

ARF PLUS PRO F86F

**1/3.65 Scale Almost-Ready-To-Fly RC Jet
Assembly and operations manual**



Specifications

Type : T.A.V.S ARF PRO
Length : 120": (3050mm)

Scale : 1/3.65
Span : 123": (3150mm)

Weight : 50—60 Lbs (25—30 Kg)
Engine : 40—50 Lbs (26—32 Kg) trust
Radio : 12 Channel (12—16 servo's)

The F-86F Sabre by Skymaster

Thank you very much for purchasing our Skymaster ARF PRO F-86F . Please note that the photos in this instruction manual show certain views from the prototypes. Some modifications and upgrades might have taken place by the release of the model. We have tried to produce a very scale replica of this classic jet. Many scales options are available as options. This manual describes the assembling of " PRO" model. Sliding canopy, speed brakes, landing gear and doors are factory installed. Before you start building and setting-up your aircraft, please make sure you have read this instruction manual, and understood it. If you have any questions, please don't hesitate to contact us. Below are the contact details:

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INTRODUCTION

Thank you for purchasing Skymaster arf pro Sabre! We have put a lot of effort and time into this model. We at Skymaster strive to be a market leader in the ARF—jet market. We were the first company to produce ARF—jets in the world and we would like to continue being amongst the best. Although we have made every effort that this model was fit for shipping, we would like you to inspect the contents and call your nearest dealer immediately if any defects or missing parts are spotted! This manual will allow you to duplicate the factory prototypes.

LIABILITY

You have acquired a kit, which can be assembled into a fully working R/C model when fitted out with suitable accessories, as described in the instruction manual with the kit. However, as manufacturers, we at Skymaster are not in a position to influence the way you build and operate your model, and we have no control over the methods you use to install, operate and maintain the radio control system components. For this reason we are obliged to deny all liability for loss, damage or costs which are incurred due to the incompetent or incorrect application and operation of our products, or which are connected with such operation in any way. Unless otherwise prescribed by binding law, the obligation of the Skymaster company to pay compensation is excluded, regardless of the legal argument employed. This applies to personal injury, death, damage to buildings, loss of turnover and business, interruption of business or other direct and indirect consequent damages. In all circumstances our total liability is limited to the amount which you actually paid for this model.

BY OPERATING THIS MODEL YOU ASSUME FULL RESPONSIBILITY FOR YOUR ACTIONS.

It is important to understand that Skymaster, is unable to monitor whether you follow the instructions contained in this instruction manual regarding the construction, operation and maintenance of the aircraft, nor whether you install and use the radio control system correctly. For this reason we at Skymaster are unable to guarantee, or provide, a contractual agreement with any individual or company that the model you have made will function correctly and safely. You, as operator of the model, must rely upon your own expertise and judgment in acquiring and operating this model.

WARNING

This 'jet' aircraft is a high-end product and can create an enormous risk for both pilot and spectators, if not handled with care, and used according to the instructions. Make sure that you operate your Viper according to the AMA rules, or those laws and regulations governing model flying in the country of use. The engine, landing gear, servos, linkages and control surfaces have to be attached properly. Please use only the recommended servos and accessories. Make sure that the 'Centre of Gravity' is located in the recommended place. Use the nose heavy end of the CG range for your first flights. A tail heavy plane can be an enormous danger for you and all spectators. Fix any weights, and heavy items like batteries, very securely into the plane. Make sure that the plane is secured properly when you start the engine. Have a helper hold your plane from the nose before you start the engine. Make sure that all spectators are far behind, or far in front, of the aircraft when running up the engine. Make sure that you range check your R/C system thoroughly before the 1st flight. It is absolutely necessary to range check your complete R/C installation first **WITHOUT** the engine running. Leave the transmitter antenna retracted, and check the distance you can walk before 'fail-safe' occurs. Then start the engine, run at about half throttle and repeat this range check. Make sure that there is no range reduction before 'fail-safe' occurs. If the range with engine running is less then with the engine off, please **DON'T FLY** at that time. Make sure that your wing spar tube is not damaged. Check that the anti-rotation dowels for the wings are not loose. Check that the wing, stab, fin and nose retaining bolts are tight. Please don't ignore our warnings, or those provided by other manufacturers. They refer to things and processes which, if ignored, could result in permanent damage or fatal injury. Secure the plane before starting engine.



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ARF Paint

The color finish on your Skymaster Sabre arf pro model was applied out of the mold. We have used only the highest standard automotive paints to finish your model.

Should you damage the finish, Skymaster stock the color paint and hardener required for the repair. A good automotive spray painter should also be able to mix and supply the correct samples for repair.

If you have no experience in the use of these paints, it will be best to seek assistance.

Do not leave your model unprotected in the sun! always cover your model or park it in the shade. Extreme temperatures will damage the paint!

Finishing Your All White SABRE ARF PRO

It is always best to fully assemble the model before painting. By doing so no damage or glue prints will ruin the paint.

The all white model will have some release agent on the surfaces.

Use #1000 wet and dry paper to sand the entire model. Mold lines can be sanded and filled using normal automotive fillers.

Please be extra careful when sanding near the hinge line! The hinges can easily be damaged. When masking and painting please make sure the control surfaces are not bend past 90—180 degrees extensively. This will cause the hinges to crack and may cause flutter.

The rudder and clear canopy are not installed. It is best to install these components after painting was done.



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HANDLING & TRANSPORTING

Composite models are very light but strong. These characteristics do have a down side! It is brittle.

Take care when handling your model.

DO NOT ATTEMPT TO PICK UP AN FULLY FUELLED MODEL BY THE LEADING EDGE BY YOURSELF! The leading edges will crack and delaminate. Full size jets have specially marked access points for the hooks of cranes!

Inspect your model before and after a rough landing. Make sure all parts are safe and sound.

Inspect model before and after transport. A sudden stop can easily cause an unnoticed dent!

The wings and tails are very flight worthy structures. They are light and extremely strong , however, they will dent if mishandled. Always support these structures on clean soft foam rubber.

PIN HINGE

Skymaster utilize this system of hinging control surfaces because it is a very strong hinge system and is accomplished at the factory.

Occasionally, because of painting, the hinge may not operate smoothly. Should this happen, use a fine pin file to clean hinging holes and sand hinge wires.

CAUTIONS: Do not apply any primer or paint to the hinges.

Prior to each flight, check that the ailerons and elevators actuate properly, up and down.



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Tools and Adhesives

Tools etc:

This is a fairly quick and easy plane to build, for a jet model, not requiring difficult techniques or special equipment, but even the building of Skymaster aircraft requires some suitable tools! You will probably have all these tools in your workshop anyway, but if not, they are available in all good hobby shops, or hardware stores like "Home Depot" or similar.

1. Sharp knife (X-Acto or similar)
2. Allen key set (**metric**) 2.5mm, 3mm & 5mm
3. Sharp scissors, curved type for canopy
4. Pliers (various types)
5. Wrenches (**metric**)
6. Slotted and Phillips screwdrivers (various sizes)
7. Drills of various sizes
8. Battery drill and Dremel tool (or similar) with cutting discs, sanding tools and mills
9. Sandpaper (various grits), and/or Permagrit sanding tools (high quality - recommended)
10. Carpet, bubble wrap or soft cloth to cover your work bench (most important !)
11. Car wax polish (clear)
12. Paper masking tape
13. Denaturized alcohol, Acetone, or similar (for cleaning joints before gluing)

Adhesives:

Not all types of glues are suited to working with composite parts.

Here is a selection of what we normally use, and what we can truly recommend. Please don't use inferior quality glues - you will end up with an inferior quality plane, that is not so strong or safe. Jet models require good gluing techniques, due to the higher flying speeds, and hence higher loads on many of the joints. We highly recommend that you use a slow cured epoxy for gluing highly stressed joints, like the hinges and control horns, into position and the most commonly used is 'Aeropoxy'. The self-mixing nozzles make it easy to apply exactly the required amount, in exactly the right place, and it will not run or flow onto places where you don't want it! It takes about 1 - 2 hours to start to harden so it also gives plenty of time for accurate assembly. Finally it gives a superb bond on all fibreglass and wood surfaces. Of course there are many similar glues available, and you can use you favorite type.



1. CA glue 'Thin' and 'Thick' types. We recommend ZAP, as this is a very high quality.
2. ZAP-O or Plasti-ZAP, odourless (for gluing the clear canopy)
3. 30 minute epoxy (stressed joints must be glued with 30 min and NOT 5 min epoxy).
4. Aeropoxy/Loctite Hysol 3462 or equivalent (optional, but highly recommended)
5. Epoxy laminating resin (12 - 24 hr cure) with hardener.
6. Milled glass fibre, for adding to slow epoxy for stronger joints.
7. Micro-balloons, for adding to epoxy for lightweight filling.
8. Thread-locking compound (Loctite, or equivalent)

At Skymaster we try our best to offer you a high quality kit, with outstanding value-for money, and as complete as possible. However, if you feel that some additional or different hardware should be included, please feel free to let us know.



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HEALTH

Use a mask (available at auto paint stores) to protect from inhaling the glass or carbon fiber dust. Use this mask whenever you are sanding or cutting fiberglass or carbon fiber materials. Use a charcoal filter paint mask (available at auto paint supply stores) when spraying any primer or paint. Spray out of doors or in a properly vented spray booth. Use safety glasses any time rotary tools, such as Dremel cut-off disc or Perma-Grit cutters, are being used.

GENERAL ASSEMBLY TECHNIQUES

We recommend to wax the model before assembling. This will help protect the finish from an epoxy finger print. Wax will not help for CA glues! Extra glue, extra paint, extra resin will add up to a heavy model. Plan before you glue! The glass cloth side of parts to glue, should be sanded with #80 grit paper for best glue adhesion.

Support the fuselage on foam pads.

Skymaster makes every attempt to insure that the parts fit. However, due to manufacturing tolerances, some parts may fit a little tight. Always trial fit parts and adjust if needed.

Only use high quality adhesives such as the ZAP products from Pacer Technology.

For extremely high stress areas we recommend "Aeropoxy." It is the strongest and best gripping adhesive we have found.

If fuel or grease are on the surface, first clean with acetone or thinners.

Clean off all excess glue—excess glue is excess weight.

Always check the outside skin of the model to look for any glue residue and remove it with Acetone before it cures. "Aeropoxy" is tough to remove once it has thoroughly cured.



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Radio equipment

Failure to use the recommended servos, output arms, extensions, and hardware may result in a loss of control!

Throughout this manual we make use of various types of servos and radio equipment! We have used JR equipment during the installation process. If you make use of another manufacturer, please use equipment with similar specifications!

The F86 will require BUS system with hubs to make sure no loss in data between servos and to manage the power required for HV servos.

The trend nowadays is to use dual battery management systems and dual RX equipment. With the introduction of 2.4 Ghz even quad RX systems are considered as normal for a jet model.

Always center and install the correct output arms while on the bench, once the servo is in the aircraft access to the servo arm screw is sometimes limited. The JR Matchbox makes this task very easy without using the complete radio system on the work bench.

Do not save any money when buying radio equipment. The price of servo's are far from the price of replacing the entire model.

REMEMBER: The best equipment is only as good as the weakest link. Ask yourself if this servo or link or lead etc is worthy of my trust to protect my very large investment...

Accessories

The full size F86 gear main gear doors are always closed. Accept when retracting. A special air or electronic sequencer is needed for this option.

1. 1 MKS 9150HV servo's for the elevator.
2. 1 MKS 9130HV for rudder.
3. 2 MKS 9130HV servo's for ailerons
4. 2 MKS 9130HV servo's for flaps
5. 1 MKS 9130HV steering servo.
6. 4 MKS9130HV servo's for slats
7. 3 Standard servos for Landing Gear, Door and Wheel Brake valves or check next line.
8. 1 EVO 13 valve + 1 x EV2U valve for landing gear + doors + brakes
9. 1 EV2U valve for speed brake
10. 1 EV2U valve for sliding canopy
11. 1 Powerbox Royal with build in matchbox function.
12. Pneumatic support set for landing gear (air tubing, valves, Tee's, fill valves, air tanks etc.)
13. Turbine motor, with thrust range between 26kg and 32kg, with ECU, fuel pump, battery and solenoid valves, mounting strap etc. One of the common choices is the Kingtech K320G4.
15. Fuel tubing, Hopper tank (or BVM UAT), festo fittings, fuel filters, fuel tube clamps etc.
16. Cable ties in various lengths. Cable management parts, Aluminum tape, safety clips etc.

***Did you understand everything in this manual completely?
Then, and only then, let's start assembling your F-86.
If not, please read it again before you start the assembly.***

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Kit Contents

Assembly & Operation Manual



F86L ARF PRO Contents:

1. Right wing including L/G + Doors installed. Include flap + aileron + slat
2. Left wing including L/G + Doors installed. Include flap + aileron + slat
3. Canopy frame including sliding mechanism and cylinder
4. Fuselage front including nose gear + door installed. Including door cylinders installed and removable nose cone
5. Fuselage rear including speed brakes installed. Including 2 speed brake cylinders
6. Fin + Rudder
7. Stab
9. Clear canopy glass (only on white model)
10. Main spars (2)
11. Inlet ducting



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HARDWARE & OPTIONAL PARTS



Photo 1

Sabre drop tanks.
Sabre pylons.

Air canistors (6)



Photo 2



Photo 3

Fuel Tank (3) 6L

Air kit



Photo 4



Photo 5

Hardware
Main spars



Photo 6



Photo 7

Stainless Steel Tail
Pipe

Cockpit

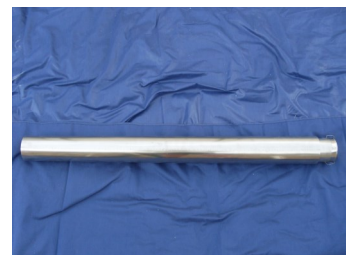


Photo 8

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WINGS

NOTE: Make sure to have some sort of protective foam on the work bench. This will protect the paint surface from unwanted dents. Wings are joined with 2 spars at centre and then bolted to fuselage. Main doors are installed and located at root of both wings. Assemble both wings simultaneously. Mark ✓ each step.

- ☐ Check operation of landing gear and doors.
- ☐ Remove factory self tapping screws and replace with high quality screws.
- ☐ Inspect landing gear blocks. Make sure all parts are glued.
- ☐ Root airlines and fit quick disconnects to air line.
- ☐ Inspect all nuts and bolts on landing gear. Secure if needed.
- ☐ Check the operation of brake
- ☐ Remove flaps and slats from wing panel.
- ☐ Remove and mark servo covers and inspect plywood. Use dremel to clean out some glue and ply to make sure servos will fit well.



Photo 15



Photo 16



Photo 17



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- Fit 2 L-shape servo brackets to 2 MKS9130 (flap + aileron) and 2 x MKS9130 (slats) servos.
- All servos must be mounted with horns facing down. For the flaps and slats the horn must be closest to control surface and furthest away for aileron.
- Secure servo horns and center servo's with TX.
- Secure 4 x extension wires. Use safety clips on joint.
- Secure servo's to wing. Use 4 servo screws.
- Draw a line perpendicular to hinge line.
- Mark off area for aileron pushrod as indicted in photo 18. Use file or dremel to open up hole.
- Mark location of horns. Glue dual horns. Clear skin for free movement. Fit pushrod and check operation.
- Mark location of flap pushrod and horns.
- Use dual horns for flaps. Dremel to clear skin.
- Use 30min epoxy to glue all horns. Make sure to scuff the surfaces. After epoxy cured, insert pushrods and secure safety clips.
- Secure servo covers with 4 x 1mm set screws.
- Mark location of TWO slap pushrods.



Photo 18

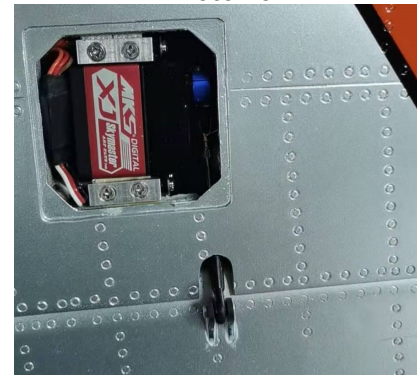


Photo 19



Photo 20

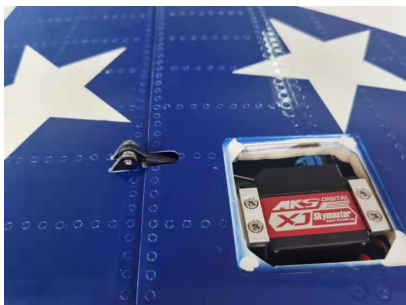


Photo 21

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- ☐ Draw line perpendicular across slat.
- ☐ Cut hole in leading edge of wing for slat pushrod.
- ☐ Trial fit slat and mark location of horn on slat. (make sure horn clear wing when slat retracted).
- ☐ Remove slat and cut slots for horn. Glue horn with 30 minutes epoxy.
- ☐ Take care not to get any glue between wing and Slat. Wipe off all excess glue.
- ☐ Repeat for other pushrod.
- ☐ Check that slat operates freely and movement same for both servos.
- ☐ Secure servo covers for slats.
- ☐ Repeat for other wing.
- ☐ Trial fit wings to fuselage.
- ☐ Check operation of all control surfaces

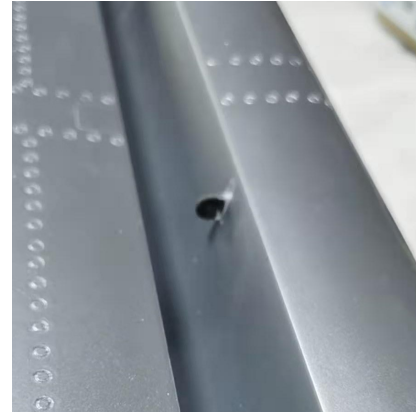


Photo 22



Photo 23

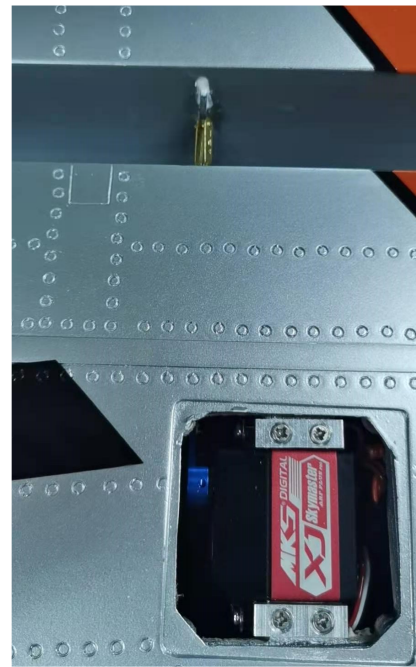


Photo 24

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STABILIZER

NOTE: Make sure to have some sort of protective foam on the work bench. This will protect the paint surface from unwanted dents. Mark ✓ each step.

- ☐ Locate all parts for this section
- ☐ Fit elevator horns to elevator. Use Loctite.
- ☐ Fit elevator via bearing blocks to the fuselage
- ☐ Mark location of servo.
- ☐ Secure L— brackets to MKS9150HV servo
- ☐ Center servo and install horn with pushrod.
- ☐ Secure servo to servo plate.
- ☐ Root servo wire to hub of bus system.
- ☐ Check operation of elevator.
- ☐ Fit elevator cover.

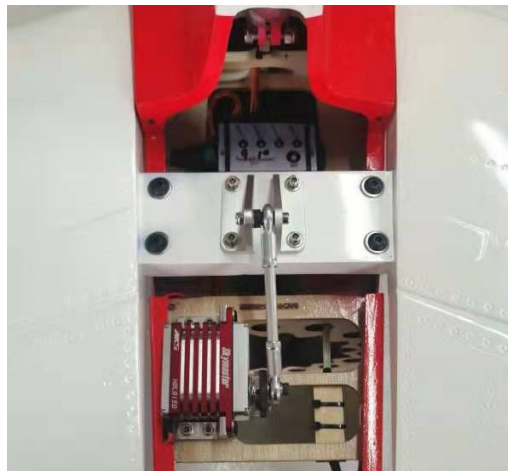


Photo 25

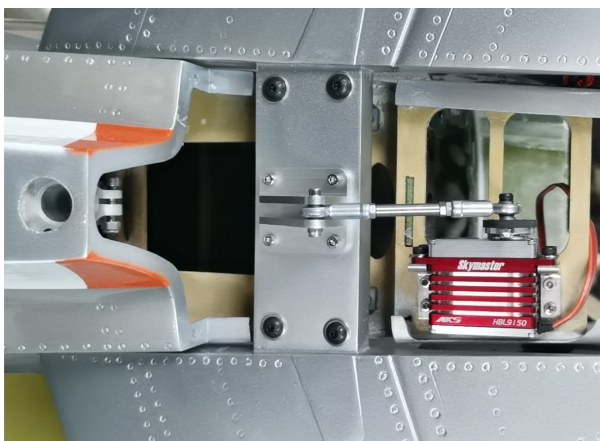


Photo 26



Photo 27



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FIN & RUDDER

NOTE: Make sure to have some sort of protective foam on the work bench. This will protect the paint surface from unwanted dents. Mark ✓ each step.

- ☐ Remove fin and rudder from protective covers.
- ☐ Remove the pin hinge,
- ☐ Secure servo back to servo mount.
- ☐ Secure pushrods to servos.
- ☐ Mark exit point of pushrod.
- ☐ Cut slot in the skin.
- ☐ Mark location of rudder horn. Cut and secure with 30min epoxy.
- ☐ Re install rudder with pin hinge and check operation.
- ☐ Route rudder wire to hub of bus system.



Photo 28

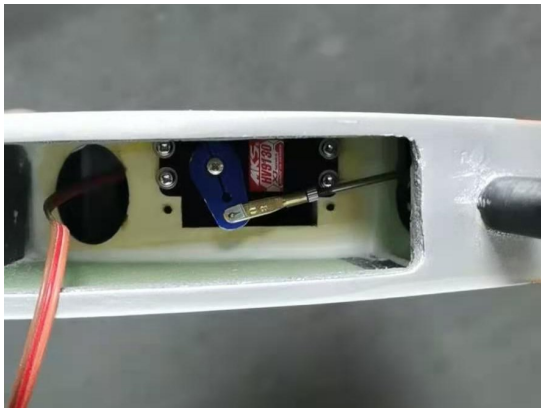


Photo 29



Photo 30



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FUSELAGE

Make sure you have a good stand for fuselage. You will need to assemble the rest of the Sabre on this stand. Fuselage is 2 sections. Rear section is removable for easy transport.

- ☐ Locate the 4 x M5 bolts and washers for front and rear fuselage.
- ☐ Align and secure with 4 bolts. Check fit all around seem for sound joined.
- ☐ Route the bus cable from rear fuselage to joint. For ease of transport, the rear section is removable. Use joiner for servo wires and quick disconnect for speed brake air lines.
- ☐ Remove nose door bracket around oleo.
- ☐ Remove the nose retract unit.
- ☐ Install MKS9130 steering servo. Bolt with 4 x M3 bolts and lock nuts.
- ☐ Centre servo and install pushrod.
- ☐ Refit nose retract unit with good screws.
- ☐ Refit nose door bracket around oleo.
- ☐ Retract unit and check operation of unit. Close the door and check clearance all around wheel.



Photo 31



Photo 32



Photo 33



Photo 34



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- ☐ Locate the inlet ducting
- ☐ Align and secure with silicon to nose cone.
- ☐ Cone is removable and secured via earth magnets..



Photo 35



Photo 36

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TAIL PIPE

- ☐ Factory installed carbon mounting lugs to tail pipe.
- ☐ Slide tail pipe through rear section into position.
Note: The rear of pipe must just exit the rear former by 10mm.
- ☐ Mark location of screws on turbine rail.
- ☐ Drill pilot holes for self tap screws.
- ☐ Secure pipe in position and glue end of pipe with silicon glue to former.

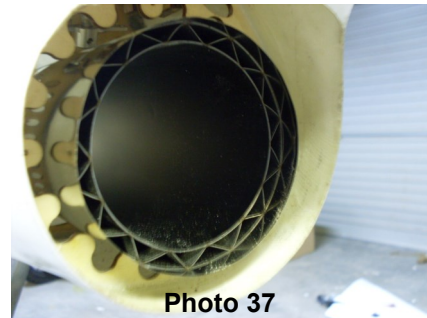


Photo 37

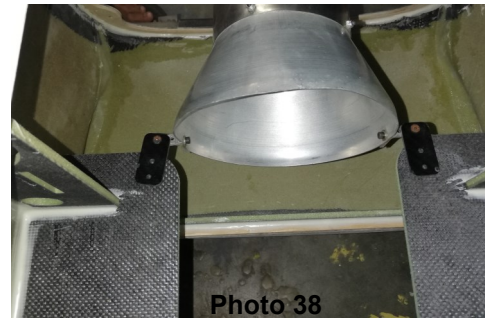


Photo 38

FUEL CELLS

NOTE: Make sure clunk operate freely and no leaks.

- ☐ Rinse 3 fuel tanks and check for leaks.
- ☐ Make up 3 fuel line fittings. Make sure clunk moves freely and reaches all corners of inside of tank.
- ☐ Fit to tanks. Mark pipes for “inlet” and “outlet”.
- ☐ Rough the outside of tanks. Use silicon glue and glue 3 tanks in position.
- ☐ Install on top of turbine mount.
- ☐ Plumb tanks using diagram on next page.
- ☐ Fill tanks and check for leaks.
- ☐ Drain tanks with fuel pump and check no air bubbles in system until last drop is drained. A good plumbing will secure good turbine operation.



Photo 39



Photo 40



Photo 41

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FUEL CELL DIAGRAM

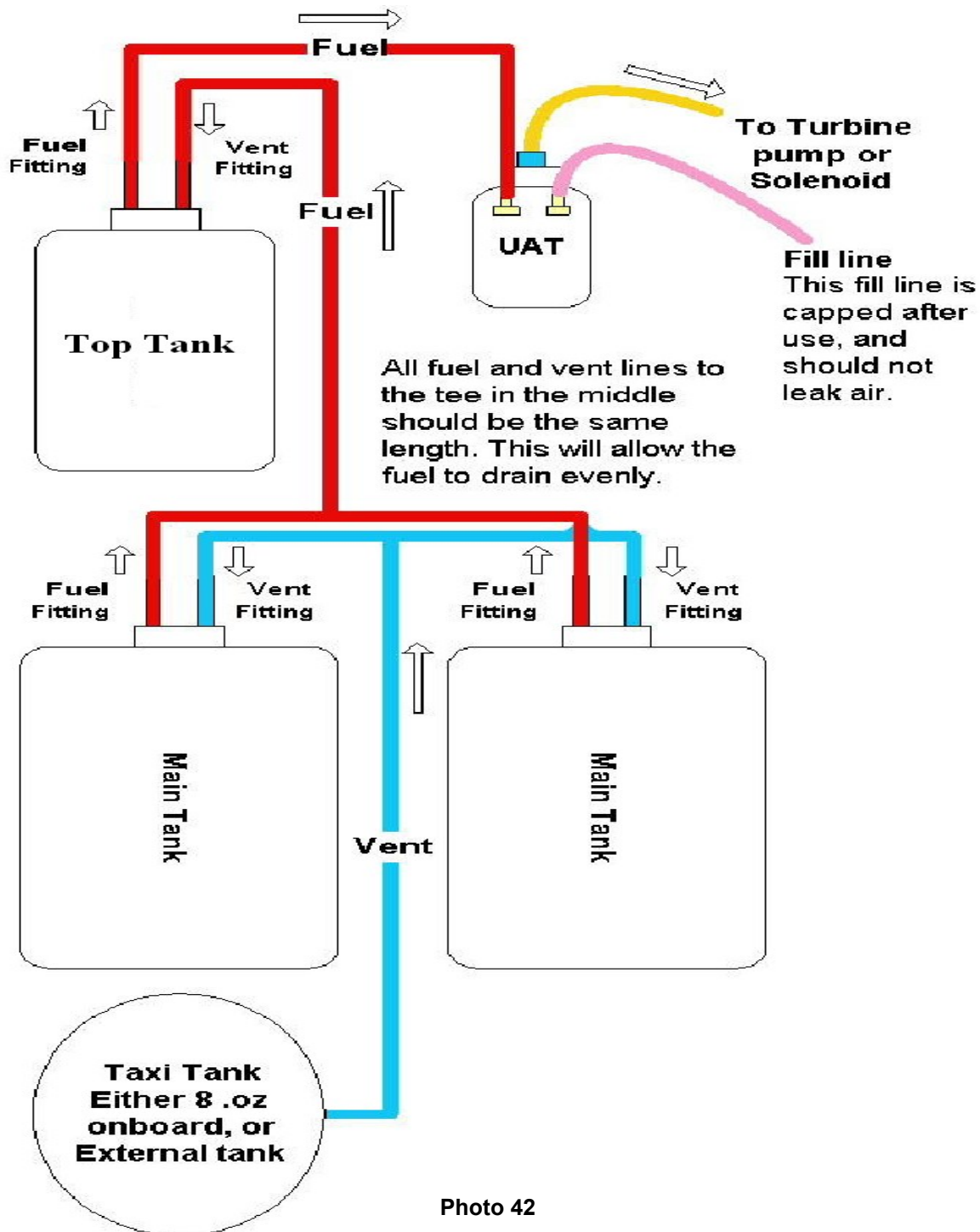


Photo 42

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AIR SYSTEM There are 2 options available for the air system: Mechanical or Electronic. For mechanical you will need 4 x 2 way and 1 x 1way valve with 5 servos and sequencer. For electronic you will need 1 x EVO13U and 2 x EV2U.

- ☐ Glue the 6 air tanks with silicon glue.
- ☐ Fit the filler valves and pressure gauges onto the accessory tray.
- ☐ Plumb the landing gear, door and brake system by using color air tubing. T all same color tubing together until a single pipe emerge. Fit Evo13 valve for easy access.
- ☐ Route all 5 pipes to EVO13U.
- ☐ Plumb speed brake and canopy with color coded air lines.
- ☐ Secure 2 x 2way electronic valves adjacent to EVO13U. This will be for speed brake and canopy.
- ☐ The air system will consist of :

- Air up, Air down retracts (2)
- Air up, Air down doors (2)
- Air out brakes (1)
- Air up, Air down speed brake (2)
- Air up, Air down canopy (2)
- Air tanks (6)



Photo 43

- ☐ Air leaks can damage your model! Please do a thorough check for air leaks. Make sure the system can hold pressure for at least an hour in the up and down position.
- ☐ Do not rush this installation.



Photo 44

SABRE arf pro

Assembly & Operation Manual

- For scale functions such as speed brake and sliding canopy you will require additional 2 way electronic valves. The main doors in the fuselage will stay close before and after retraction. This can easily be programmed with EVO13U.



Photo 45 2 way

AIR DIAGRAM

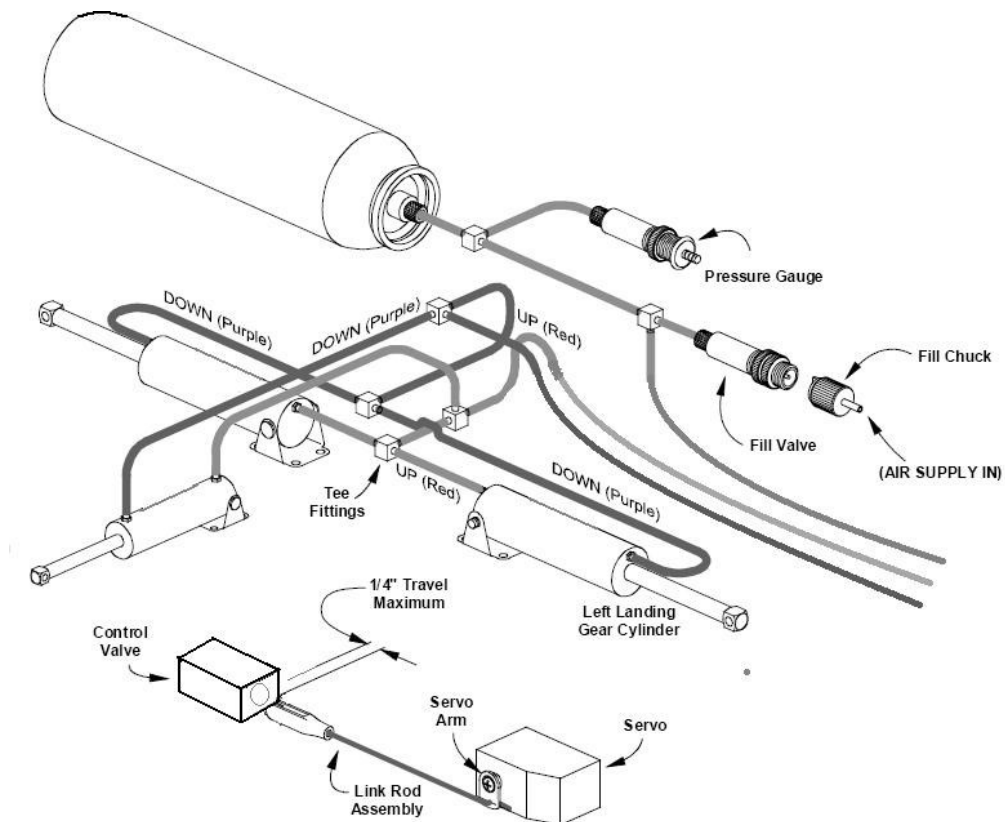


Photo 46 Diagram for retracts



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TURBINE INSTALLATION

- Please follow the instructions supplied with your turbine.
- Secure turbine to turbine rail via hatch. Leave gap of 25mm between NGV and tail-pipe.
- Run all turbine wires and power cables on opposite side of servo wires. Always secure all wires in harness. I would suggest you install a FOD. This will save you money in the long run.
- Install fuel pump close to UAT. We recommend to make use of a mechanical shut off valve as well.
- Secure all Festo pipes with cable ties. Make sure fuel filter and gas canister are mounted vertical.
- Install LiFe or Li Po battery in nose. I always put a fuse holder inline with power cable.
- NOTE: Inlet removable for easy maintenance.



Photo 47

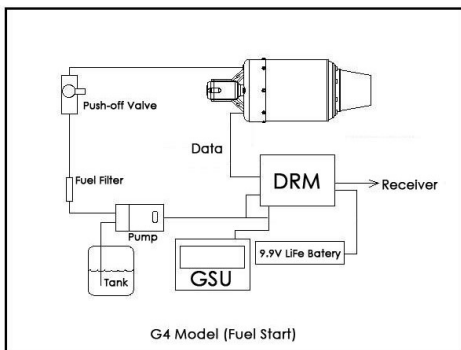


Photo 48



Photo 49



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COCKPIT AND CANOPY (after painting)



Photo 50



Photo 51

- ☐ Check free operation of sliding canopy.
- ☐ Plumb air line and fit 2 x quick disconnects.
- ☐ Fit rear cockpit to sliding floor.
- ☐ Trace the shape of rear canopy and cut to fit. Glue with canopy glue.
- ☐ Trace front canopy and cut to fit. Glue with canopy glue. Check operation of sliding canopy.
- ☐ Cut rear cockpit frame to clear cockpit tub.
- ☐ Cut front canopy frame to clear cockpit tub.
- ☐ Slide cockpit in place. It sits on inlet duct. Fit canopy. Check free sliding of frame.

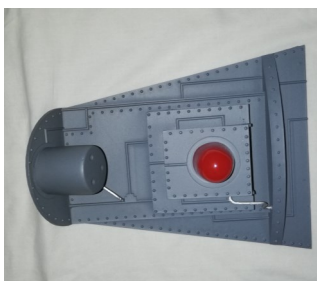


Photo 53



Photo 54



F86 arf pro

Assembly & Operation Manual

EQUIPMENT INSTALLATION INTO SABRE

□ Equipment installation is a personal venture. There is one golden rule: Do it as neat and logical as possible! This will make faultfinding and service of components easier. The Sabre basically consist of 6 circuits!

1. Servo wires
2. Power cables
3. Data cables
4. Pneumatic pipes
5. Fuel pipes
6. RX cable / Satellite Receivers

Please try and separate these circuits as far as possible. It is advisable not to run RX cables near any kind of electrical fields. Make all switches and filler valves and charging sockets easy accessible

□ The Sabre will come out tail heavy if you do not plan installation. It is very important to install all equipment as far forward as possible.

□ Please wire the accessory tray outside aircraft. It is designed to slide and lock in position.

NOTE : Large models like the F86XXL requires JR Xbus or Futaba SBus system. The conventional way with extended servo wires are problematic and will cause failure!



Photo 55



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BEFORE YOU FLY

It is assumed that the builder of this kit has acquired the basic skills and knowledge necessary to make a safe and functional radio control installation into a model. Therefore, these notes are intended only to assist that experience.

When inserting the main spar into wing, make sure it only enters the amount required. If you can slide complete main spar into 1 half of wing, it means the stopper were removed. Please measure correct distance for main spar and secure spar so that it does not slide more to one side than other. It must be symmetrical to both sides.

Travel adjust measured at root. Use Expo to suite your style.

1. Elevator	30 - 40 mm	2. Rudder	25mm
3. Aileron	30 - 35 mm	4. Flaps take off	40mm
5. Flaps landing	80mm	6. Slats	30mm

NOTE : Make sure flaps travel same. Flaps should be deployed in landing circuit only below 90mph. On prototype flaps and slats were mixed together. If you require separate operation a separate switch will be needed.

- CG 530mm –550mm from leading edge at root. Empty tanks, UAT full and wheels down. The CG can be changed to best fit your flying style. A forward position is safe and nose heavy configuration. .
WARNING: Do not move CG back unless you are experience and have some feel of model before!
- Weight Dry weight will be between 50 and 65 lbs depending equipment.
- PSI 80—100 psi for pneumatic system
- Power Make use of battery management system. Double up on batteries and make sure all wired can carry current needed to operate.
- TX RX Do a complete range check before flight. Do this with turbine running. Follow manufacturers instructions.
- Speed Set the maximum speed to 180mph! The prototype were tested with Kingtech K260G4 turbine. More powerful turbines require extra care and extra reinforcing.
- Timer A timer can save your model. Get into the habit of programming the timer.



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Take-Off

Do some taxi tests before your flight! Make sure you are familiar with all settings and make sure the model track straight on the ground without rudder input.

Choose a fine day for the maiden flight. Do not force a maiden flight!
Select take off flap or flight mode 1 and open throttle. Gently pull back on stick 30m down the runway. Raise the flaps and gear at safe altitude and let the model sit on rails.

Slow Flight

Most of the first flight should be utilized to get familiar with the slow speed flight characteristics. Select the flaps to the takeoff position; there should be no pitch change. Extend the gear and select full landing flaps; adjust the power to maintain level flight and a speed of about 80—90mph.

Climb to a safe altitude and slow the model to the edge of a stall to know where that edge is.

Landing

Fly a complete circuit before landing. Approach from the downwind side and lower the LG. Fly a complete circuit getting use to the power required. On the next circuit lower the flaps. If you have a headwind be very careful not to get below the power curve on the downwind side. Do not use speed brakes for landing on maiden. When you are happy and more experienced the speed brakes will slow model down faster.

Align the model and use throttle to control the descent! The elevators will stay very active even at low speed. Flare the model just before touch down. Let the model roll out and apply brakes.

Taxi back and do necessary adjustments to customize Sabre for your need!

We at Skymaster wish you many happy flights with your Sabre! Add some more scale options like drop tanks etc. Before and after landing slide open canopy for extreme realism. Add landing lights and machine guns and your Sabre will be just like real thing.

Anton Lin and Skymaster Team!



SABRE arf pro

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OPTIONAL SCALE PARTS

The following items are available .



Photo 56



Photo 57



Photo 58

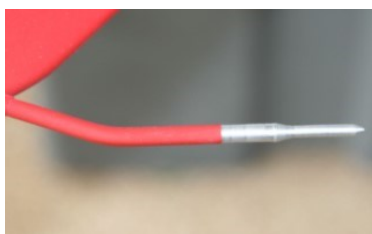


Photo 59



Photo 60



Photo 61



Photo 62



Photo 63



Photo 64

- ☐ Speed brake tub
- ☐ Wing tip antenna
- ☐ Fuel dump post
- ☐ Scale light system
- ☐ Retractable landing light
- ☐ Bombs and missile rack

