

# Mustang B „Fatty“



***From the Fatty Season:***



# ***building instructions***

***The model of the Mustang B as a "cartoon variant" is part of the Fatty Season, which is available here in the shop. The models are simple in construction and allow a quick construction progress. The wing for example, consists of only a few components. The selected "KF" profile thus facilitates the construction. The Mustang can be started well from the hand. It can also be installed a retractable landing gear.***

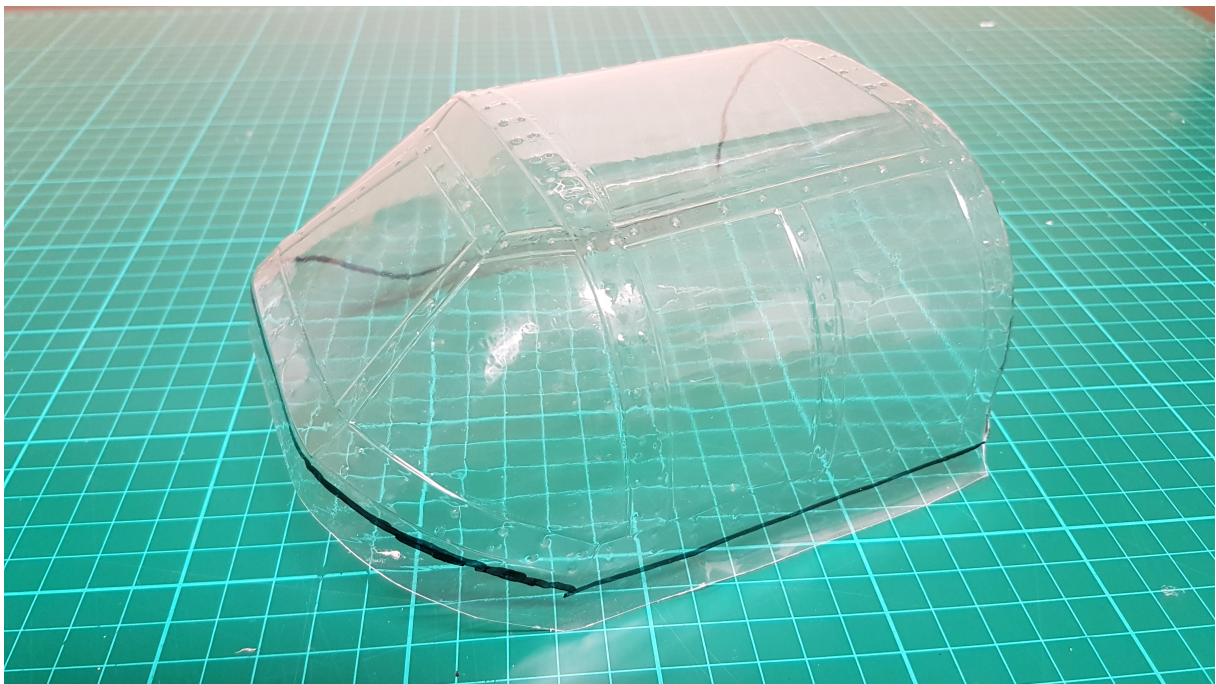
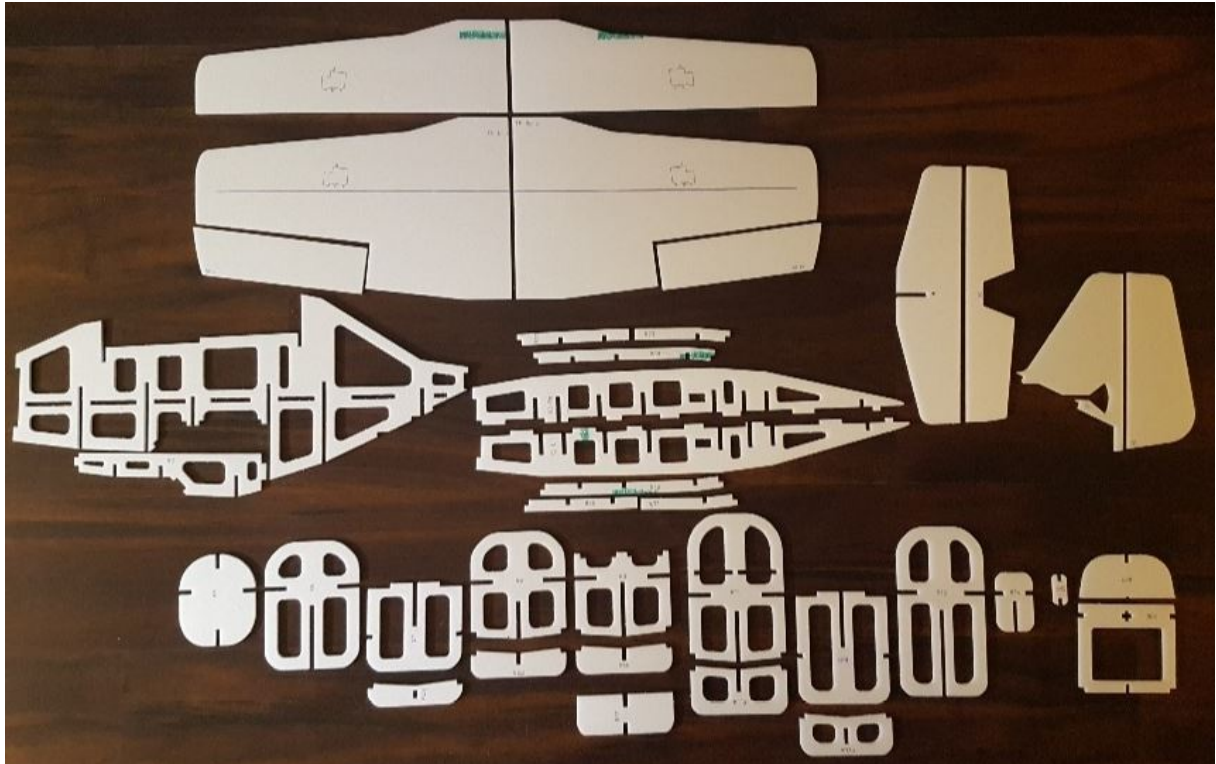


## ***Technical specifications:***

- ***Span: 800 mm***
- ***Hull length: 670 mm***
- ***Weight: about 800 grams (depending on engine, retract and battery selection)***
- ***Motorization: DT 750 kV or Turnigy D2836/11 750 kV***
- ***Controller: 2S: 20 A / 3S: 25 A***
- ***Propeller: 12 X 6 inches***
- ***Battery selection: 2S 1300 mAh until 3S 800 mAh***
- ***RC function: Elevator / Rudder / Aileron and Throttle***



***The Depron components are precisely cut using a CNC machine. Positions of all adjacent components were also marked and labeled with CNC. In this way it can be ensured that all adjacent components can be glued to fit easily. The illustration shows the contents of the kit: plus Planking material 3 mm, 6 mm Depron Heling and the PVC canopy***



***The manufacture of all components and the completeness of the kits were carried out by hand and conscientiously. If you notice any inaccuracies in fit or missing components, please contact me in order to be able to offer you and the following customers the most satisfactory product possible. [info@scale-parkflyer.de](mailto:info@scale-parkflyer.de)***

***General:***

***The building material DEPRON is a very light building material that is normally used in house construction. In hardware stores you can find it in wallpaper departments under the name "Untertapete" as an insulation layer under the wallpaper. Due to its low weight (e.g. 10X10 cm of 6 mm Depron weighs 2 grams) and its stability, it is ideal for the construction of "slow flyers" up to weight classes of well over 3 kg. So Depron has had a justified place in the model flying sky for several years reached.***

***Depron processing:***

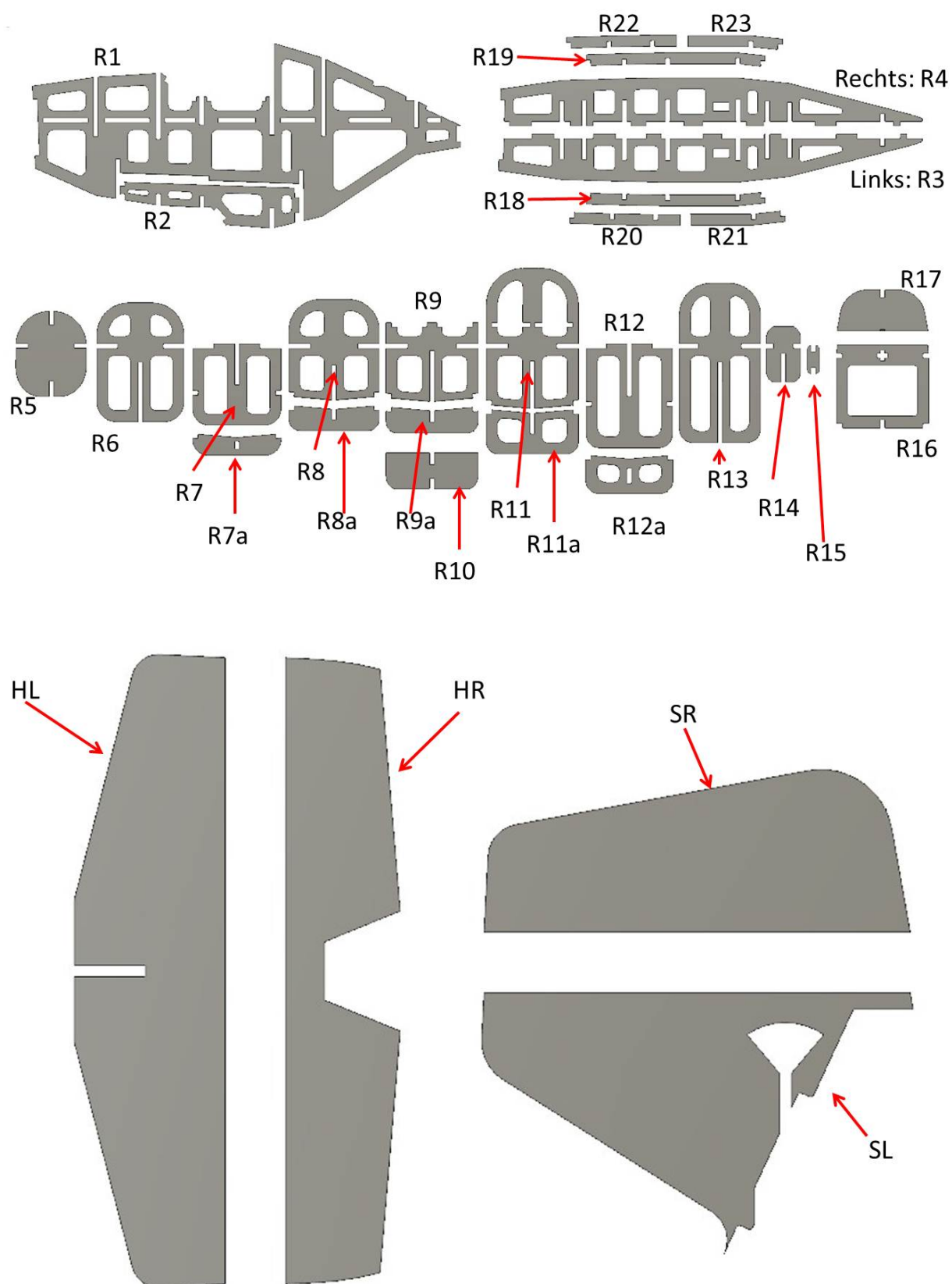
***Depron can be deformed cold over the edge of a table with the palm of your hand. Grinding corners and protruding edges is done well with fine emery paper. When cutting Depron you should use a sharp carpet knife with a narrow blade. When bonding Depron-Depron, UHU-Por is very suitable, unless it is under tension during bonding, or in connection with other materials, or there is a higher load on the bond. You take the proven epoxy resin. "Modeling filler" from "Moldofil" from the hardware store is ideal for filling out gaps and unevenness. The paste similar to toothpaste can be very easily filled into the Depron column and after hardening is hardly harder than Depron.***

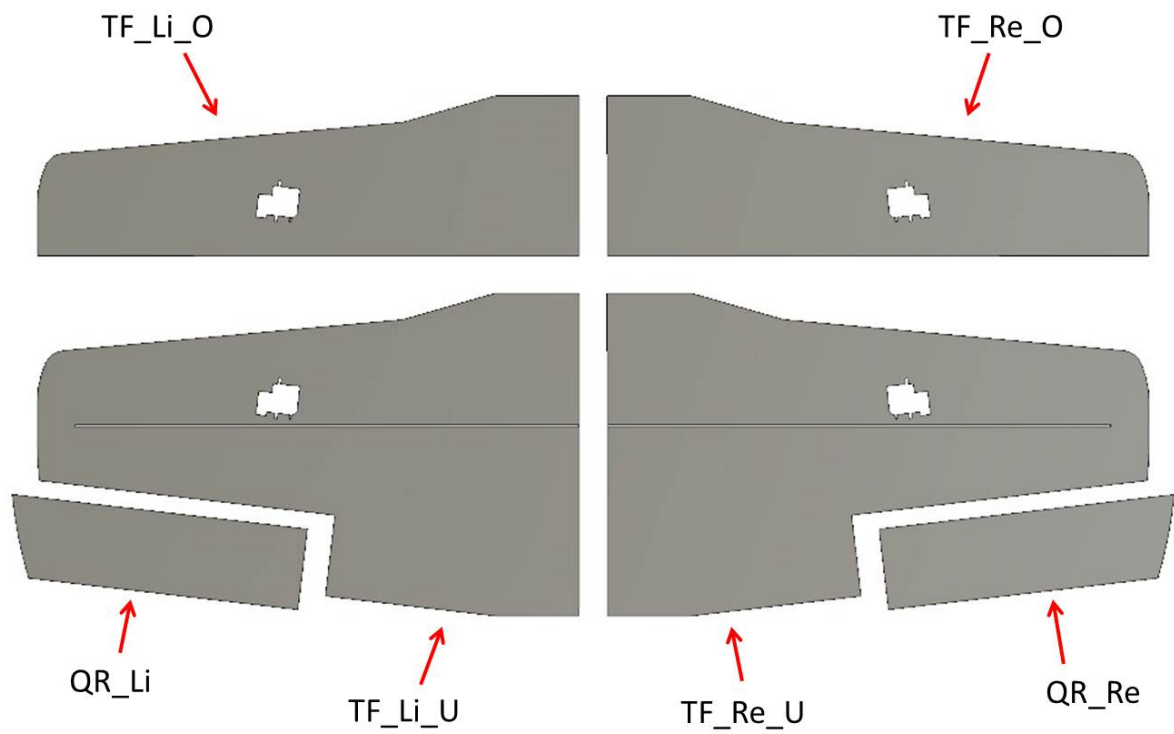
***necessary building materials:***

***All necessary Depron components can be found in the Depron parts kit. All additional necessary building materials such as stiffening materials (CFRP, wood ect) or adhesives or RC components are not included!***



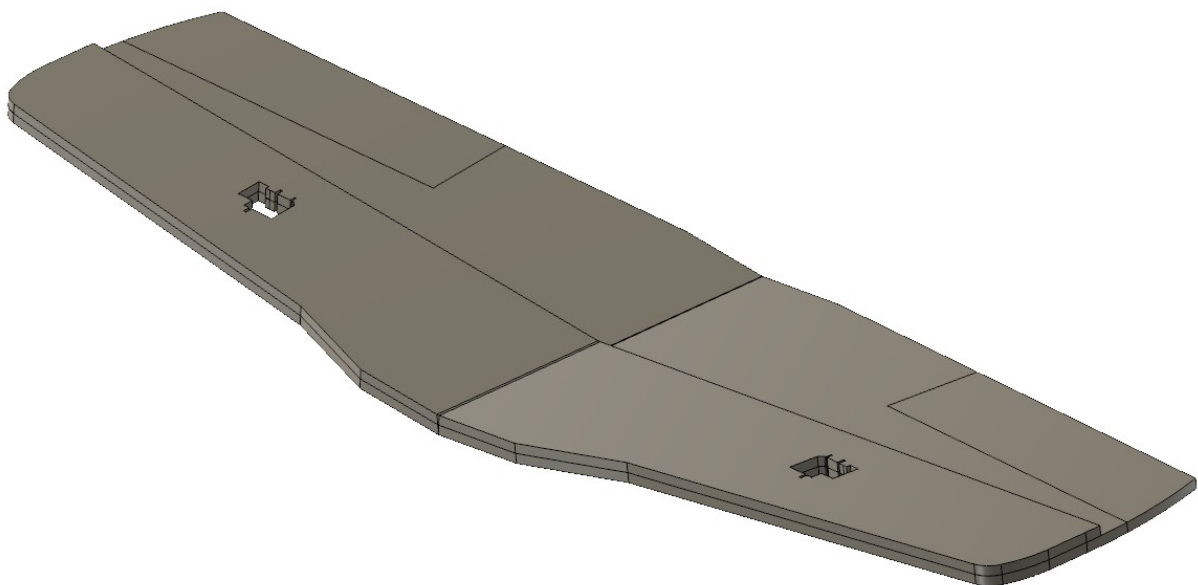
## Partlist:



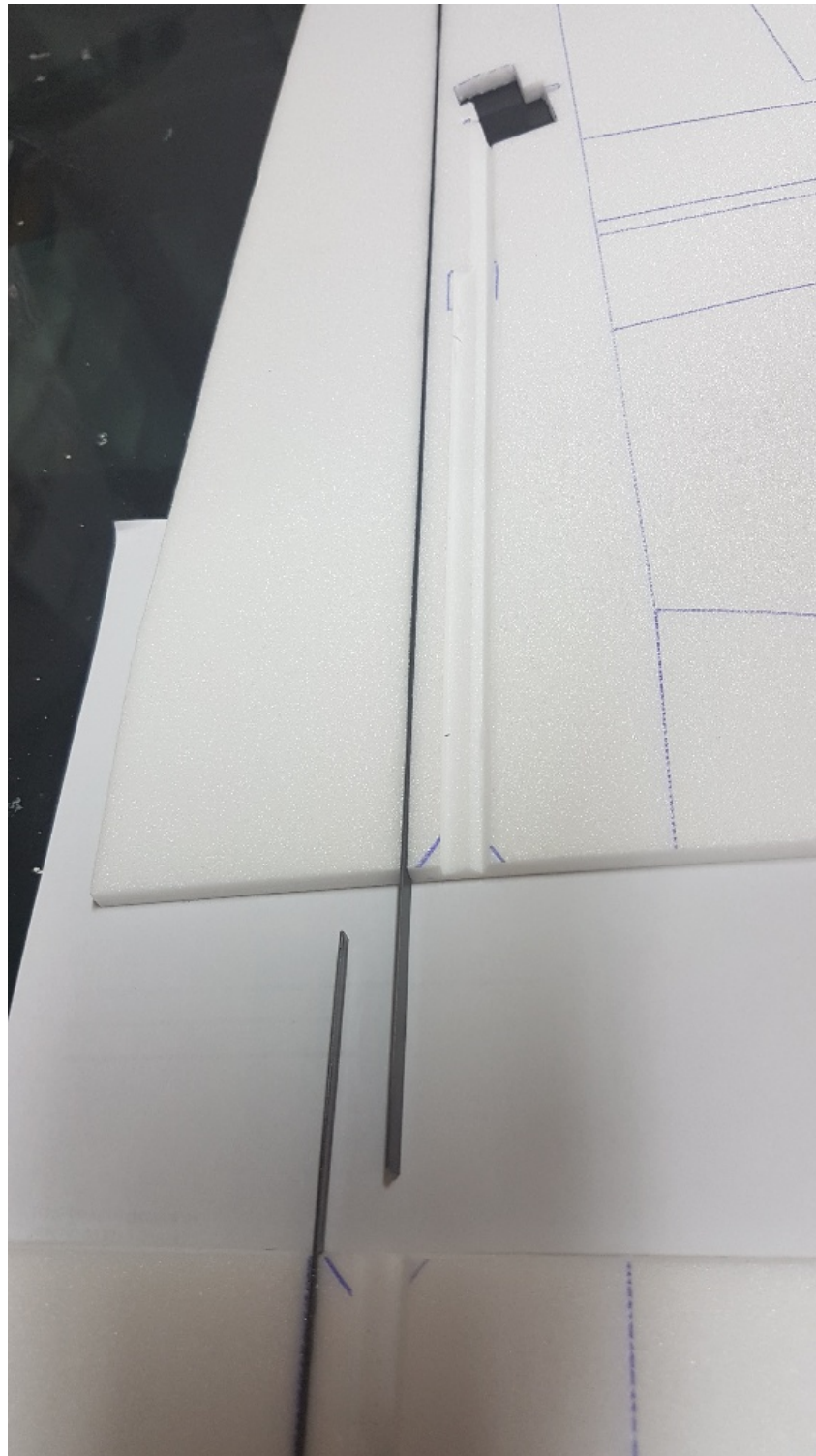


## Building instructions:

### 1. Structure of the wing:



**1. Cut out the slot for the stiffening (6x0.5 mm CFK rod, better 8X0.5 mm CFK) from the lower wing with a cutter knife according to the marking. Glue the oversized Carbon rods flush with the underside. The overhang serves to ensure that both Carbon rods can be adequately glued together.  
(Picture shows P38, but the same procedure)**

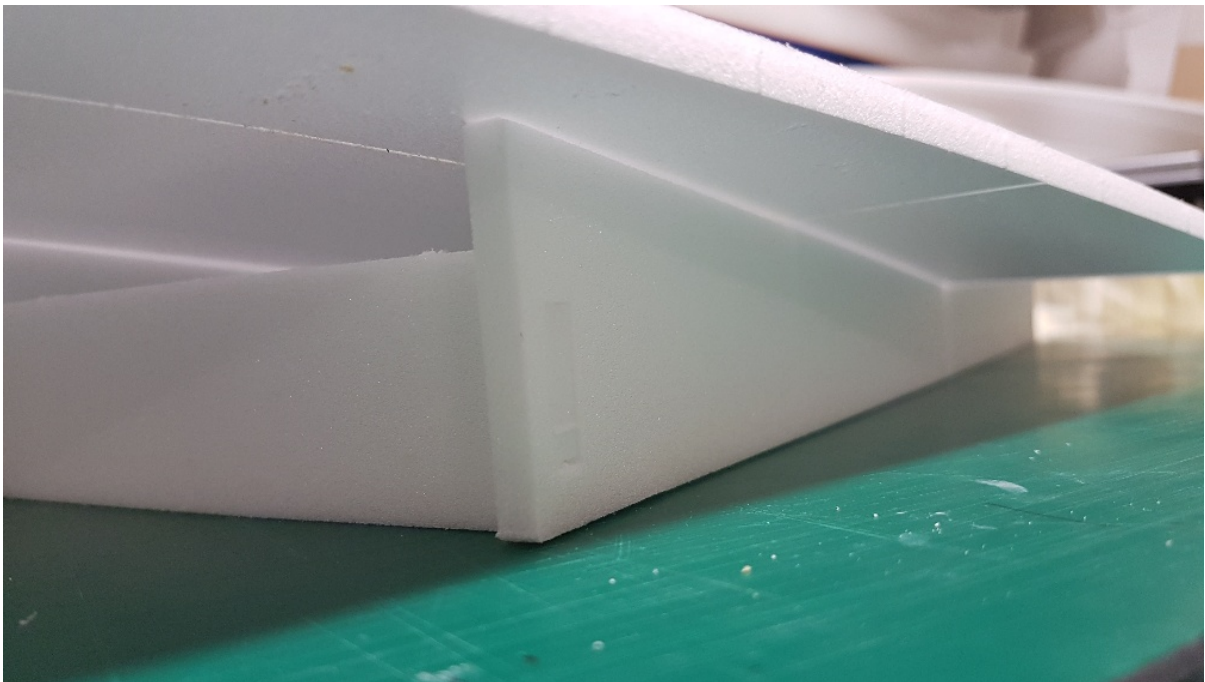




**1. Put the heling together.**



**1. Place the lower wing halves and grind the connection joint until they fit neatly and the projecting Carbon lies against each other.**



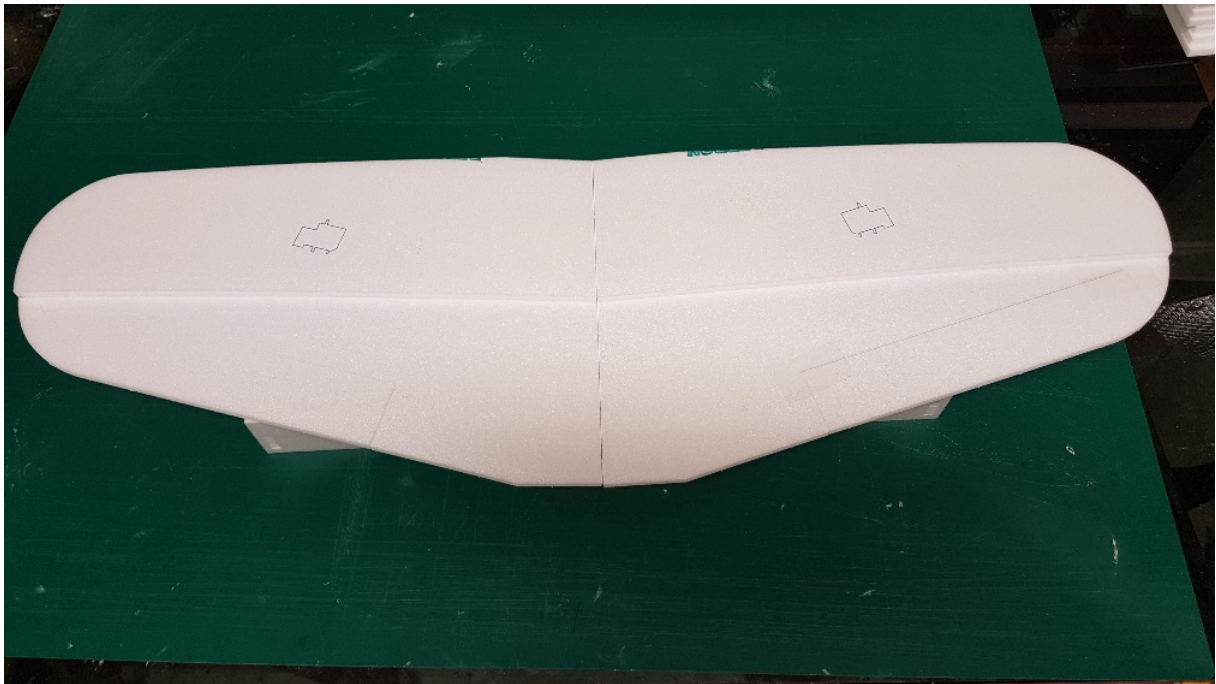
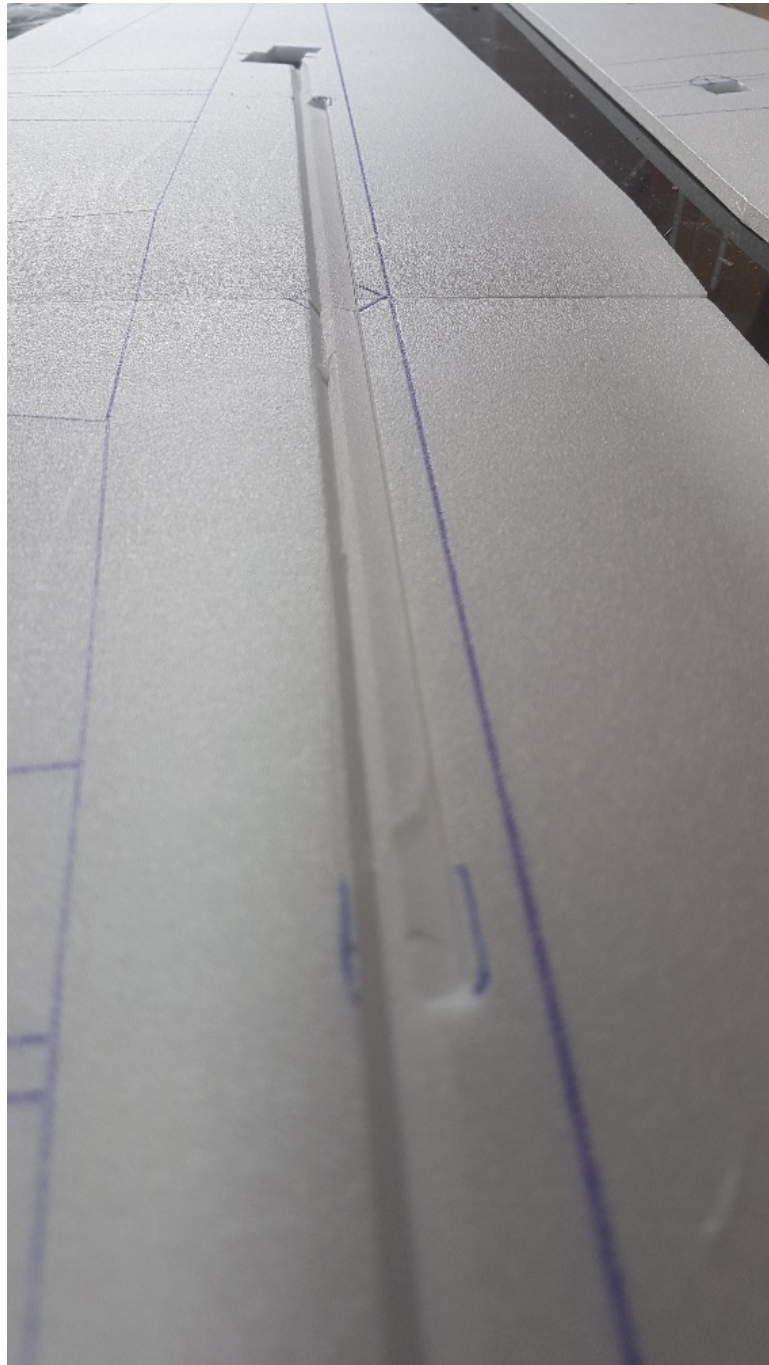


Image shows Fatty Zero, same procedure

- 1. Align both wing halves on the heling and glue them together. Make sure that both Carbon rods are glued together.**
- 2. Prepare aileron servos including cable extension. A notch in both wing parts serves as a cable duct. Notch both wing parts until the cables pass through without pressure.**



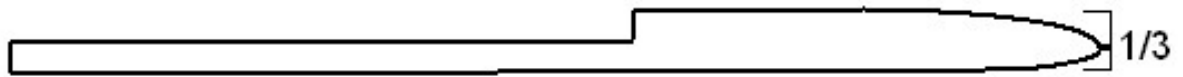


**For example (P38)**



**1. If a Carbon wider than mm was used, also cut the slot in the upper half of the wing. Put on the upper wing half and grind the connection joint until they fit together. Now glue the upper wing parts onto the underside of the heling.**

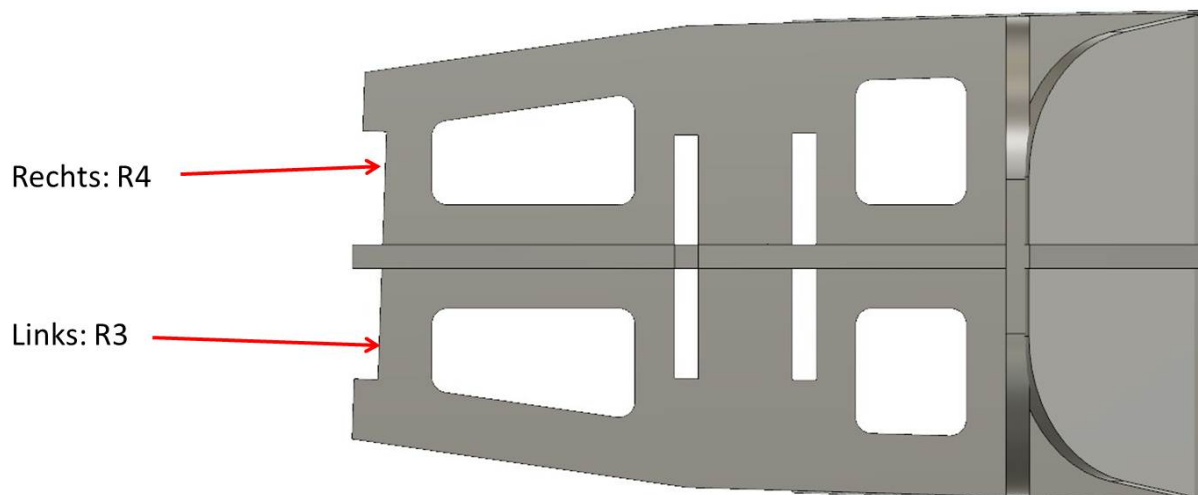
**2. Sand the leading edge as follows:**

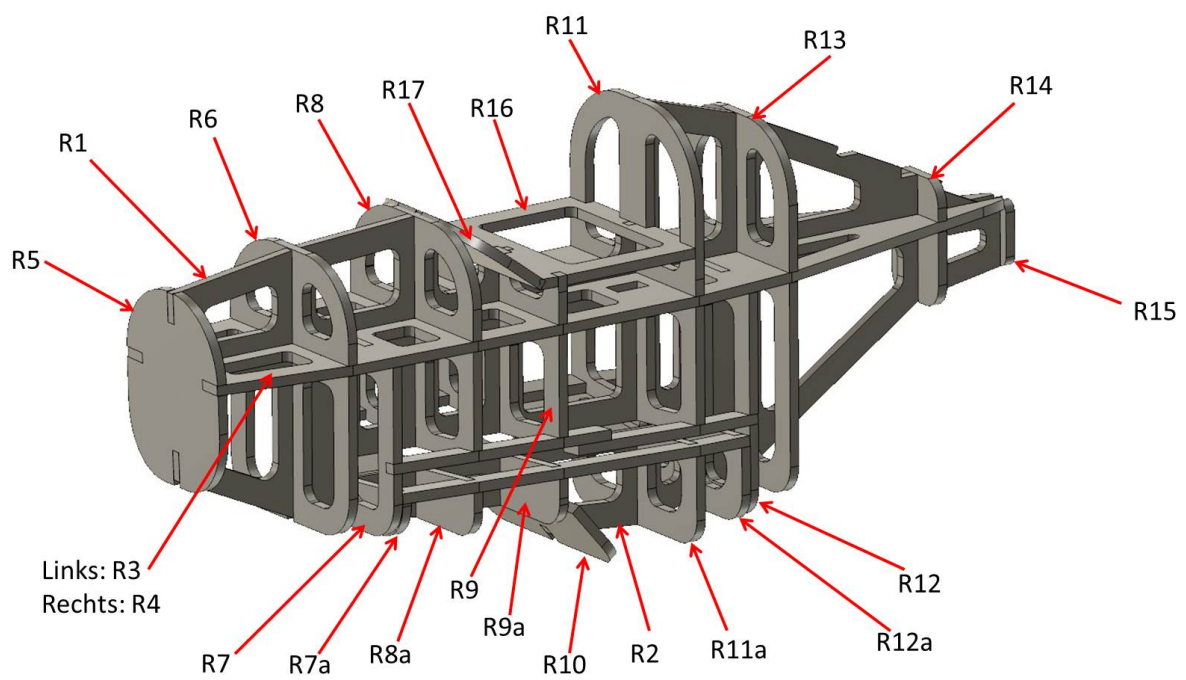
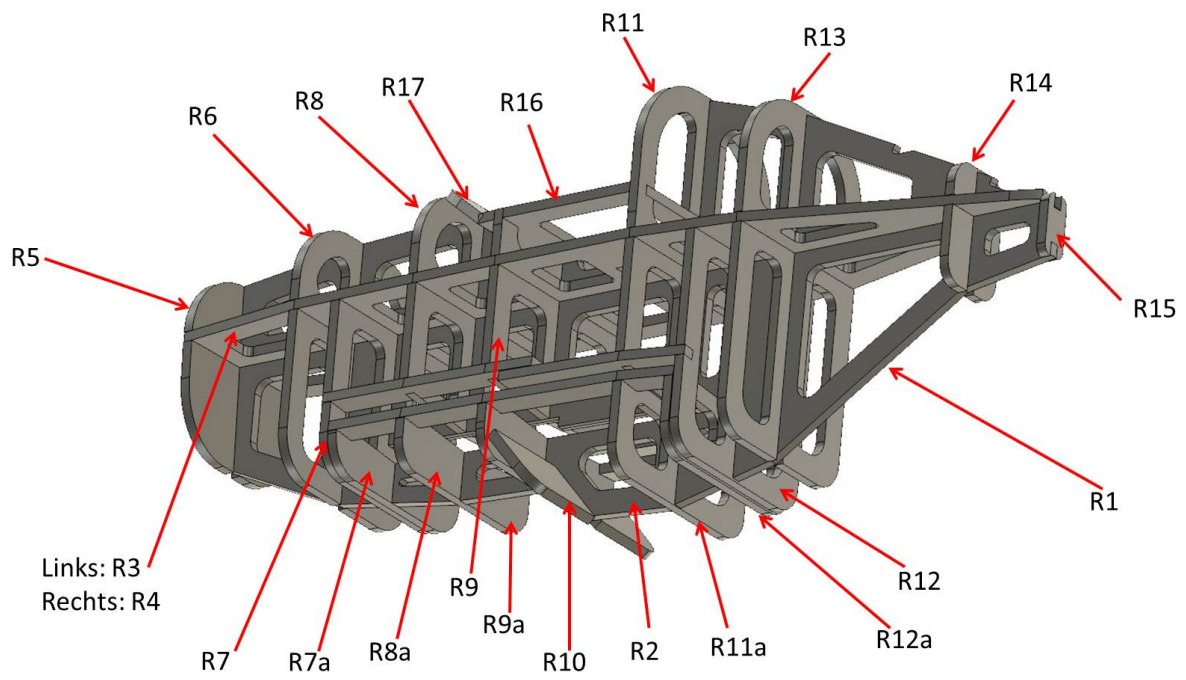


### **1. 1. Fuselage assembly:**

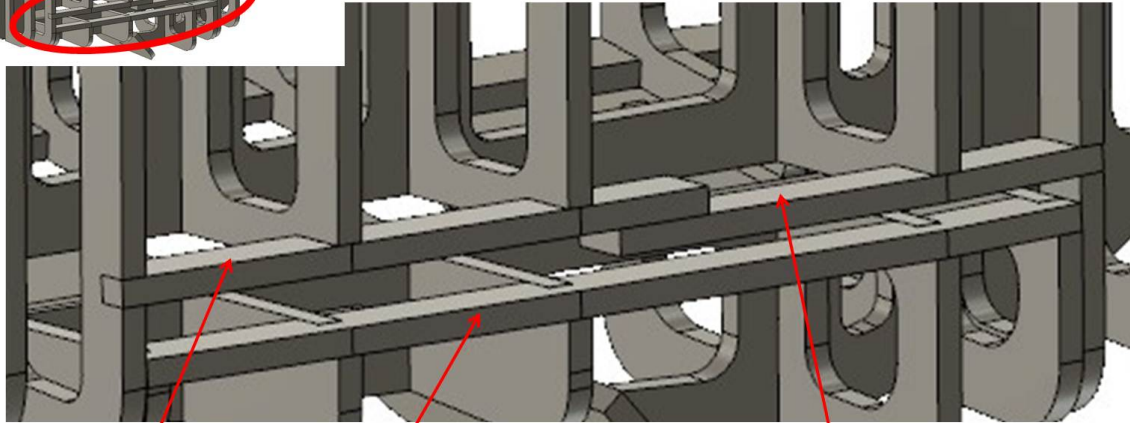
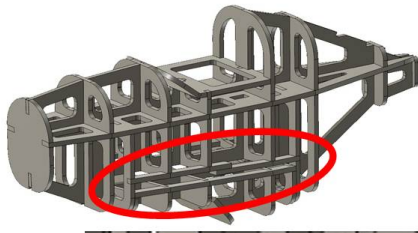
**Important: side pull (top view)**

Wichtig! Seitenzug! (Ansicht von Oben)





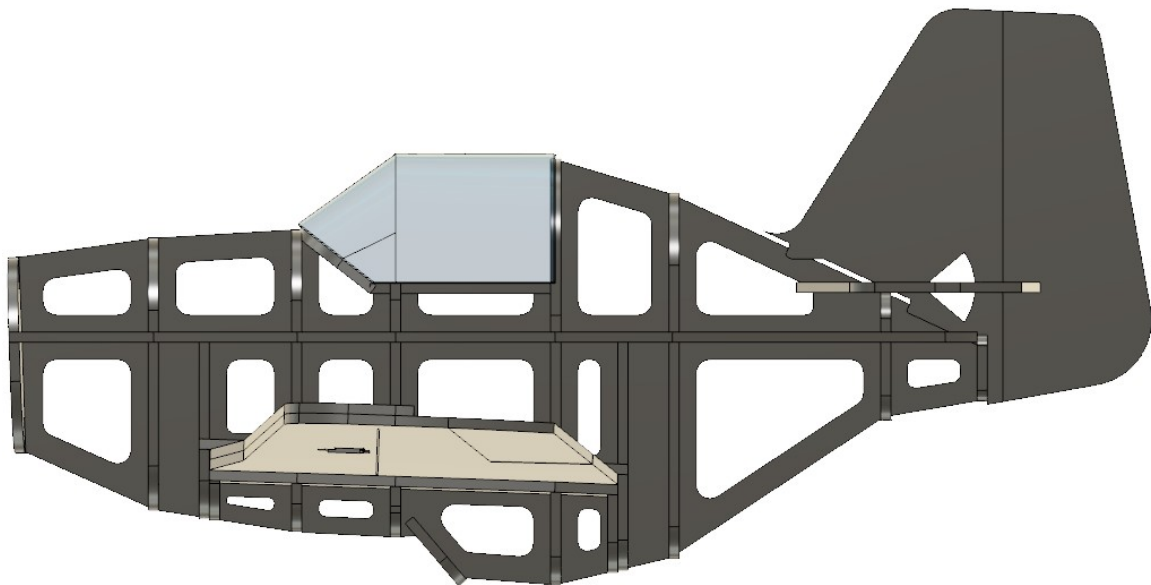
# Beplankungsauflage



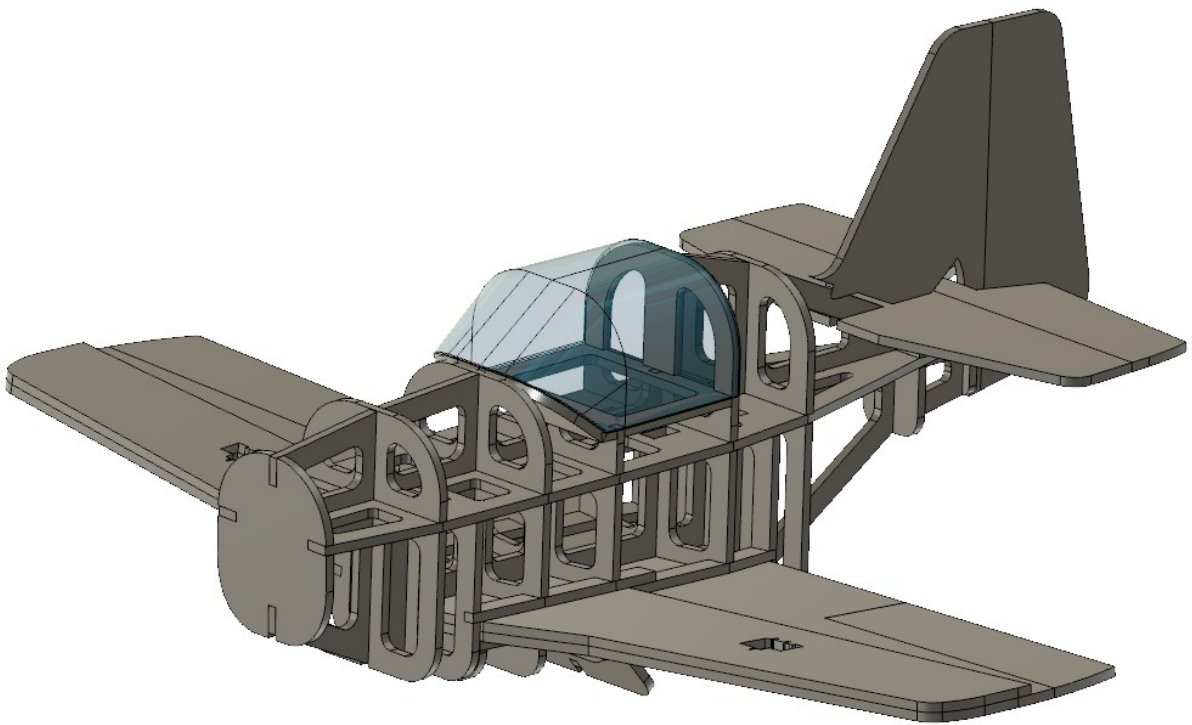
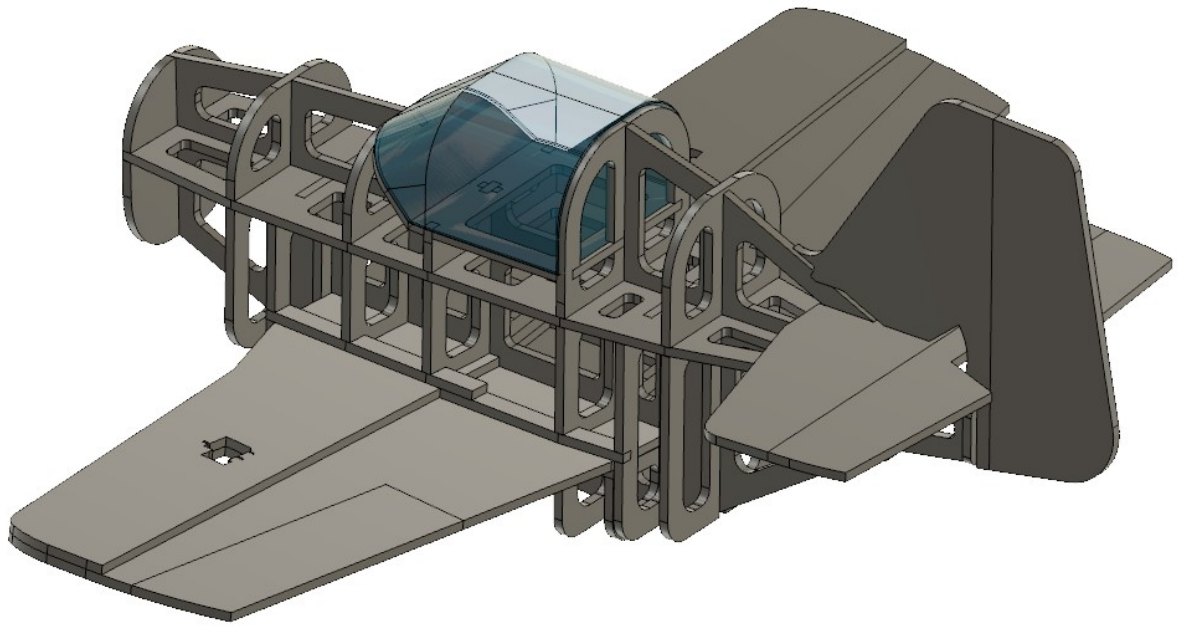
Links: R20  
Rechts: R22

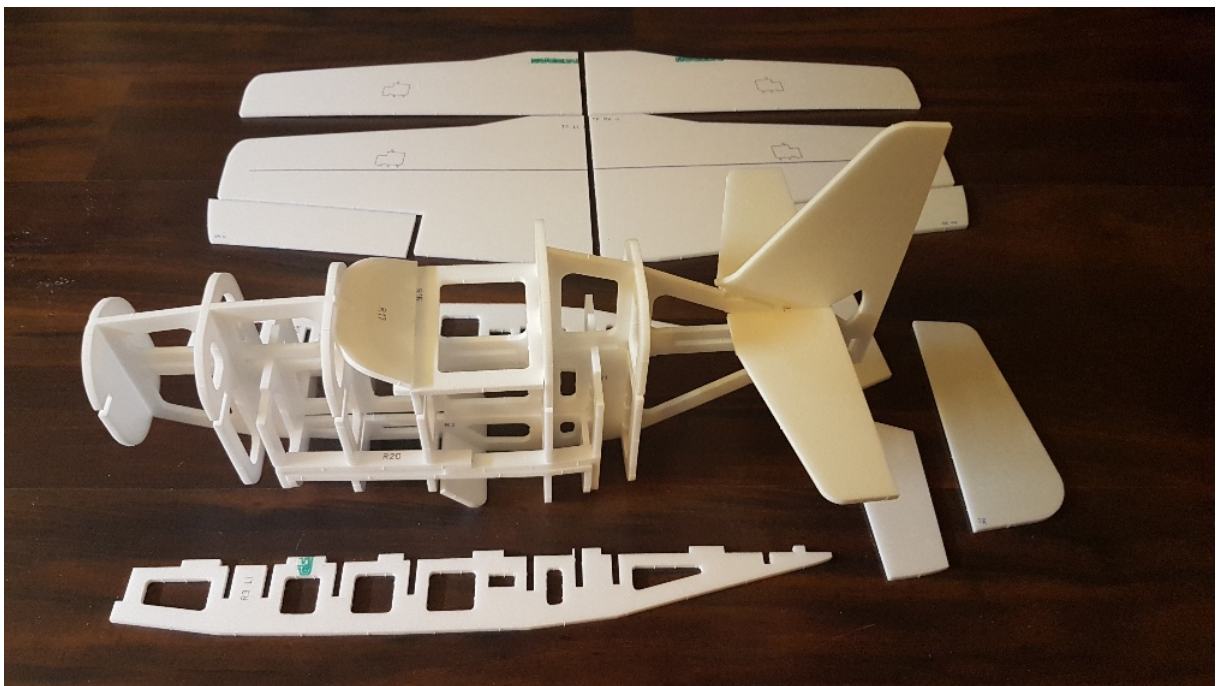
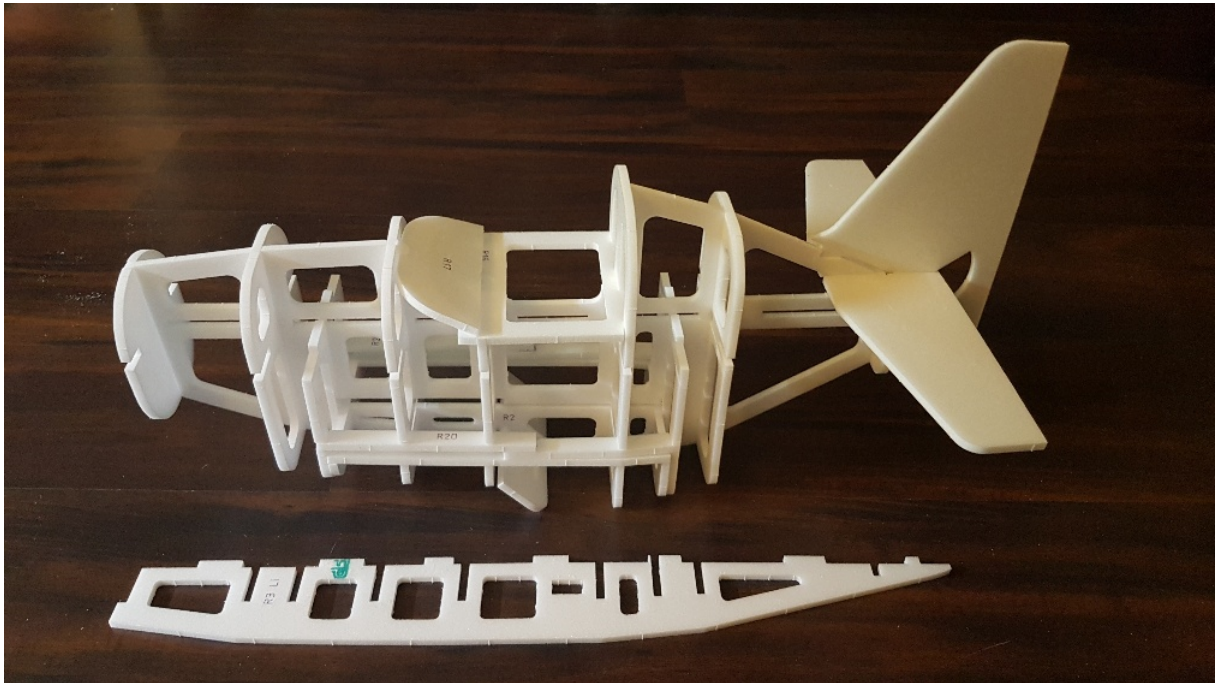
Links: R18  
Rechts: R19

Links: R21  
Rechts: R23



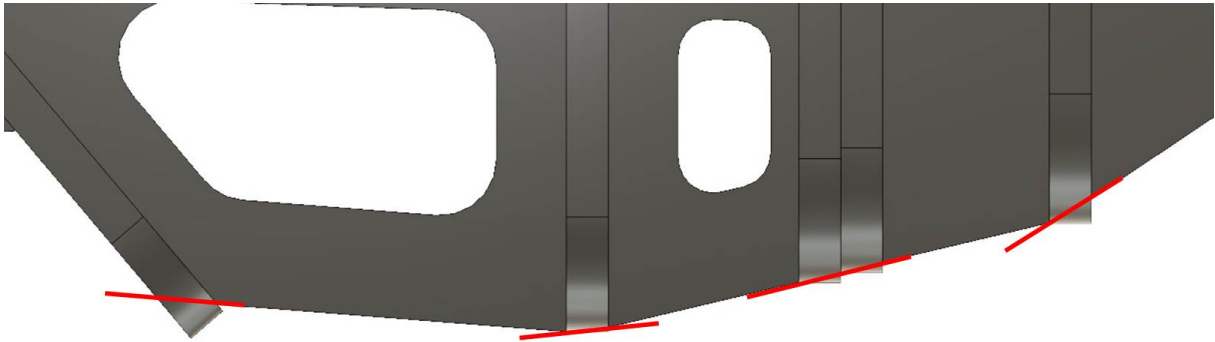






**2. Insert all frames, then insert stringers R3 and R4 from the side. After all the fuselage parts have been pushed in for accuracy testing, they can be glued.**

**2. Sand all frames and stringers according to the subsequent planking:**

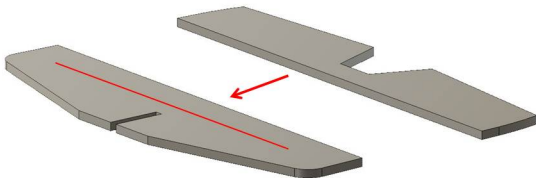


Überstehende Spanten abschleifen. Bild Exemplarisch - Gilt überall.

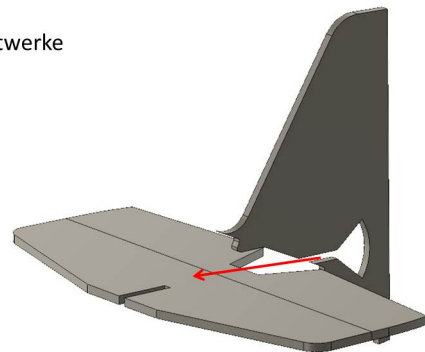
**12. Prepare tail units:**

**13. To stiffen a Carbon rod 6X05 mm, see gluing in the red line.**

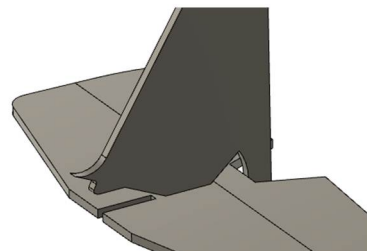
Montagereihenfolge Leitwerke



1. Leitwerk mit 6x1 mm Kohlestab verstärken. 3x0,5 mm tut es auch. In dem Fall das Leitwerk am besten von unten schlitzen
2. Höhenruder an Höhenleitwerk anschlagen.

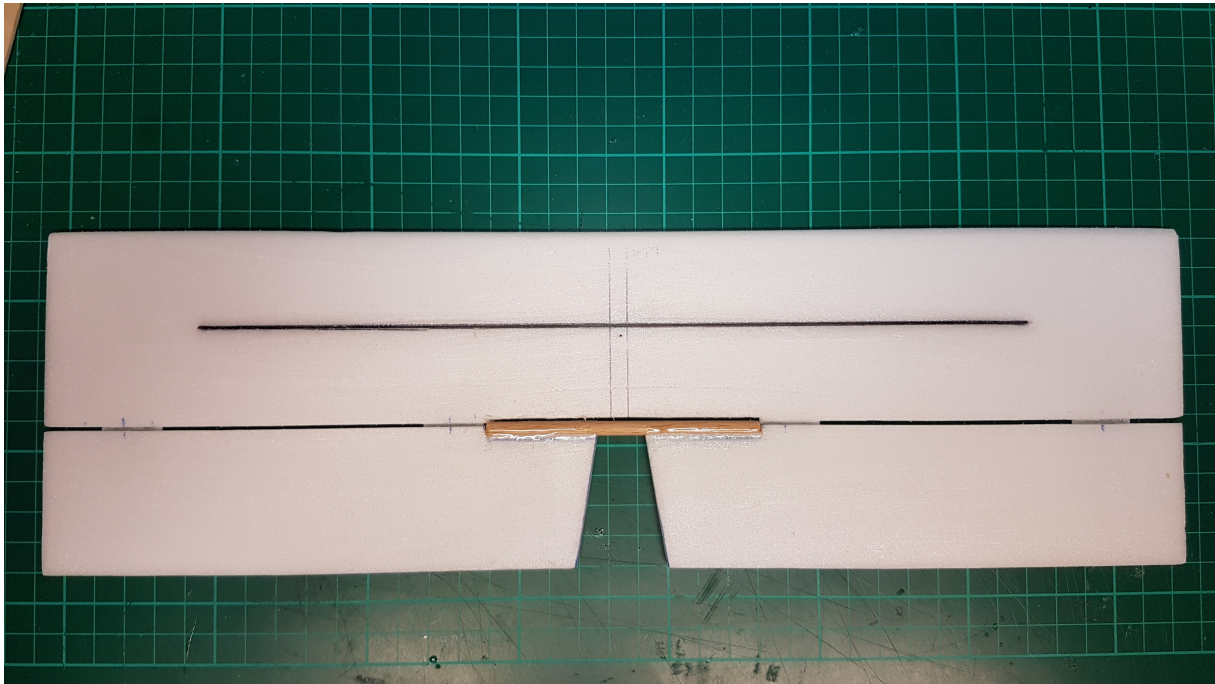


2. Seitenleitwerk an Höhenleitwerk mittig anbringen



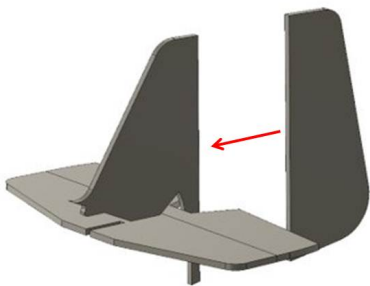
**12. The elevator should also be stiffened with a 6 mm log. (Picture shows Fatty Stuka)**



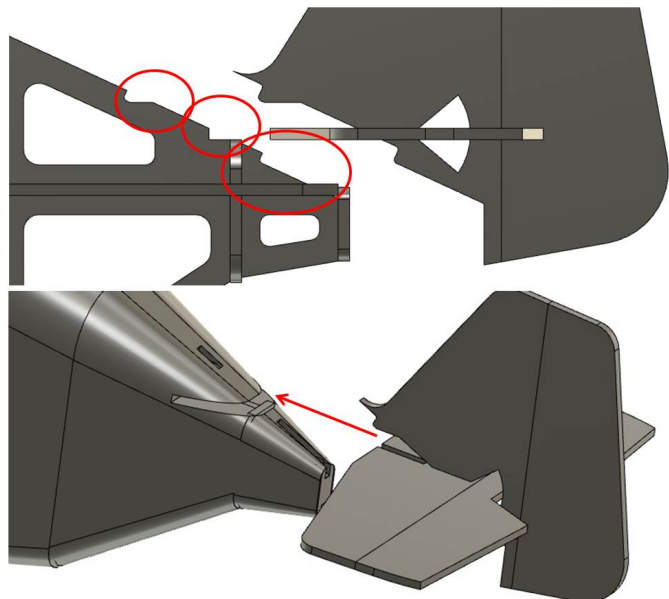


- 12. Insert the elevator and rudder into the tail units using hinges.**  
**13. The tail unit should be inserted before the fuselage is clad and checked for accuracy of fit.**

Montagereihenfolge Leitwerke



3. Seitenruder an Leitwerk anschlagen

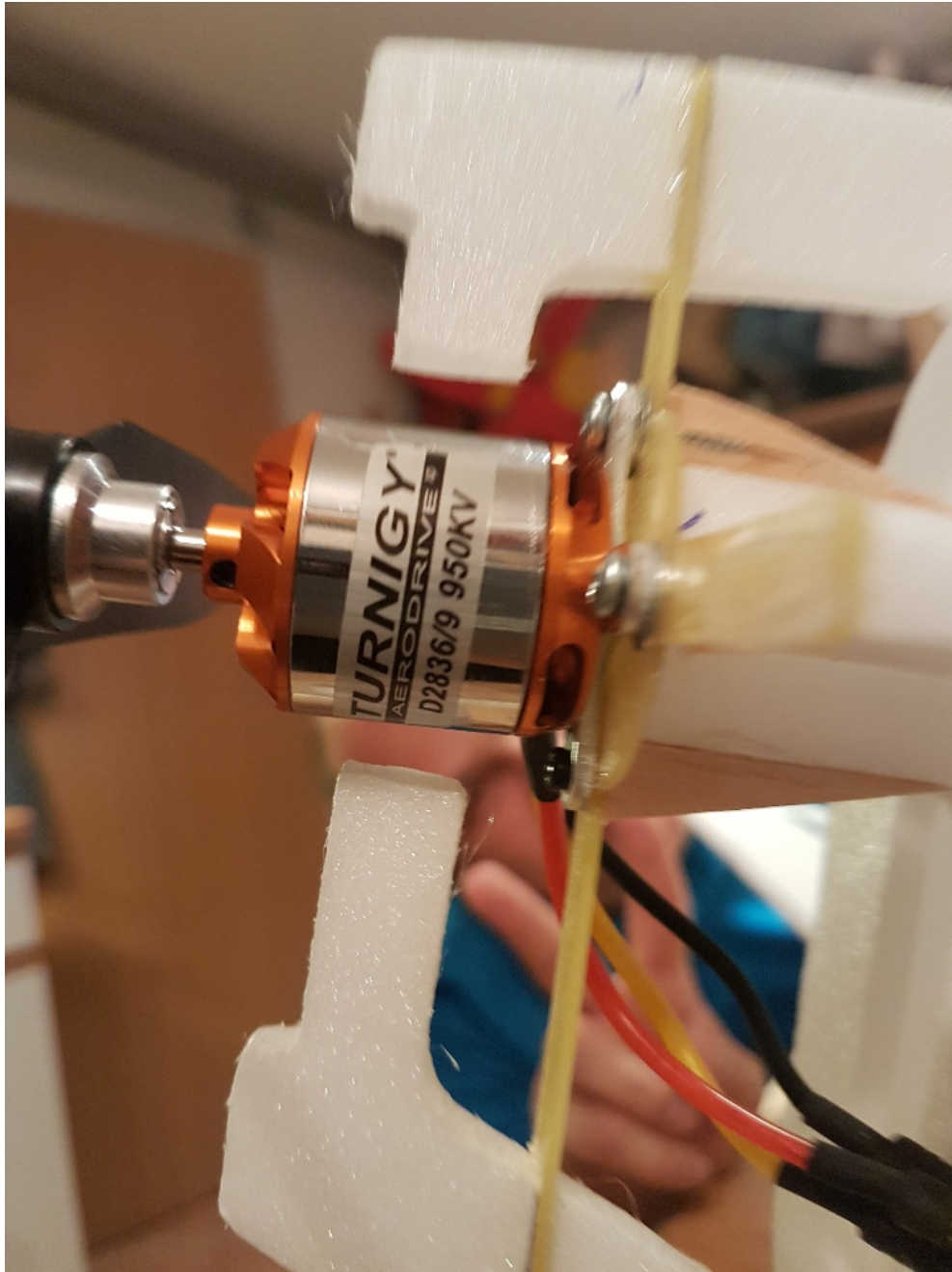


4. Rumpfbeplankung entsprechend der Ausschnitte in R1 einschneiden.

5. Leitwerk einschieben und festkleben.



**12. The engine should now be used in the fuselage using plywood, Carbon or GRP. The force must in any case be distributed over several frames and stringers. Landing on the "nose" could loosen the engine if the attachment in the fuselage is too low.**



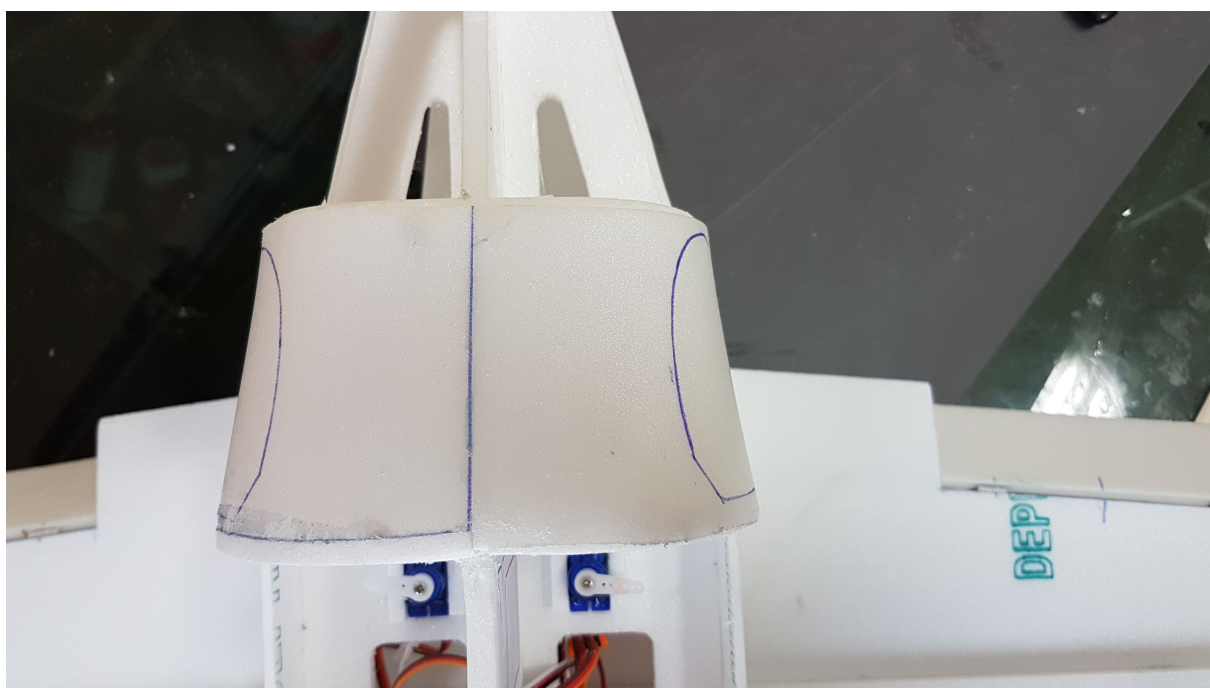
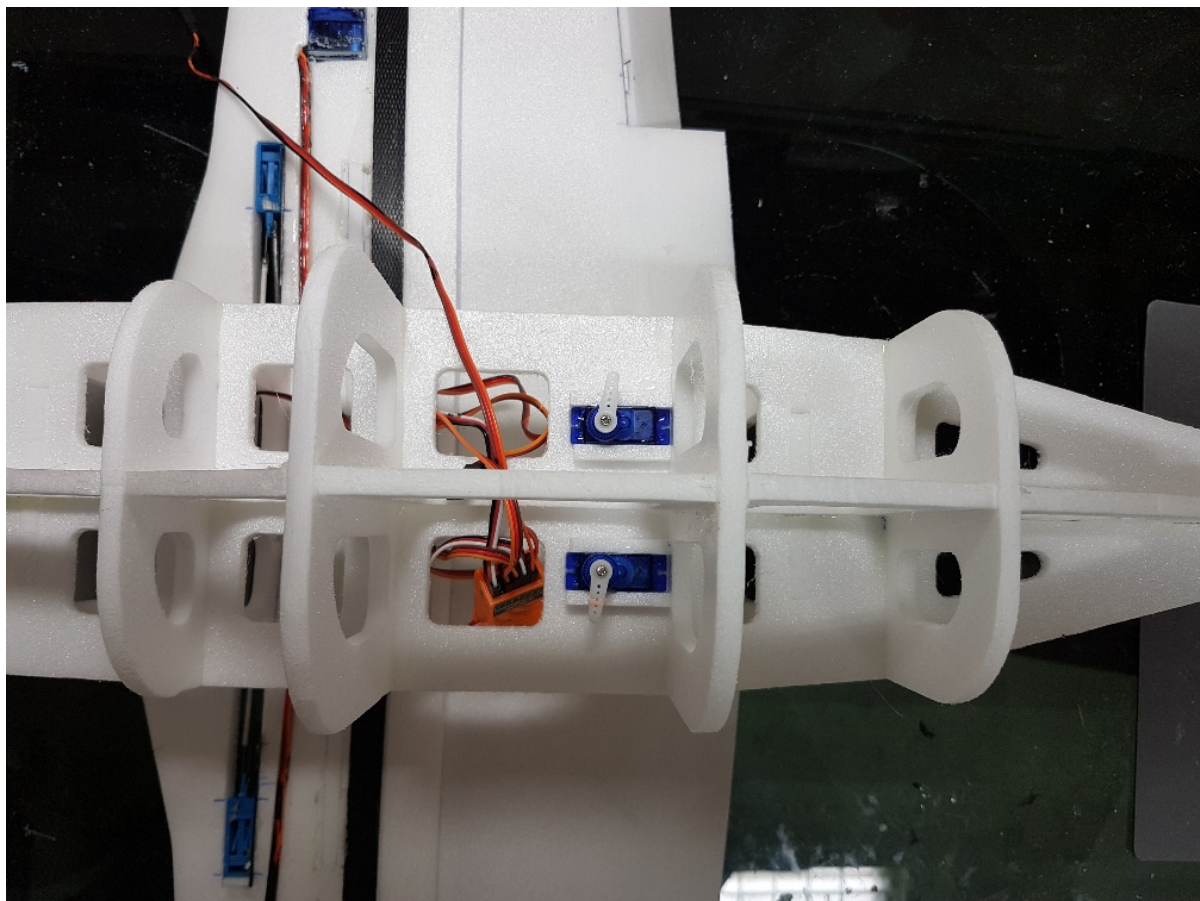








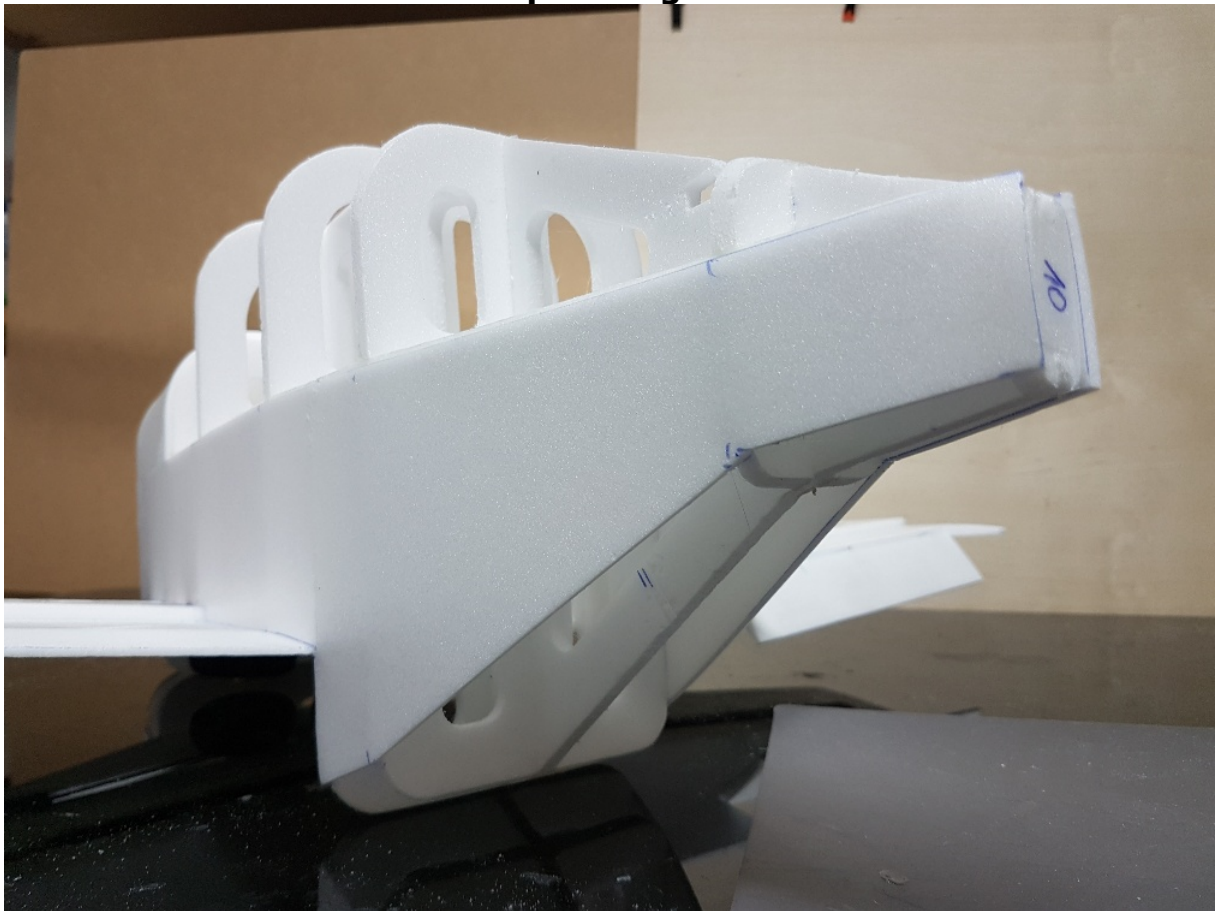
**12. Use the elevator and rudder servos in the area of the removable canopy. Route Bowden cables to the elevators and rudder, leave excess Bowden cables out of the fuselage. To do this, insert the tail unit for a tension-free course in the fuselage to the control horns.**



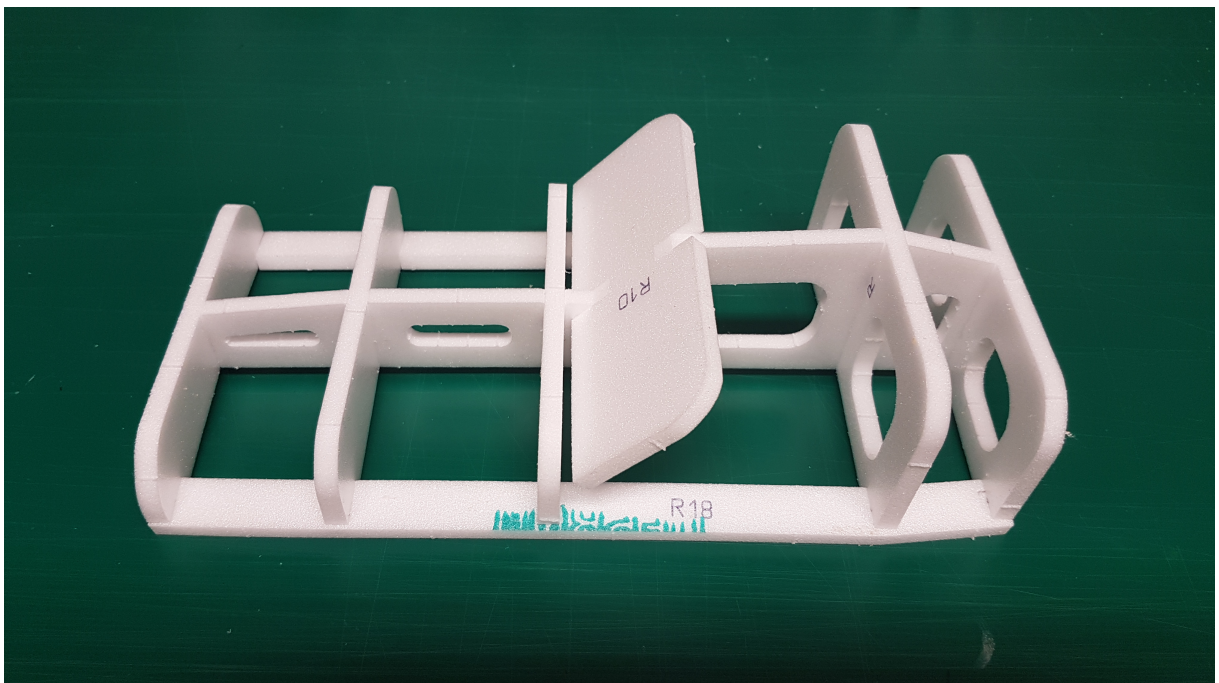
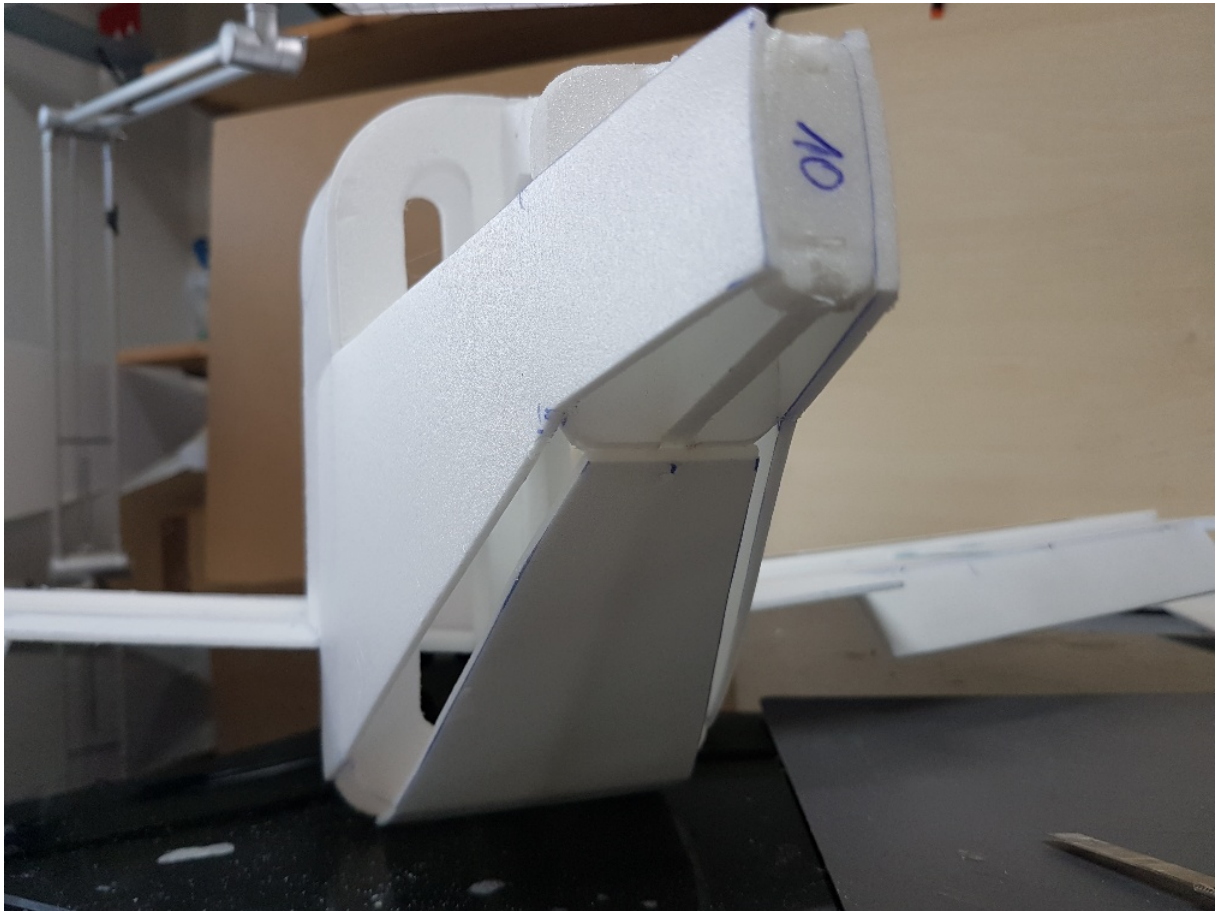
## **12. Planking the fuselage:**

**We recommend planking from frame to frame. It is important that the Depron is pre-bent with the "more unstable" bending side of the bending contour. The best way to do this is to carefully deform the Depron over the edge of a table with the heel of your hand.**

**Of course, larger areas of the fuselage can be covered up to the entire hull side in one go, depending on the knowledge of the planking.**

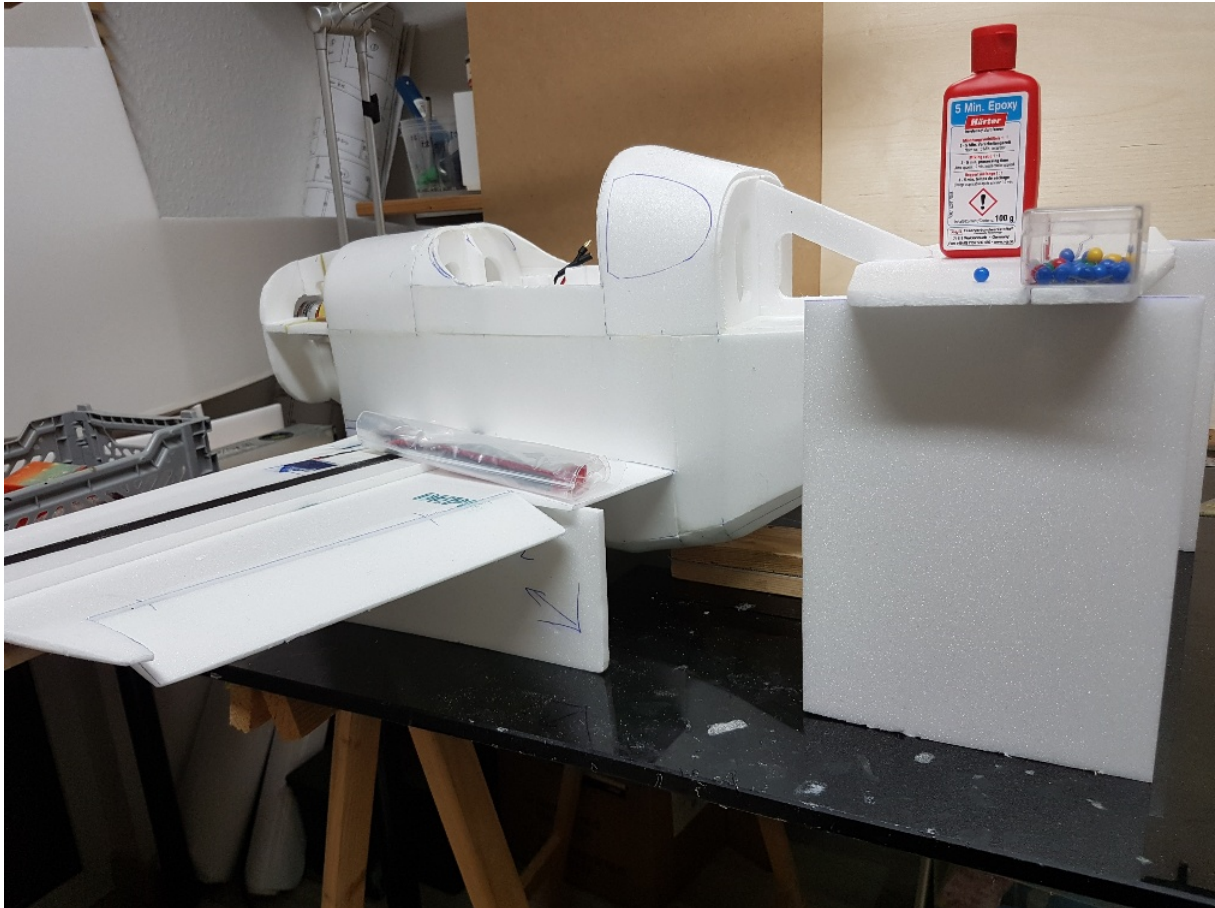


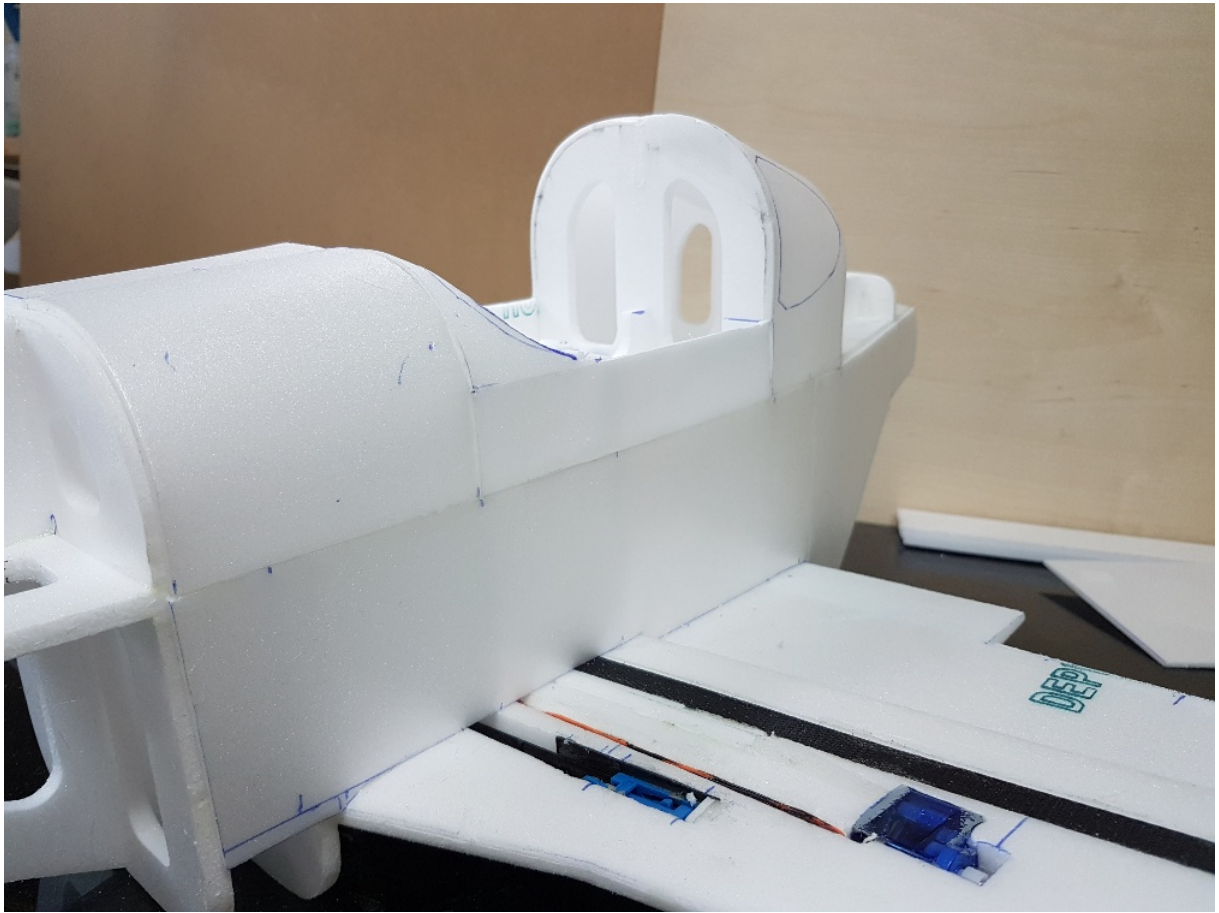




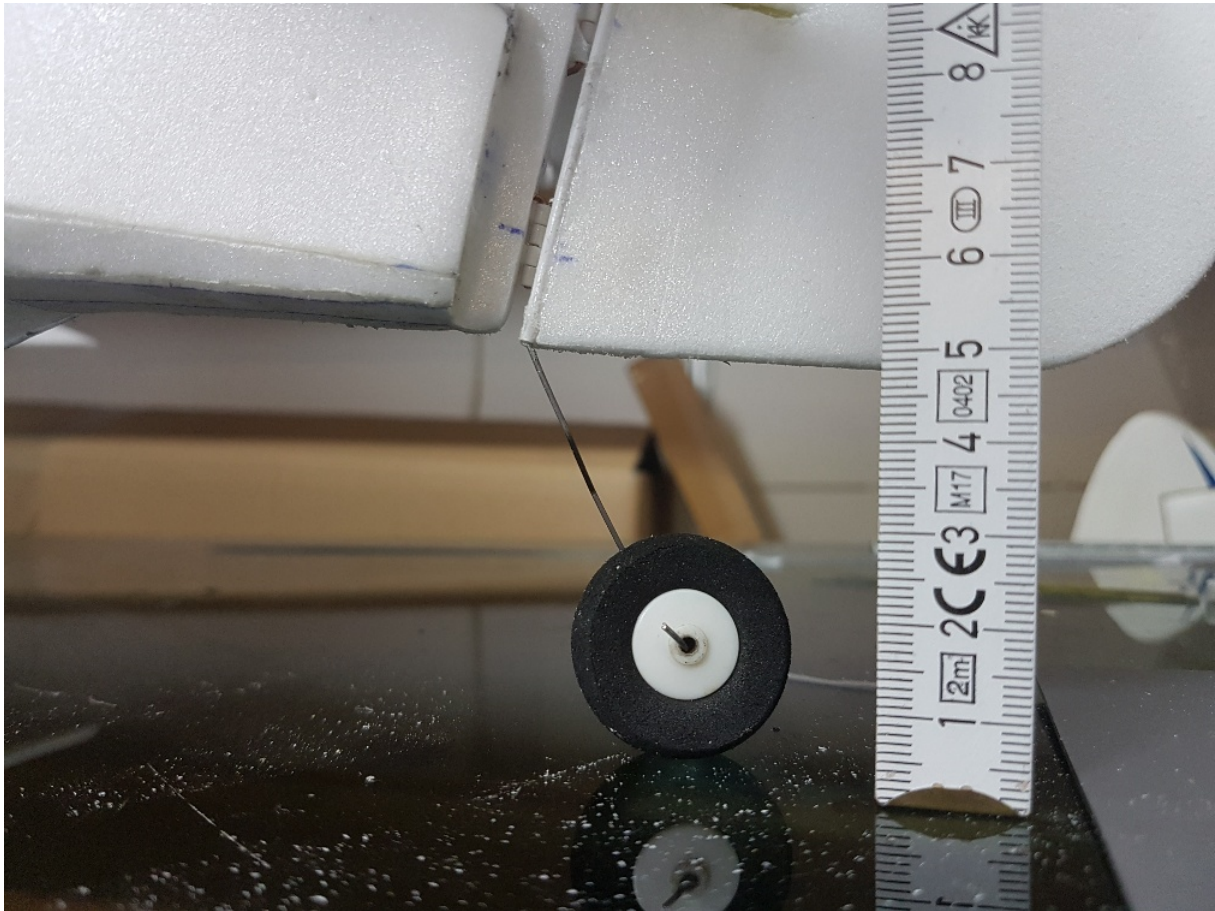


**18. When the fuselage is covered, the wing can be put on. It is advisable to use the heling for alignment. The tail can also be glued. Pay attention to the geometrical alignment during bonding.**

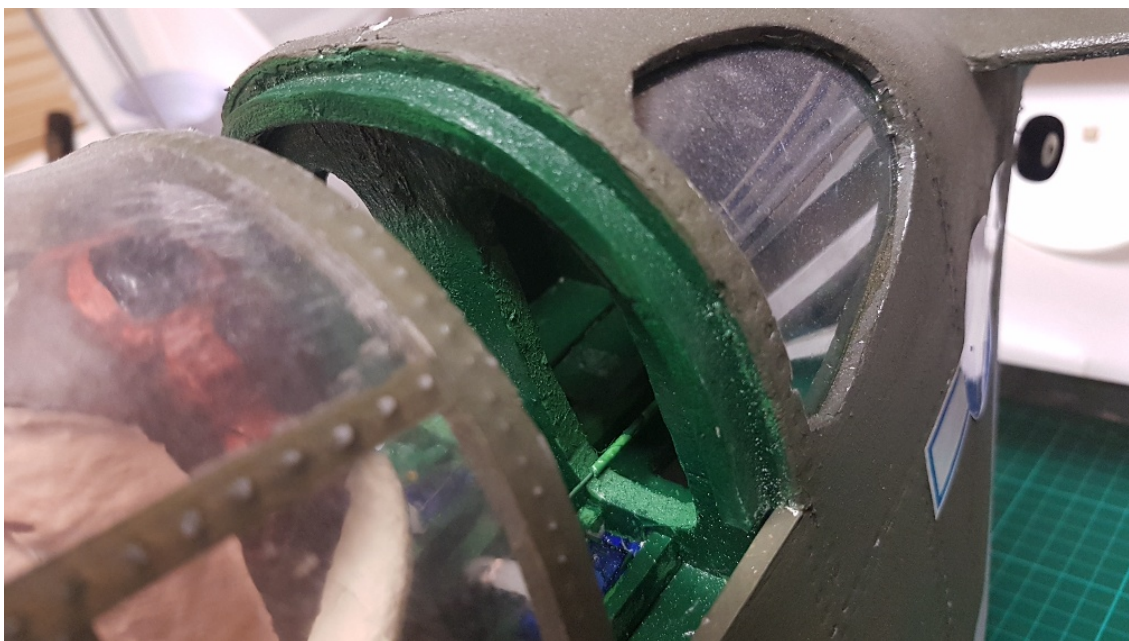








**19. Adjust the PVC canopy on the fuselage. It is advisable to glue 3 or 6 mm depron strips as a frame. Attachment with magnets or like this hood closure.**





**Pos. Of the flight battery, secured with Velcro**





**20. A spinner should be used for a nicer look.**





Now the model can be completely sanded. For adhesive gaps, "Modelier" "Moltofill", a type of paste for touching up plaster, can be used optimally to fill the gaps. After curing, the material is hardly harder than Depron and you have a clean shell in your hands.







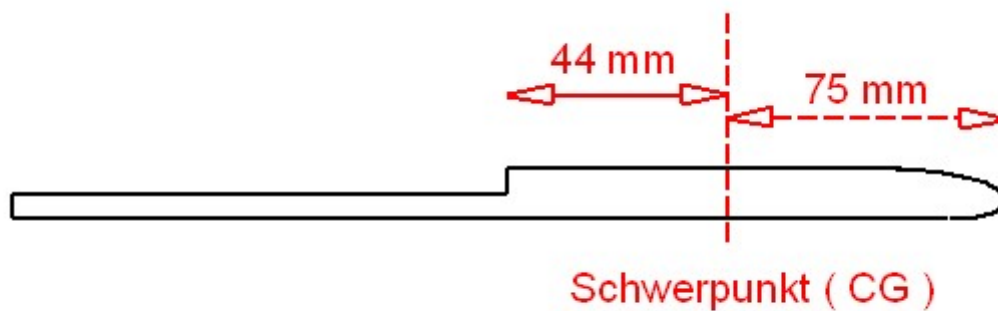








1. RC system:
2. Battery: Insert the battery into the fuselage via the access to the canopy and secure it against slipping.
3. Rudder deflections: height 20 mm, side 20 mm, ailerons 25 mm.
4. Center of gravity: The center of gravity is 75 mm from the front edge of the wing, or 44 mm in front of the KF step.



**1. For the finish I recommend "Hobbyline" water-based paints. Depron, lightly sanded, can be rolled very smoothly with a soft paint roller. If you want to achieve a little more stability, you should apply parquet lacquer from "Aqua Clou" (water-based) and apply several coats with intermediate sanding. This makes Depron more firm and somewhat more stable.**



**Building inquiries, advice, feedback or suggestions:**

**I would be happy if I would receive a feedback from you via email about construction, impressions or photos for the customer gallery to be viewed in the shop.**

**Of course I help with construction problems by phone or email. I would be happy to call you back by email.**

**Always a good flight with your new model.**



**Frank Seuffert**

**[info@scale-parkflyer.de](mailto:info@scale-parkflyer.de)**



## Warning!!

Before you fly the R/C model it is essential to read the operating and building instructions in full. This sheet is part of the operating instructions. Please keep it in a safe place for further reference. If you ever sell the model make sure to pass on this sheet to the new owner together with the model. A remote controlled model aircraft (model plane) is not a toy. It is not suitable for children under 14 years of age unless they fly under strict supervision of a knowledgeable adult. Since the manufacturer and his agents have no control over the proper assembly, operation and maintenance of their products, no responsibility or liability can be assumed for their use. Correct assembly, safe operation and proper maintenance are the responsibility of the builder and the flyer.

**Attention:** Any rotating components on model aircrafts (propeller, main and tail rotor blades) are an ever present danger of injury to operators and spectators. This radio-controlled model aircraft is a technically complex device, which must be built exactly in accordance to the building instructions and operated and maintained with care by a responsible person. Failure to do so may result in a model incapable of safe flight operation. All fasteners and attachments must be secured for safe operation. Do not make any alterations.

### General Safety Rules for flying an R/C model aircraft

**NEVER** ignore the local and national regulations for operating model airplanes. Contact local authorities, hobby shops, R/C clubs or the Academy of Model Aeronautics.

**NEVER** fly without appropriate liability insurance.

**NEVER** get near the model airplane with the propeller or main rotor spinning. Keep a safe distance of at least 10 ft. Ask spectators to clear the scene and stay away at least 35 ft. Be aware that rotating propellers and rotor blades are very dangerous and can cause serious injury.

**NEVER** fly your R/C model near or over crowds, playgrounds, streets, rail roads, airports, power lines or hospitals/radiology practices.

**NEVER** start and fly with unsafe and questionable equipment.

**NEVER** fly if you don't feel confident with your equipment, your location or your capabilities.

**ALWAYS** fly at approved flying fields and obey field regulations.

**ALWAYS** follow frequency control procedures. Interference can be dangerous to all. Prior to turning on your R/C equipment at the flying site make absolutely sure that the frequency you are going to use is not being occupied by someone else. In such case make appropriate arrangements with the others flyer(s).

**ALWAYS** perform each time before your first flight a range check of your radio equipment. With the transmitter switched on and its antenna collapsed, the receiver need to receive full signal at least over a distance of 30 yards.

**ALWAYS** familiarize yourself with your radio equipment. Check all transmitter functions before each flight. Do not only make sure that the servos move, but that their movements are correctly coordinated and are moving in the proper direction as well.

**ALWAYS** keep a safe distance from the propeller or rotor while starting the motor.

**ALWAYS** stay behind your model airplane when the engine is running.

**ALWAYS** keep in mind: Safety First! Loosing your model airplane will cost you some money for replacement parts, but your and others health is not replaceable.

**ALWAYS** ask an experienced R/C pilot for assistance in trimming the model and in receiving flight training under his supervision.

**ALWAYS** follow all recommended maintenance procedures for model, radio and motor.

**ALWAYS** check your R/C model for any worn, broken, damaged or loose parts. You are ultimately responsible for the maintenance of your R/C model and its accessories.

**ALWAYS** follow carefully the instructions, which have been supplied with your batteries, in particular, when you are using Lithium-Ion or Lithium Polymer batteries.

**ALWAYS** use the motor/engine recommended for the aircraft and do not exceed the revolutions per minute (rpm) it is designed for. Otherwise the propeller or the main and tail rotor blades may exceed their maximum permissible rpm and may get torn apart. Fragments of the propeller/rotor may get ripped off, flying away at high speed.

**ALWAYS** make sure that your batteries have been fully charged, otherwise proper function of your equipment will not be guaranteed.

**ALWAYS** avoid abrupt movement of the control stick while the model is in flight

**ALWAYS** use only the specified number of battery cells. Otherwise the motor and/or speed controller may be overloaded, may get damaged and/or causes radio interference or fire hazard.

**ALWAYS** have an eye on the wind and weather conditions and changes.

**ALWAYS** look for a wide and open flying area, especially if you are a beginner. You will need the space.

**ALWAYS** keep an eye on your co-flyers.

**ALWAYS** be considerate of the environment you are guest in.