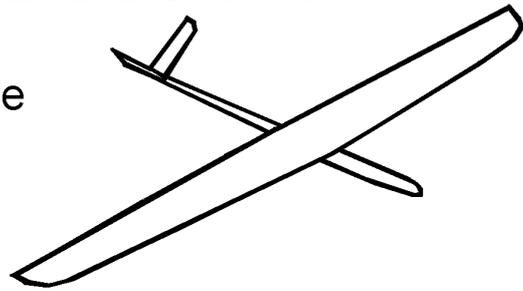


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Installation and Assembly instructions

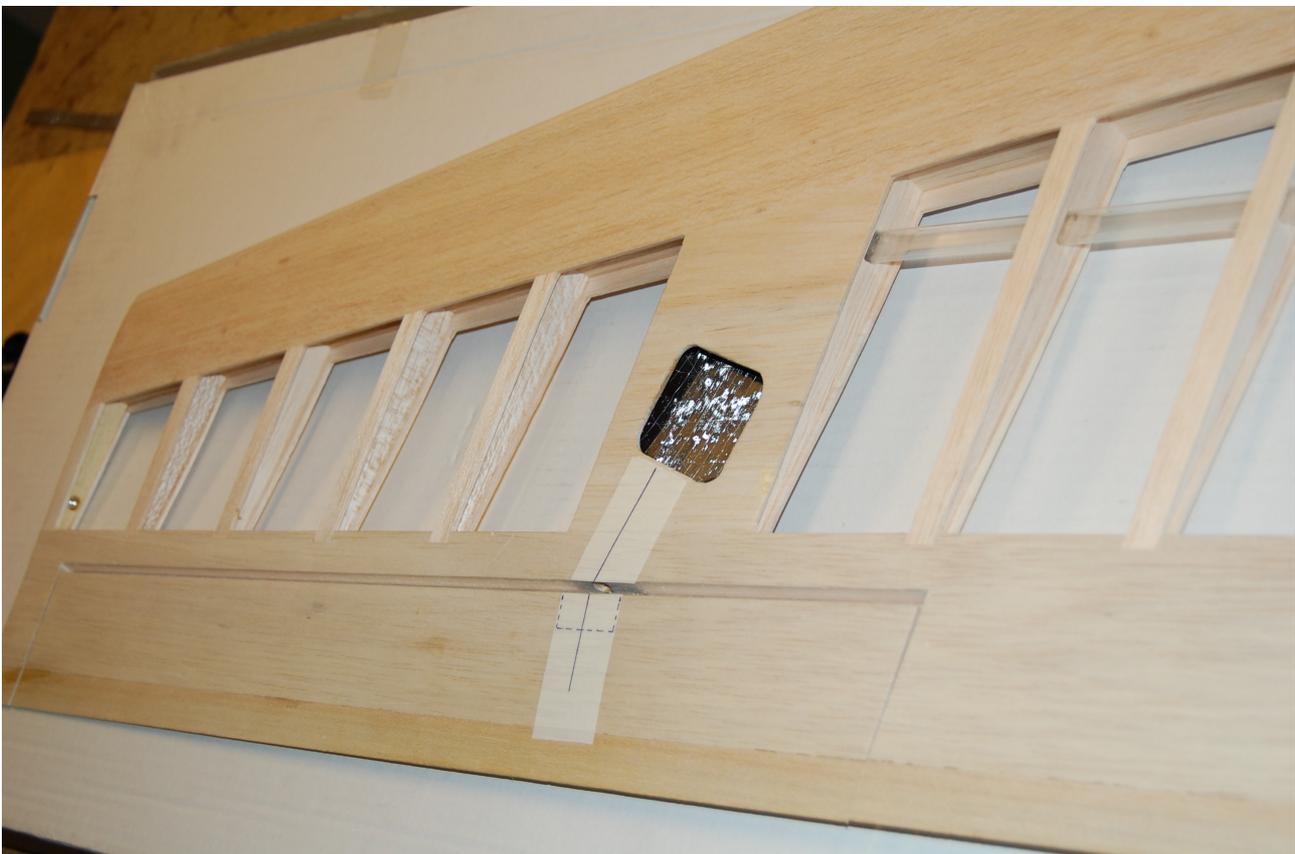
of a RDS-System B with steering boxes OA example of a
flying wing Aeronaut SOLO
with servos Graupner DES 488 MG



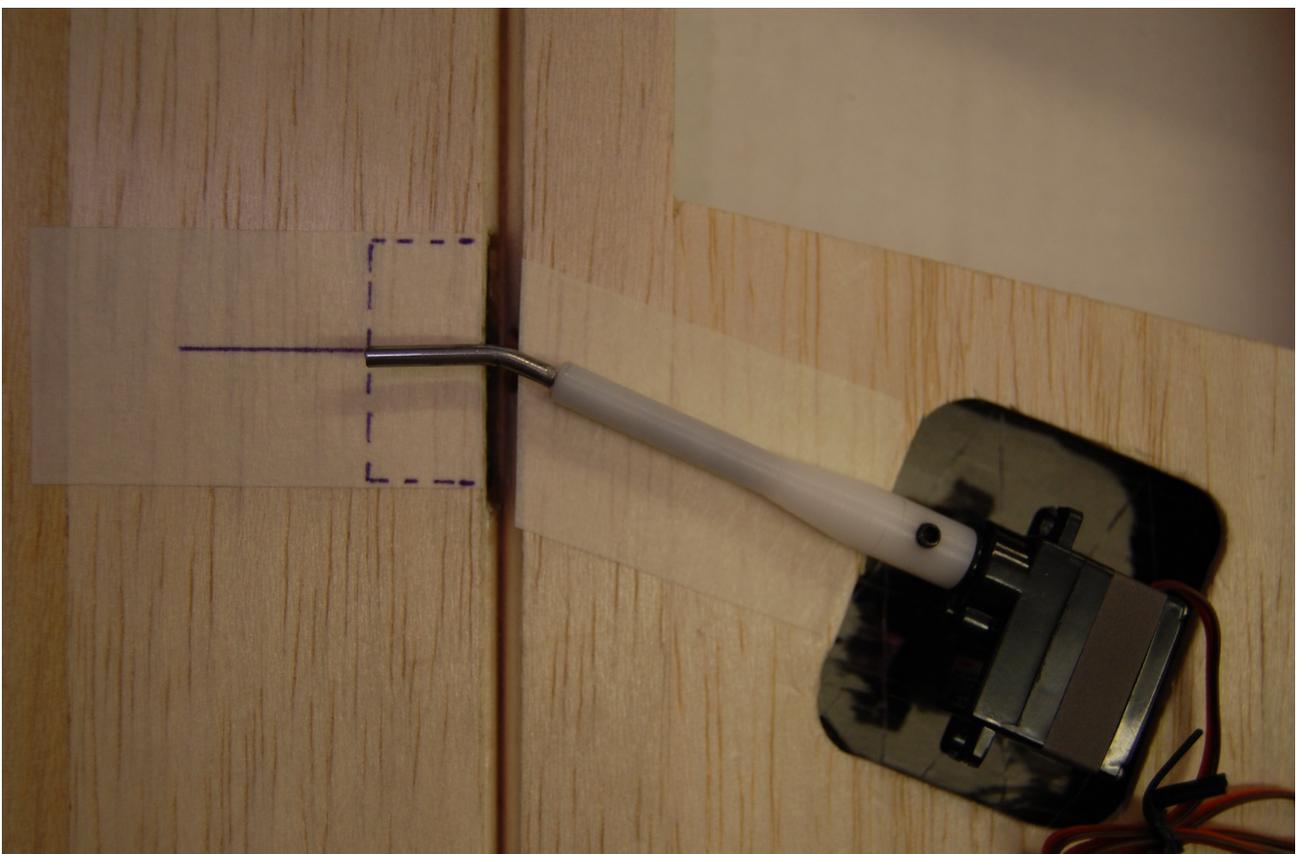
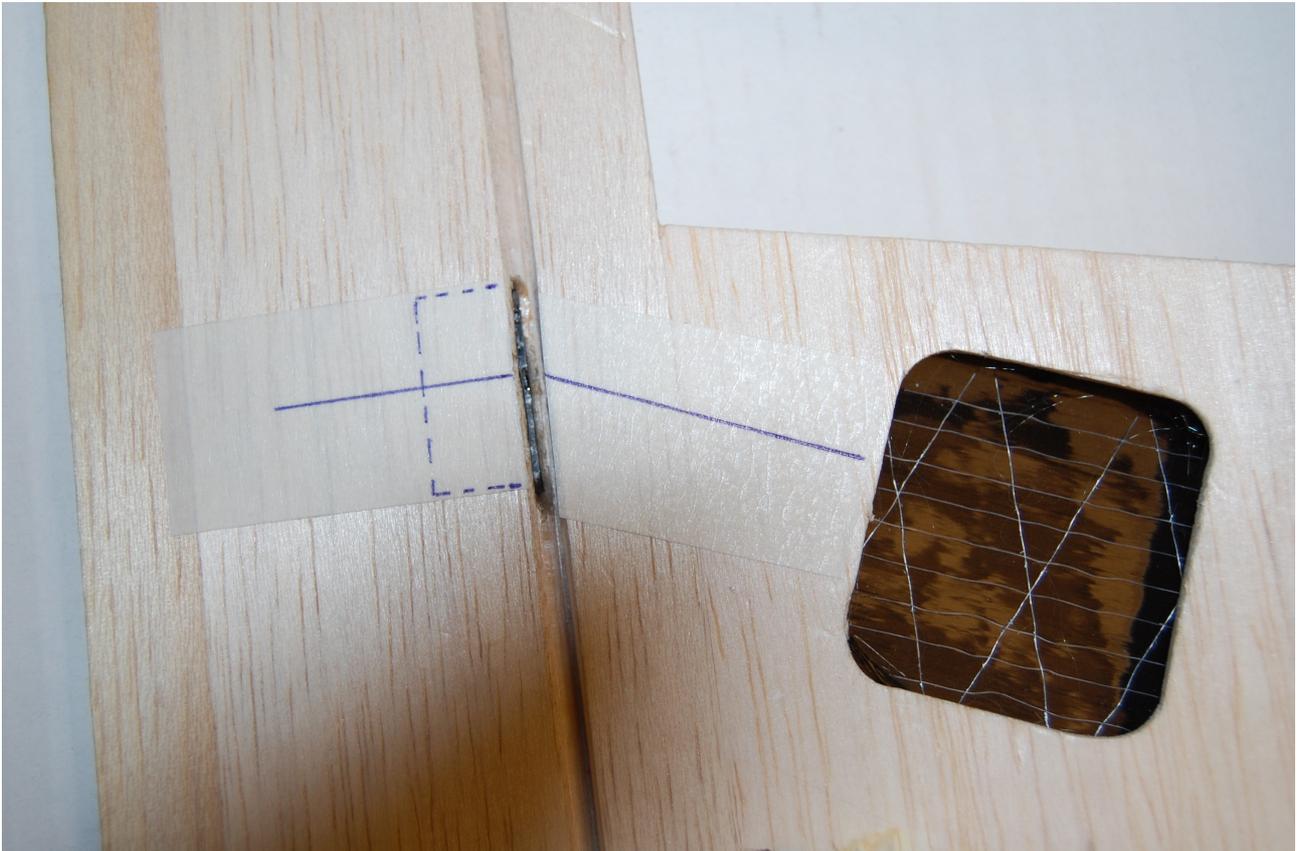
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Solo
www.aero-naut.de



1. Mask the installation area on the wings outside with mask tape and mark the position of RDS (see also last page outline).



2. At the center line drill a hole into the spar's spant adequate for the brass sleeve.
3. Stick the bended steel-wire with the aluminium mandrel.

Give attention to left- or right handed version!

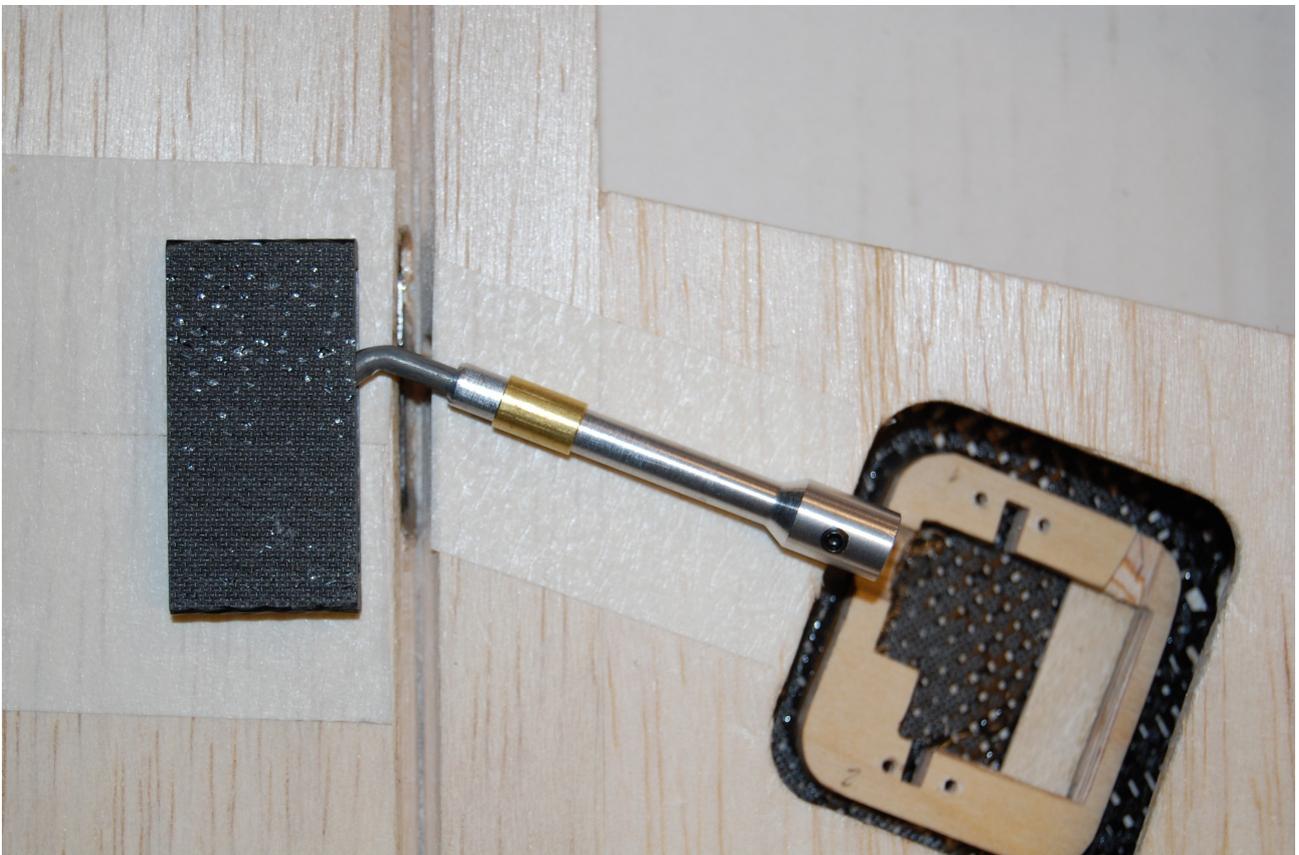
Starting from the kink of the steel-wire till the face of the aluminium mandrel there should be a distance of approx. **8 mm** so that the brass sleeve can still be slipped on the kink.

If necessary, shorten the aluminium mandrel.

4. Installation of the steering box into the flap:

Place the steering box as much as possible to the wing-shell on the hinge-line and groove the groove.

Important: there should be a distance of 3-5 mm (depending on the steel-wire's diameter) between the hinge-line and the steering box.



Make the groove for the steering box deep enough (box + 3 mm) so that the steel wire may not hit the backside of the steering box.

Hint: Glue a 1mm Balsa-wood on the backside (the small open side vis a vis the kink of the steel wire) of the Steering box so that no Glu(and later no epoxy) can enter into the box. Then (after completing step 4) push through this Balsa-wood with a thin screwdriver etc..

When you glue in (epoxy) the steering box install the complete RDS so that the alignment is fitting for the zero position (no difference in height!) and the steering box is not pressed.

5. After the glue (epoxy) (for the steering box) has hardened the brass sleeve must be glued in (with epoxy). For that mark the position of the brass sleeve on the aluminium mandrel and then wrap about 2-3 layers of scotch around the aluminium mandrel so that a further moving of the brass sleeve is prohibited.

The aluminium mandrel must be waxed in the area where the brass sleeve will be so that the brass sleeve will not stick to the aluminium mandrel.

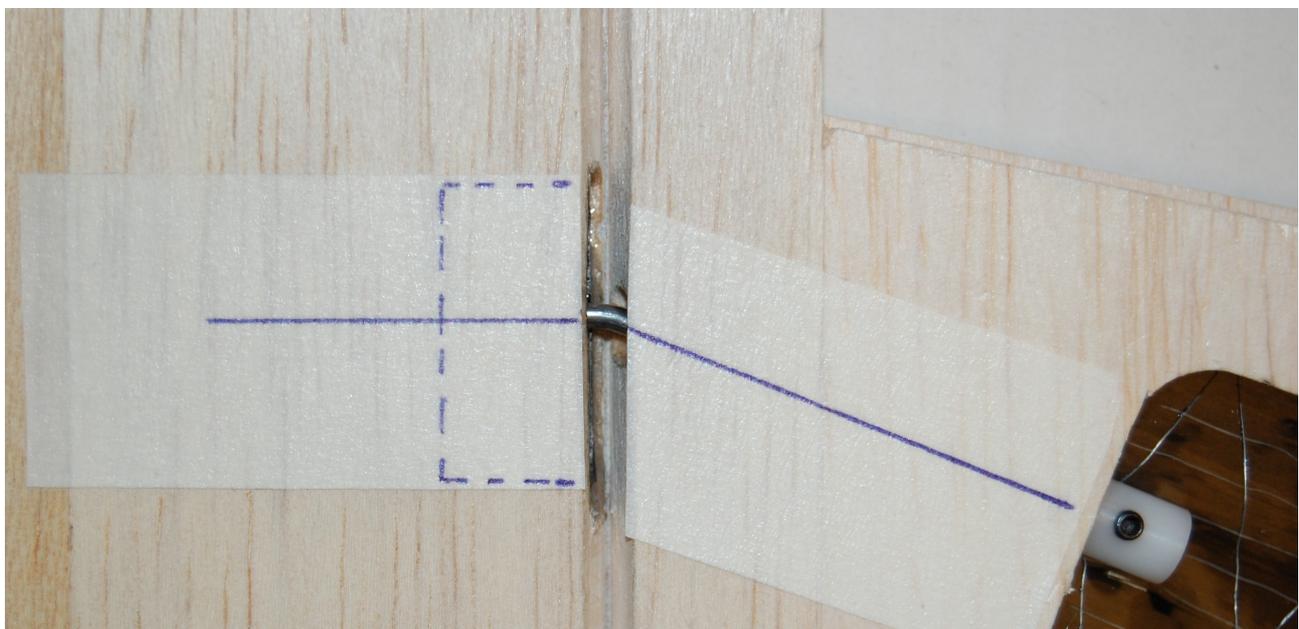
Use only a little bit of epoxy on the brass sleeve and then install it completely with the RDS and let it harden.

(On this step the brass sleeve is only located!)

Then remove the RDS and remove the scotch from aluminium mandrel.

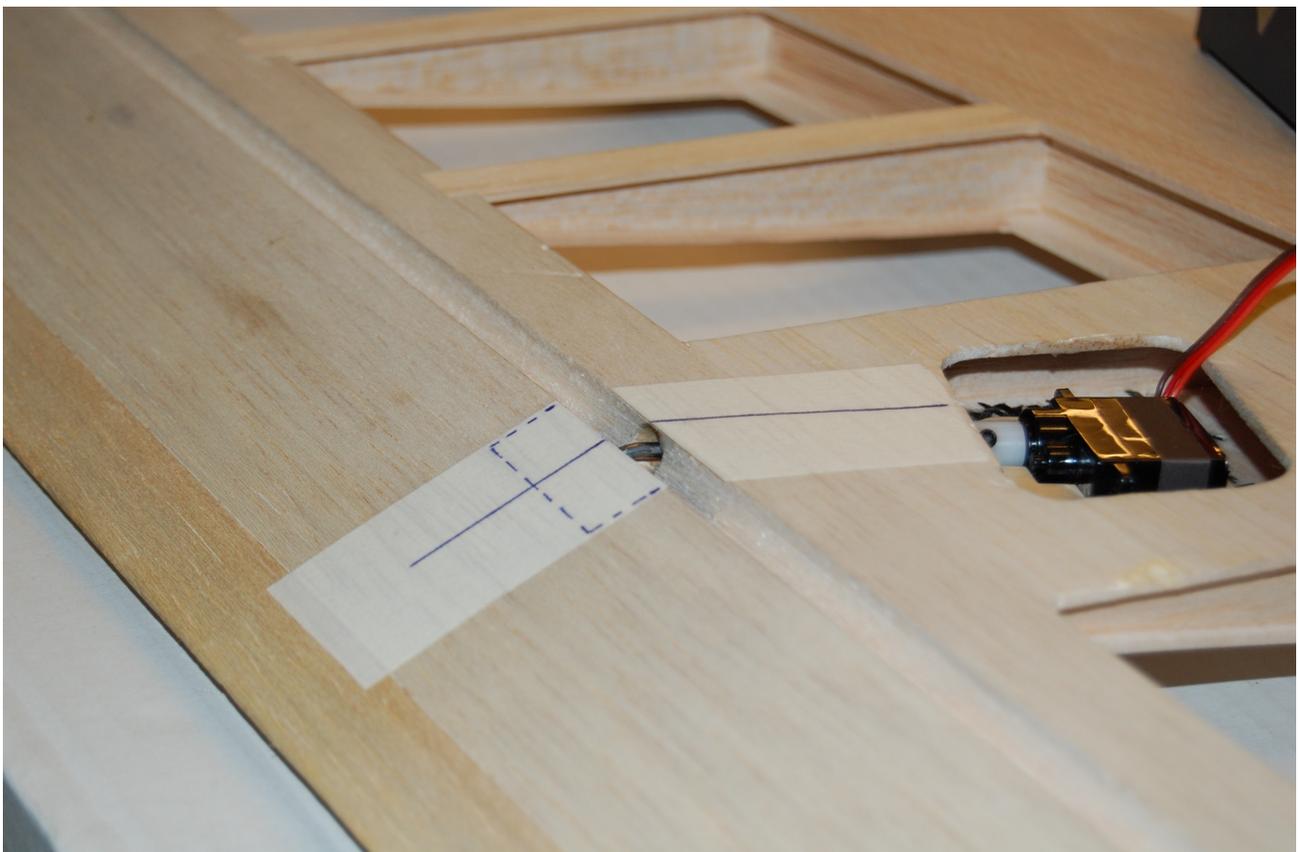
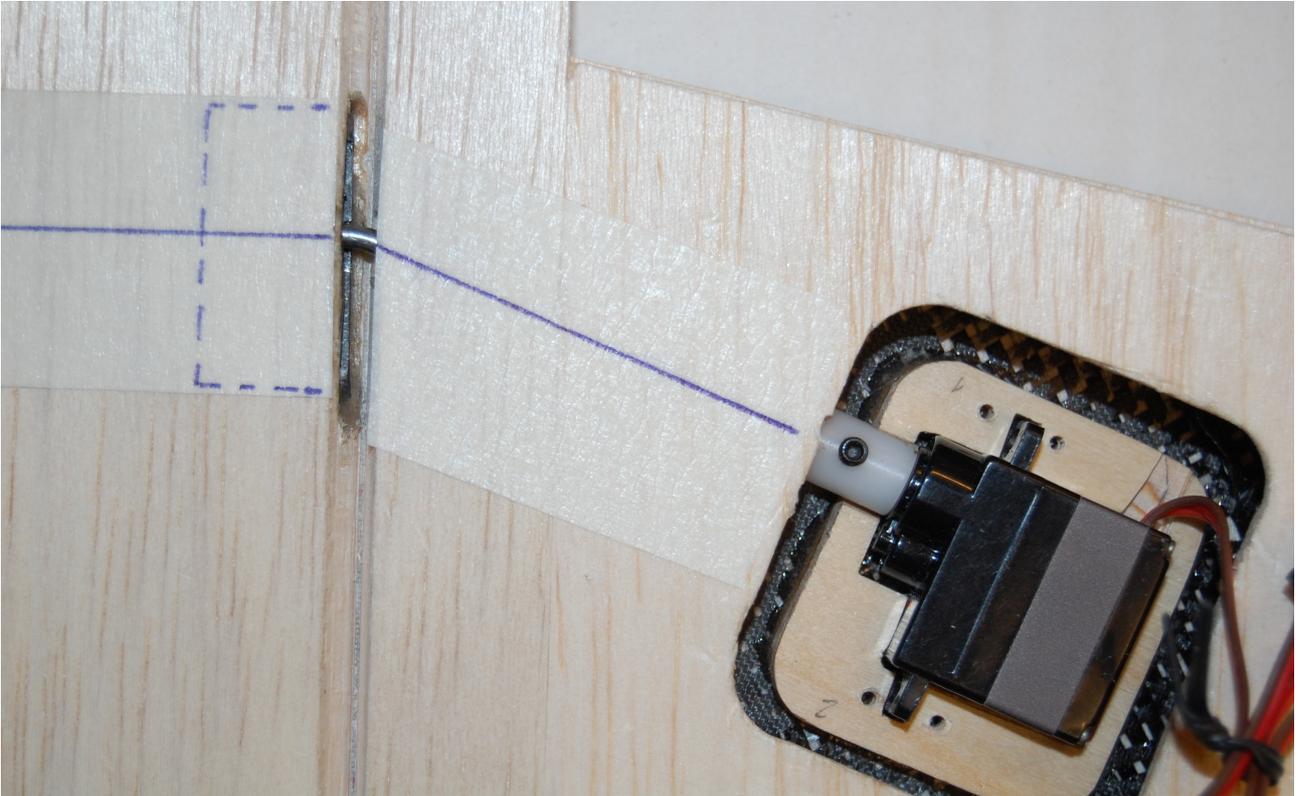
IMPORTANT! Just now the brass sleeve will be fixed readily.

For that switch the flap about 90° and epoxy the brass sleeve sufficient.



6. Mark the position of the servoframe.

For that install the RDS again and switch the flap by the servo (e.g. with a servotester) **maximal in direction of the hinge**. Mark the servoframe.

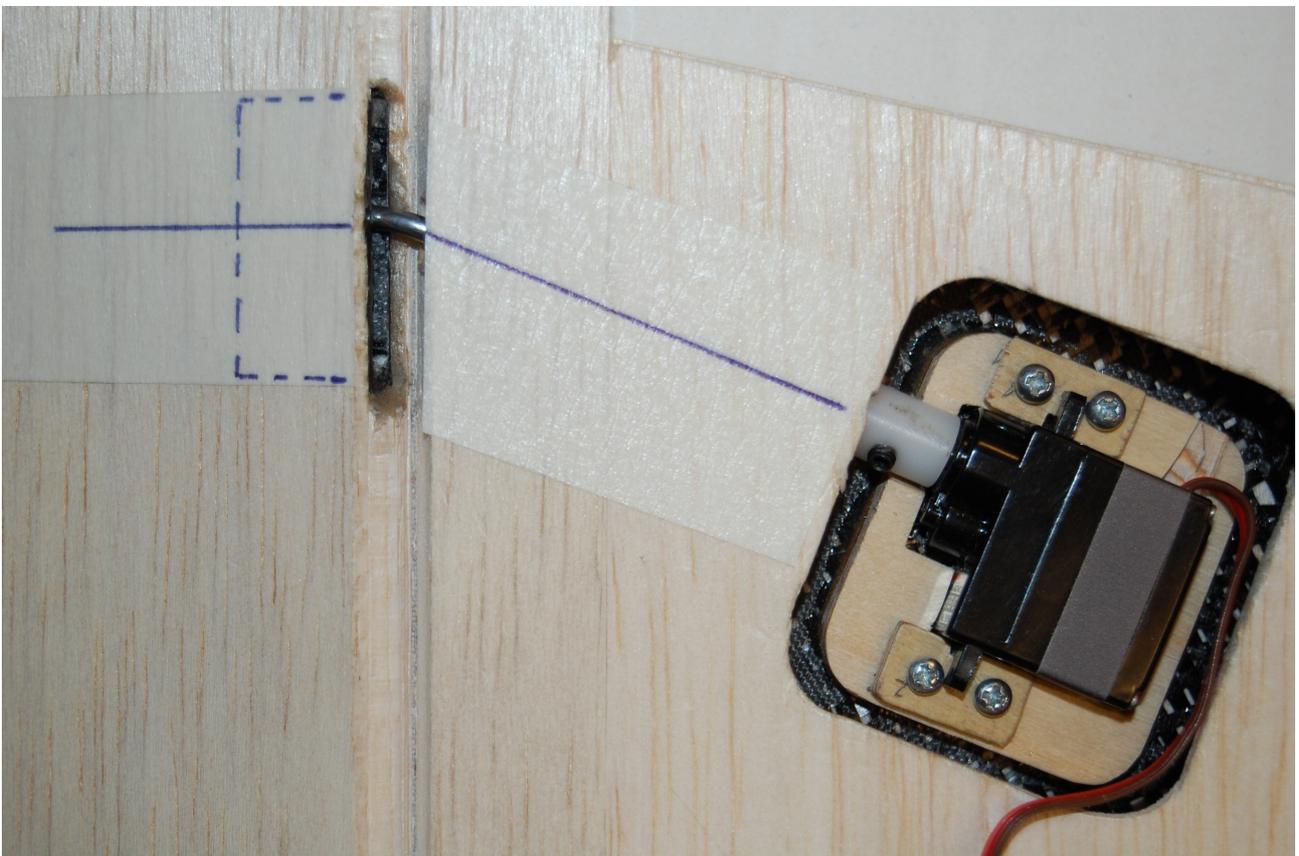


7. Remove the servo.
(You may slip the RDS a little bit more into the steering box.)



8. Epoxy the servoframe to the marked position.
(UHU Endfest 300 - **NO 5minute epoxy!** Any other slow hardening epoxy would do)
Remove unnecessary epoxy from inside the frame, wax the servohousing so that it may not stick (or use a thin plastic film) and install the servo.
Tighten the servo into the frame with screws.
Push the RDS till stop onto the cog (on the servo) and lock it by the clamping screw.
ATTENTION: switch the flap again by the servo (e.g. with a servotester) maximal in direction of the hinge and let it stay in this position (as shown in step 6).
After that put some weight on the servo and let the epoxy harden.

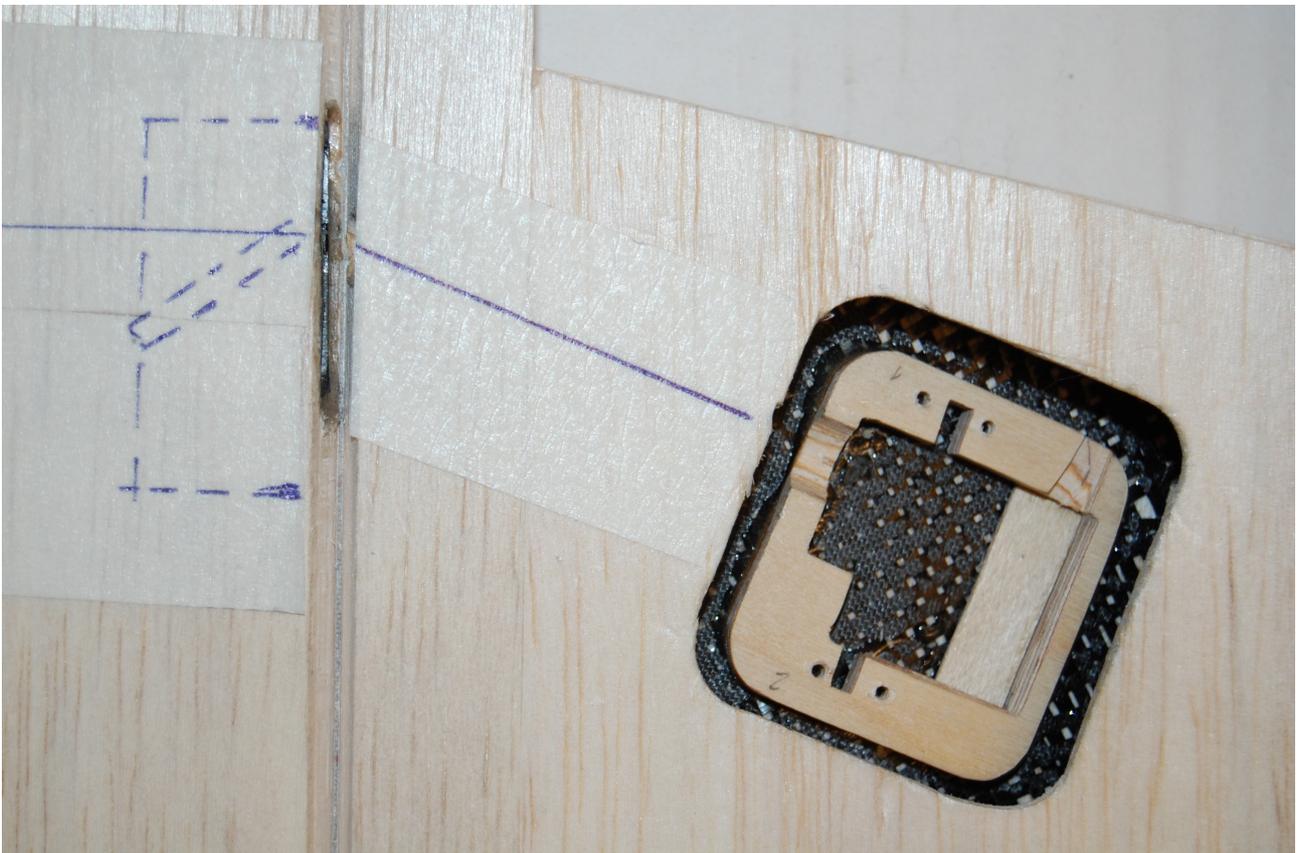
This is the most important step for a really easygoing and perfect running steering.



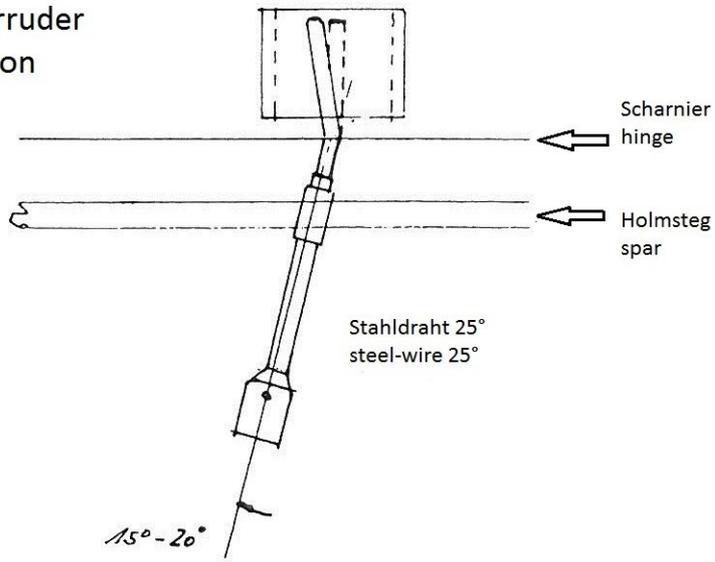
9. Now remove the RDS a last time and do less lube in the brass sleeve.

From now on in zero position the servo can be mounted/removed as often as you like (e.g. to remove the plastic film in the servoframe).

Here another picture which shows where the steering box position would be for a wing flap. Because of the stronger bending of the steel wire the steering box is more out of line.



Querruder
Aileron



Wölbklappe
Flap

