arising from use of this product.
3. It is very important that you follow all instructions for assembling and setting up of this model. Failure to do so could result in a loss of control and possibly a crash.

“EPOFLEXY”

“EPOFLEXY” is a very tough and durable material perfect for the manufacture of model aircraft. When using screwed fixings with “EPOFLEXY” components it is important to tighten the screws sufficiently to provide a firm fixing.

Excess tightening could result in the foam material becoming compressed, possibly damaging or distorting the part. Take care to ensure that all screws are tightened sufficiently to provide a firm fixing, but **do-not** over tighten. We recommend that all fixings are checked regularly for security and safety purposes.

Overview

Thank-you for purchasing this MAX-THRUST B-17 radio controlled model aircraft. The B-17 offers a stunning combination of terrific looks and sensational flight performance. Manufactured from "EPOFLEXY" it is extremely robust, however, in the event of a "less than perfect" arrival, we supply a range of spares to get you flying again in the shortest time. It is capable of an impressive range of aerobatic manoeuvres to thrill the experienced pilot, but with reduced control throws it provides a solid and predictable flight performance, perfect for the sports-scale flyer.

We are certain you will enjoy your new model, please take the time to read this manual thoroughly and understand its contents completely prior to commencing assembly.

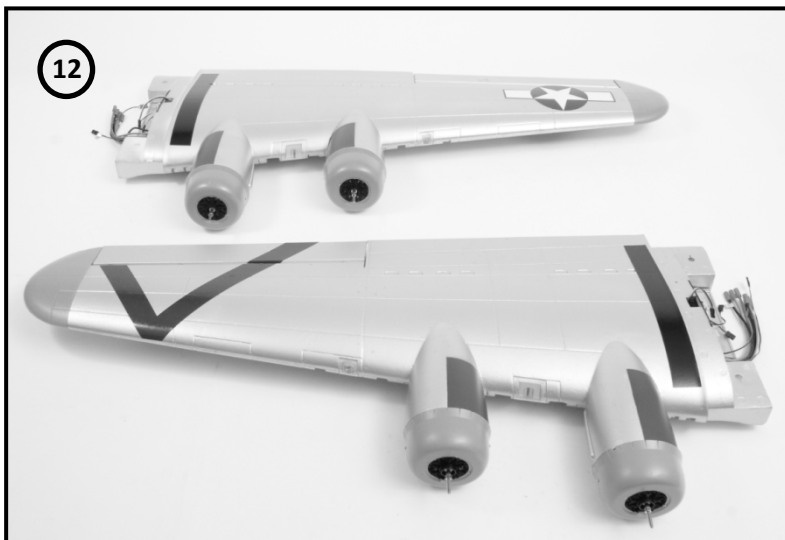
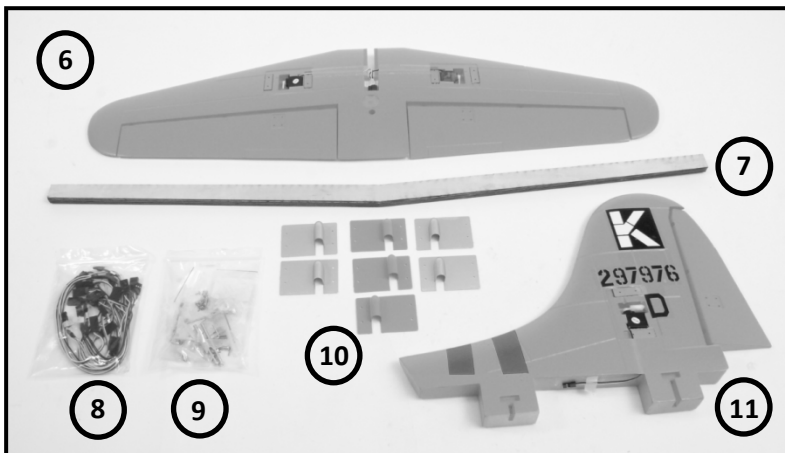
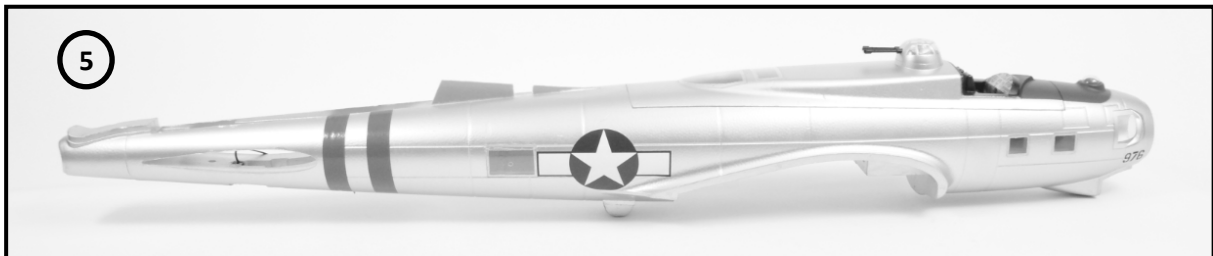
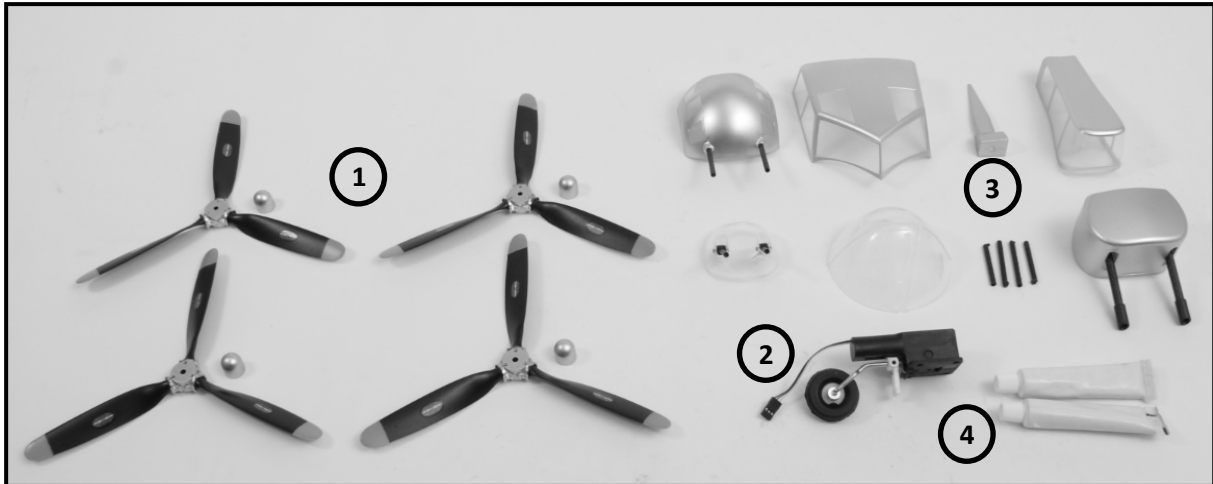
Key Features

- 4 x Powerful Brushless Motors
- 4 x Brushless Electronic Speed Controllers
- Efficient scale effect 3 Blade Propellers
- Pre-Installed servos
- Durable "EPOFLEXY" Construction
- Retracting Main Undercarriage
- Retracting Steerable Tail Wheel
- Superb Flight Performance
- High Brightness LED Lighting System

Specification

Wingspan:	2000mm
Length:	1450mm
Weight:	3500g
Motor:	4 x 4011 750KV Out-Runner Brushless
ESC:	4 x 45A Brushless
Servos:	10
Batteries Required:	2 x 2200 - 3350mAh 14.8v Li-Po (Not Included)
Recommended Batteries:	2 x Power-Tech 3350mAh 14.8V 33C (Order Code: PT-B-3333504S)

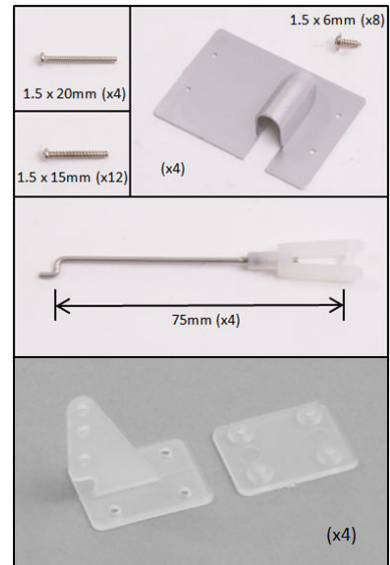
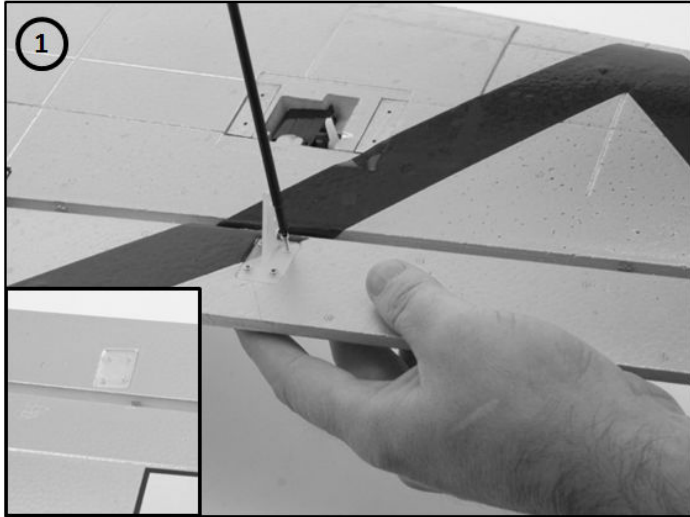
Parts List



1. Propellers x 4
2. Retracting Tail-wheel
3. Plastic Parts
4. Adhesive
5. Fuselage Assembly
6. Horizontal Tail-Plane
7. Wing Spar
8. Control Leads
9. Screws & Fixings
10. Servo Covers
11. Vertical Fin
12. Wings

1. Wing Assembly

Locate the left hand (port) wing panel. Secure a plastic control horn and backing plate to the aileron using two 1.5mm x 15mm & two 1.5mm x 20mm screws, (image 1). The 20mm screws are to be used closest to the hinge line.



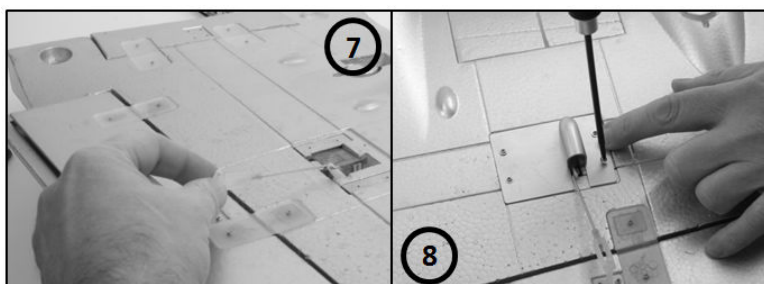
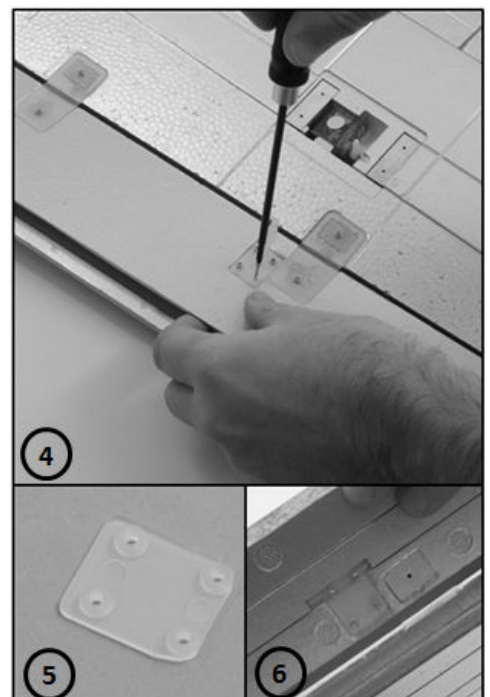
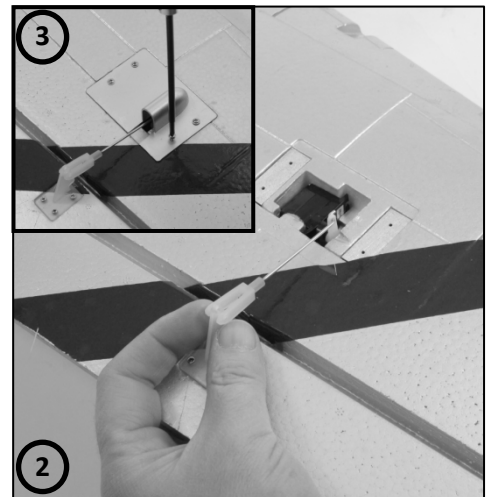
Electrically centre the aileron servo, (do not attempt to move any servos manually as this may damage them).

Connect the servo to the aileron horn with a 75mm long control rod. The "Z" bend of the control rod should be connected to the servo horn, (image 2). This permits adjustment to the clevis if required at a later time.

Secure the servo cover in position using four 1.5mm x 6mm self-tapping screws, (image 3).

Secure a plastic control horn and backing plate to the flap with four 1.5mm x 15mm screws, (image 4). It may be necessary to trim the backing plate to make it perfectly fit the recess in the flap, (image 5 & 6).

Connect the servo to the flap with a 75mm long control rod. The "Z" bend of the control rod should be connected to the servo horn, (image 7). Secure the servo cover in position using four 1.5mm x 6mm self-tapping screws, (image 8). Repeat the process for the right hand (starboard) wing panel.

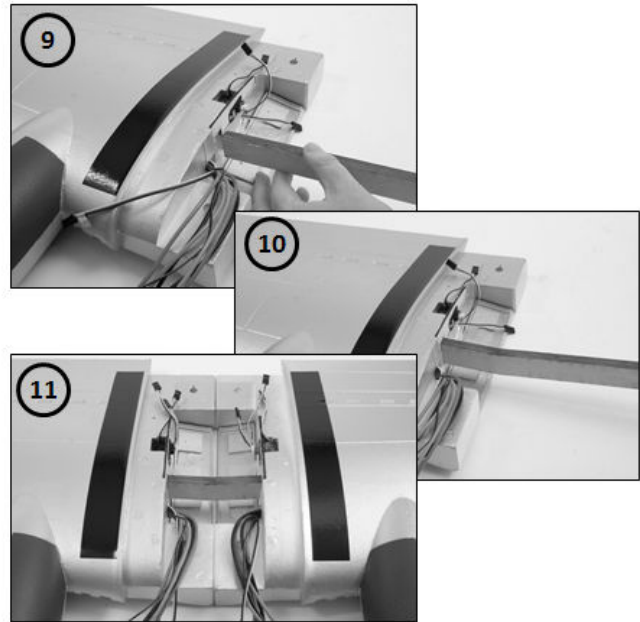


Wing Joining

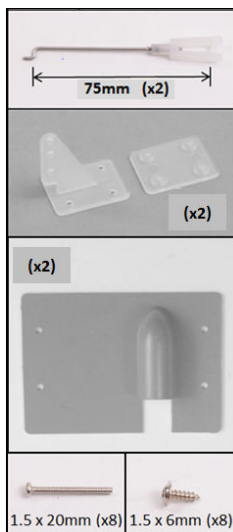
Locate the wooden wing spar and slide halfway into the corresponding rectangular aperture in the wing panel, (image 9).

Please note: the spar has a dihedral angle and must be installed the correct way up, (image 10).

Then fit the remaining wing panel onto the wooden spar ensuring that none of the wires are trapped between the panels, (image 11).



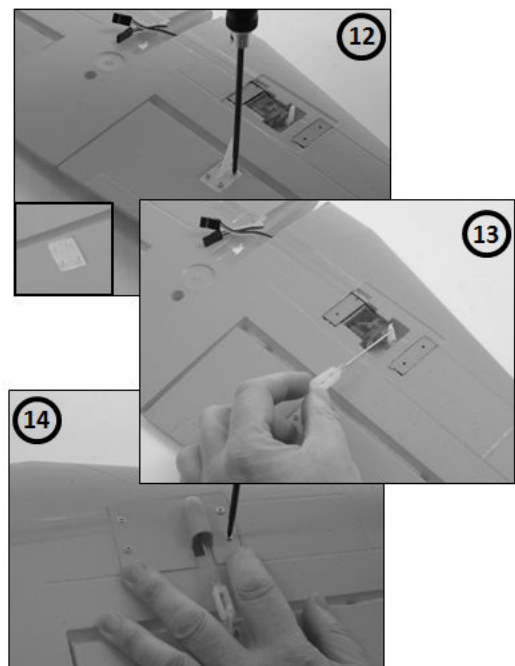
2. Horizontal Tail Plane



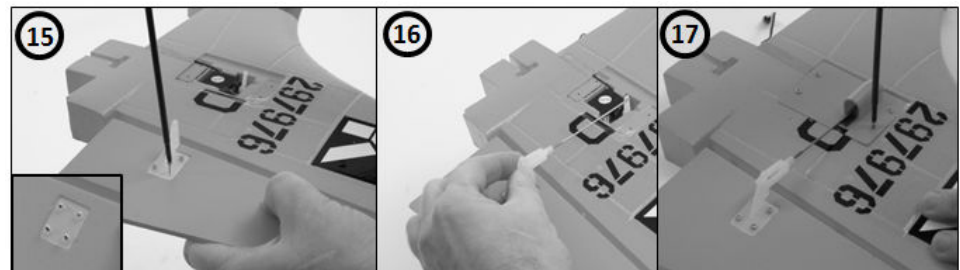
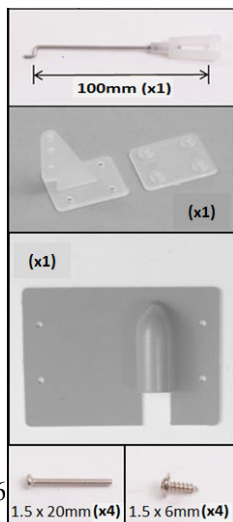
Secure a control horn to **one elevator** as shown using four 1.5 x 20mm screws, (image 12).

Connect the elevator servo to the control horn using a 75mm control rod. The "Z" bend of the control rod should be connected to the servo horn, (image 13).

Secure the servo cover in position using four 1.5mm x 6mm self-tapping screws, (image 14). **The other side will be completed after the tail plane is fixed to the fuselage.**



3. Vertical Fin



Secure the control horn to the rudder as shown using four 1.5 x 20mm screws, (image 15). Connect the rudder servos to the control horn using the 100mm control rod. The "Z" bend of the control rod should be connected to the servo horn, (image 16). Secure the servo cover in position using four 1.5mm x 6mm self-tapping screws, (image 17).

4. Fuselage

Slide the horizontal tail plane into the fuselage slot as shown, (image 18). Make certain the tail plane is centred correctly. Connect the remaining elevator servo to its horn and fix the cover as described in Section 2.

Locate the “Y” lead marked “2” and connect to the two elevator servos. Route the remaining plug through the fuselage toward the wing area.

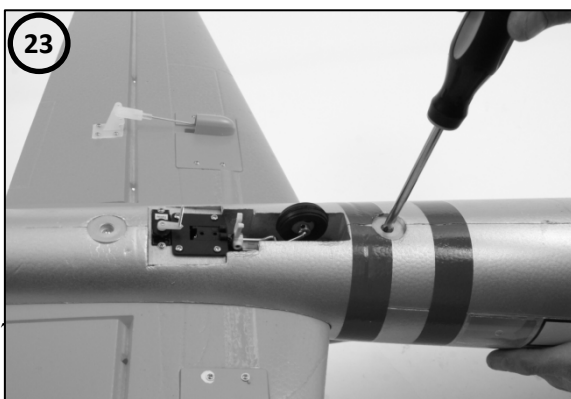
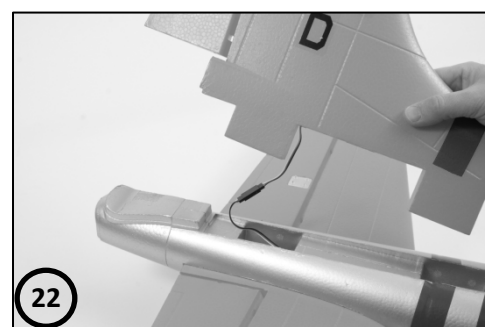
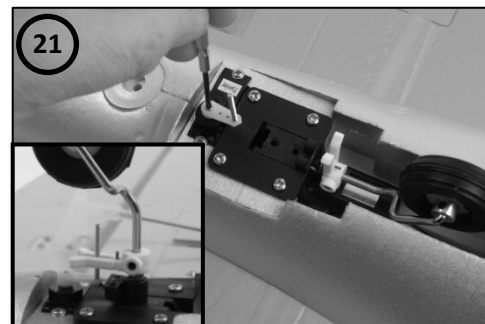
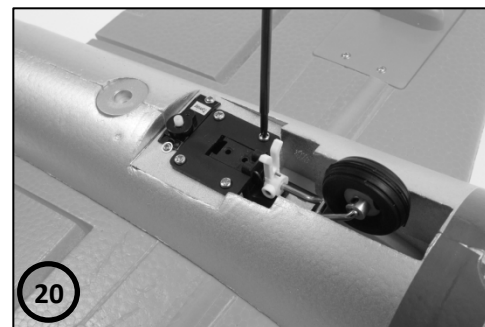
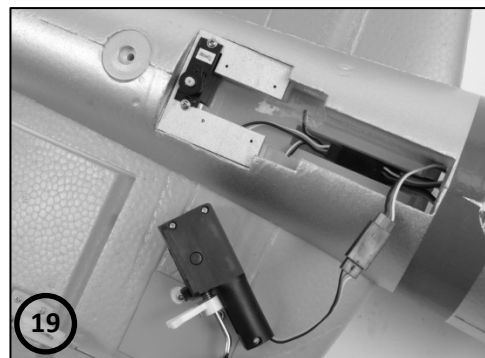
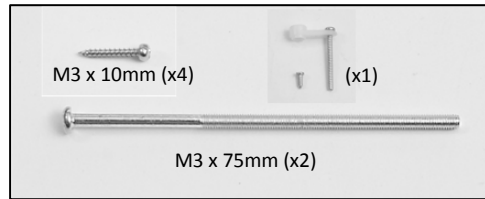
Locate the “Y” lead marked “4” and connect one leg to the tail-wheel steering servo. Locate the extension lead marked “5” and connect to the retracting tail wheel unit, (image 19). Route the other end of this lead through the fuselage towards the wing area.

Secure the retracting tail wheel unit in position using the four M3 x 10mm self-tapping screws, (image 20).

Centre the tail wheel steering servo and fit the control horn in position. Electrically lower the retracting tail wheel to ensure the plastic control horn locates correctly with the control pin in the servo horn, (image 21).

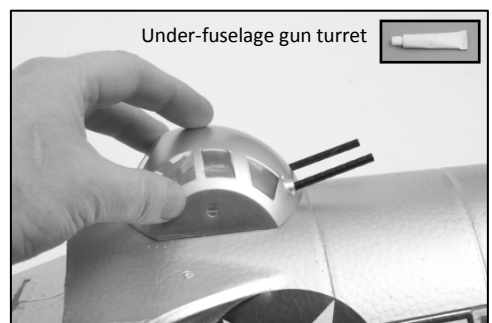
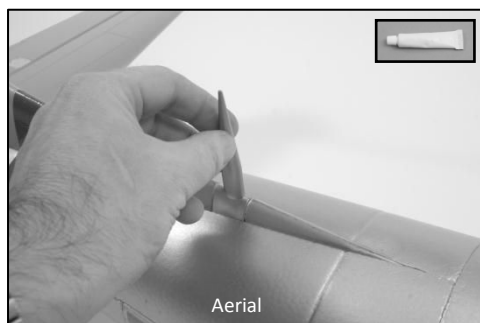
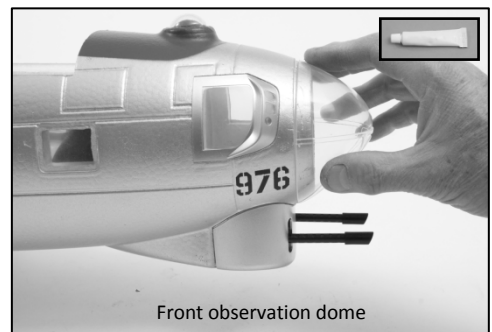
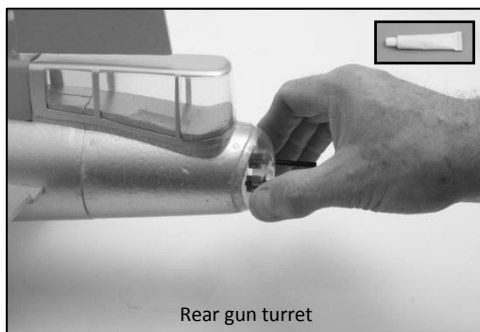
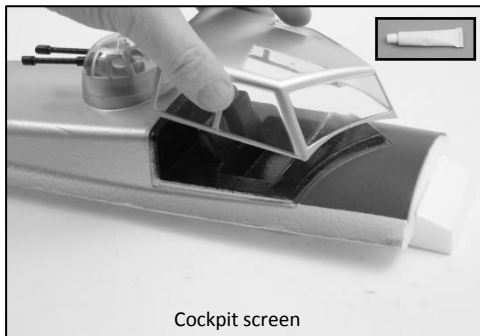
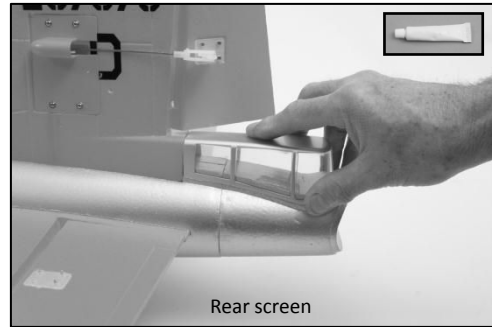
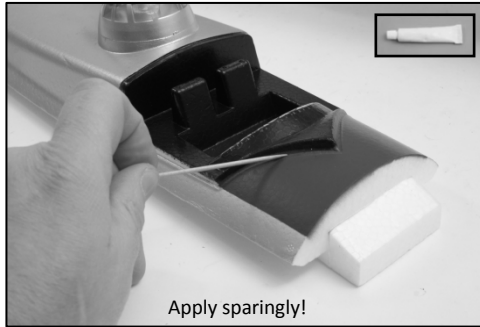
The remaining connector from the “Y” lead marked “4” should now be connected to the rudder servo, (image 22).

Slide the vertical fin and rudder assembly into position on the fuselage. Make certain the rudder servo wire is routed neatly. Secure the assembly in position using the two M3 x 75mm screws, (image 23.)



Fuselage (continued)

Fix the following scale detailing to the model using the supplied foam adhesive. We recommend that the adhesive is used sparingly. Using a cocktail stick makes accurate application of the adhesive easy.



5. Radio Control

Connect the “Y” leads to the corresponding connections on the wing.

“Y” Lead No.1 = Connects to the two aileron servos.

“Y” Lead No.5 = Connects to the two main retract units, the remaining plug will be connected to third retract unit in the tail once the wing and fuselage are joined.

“Y” Lead No.6 = Connects to the two flap servos.

“Y” Lead No.7 = Connects to the bomb doors.

Offer the wing to the fuselage, leading edge first, ensuring that all wiring is kept clear of the wing seat. Secure the wing in place with the four M4 x 55mm screws.

We recommend that your receiver is mounted in the area behind the ESCs, using self-adhesive “Velcro” tape.

You must adhere to the receiver manufacturer instructions regarding positioning and aerial routing.

Connect the ESC power connectors to the motor power leads. You will note they are numbered 1-4, make certain they are connected accordingly, 1-1, 2-2 etc.

The two servo type leads with only black and red wired from the ESCs supply power to the wing lights. Connect them to the corresponding wires from the wings.

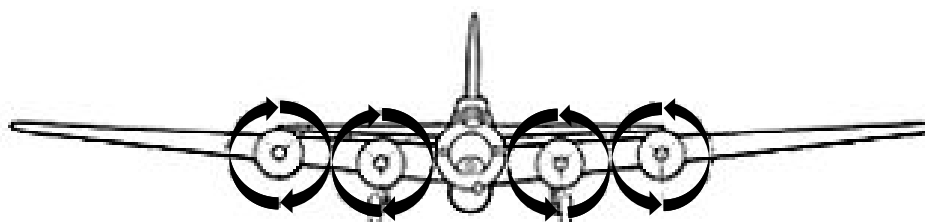
The lead marked “6” which is fed from one of the power supply cables with a red “T” connector, is the UBEC. Plug this into any spare channel on your receiver.

The remaining servo control plugs should be connected to the appropriate control outputs on your receiver.

6. Propellers

Please note that the propellers for this model are handed. When viewed from the front, the left wing motors turn clockwise. The thread on the shafts of these motors is reversed, **i.e. anticlockwise to tighten.**

The motors on the other wing rotate anti-clockwise when viewed from the front and have handed propellers accordingly. The thread on these motors is conventional, **i.e. clockwise to tighten.**



Propeller Rotation (viewed from front)

Propellers (continued)

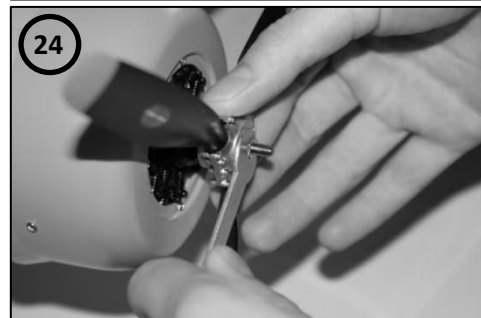
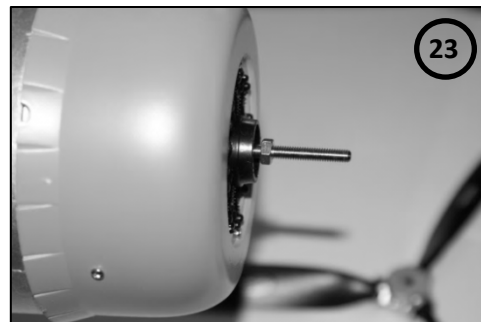
Remove one nut from each motor shaft, leaving the remaining nut tightened at the end of the thread, (image23).

Slide the propeller onto the shaft and fix securely in position with the remaining nut, (image 24).

Note: It is essential that the propellers are securely fixed. Failure to do so could result in serious damage or injury.

The scale effect propeller nuts are simply screwed onto the motor shafts, (image 25).

Please remember that the threads on the shafts are handed!



7. Battery Installation

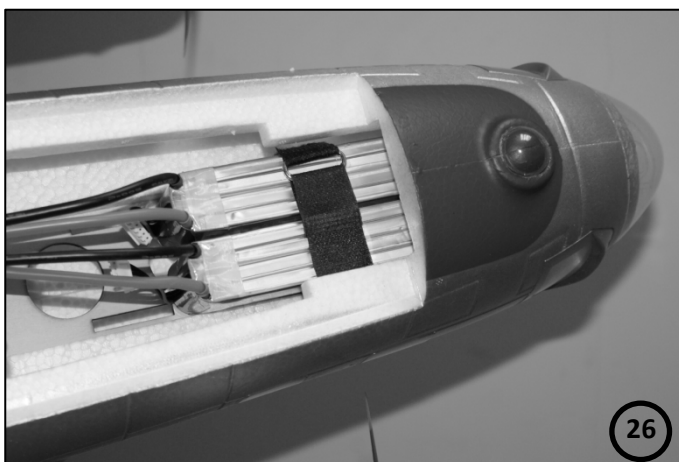
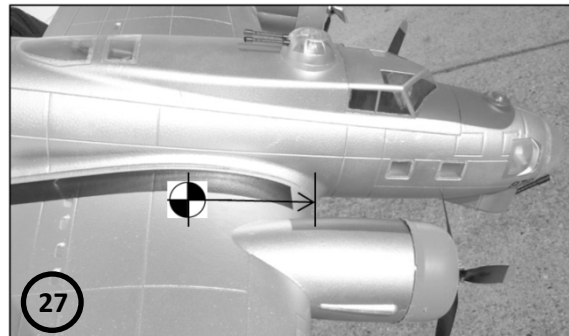


Image shows 2 x Power-Tech 3350mAh 4S Li-Po's

Your flight batteries, (not included) need to be firmly secured in the battery compartment to prevent them from moving in flight, (image 26). The model includes one battery positioning strap, however the batteries will require an additional method of fixing to provide adequate security. Because most experienced pilots will have a preferred method of battery retention, this has not been included with the model. We recommend the use of self-adhesive "Velcro" combined with additional straps.

8. Centre of Gravity

It is vital that you check that the centre of gravity is correct. Failure to do so could result in a complete loss of control. We recommend the balance point of the model, complete with batteries, should be 125 - 135mm back from the leading edge of the wing for initial flights, (image 27). **Note: Depending on the batteries used, it may be necessary to add weight to achieve the correct C of G.**



9. Control Surface Movements

We make the following recommendations for control surface deflections. Experienced pilots may wish to increase these movements after initial flight testing.

Ailerons: 10mm each way.

Elevator: 10mm each way.

Rudder: 12mm each way.

Flaps: 30 Degrees.

10. Final Checks

Check that all control surfaces are centred and responding correctly to transmitter inputs. Adjustments can be made to control surface centres by carefully rotating the plastic control horns on the threaded portion of the metal control rods. Use the servo reversing function on your transmitter for any control that is not responding in the correct sense to control inputs. Make certain that all plastic links are securely "snapped" closed and that all control surface hinges are secure.

We hope you enjoy many happy and safe flights with your new Max-Thrust B-17 model aircraft.

Check-out other aircraft in the Max-Thrust range at your local model dealer, or by visiting www.max-thrust.com.



A1-Skyraider



P-51D Mustang



P-47 Thunderbolt