

# E- Purito Holzmodellbau Schweiger construction manual

Some notes in advance:

Please read these assembly and safety instructions carefully before starting construction and proceed step by step when building. Make sure you understand the individual building steps. This kit is suitable for children from 14 years old. Construction and operation of the airplane should be under the supervision of an adult.

The flight model is suitable for E-RES competitions, slope and thermal flying in calm weather. Caution: high flight is not appropriated. At high altitudes and in windy conditions, it may not be possible to estimate the correct flight speed.

The manufacturer gives no liability for damage resulting from improper use. A non-intended use is, among other things, to assemble the kit differently as described at the following construction manual or to use the flight model differently as described in the assembly instructions.

When building the model, observe all safety regulations for handling tools and adhesives. We use thick and thin superglue for assembling the model unless otherwise specified. Particular care must be taken to ensure that the components are properly glued.

You can also find a very good build log at:

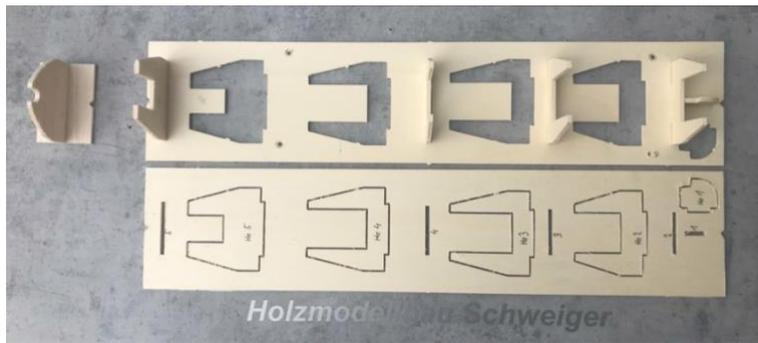
<https://www.rcgroups.com/forums/showthread.php?3656529-PURITO%21-New-F3RES-Sailplane>

- The operation of model aircraft of this type requires model aircraft liability insurance
- Please check with your local authority, if you need a pilot registration. In the EU (beginning of 1<sup>st</sup> of January 2021) this is required.
- Do not operate the model in unfavorable weather conditions (thunderstorms, strong winds, etc.)
- Do not operate the model in the vicinity of high-voltage lines or close to urban structures.
- Do not operate the model, if it shows any signs of damages or failures in the remote control equipment.

We will be happy to answer any questions you might have, please contact via email:  
[holzmodellbau-schweiger@t-online.de](mailto:holzmodellbau-schweiger@t-online.de)

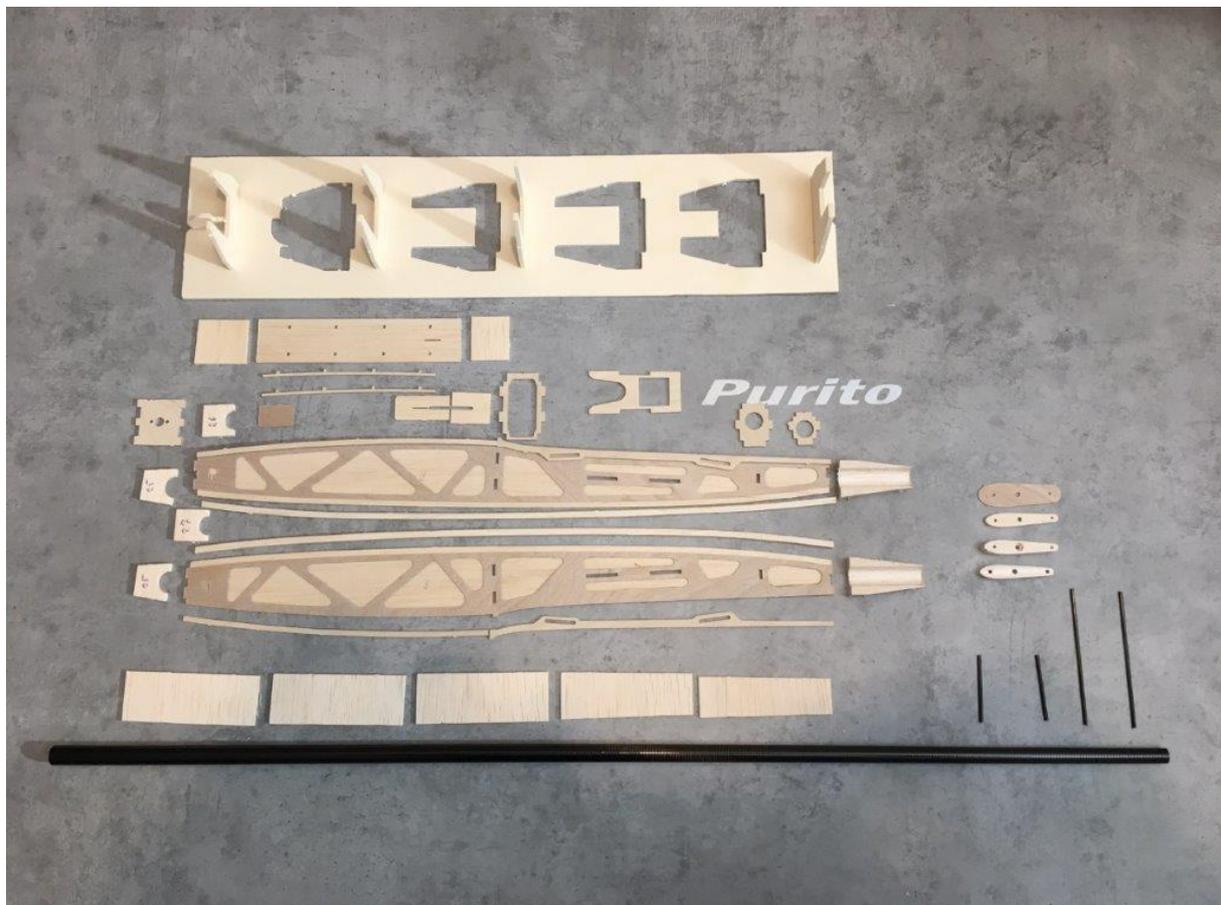
Errors and spelling mistakes reserved.

### Description electric fuse:



We start with the fuselage slipway: the parts of the slipway are on a separate 3mm poplar plywood board. The stops are carefully cut out and glued into the slots provided. Stop 1 is provided for slot 1, stop 2 for slot 2, etc.

The slipway for the fuselage boom is on a 3mm balsa board and is glued as well. The directions L (left) and R (right) are in the direction of flight. For components R7 to R10, make sure that there is a left and a right part each, since the motor bulkhead is glued with side pull. The side pull in the motor bulkhead shortens the right side of the fuselage and lengthens the left side.



On the 2nd picture you can see all the parts that are needed for the construction. The parts are arranged in the picture as they will be assembled. The 0.6mm plywood reinforcement R10 is already glued to the balsa side R9 with white glue. The right half of the fuselage is the shorter side, so parts R7 and R8 are also shorter. They are glued together with R6 to the fuselage half as shown in the picture.



As shown in Fig. 3, we use a roller for gluing R9 and R10. This allows the glue to be applied in an evenly thin layer. Press the parts together for several hours.

Glue the balsa strips R8 flush to the fuselage sides at the bottom. Now glue the wing supports made of plywood R6 flush on the top of the fuselage sides. Take care to remove any glue that may escape in the slots for holding the wing bolts. In the canopy area, glue the plywood strip R7 flush with the fuselage, again paying attention to left and right.

Frames R1 to R5 have a small notch on the top. The servo board R3 is marked on the leading edge, as are the 4mm plywood parts. Now glue the two M5 nuts from the accessories into the 4mm plywood parts of the wing bolts R11 and R12.



Part R25 behind the motor bulkhead

Two servo boards are included in the kit, one servo board with cutouts and one without. The servo board with cutouts is intended for the HEPF H47 (rudder) and the KST X06 (elevator). The second servo board without cutouts is intended for servos similar in construction, these can be fitted individually.

Now the fuselage can be test-fitted together.

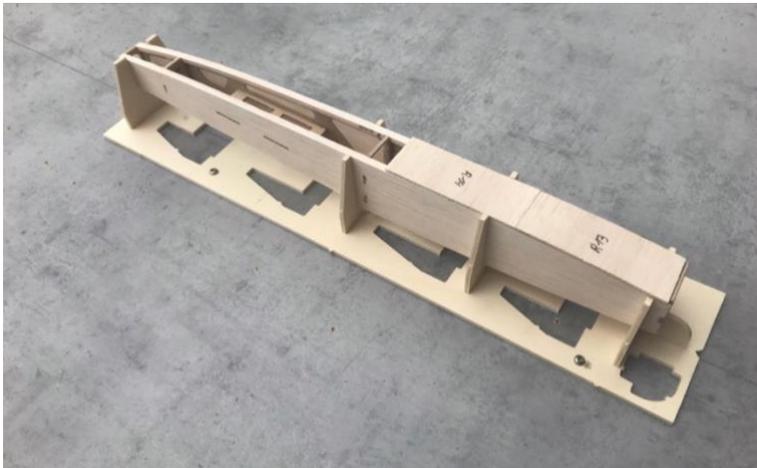
The fuselage sides are assembled with all formers and the wing bolting and plugged into the fuselage slipway.



**Tip:** We screw the fuselage slipway to our building board!

This ensures that it lies cleanly and the hull can be built up without distortion.

When all parts fit together properly in the slipway, they can be glued. Important here: frame R4 must not be glued yet. In the same way, the parts of the wing bolts R11 and R12 are only inserted into the slots provided for them, but not glued yet.



Now the hull boat can be taken out of the slipway and inserted with the bottom side facing upwards.

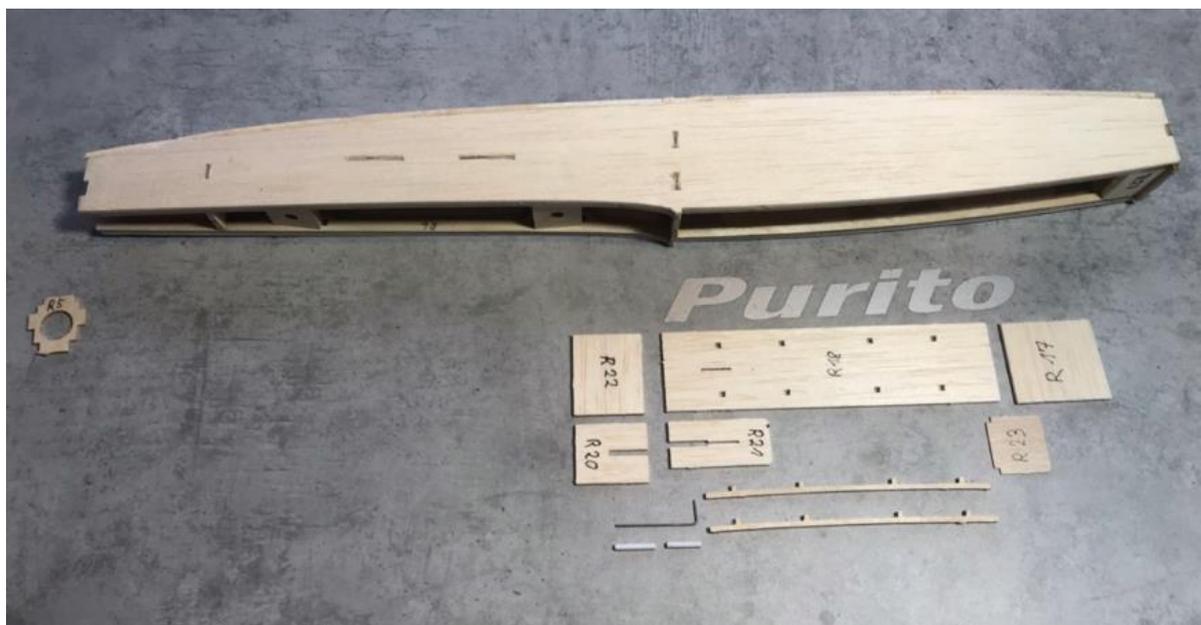
This is followed by the lower fuselage planking. We start with part R13, which is glued to the front of the fuselage (at the motor bulkhead). Important here: part R13 is slightly beveled on one face due to the side draft.

Therefore, make sure that the slanted side matches the motor bulkhead. Then parts R14 to R16a can be glued in place. For part R16a, make sure that the fuselage bulkhead R5 is not glued down.



Now parts R25 are glued to both sides of the fuselage, part R26 should be glued to the bottom of the fuselage and part R27 to the top of the fuselage, centered between the two parts R25 (see picture). The parts R25-R27 are there to fit the fuselage to the spinner later.

On the top of the fuselage, glue the balsa part R17 between the canopy opening and the engine bulkhead, here the wood grain runs crosswise.



**Be careful here:** part R17 is again beveled on one side due to the engine side pull. Glue the two symmetrical plywood parts R19 into the canopy R18 in the holes provided.

Make sure that the canopy reaches the necessary bend.

**Tip:** We carefully harden the slot in canopy R18 with liquid super glue. This prevents pressure marks in the balsa wood caused by opening and closing the canopy.



The plywood part R23 is glued inside the canopy to the fuselage tip center, serving as a tongue. Glue the balsa part R21 to the end of the canopy between the plywood strips. Bend a steel wire into L-shape and glue it together into a Bowden cable into the inside of the canopy as a fastener.



Then glue part R20 centrally on the fuselage planking R22 and fit it together with the canopy in the canopy opening in the fuselage.

Glue a piece of Bowden cable into the slot of R20 as a counterpart for the locking mechanism. Tip: when gluing the Bowden cable into R20, place the canopy approx. 0.3mm underneath. The goal is to position the bottom of the canopy slightly higher above the building board than the counterpart of the latch (part R22).

Now the latch can be pushed into the breech position, put on the piece of Bowden cable and glue it with R20.

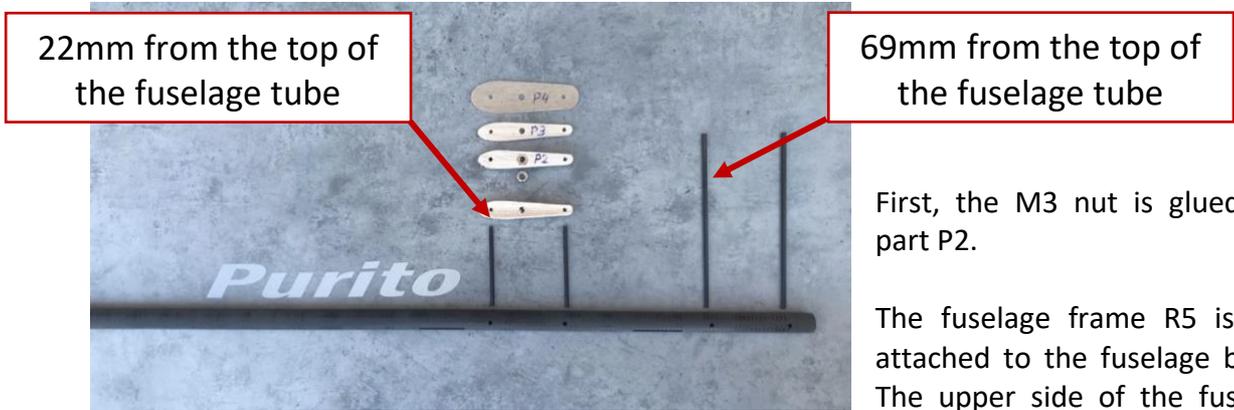
By underlaying the canopy with 0.3mm, a tighter fit is created so that the canopy fits neatly against the fuselage. Now part R22 can be glued to the fuselage.

Finally, the fuselage is roughly sanded together with the canopy.

### Fuselage tube and pylon:

The fuselage tube made of CFRP should be wet smoothed with water sandpaper. We recommend a grit of 400 or finer here.

You will need: the 4 solid carbon rods with a diameter of 2mm, 2 each for the elevator and rudder. Also, the parts P1 (10mm balsa), P2 (8mm balsa), P3 (3mm balsa) and P4 (0.6mm plywood) and the M3 nut.

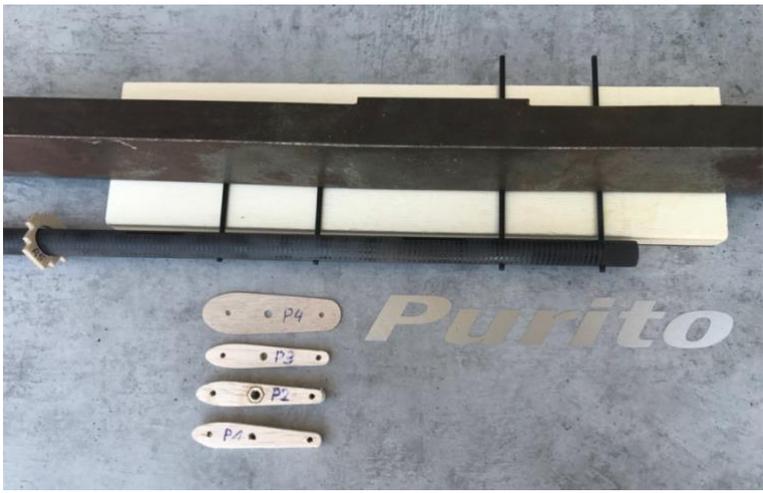


First, the M3 nut is glued into part P2.

The fuselage frame R5 is now attached to the fuselage boom. The upper side of the fuselage

tube is the side with the cutouts for the Bowden cables. Insert the 4 carbon rods, the two shorter ones are for the pylon, these protrude about 22mm upwards from the fuselage tube. The carbon rods for the rudder protrude approx. 69mm from the fuselage tube. Pay special attention that the carbon rods are aligned with the axis center of the fuselage. Otherwise, the finished tail will not be parallel to the fuselage axis. Tip: as shown in the picture, we align the 4 carbon rods all parallel on a wooden board and fix them with a weight. Then the hull boom can be aligned exactly at 90 degrees to the individual carbon rods. You should take the necessary time here, because the clean alignment of the carbon rods for the tail unit has a significant influence on the flight behavior of the model.

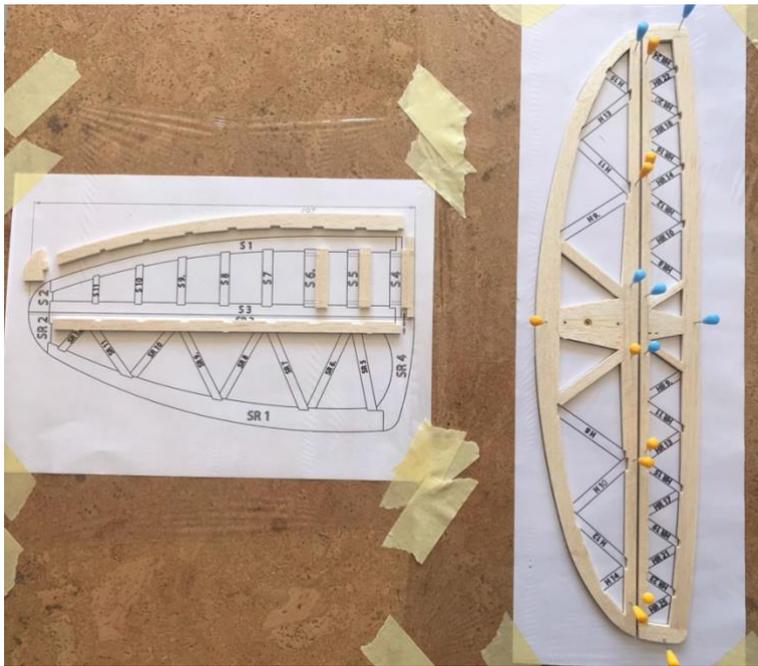
When the carbon rods are correctly aligned, they can be glued in place.



The pylon part P1 can now be fitted and glued in place. For component P2, make sure that the M3 nut points upwards. Attach and glue the P2 and P3 components as well. Only part P4 must not be glued yet, because this will be done later with the elevator. The carbon rods that protrude from the top of the elevator pylon should be shortened to 4.5mm (so that they no longer protrude when the elevator is screwed on)

Carefully grind the ends of the 4 carbon rods that now still protrude from the bottom of the fuselage boom flat. Make sure that the fuselage tube itself is not damaged by the grinding. Even minor damage will weaken the fuselage boom considerably.

## Rudder and elevator:



The 4mm balsa board with the parts for the elevator and rudder are needed for building. The reinforcement part made of 4mm poplar plywood is in the accessories package. Additionally there are 3 parts (S4-S6) for the rudder on the 8mm balsa board.

For the elevator, first press the 4mm plywood part from the accessory package flush into part H2 and then glue it in place. The

struts of the elevator have a bevel or a small rounding on one side. This shows the correct position and alignment in the rudder.

We assemble the elevator as follows:

- First, we staple the parts shown on the protected construction plan (household foil) and glue them with a drop of thin super glue.
- After that we insert the remaining struts and glue them in the same way

The same procedure is to be used for the rudder.

Here, too, we first staple the outline together and then work our way up from the bottom.

**Tip:** harden the holes in the rudder to accept the pins. To do this, insert a greased 2mm drill bit into the hole and apply a drop of liquid super glue to it.

The construction of the tail unit is also explained in detail in our 4th tutorial: <https://www.youtube.com/watch?v=F4erVqr0to4>

At the end we put the rudder on the fuselage tube and screw the elevator on the fuselage pylon. To do this, we apply a little white glue to the fuselage pylon and glue the P4 support extension to it.

Again, make sure that the angle of elevator and rudder is exactly 90 degrees.

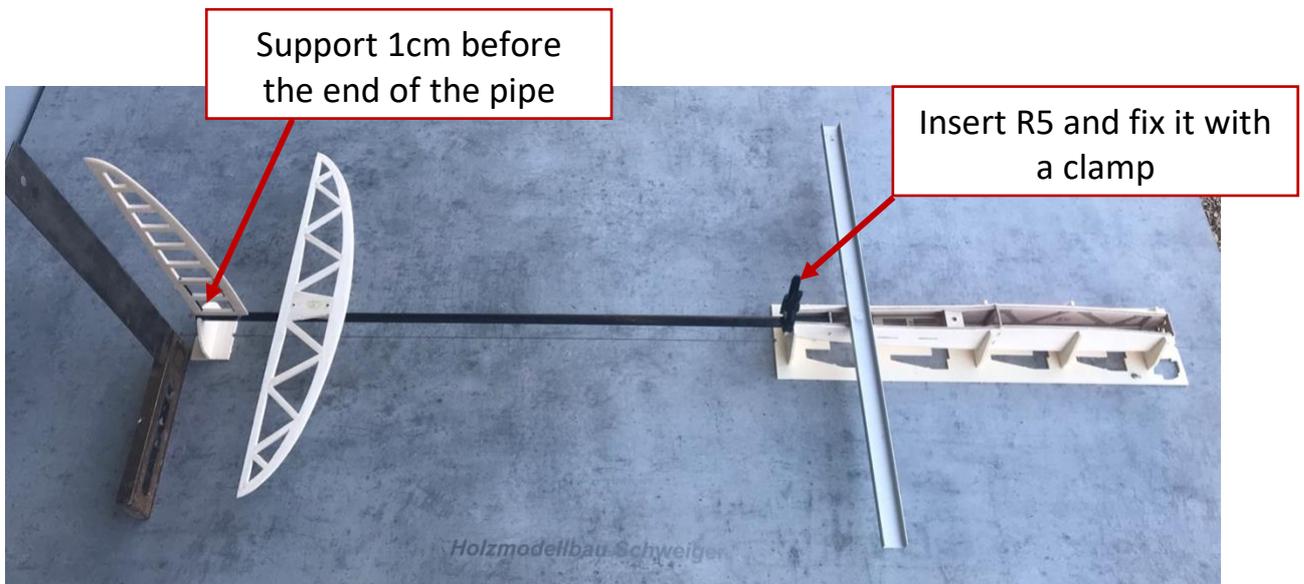
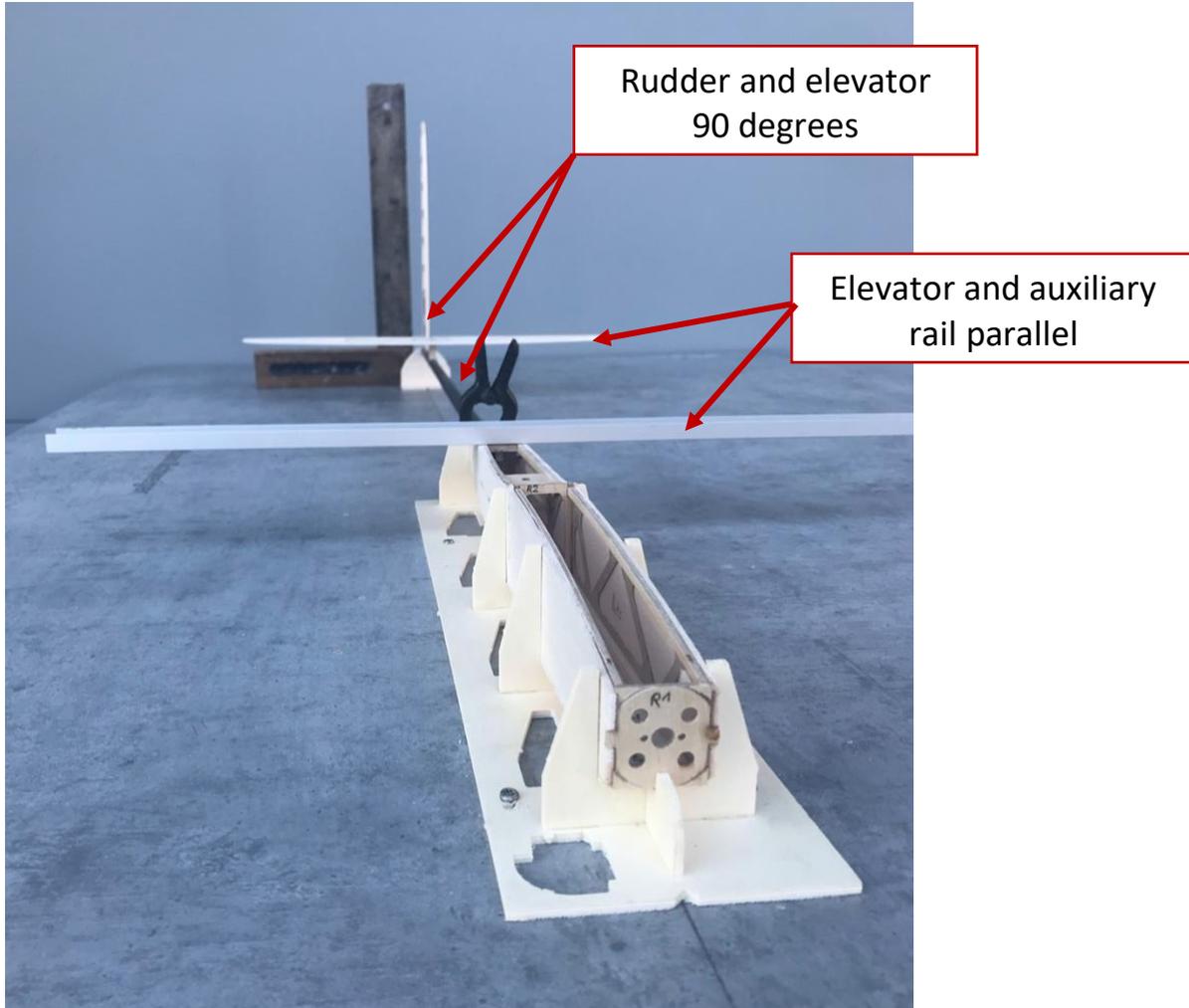
Tip: when gluing, a lightly greased M3 steel screw helps to prevent it from sticking in the thread.

We will go into more detail about sanding the tail plane in a later point.

**Assembly of the fuse:**

Now the fuselage tube can be joined to the fuselage boat.

The wing support is checked once again for protrusions to ensure a flat support surface for the wing center section.



A straight line is drawn on the building board, extending along the entire length of the hull. The fuselage tube is inserted into the fuselage boat so far that it protrudes 2mm from frame R4.

The frame R5 is inserted into the rear of the fuselage boat. 1cm before the end of the fuselage boom the support made of 3mm balsa is inserted.

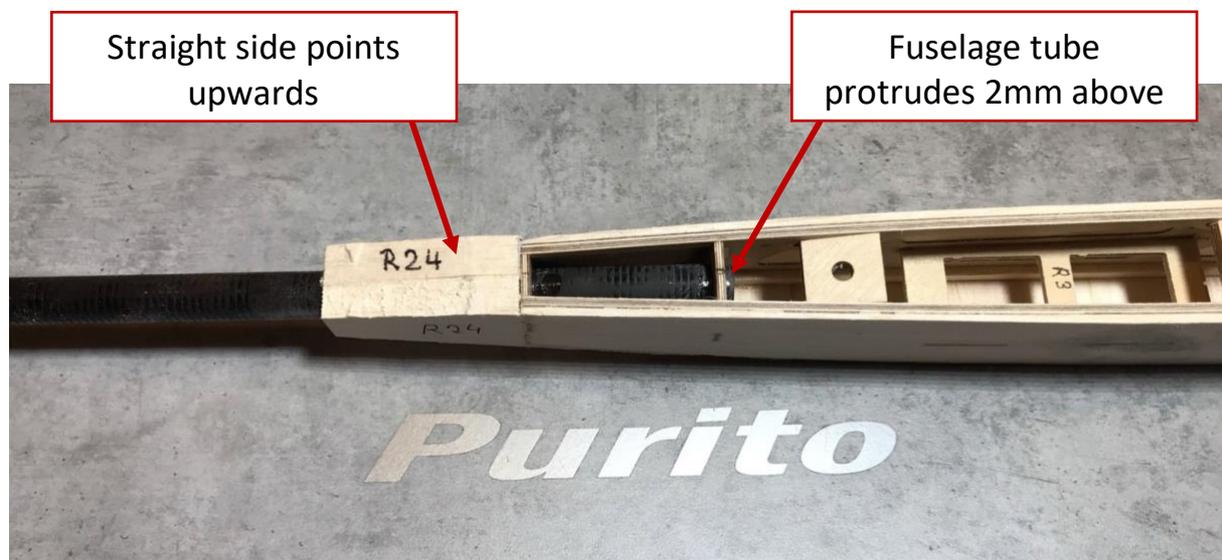
On the rear surface screw connection, a straight strip with a length of approx. 40cm, in an angle of 90 degrees to the fuselage center line is screwed on (this serves us as an assistance for the alignment).

Now all parts can be aligned, parallel to the drawn line. The fuselage tube lies neatly in the holder, the fuselage lies flat in the fuselage slipway.

The elevator lies parallel to our screwed-on auxiliary rail. The fuselage side panels are pressed to frame R5 with clamps. Before gluing, check again for correct alignment.

The fuselage must lie without tension in its slipway and end support.

Only a correctly aligned fuselage ensures optimum flight characteristics.



The final work on the hull now includes the transition from the hull boat to the hull tube, which is done with the two parts R24. These are fitted to the end of the fuselage boat and glued with the straight side facing upwards.

### Grinding of fuselage and tail unit:

When sanding the hull, we start, as just mentioned, with the transition from the Hull boat to the hull outrigger. For this, the fuselage boom must be taped off. Avoid damage caused by grinding. Be careful here: if the CFRP tube of the fuselage boom is damaged by the grinding, a predetermined breaking point.

First, the end of the fuselage is adapted to the contour of the fuselage. We use a sanding lath with grit 150. Tip: Sanding laths can also be easily built from the balsa leftovers on which we apply the glue on the respective sandpaper. In order to get even curves on the desired fuselage edges, we grind at this first 45° phases. These phases are easier on consistency too control and help us maintain a uniform radius. When the desired hull shape has been created, all wooden parts are made with a finer sandpaper (approx. 240 grit) sanded again to make it smoother surface.



For grinding the A tip in advance:

We glue a sandpaper over the entire length of the Tail unit on a wooden slat. Then the Tail as seen in the picture is laid. This slips the tail no longer and can now with another sanding lath flat, light be ground.

Consequently can glue residue from the Surface to be removed

Afterwards, one is placed on the elevator and rudder along the trailing edge, in the middle Auxiliary line drawn. As you can see in the picture, we put the rudder on an 8mm thick plywood. At the subsequent sanding of the rudder with a sanding batten must now ensure that



The sanding batten on the trailing edge of the tail unit and the Edge of the table. So grind we the trailing edge down to ours Auxiliary line from both sides (approx.1mm) pointed. In contrast to the trailing edge, the we just sharpened it to a point we grind them The leading edge of the tail units is round. For this we grind on both Sides of the leading edge of the Tail unit a 45 ° phase, which is approx. a third of the wood thickness occupies. This phase helps us again, an even

To sand the rounding over the entire edge curve. When smoothing the rounding is make sure that there is actually a curve at the end. A pointed one The leading edge of the tail unit would have a negative impact on flight characteristics. At the end all that is missing is the bevel for the rudder deflection. Located by the elevator the bevel on the underside of the rudder, at the rudder on the left side, where the rudder horn will later be located. The bevel in the elevator must be sufficient to allow a deflection of to reach at least 12mm downwards. The rudder must be at least 45 Degrees of deflection in both directions. We also explain the grinding of the tail unit in detail at the end of our 4th [tutorial:https://www.youtube.com/watch?v=F4erVqr0to4](https://www.youtube.com/watch?v=F4erVqr0to4)

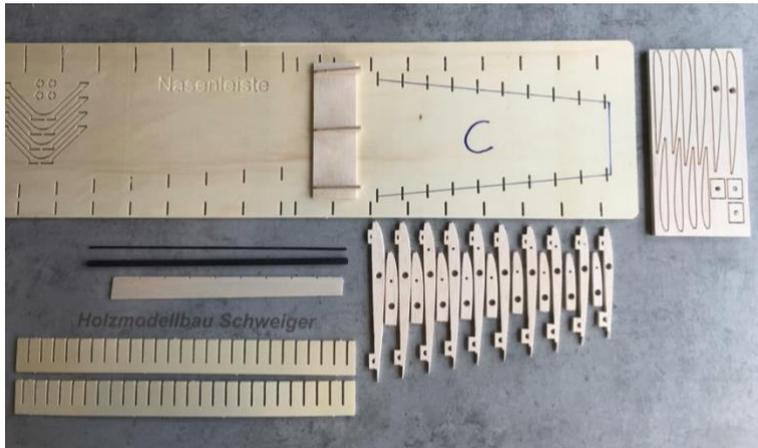
## INSTALLATION OF THE BOWDEN CABLES:



To ensure that the Bowden cables in the To reach the fuselage tube, we proceed as follows: A 0.8mm steel wire is inserted into the Bowden cable inserted at the rear end of the bowden cable must stand back about 2cm. This supernatant of the Bowden cable over the steel wire is important with that the steel wire later not in the Bowden cable is glued. The Bowden cable is then inserted into the Fuselage tube pushed in and with the help of Magnets on the inside of the trunk tube fixed. Tip : the position of the Bowden cables at the end of the The fuselage boom is already through the cut outs given. In the fuselage it is important to ensure that the Bowden cables match the used servos are executed. You can now use approx. 15 drops more liquid Superglue along the Bowden cable into the inside of the fuselage pipe can be dripped. So the superglue runs along the bowden cable down the trunk tube and glued it to the entire length. But also the Correspondingly vertical when gluing the fuselage being held. Note: it is advisable to put a piece at the bottom To lay out newsprint, since the Superglue can drip out of the pipe

Description of wings:

We start with part C:



In the picture are the required parts: base plate, matching ribs for part C, Edge curve, 5 degree stop, End strip, comb, 7mm CFRP tube(Spar) and the 2mm CFRP tube(Leading edge).

I grind the CFRP pipes along with 200 water sandpaper easily and clean them up with dissolving agents.

The holding bars from the ribs are to be removed as cleanly as possible after cutting out. That saves a lot of sanding work and the profile is exactly retained



One more note on the Base plate: the foot on the Determines the trailing edge of the rib die Position.

Then the ribs can from part C to the cut to length CFRP tube (7mm diameter,262mm length). The CFRP should be at the edge arch Pipe about 7mm survive. The ribs will aligned with the combs.Then you can go to the Template for the feet of the Ribs tucked into part C

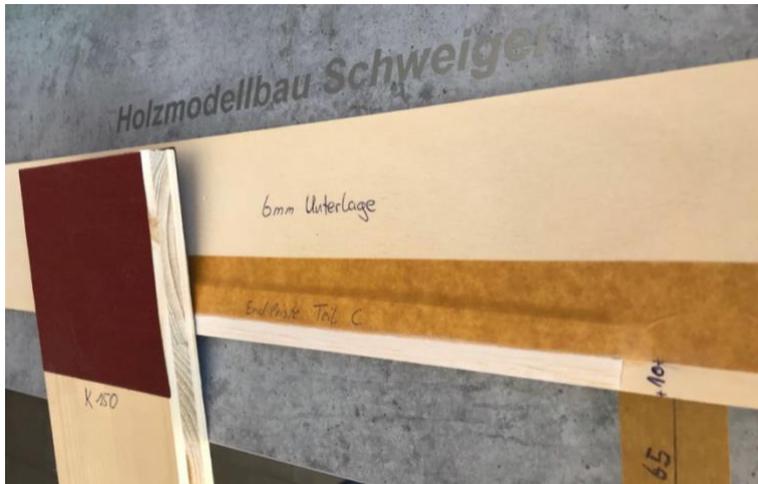
(please make sure that the leading edge is pointing in the right direction).Important here: The construction aid must lie flat on a straight building board (ideally screwed on directly). Now attention is paid to the correct alignment and that the ribs are fully inserted into the template. The rib C1 is on a slope with the stop posed by 5 degrees.



In the end we still check once the correct alignment all ribs and glue all together whole ribs (not the Half ribs) with the pipe. Tip:for correct alignment we use weights to fix the wing part neatly.

We use thin one Superglue

We use the 2mm CFRP tube as the leading edge, which is carefully inserted into the designated Milling is inserted. Then the half-ribs can also be used with the comb neatly aligned and glued once



The trailing edges are in front of the Shoring ground. To do this, lay one the first and last ribbon the trailing edge and draw the end of the ribbon it.

Our two marks are now with a Masking tape with like Glued on distance. It should the trailing edge is flush with the Edge on a ply wood lie.

Tip: We use as Rule of thumb 1mm pad corresponds to about 1cm distance from the edge of the table. In our In the case of a sub-algae of 6mm, this corresponds to a distance between the end bar and the Table edge of 6cm. Tip: When the trailing edge is almost finished, it is removed from the base and the back 5mm soaked with liquid superglue and then do not sand. The trailing edge should only be carefully sanded off once more after soaking so that you don't take away too much material. We recommend one here at the end Thickness of 1mm.

If you now turn to the second trailing edge, make sure that a left and right trailing edge is required



With the end strips (wing part A, B, C) is on a pad of 6mm at a distance of 60-65mm to the edge of the table sanded. This distance is on all trailing edges of the wing equal. The finished, ground trailing edge becomes flush from behind, below attached to the ribs. Here is the tight fit intended. Like on the picture you can see the wing part at the front 2mm (under the feet of the Ribs) and 8mm at the back

placed underneath so that the trailing edge lies neatly in the profile.

We also explain the end strip grinding in detail in our 1st tutorial:

<https://www.youtube.com/watch?v=hPf9JKf5TbM>

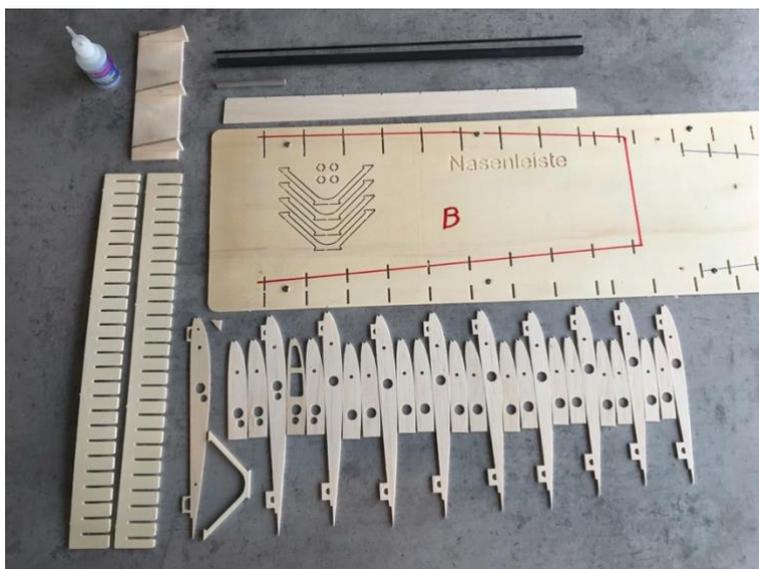


The parts for the edge arch (1-5) are found in the 8mm balsa. These can be used after personal taste be glued together, we use an offset on the Trailing edge of approx. 2mm.

Tip: here with one piece Household foil the building board protect the parts of the Edge arc with the straight one Place the underside and glue together.

The glued together edge sheet is attached to the protruding carbon spar and adapted to the shape of the wing. The edge curve is sanded first and then glued to the wing ear.

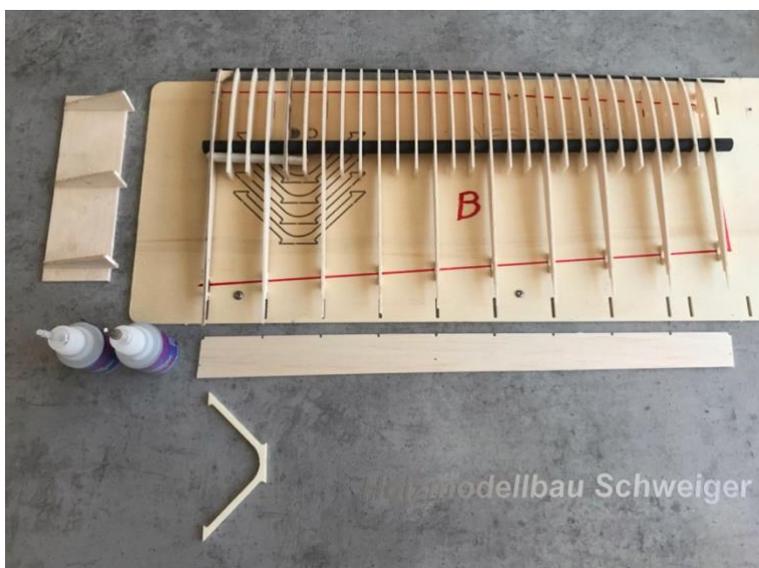
When building the second wing part, make sure that this part is mirror-inverted must be built! (left and right wing ear, turn the base plate for this).



The surface parts B are just like the surface parts C built up. The only difference is that also here a 7mm aluminum tube as Glued in surface plug-in must become. Also is be careful that both the root rib as well as the End rib inclined 5 degrees.

Important here: the aluminum tube of the Area mating before the glue in sand to produce a rough surface. This is the only way to ensure a safe Bonding. In addition, the aluminum tube with a small plywood circle from the base plate locked.

The following picture is now also the area mating and the small reinforcement on the Leading edge already glued in place

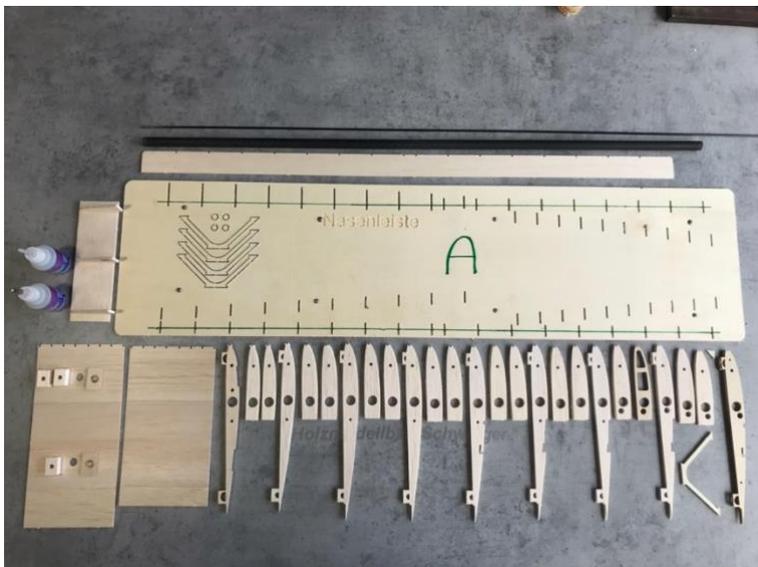




Be careful here: the leading edge in Part A and B are 2.5 mm thick. (In contrast to Part C: here they are only 2mm thick). The wing part B is also again on the leading edge 2mm (under the feet of the Ribs) and on the trailing edge with 8mm underlaid. Thus can the trailing edge free of distortion be glued on. At the end will still be the great reinforcement between the rib B1 and B4 glued in.

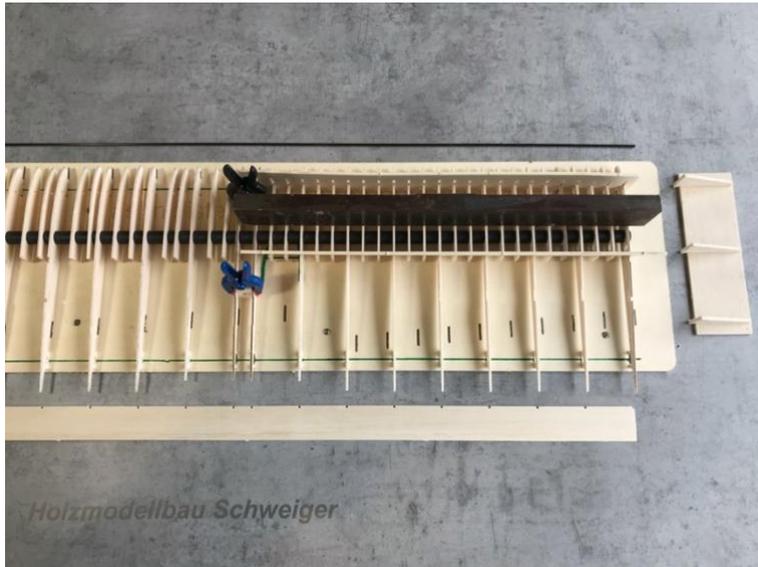
The reinforcements are made of 3mm poplar plywood. These reinforcements will help us later to cover the wing without distortion.

Area part A: All ribs are carefully separated from the building board and cleaned. We start in the Middle with the ribs A1 (2mm plywood). These are placed on the CFRP pipe that has been cut to length (12mm diameter, 695mm length) threaded. This is followed by the remaining ribs of the Designation according to. All ribs are inserted into the A25 together with the two end ribs Stencil inserted.



Tip : take enough Time for so many Ribs, these too clean with the combs on the Align the base plate. The End ribs A25 need again with the template 5 degrees at an angle. The distance between the two ribs A1 in the middle is greater as the distance between the remaining ribs. This fits not even the comb in these Gap. To the ribs therefore is a 90 degree angle to each other

to align, we clamp the lining to the surface screw connection A2V (8mm Balsa board) with the help of a clamp between the ribs. Thus are the two ribs fixed vertically



Now the rest of them can too  
 Ribs are aligned. in the They will  
 connect with the Glued spar.  
 After this Step, can also do the  
 Leading edge (CFRP tube 2.5mm)  
 be attached at the front.  
 To note now that the Comb for  
 aligning the Ribs shortened by  
 one field must become. Because  
 now it stands the root rib 5  
 degrees inclined and thus the  
 comb does not fit more over a  
 full half of the middle part

To fit the leading edge now, we put a comb just behind the leading edge and the other just behind the spar. So the ribs can be at a 90 degree angle to the Spar to be aligned. We weight down the ribs with weights so that they are completely in the To press base plate. Now we start to press in the leading edge at the root rib A25. Rib by rib the leading edge is now threaded towards the middle. Tip: approx. 15 ribs are threaded on, the leading edge can be glued to the root rib. That makes things easier thread



Then the two of them can Pieces  
 of plywood A1V (for the Surface  
 screw connection) be put on.  
 These belong in the recess of the  
 Plywood ribs A1. The Top is  
 through that Deepening for the  
 Screw head marked. Then glue it  
 in place. The plug-in tube  
 Aluminum is back on a Side with  
 the plywood circle locked and  
 likewise glued in



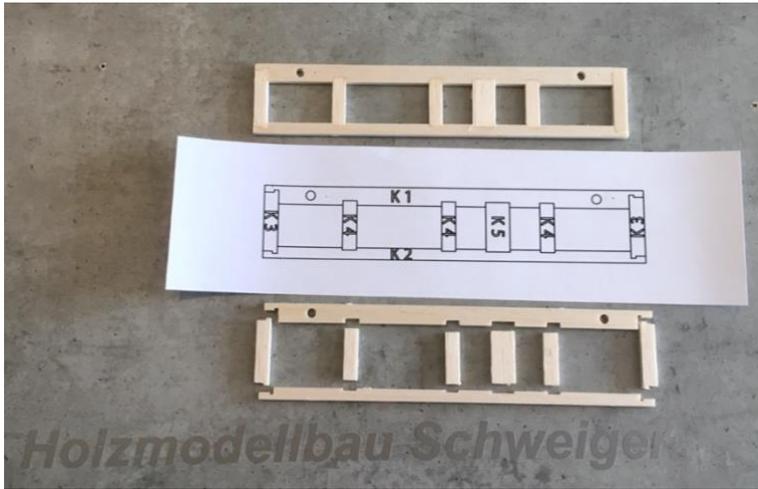
The next step is that Border for the flaps in the area. It will be the parts KF1-KF2 from the 3mm, and the both strips KF3 from the 2mm balsa board required. KF3 is on the balsa board of the ribs (Part A). To note is here that there are two from KF3 different designs gives: once with the cutout for a servo frame and once without the cutout. The Parts are in the area in the meant for

Recesses inserted and glued. The short strips KF2 are always used Glued to the center of the surface (see picture) because otherwise the brake flap has no more space. Important here: as you can see in the picture, KF1 is lying towards the nose bar and towards the The trailing edge is glued in upright. The middle section should be on the baseplate for this construction step remain in order to prevent a possible delay. We have the middle part just for that Image taken from the base plate. The sanded trailing edge is glued to the sash as in part B. That's what we take that for Middle part from the base plate and place it under the feet of the leading edge with 2mm and at the trailing edge with 8mm below. Then glue the trailing edge to sash part A



The component A2V is located on the 8mm balsa board and is placed under the plywood part A1V glued and engraved flush. Tip: a drill with the Diameter of 5mm through the balsa blocks A2V at Glue stuck so that the Holes exactly one above the other lie. The upper planking (1.5mm Balsa) is attached to the leading edge adjusted and at the end about 2-3mm shortened. The shortened end the planking is the

Profile course ground at an angle accordingly. Tip: we sand about 13mm wide for this and the trailing edge down to 0. If the planking follows the profile of the middle part it is pinned to the leading edge. Afterwards, a thick one must be used quickly Superglue can be applied to the two plywood ribs and the end strip. The planking can now be pressed on, we glue along the remaining ribs the planking from below with thin superglue. Now all support feet can and the protruding tubes on the root ribs are removed. Depending on how that If the middle section is to be removed, the cables for the servos can now be laid



The parts for the airbrakes will be on the blueprint plugged together and then with liquid Superglue glued. The then slide the brake flap into the Cut-out in the middle part it in. Finally, the Magnets (diameter 4mm) on the underside, flush with the holes provided for this purpose Brake flap, glued in place become. The flap is in the Wings inlaid. The magnets can now on the bottom of the component KF3 placed become. Align the magnets by itself now. Consequently can also the rest Magnet from the Glued underside of the wing become. The magnetic Attraction is therefore int his version already There is enough. Should



If a higher attraction is required, the magnets can be embedded a little deeper become



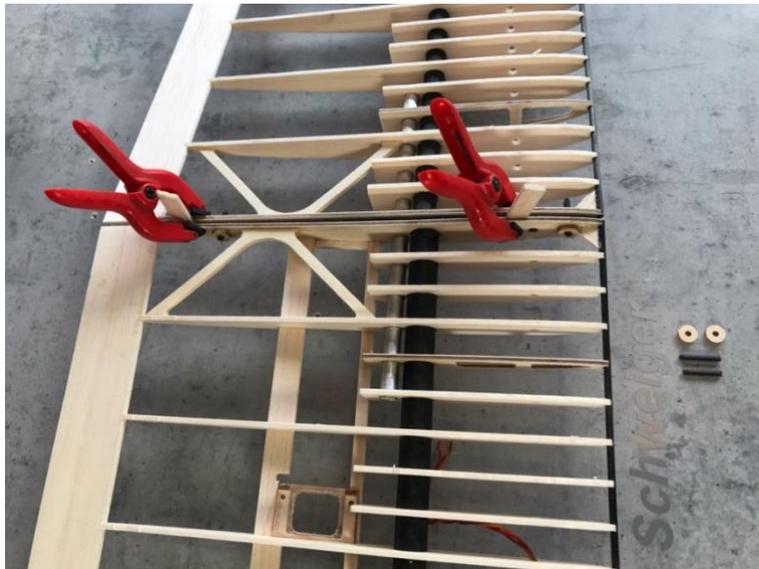
Should our solution be for the Flap opening used will become one Servo arm extension required. Recommend for the servo arms we our GFK extension, together with the matching servo frame as Accessories are available. For the functional ice we have also a video

<https://youtu.be/d9o5HwRrMTI>



We use for that Power connection to the hull a 5-pole spring contact. This is also with us as Accessories available. Like on that Can be seen in this picture Milled accessories too Plywood parts that contain the Spring cotter precisely fits into the Wing recording takes up. For this execution is Experience in soldering required

In the next step, the lower paneling of the middle section can be attached. Therefore the planking must be adapted to the leading edge and glued in place. If the planking corresponds to the profile of the wing cleanly, this can be done on the underside the ribs are glued in place



To twist the Wing ears on the middle part to prevent are in the Accessory package with dowel pins a diameter of 2.5mm made of CFRP included. These pieces come with a Slightly sharpened sandpaper and in the surface center part plugged. Now can do that too Ear can be put on, but with a small one Gap to the root rib

Tip: we put a 2mm balsa between the middle part and the ear and fix it in place together with two brackets. The bottom of the ear can now be cleaned be aligned to the middle part. Whether the two parts are exactly aligned with one another, can best be seen on the underside of the wing. If that is the case, the pins will be on the inside of the root rib (middle part). Now the ear should be easily removable. There are small plywood disks on the to secure the pins Rib board. These are also on the inside of the root rib (middle part) on the CFRP pins glued. If these transitions fit neatly, the surface parts B and C can now be connected be glued. Use the milled, 2mm GRP connector in the accessory package for this. The connector is fitted into the CFRP tubes and then glued in vertically

The model is now ready to build. The final steps include screwing on of the wing on the fuselage. For this, the lower planking must be in place of the Flat screws are pierced. Tip: these edges can also be reapplied with liquid Superglue to be hardened. Once the wing is screwed onto the fuselage, all angles are once again made by the Controlled wing up to the tail unit. If these angles match, it is important that the Glue any loose surface screw connections in the fuselage (4mm plywood parts). This Step is particularly important as the glued surface screw connections are essential to the Contribute to the rigidity of the trunk. Before covering, it must be ensured that all support feet and retaining bars of the milled parts are clean are removed or there are no unevenness to disturb the profile. When covering the wings, it is particularly important to use the film on both sides as well to stretch evenly on the model. It is also important to ensure that both sides a wing are exposed to a uniform pull. If this is not the case, the wing will twist itself and thus the Significantly negatively affect the flight characteristics of the model. We recommend ORACOVER light foils for covering the Puritos. When the model is completely covered, the GRP control horns are still in the for it to glue the cutouts provided. The longer rudder horn is for the Elevator, the shorter one used for the rudder. The linkages are in the to attach outer holes of the rudder horns, so that an optimal rudder deflection is achieved can be. The high-start hook can now also be screwed in and the remaining RC components be installed.

Basic settings before the first flight:- Center of gravity: for the first flight, a center of gravity of about 75mm (from the Leading edge of the wing measured).- Rudder deflections: Elevator +/- 1cm, rudder 45 degrees, airbrakes Maximum deflection 90 degrees (with a little elevator on the airbrakes add approx. 10% of the total deflection) Note: light hand throws are advisable for the first few flights in order to get the correct one Find rudder settings. The assembly instructions give you a suggestion on how to assemble the model. Should you still have any suggestions or suggestions for improvement, we look forward to hearing from you about feedback from you. We wish you a lot of fun with your finished Purito.

Have a good flight!