Vladimir's Model
SINCE 1993

SUPRA

For win and pleasure!

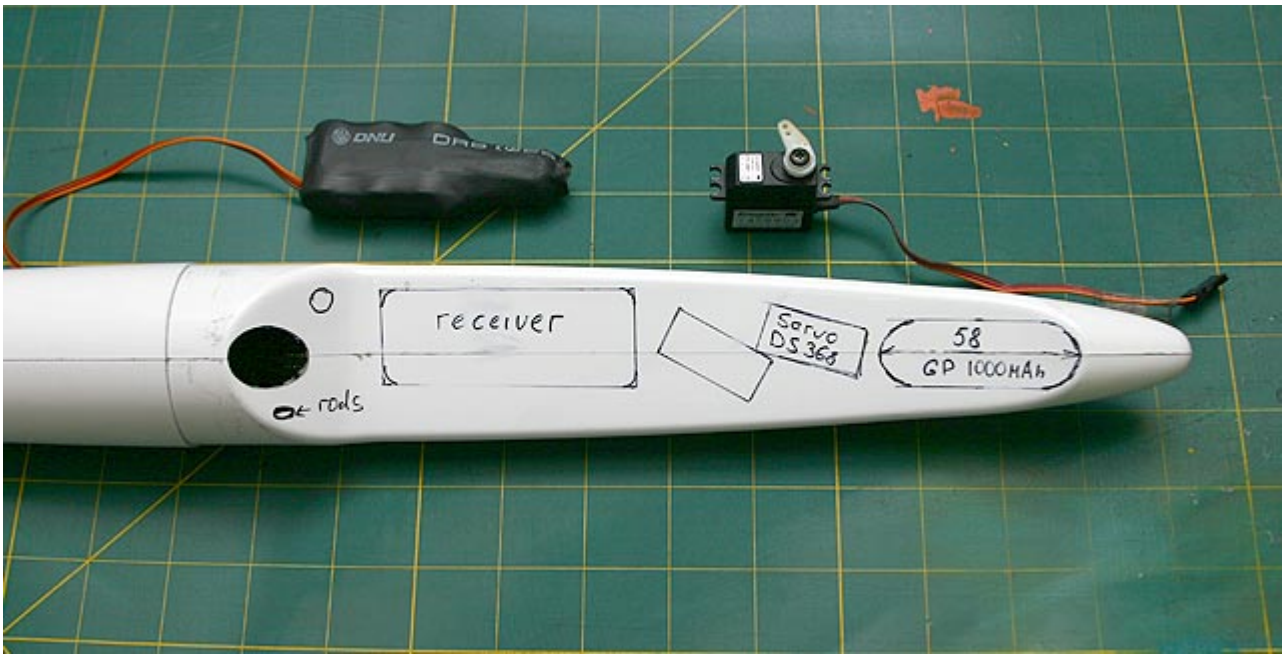
http://www.airplane-model.com/

The shelf of life is limited!
Enjoy the best gliders!
Vladimir's Model wishes you many happy hours of flight.

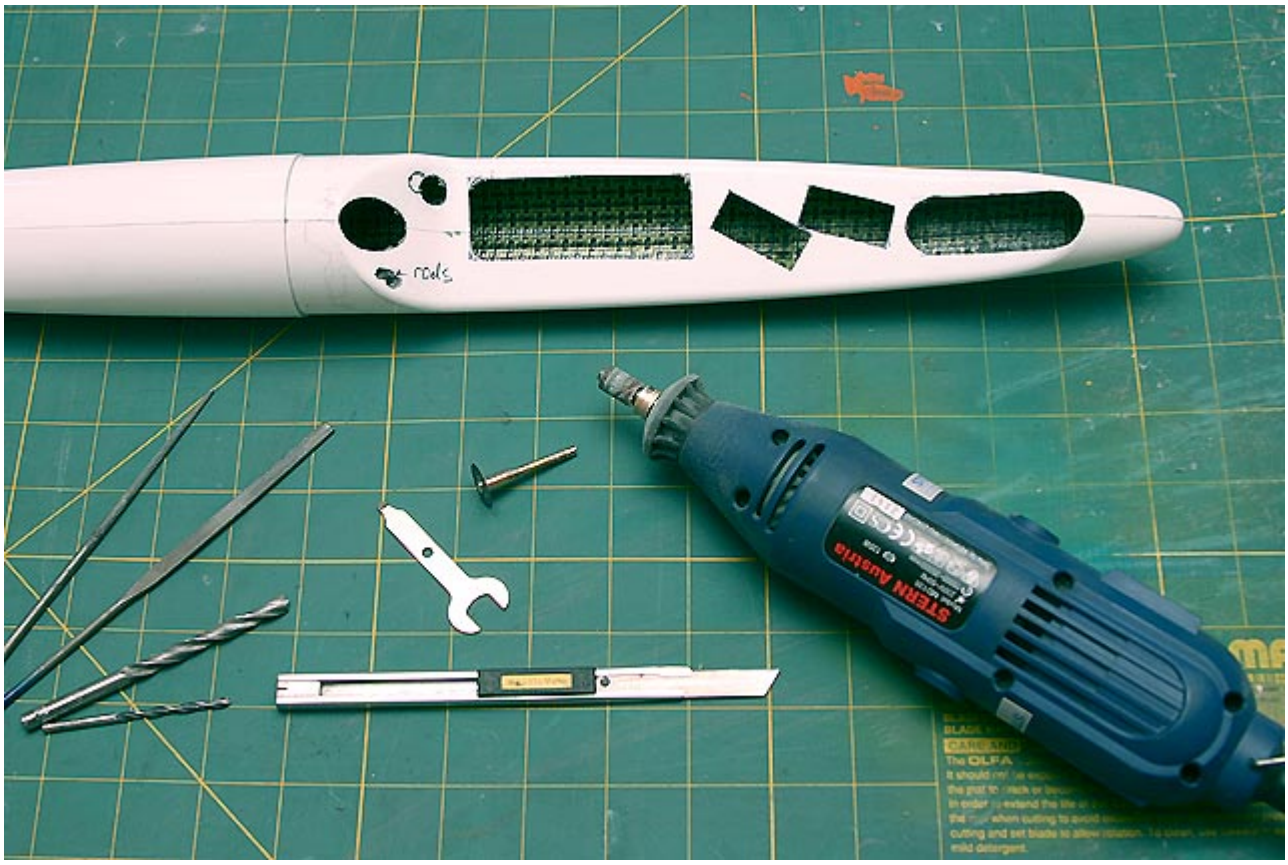
Supra assembling instruction:

Please read the manual carefully before assembling the glider.
Though the assembly sequence outlined in this manual is highly recommended,
you may use your judgment to deviate from it. Please take especial care not to damage the wing and control surfaces
during the assembly and radio installation.

Supra Fuselage Assembly:

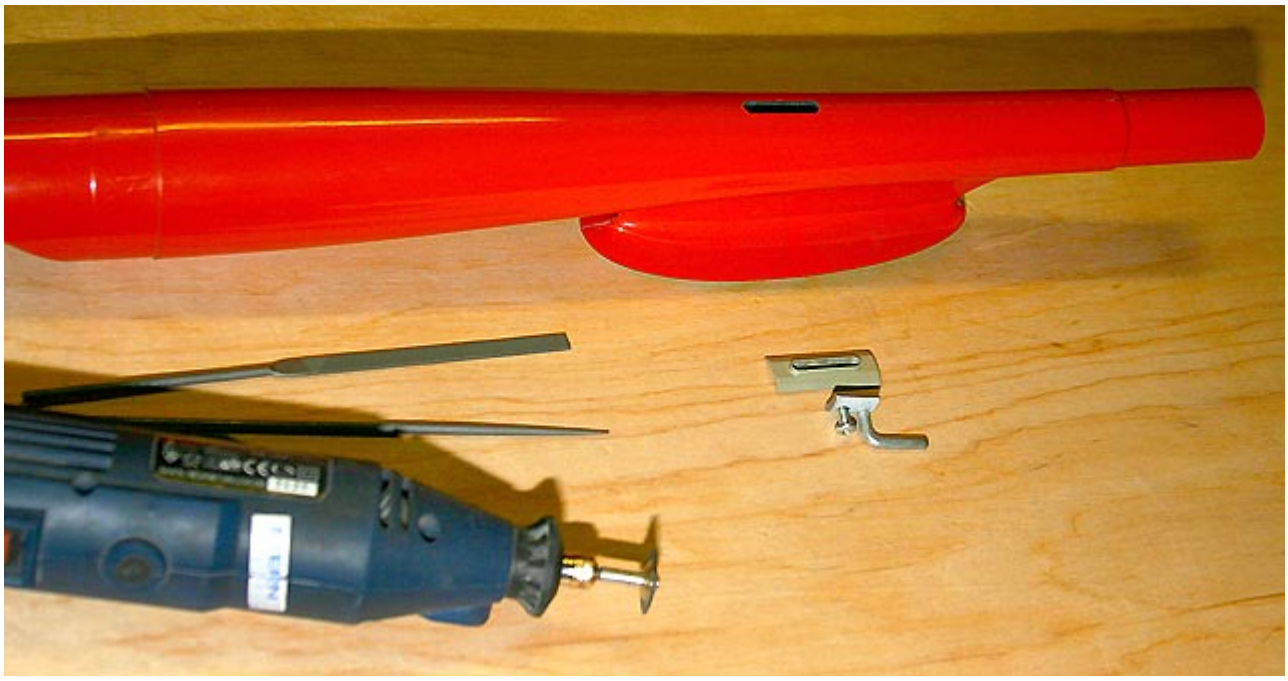


1. Mark locations of the radio gear in the nose section.



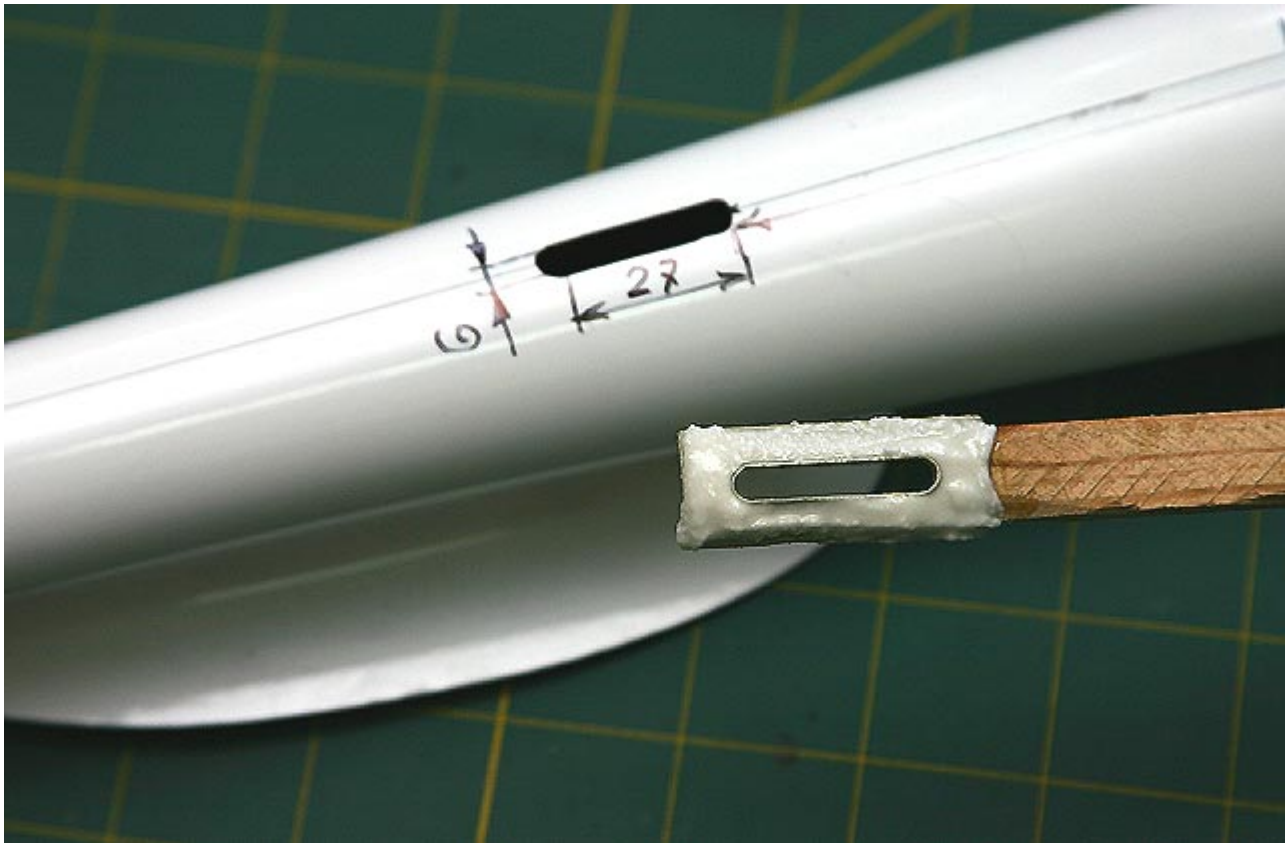
2. Cut the holes.

3.Front (rudder) servo is installed on 1.5mm (1/16") plywood inserts. If you secure the servo with screws, glue by Cyanoacrylate Adhesive (CA) plywood inserts inside the fuselage for the fasteners to screw in.



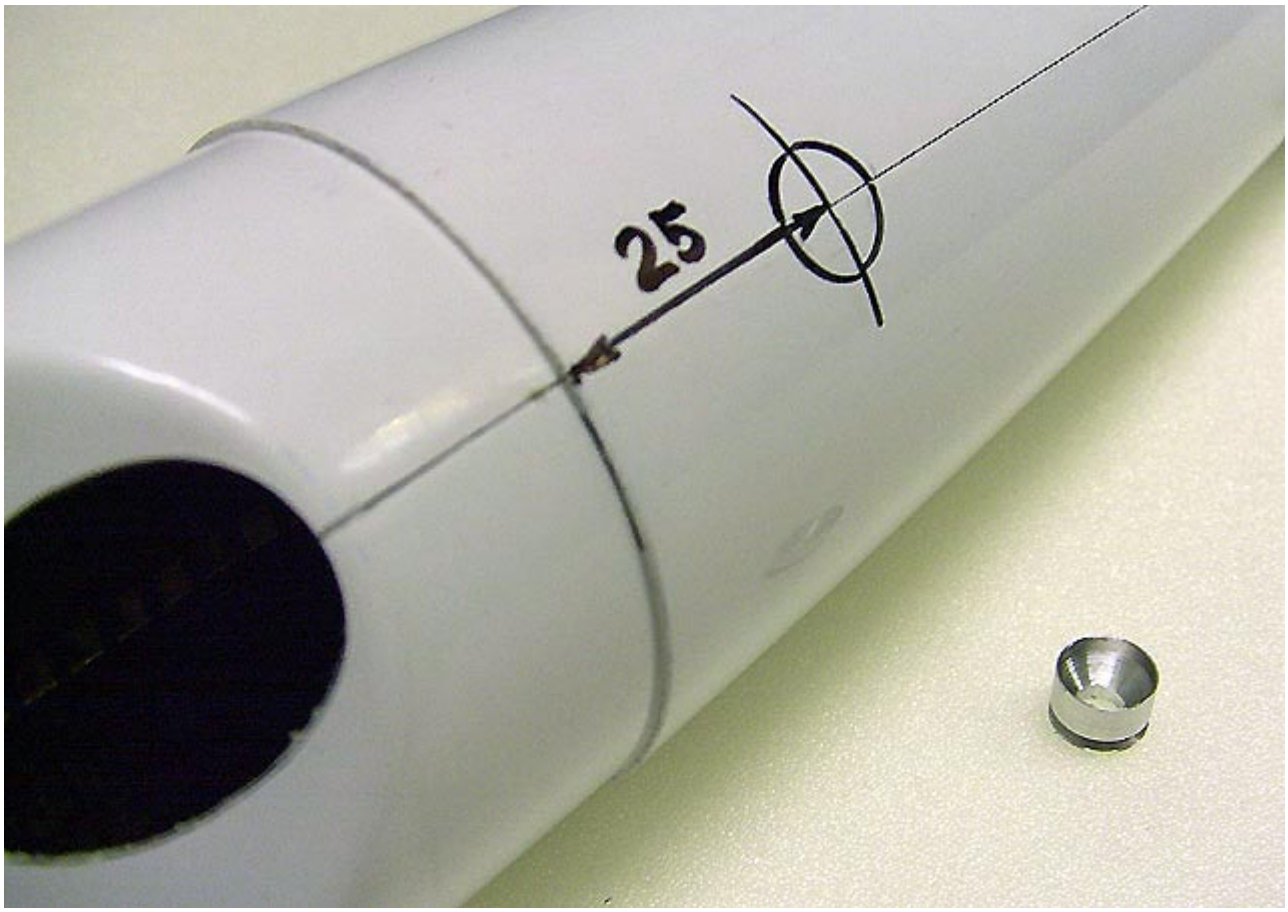
4. Cut a 6mm by 27mm (1/4" by 1 and 1/16") hole for the hook. The distance from the fairing flange to the edge of the hole should be 195mm (7.68").

5. Temporarily spot glue the hook base to a wooden rod with CA.

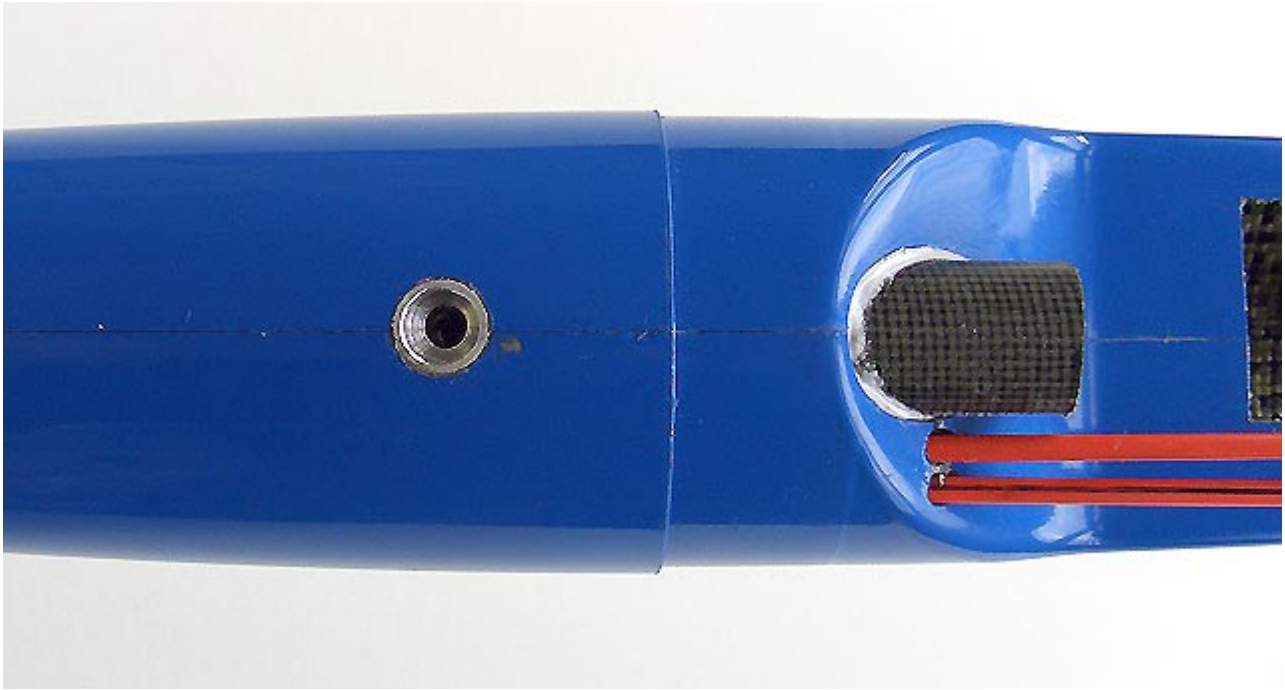


6. Apply epoxy top the hook base and insert it into the hole.

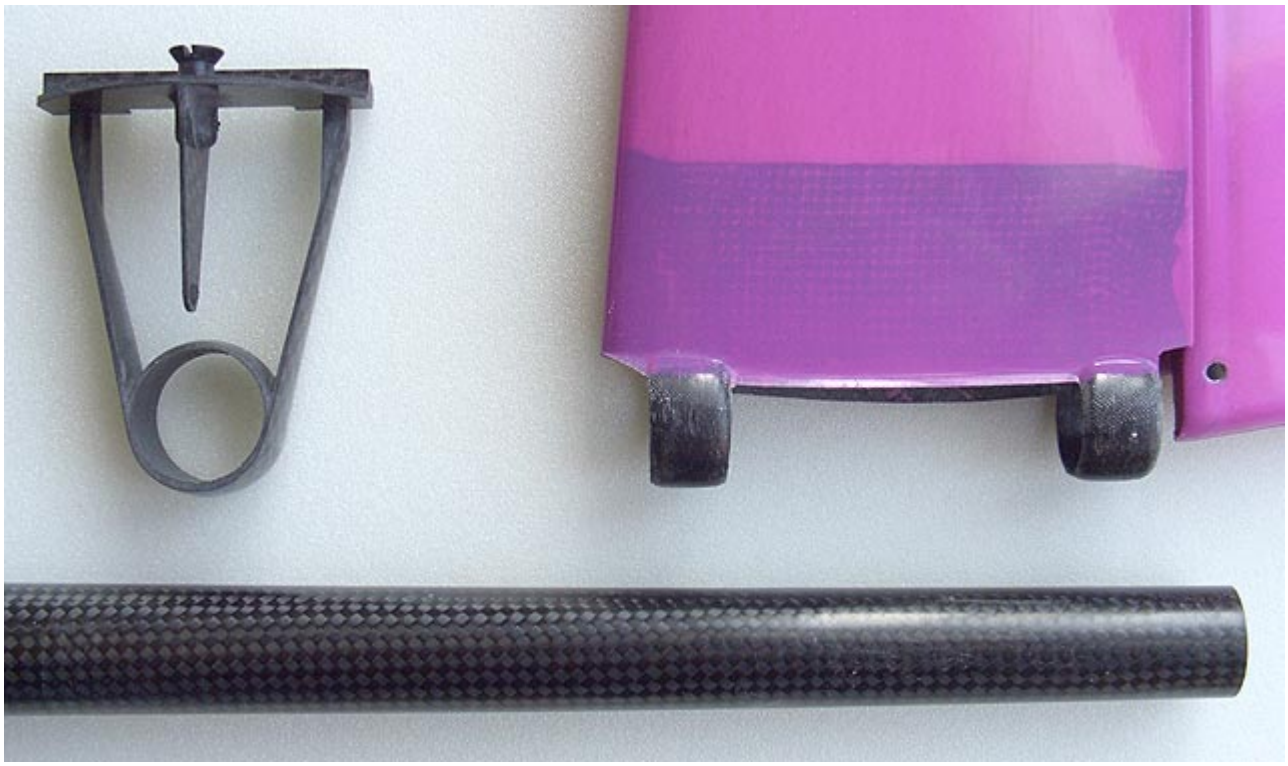
7. After the epoxy has cured, clean the base and assembly the hook.



8. Mark and cut 9mm (0.354") DIA hole for ballast fixation unit 25mm (0.984") behind the fairing flange.



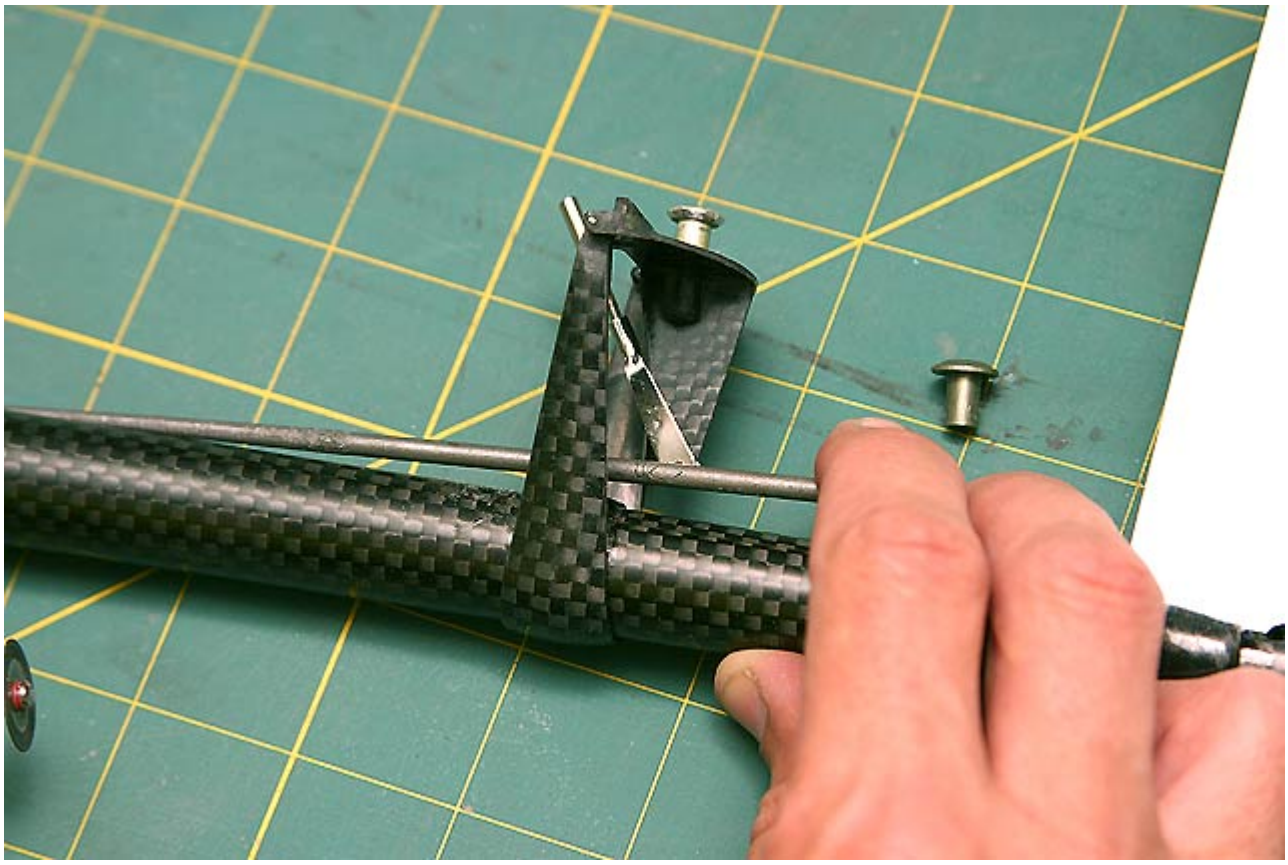
9. Using CA, glue the ballast tube into holes in the wing mounting nuts. In the nose of the fuselage (shown in the picture above), the ballast tube is glued on epoxy thickened with micro spheres. The distance from the closed end of the ballast tube to the front of the tail boom should not exceed 175mm (6.9"). Next, fill the space between the top of the ballast tube and the inside surface of the fuselage with epoxy mixed with micro-cellulose by injecting the mix through the ballast fixation unit hole. Using the same epoxy mix, glue in the ballast fixation unit case, so that it touches the ballast tube. After the epoxy hardens, remove its excess as well as file the ballast fixation unit case flush with the fuselage surface. Next, drill a 4mm hole in the ballast tube through the hole in the ballast fixation unit case.



10. Mark the location of the vertical stabilizer rings and the V-mount. The distance between the end of the tail boom and the rear edge of the V-mount should be 150mm (5.9"). The rear ring of the vertical stabilizer should be flush with the end of the tail boom. Lightly sand the surface of the tail boom and inside the vertical stabilizer rings and the V-mount, where the glue joint will be located. De-grease these areas with acetone and glue everything together with epoxy.

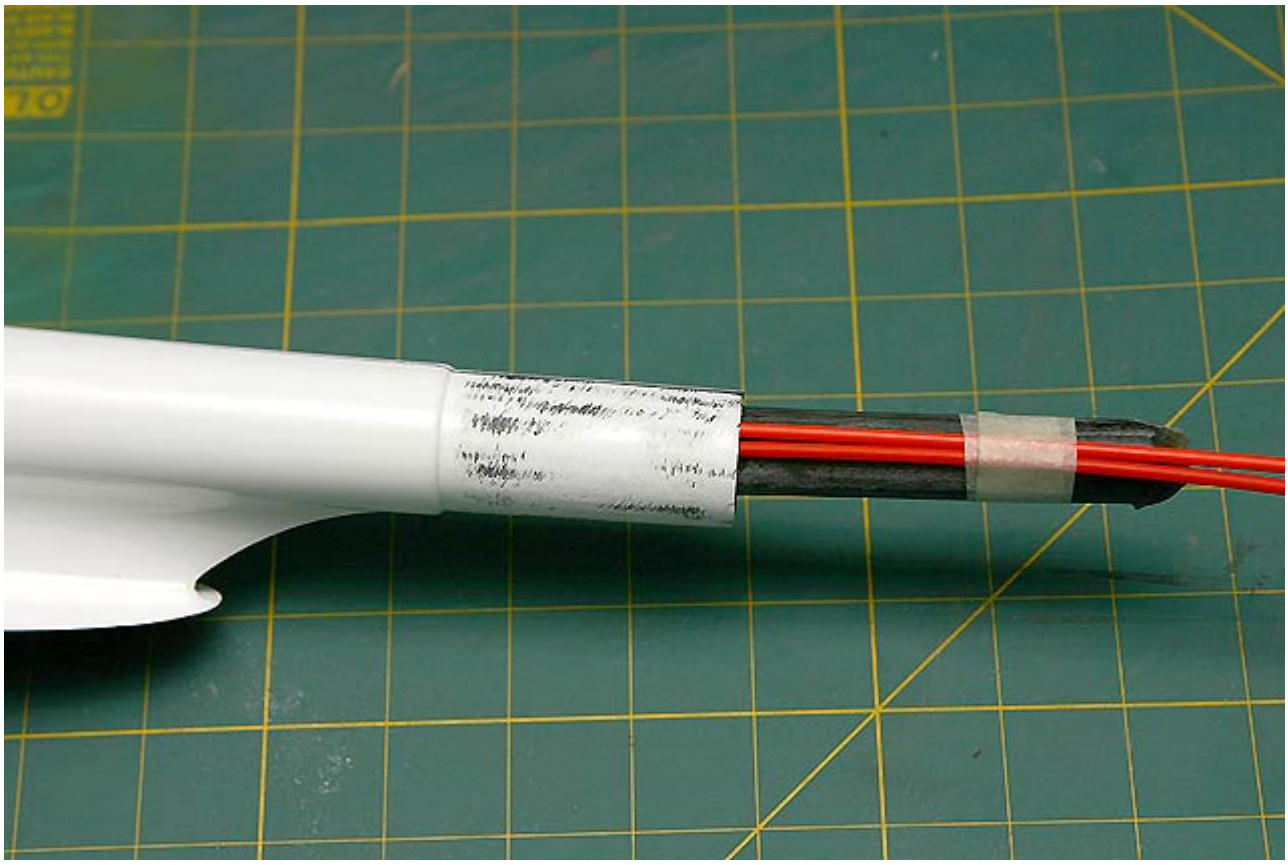
11. Before the glue hardens, attach the horizontal stabilizer and check that it makes the right angle with the vertical stabilizer. After the surfaces are properly positioned, fix the rings with small CA drops and wipe out the excess epoxy.

12. Make a slot for the elevator pushrod: the slot should be 40mm (1.57") long and 3mm (1/8") wide, the distance between the middle of the slot and the front flange of the V-mount should be 75mm (3"). Such long slot is required for the smooth elevator operation.



13. Using a small round file, make a slant hole for the pushrod sleeve.

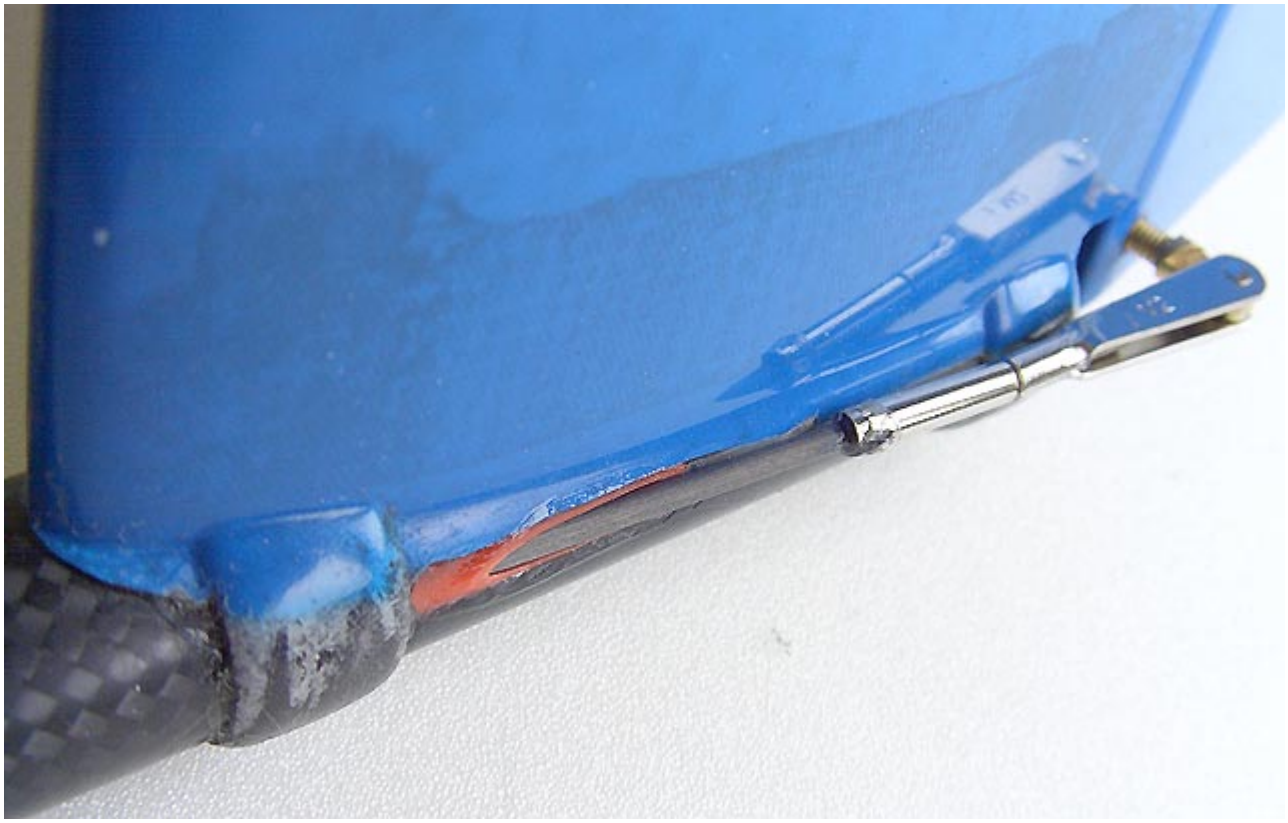
14. Make a slot for the rudder pushrod.



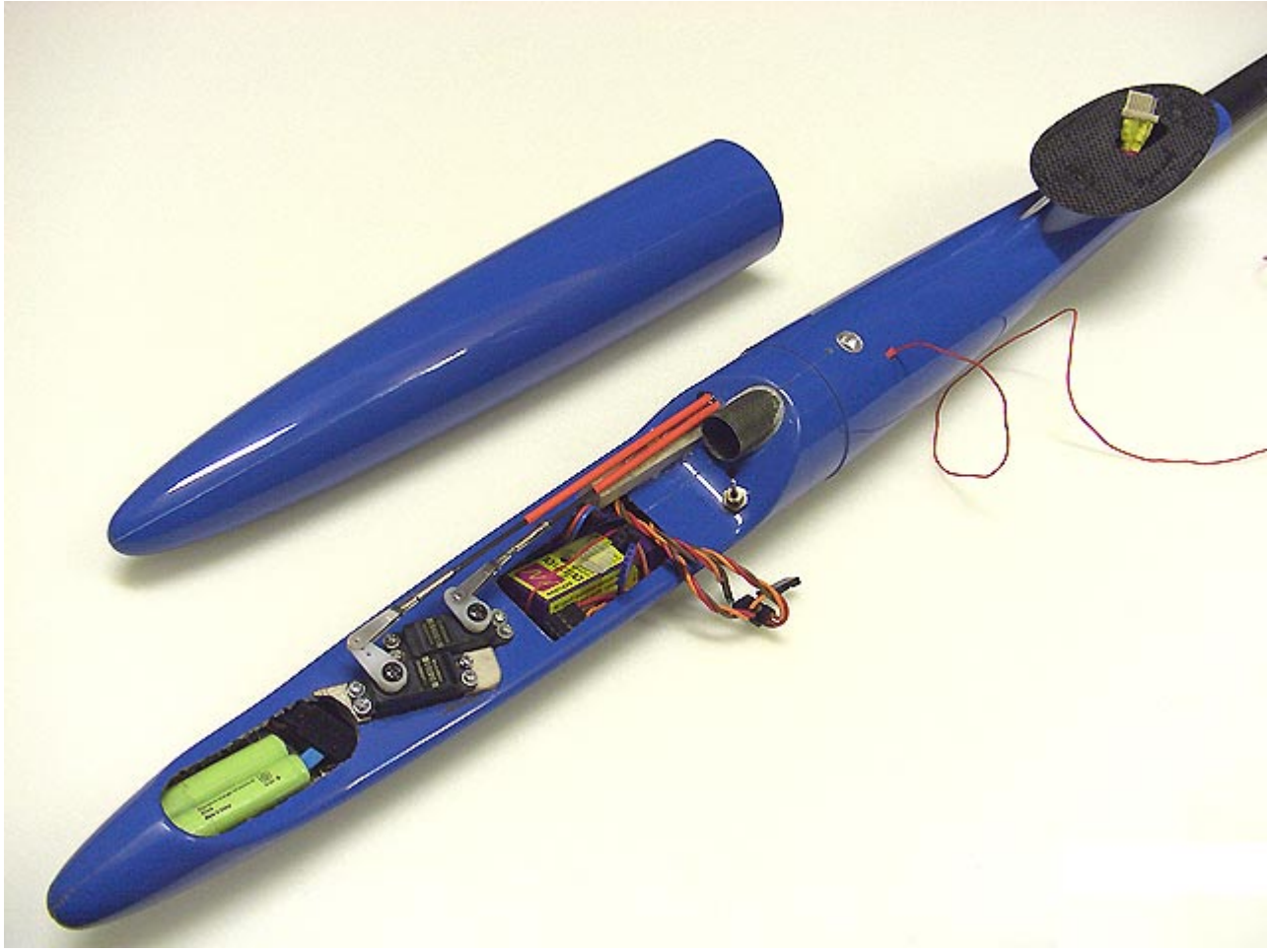
15. Before attaching the tail boom, sand the mating surfaces inside the boom and at the rear of the fuselage with #150 sand paper. If there is excessive clearance between the fuselage and the tail boom, wind glass fiber tow saturated with epoxy. You should NEVER fill the gap with scotch tape or paper! Insert the pushrods with their sleeves through the slots in the tail boom, then apply epoxy on the fuselage, tail boom, and the end of the ballast tube (so that it gets glued to the tail boob behind the boom/fuselage joint). BEFORE THE EPOXY HARDENS, YOU SHOULD CHECK THE ORIENTATION OF THE BOOM WITH THE ATTCAHED TAIL FEATHER WITH RESPECT TO THE WING! Make sure that the horizontal stabilizer is parallel to the central section of the wing. Lock the tail boom in this position with the scotch tape until the glue cures.

16.After the glue in fuselage/boom joint hardens, remove the pushrods from their sleeves. Pull the sleeves out tight and glue them to the exit slots in the tail boom with CA. Cut the sleeves flush with

the boom surface.



17. Glue clevises onto the servo ends of the pushrods. Adjust the servos, cut the pushrods to the required length, and glue clevises to the other ends.



18. The fuselage is done!

To be continued ...