

1926 Farman “Carte Postale” (Post Card)



Build Instructions

Length 13 inches | Span 16 inches | Area: 100 inches² | Flying Weight 1.4 oz.

Version 02/01/2011

WARRANTY

Stevens AeroModel guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any component parts damaged by use or modification. In no case shall Stevens AeroModel's liability exceed the original cost of the purchased kit. Further, Stevens AeroModel reserves the right to change or modify this warranty without notice.

LIABILITY RELEASE

In that Stevens AeroModel has no control over the final assembly or material used for final assembly, no liability shall be assumed nor accepted for any damage resulting from the use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.

THIS PRODUCT IS NOT INTENDED FOR CHILDREN 12 YEARS OF AGE OR YOUNGER

WARNING: This product may contain chemicals known to the State of California to cause cancer and or birth defects or other reproductive harm.

PRODUCT SUPPORT

This product has been engineered to function properly and perform as advertised with the suggested power system and supporting electronics as outlined within this product manual. Product support cannot be provided nor can Stevens AeroModel assist in determining the suitability or use of electronics, hardware, or power systems not explicitly recommended by Stevens AeroModel.

For product assembly support, replacement parts, hardware, and electronics to complete this model please contact Stevens AeroModel on-line at www.stevensaero.com.

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Project Checklist

Kit Contents

- Laser cut wood (7 Sheets)
- Build Instructions
- Computer drawn plan set (2 Pages)

Taped to back of wood brick:

- 1 - 1/32 in. x 12 in. wire
- 2 - 0.015 in. x 12 in. wire
- Hardware Bag
 - 1 - 1-1/2 in. length of 1/16 in. Heat Shrink Tube
 - 1 - 1- in. length of 1/8 in. Heat Shrink Tube
 - 1 - Acetate Windshield
 - 2 - 1-1/2 in. Wheels [GW/WH01/38
 - 4 - 1/8 in. dia. x 1/16 in. Neo-magnets
 - 4 - 1/8 in I.D. x 1/4 in. O.D. O-rings

Suggested Electronics (Available at StevensAero.com)

- Spektrum DSM2 2.4ghz transmitter with at least 3 channels
- ParkZone or Spektrum ultra micro receiver/esc/servo "brick" [PKZ3351], [PKZUA1151], or [SPMAR6400]*
- ParkZone motor and gearbox [PKZ3624]
- 130mm x 70mm Propeller [EFL9051]
- 3.7V 120-160mAh LiPo compatible with ParkZone / Spektrum "brick"

*Requires computer radio with available custom channel mixing function.

Required Building Supplies and Tools

- 1/2 oz. Medium CA Glue
- 1/2 oz. Thin CA Glue
- CA glue applicator tips
- Hobby Knife with ample supply of #11 blades
- Sanding block with 400 and 600 grit paper
- Covering Iron
- Small Needle Nose Pliers
- 1/2 in. x 1 in. length sticky back velcro
- 1/2 in. wide clear tape
- Servo mounting tape [DUB634]
- Masking Tape (Low tack painters tape)

Optional Building Supplies and Tools

- 1/2 oz. Thick CA Glue
- CA glue de-bonder [PAAPT16]
- CA glue accelerator (kicker) [PAAPT15]
- Canopy Glue [PAAPT56]
- 1/16 in. dia. Solder for Ballast
- Long sanding bar
- Soldering Iron w/Fine Tip

Definitions of Construction Terminology:

Fit - Assemble parts together “dry”, using no glue, as friction between the fit parts alone should retain the pieces within the assembly.

Tack / Tack Glue - Use medium CA glue administered sparingly through use of a fine gauge glue tip to place a small dot of glue to retain fit parts within assembly (non-permanent easily separated).

Bond - Unless otherwise specified, use thin or medium CA glue and a fine applicator tip to thoroughly glue parts within assembly along all mating surfaces.

Fillet - Use medium or thick CA glue administered through a fine to medium gauge glue tip to build up a trough of glue along adjoining parts. The easiest way to understand what a proper glue fillet looks like is to go and have a look at the caulk that seals your bathroom shower or tub to the walls and floor; your glue fillet should resemble this caulking. Fillets are typically used in high stress locations such as motor or landing gear assemblies.

Harden - When requested to harden a wooden part with glue we are suggesting that a thin viscosity CA glue is applied liberally to an area (usually a mounting hole for a screw, exit point for landing gear, or some other part that needs additional strength), allowed to wick into the fibers and pores of the material, and cure.

Proper Use of Thin, Medium, and Thick Cyanoacrylate (CA) Glue

Follow the general tips given below for determining the proper use of the various viscosities and varieties of CA glue as they relate to the construction of balsa and hardwood models. We suggest the use of a “Top Shelf” CA glue such as Zap brand glues as they have proven more consistent in formulation, working time, and strength than the wide array of budget glue products.

Thin - This watery form of CA glue readily wicks into porous materials (such as balsa or ply woods) and cures/sets rapidly (usually within 1-3 seconds of application). A fine gauge glue tip is mandatory in regulating the flow of this CA glue from bottle to model. Thin CA glue is excellent at rapidly bonding tight fitting joints and hardening areas of balsa wood. Thin CA glue is not suggested for bonding parts that have minor gaps or spans to bridge, wrapped parts (such as sheeting), or when additional working time is required. Generally an accelerator is not used with thin CA glue.

Medium - A general purpose glue with good gap filling properties, fair wicking ability, and intermediate working times (5-10 seconds). Medium CA glue is an excellent glue for temporarily bonding or tacking parts together, filling minor gaps, bonding plywoods, creating fillets, and reinforcing high stress areas of the model such as spars and motor mounts. A fine gauge applicator tip is recommended to precisely apply medium CA glue. Accelerators are typically not used with medium CA glue unless repairing a previously bonded joint.

Thick - Generally not required for construction of our model kits, thick CA glue gives the user extra working time (10-20 seconds) to properly locate and apply sheeting, build larger fillets, or fill large gaps. Accelerators are generally preferred when making repairs with thick CA glue.

Accelerator - Commonly referred to as “Kicker” and available in pump and aerosol configurations. Good for setting glue rapidly when making repairs or to decrease the working time of Medium and Thick CA's. An accelerated glue joint is typically weaker than if the glue was left to cure normally.

Odorless / Foam Safe - Often available in Medium and Thick formulas, this glue sets very slowly and does not produce as many fumes when curing. Good for use in place of normal CA glue when the user is sensitive to the fumes or has a CA glue allergy. Accelerators are almost mandatory to decrease the working time of this product.

General Assembly Instructions

Thank you, for purchasing this Stevens Farman “Carte Postale” (100). A scale micro indoor flyer based upon the original 1926 aircraft which was said to resemble a flying post card. The “Carte Postale” was derived by combining the Farman David fuselage with part of the Farman Goliath wing and was flown by M. Coupet in the 1926 Coupe Zenith. We have based our model on the 3-View (drawn by M. Fillon) available in *Peanut & Pistachios no. 1* by Bill Hannan.

This product has been developed and manufactured using state of the art CAD/CAM systems and features a unique interlocking construction process that, when compared to traditional methods found in other model aircraft kits, save countless hours of measuring, cutting, sanding, and fitting. We are certain that you'll find our kit to offer a truly exceptional build experience. As this kit is recommended for the novice model builder and pilot; we invite beginners who have purchased this kit to seek the help of a seasoned builder and pilot. At any time should one run across a term or technique that is foreign please don't hesitate to contact our staff with your questions.

READ THIS!

Please READ and RE-READ these instructions along with any other included documentation prior to starting your build and/or contacting our staff for builder support.

Pre-sanding

Do not skip this step. Prior to removing any parts from the laser cut sheet wood use a sanding block loaded with 250-400 grit paper and lightly sand the back side of each sheet of wood. This step removes any residue produced as a result of the laser cutting process and, as we have found that most stock wood sizes run several thousandths of an inch over sized, slightly reduces the thickness of each sheet.

Leave your pre-sanded parts in the sheet until required in the assembly process.

Protecting your worktable

Use the poly tube that this kit was shipped in as a non-stick barrier between your worktable and the product assembly. Promptly clean up any epoxy spills with rubbing alcohol and a disposable towel.

Bonding the assembly

As this product tabs, notches, and otherwise interlocks like a 3D puzzle we suggest that when fitting parts you dry fit (use no glue) the parts together first. It's advised to work 1-2 steps ahead in the instructions using this dry-fit technique which allows ample opportunity to inspect the fit and location of assembled components and realizes a benefit as each successive part contributes to pulling the entire assembly square. Once you arrive at the end of a major assembly sequence square your work on top of a flat building table and revisit the dry fit joints with glue. Using the dry-fit process you'll be able to recover from a minor build mistake and will ultimately end up with a more square and true assembly.

Unless otherwise noted in the instructions we find it easier to tack glue part (temporarily bonding parts in assembly using a small dot of glue) using medium CA glue applied with a fine-tip CA glue applicator tip. Tight fitting joints should be bonded using thin CA glue applied, sparingly, with a CA glue applicator tip.

Never force the fit!

Remember this is a precision cut kit our machines cut to within 5 thousandth of an inch in accuracy. Yet the wood stock supplied by the mill may vary in thickness by up to 20 thousandths. This variance in the wood stock can cause some tabs/notches to fit very tight. With this in mind, consider lightly sanding, or lightly pinching, a tight fitting tab rather than crushing and forcing your parts together. You'll break fewer parts in assembly and will end up with a more square and true airframe.

Manual Updates

Please check our web-site for updates to these instructions prior to commencing the build.

While not required for proper assembly of this model, full-color photos following the build sequence given in this instruction manual are available to download at www.stevensaero.com

To obtain downloads and updates relative to this model aircraft kit, please visit the corresponding product page at StevensAero.com

Fuselage

Fuselage parts are designated with a “F” followed by a numeric. Parts have been numbered so that the fuselage assembly and required parts follow in numeric order from F1 to F22 (F22 used in Final Assembly).

The fuselage is of traditional sheet side with central crutch assembly. Many of the formers will need to be installed in a forward and top orientation. Unless otherwise specified, formers should be installed with the etched part number facing the front of the assembly and any top or bottom designations followed.

You will dry fit the majority of this fuselage assembly together only gluing at the final instructional steps or when instructed. When parts cannot easily be retained with friction, use a single tiny drop of medium CA glue applied sparingly through a CA glue applicator tip to “tack glue” the part in place. Should you commit an error in assembly it will be easier to recover from the mistake and remove or correct the part fit in error if you do not slather the assembly in glue after each step! Further this method of assembly will allow our interlocking design to do its job as each successive part installed within the fuselage will help pull the entire structure square and true.

1. Assemble the center crutch. Located center crutch F1 and dry fit to former F2. Ensure side of F1 marked “bottom” faces down.
2. Fit former F3 to rear of F1. Ensure edge marked “top” is oriented correctly.
3. Fit crutch assembly to one fuselage side F4.
4. Fit ply motor mount plate F5 to landing gear brace F6
5. Fit F5/F6 assembly to fuselage side F4.
6. Fit remaining fuselage side F7 to assembly. Square assembly on a flat surface and bond all parts at their mating surfaces with thin CA.
7. Slide nose block parts F8, F9, and F10 over motor mount F5 and against front of fuselage sides. Fit ply F11 to tabs on motor mount. Bond all mating surfaces with thin CA.
8. Locate nose block part F12 centered on F11 and bond in place.

9. Fit and bond former F13 in slots in fuselage sides immediately behind nose block part F8.
10. Create landing gear pocket by fitting and bonding ply F14 to slots in fuselage sides and F5 motor mount, immediately behind F6.
11. Slide ply spacer F15 into landing pocket, ensuring that it is fully seated within pocket. Do not bond at this time.
12. Part F16 separates the front and rear cockpits. Fit and bond F16 to slots in fuselage sides, with the curved edge facing to the front.
13. Fit rear deck F17 between fuselage sides. Position fuselage inverted on a table with the nose block and formers extending off the edge. Square assembly and bond F17 to fuselage sides.
14. Assemble bottom sheeting F18 from parts F18a, F18b, and F18c. Fit and bond F18 to bottom of fuselage.
15. Fit and bond ply F19 to slots in fuselage sides immediately behind landing gear pocket, curved edge facing to the rear.
16. Fit and bond balsa F20 to slots in fuselage sides, in space between landing gear pocket and nose block.
17. Moisten one side of F21 with glass cleaner and fit over formers F2 and F13, flush with fuselage sides and nose block. Hold in place with masking tape until dry, then bond with thin CA.
18. Sand nose block to shape indicated on plans. Ensure slots in F11 do not become clogged with dust. (Tip: protect the delicate fuselage sides and sheeting from aggressive sanding by covering with masking tape.)

Set fuselage aside until final assembly.

Wing

The wing is composed of one spar, leading edge, trailing edge, ribs and strut mounting plates. Wing parts are designated with a “W” followed by a numeric. Parts have been numbered so that the wing assembly and required parts follows in numeric order from W1 to W13.

The wing is assembled in one piece. When a part is required in the build sequence (for instance "W3") refer to the plan set for part placement.

Unless otherwise stated in the instruction step, you will dry fit the majority of this wing assembly together only gluing at the final instructional steps. When parts cannot easily be retained with friction, use a single tiny drop of medium CA glue applied sparingly through a CA glue applicator tip to "tack glue" the part in place. Should you commit an error in assembly it will be easier to recover from the mistake and remove or correct the part fit in error if you do not slather the assembly in glue after each step! Further, this method of assembly will allow our interlocking design to do it's job as each successive part installed within the wing will help pull the entire structure square and true.

19. Locate parts W1 (main spar), W2 (trailing edge), and W3 (two each center section ribs). Using the plan set as a guide, dry fit ribs W3 to slots within spar W1 and trailing edge W2. Note: The bottoms of all ribs should seat flush with bottom of spars except where spar mount plate recesses are located in center section.
20. Locate leading edge web W4 at leading edge of ribs with tabs facing forward and notches facing aft. Use plan set as a placement guide. Fit W4 flush with bottom of ribs W3, leading edge. Ensure that W4 is properly seated to rib assembly, align parts over plan and retain by tack gluing.
21. Locate *left* and *right* ribs W5, W6, and W7 to slots in leading edge web, main spar, and trailing edge. Square assembly over plan and bond ribs to spar and leading/trailing edges.
22. Using thick CA, bond ribs W8a and W8b together to form tip rib W8. Repeat for second W8a/b pair. Fit and bond ribs W8 to *left* and *right* wing tips.
23. Square wing assembly over plan and bond all parts at their mating surfaces.
24. Fit notches in W9 leading edge over tabs in W4 at leading edge of wing. Bond W9 at each rib interface and along W4.
25. Fit strut mount plate W10 to recesses in main spar and forward notches within ribs W3. Verify part orientation with plan set and bond.

26. Fit and bond sub-spar W11 to notches in aft portion of ribs W3.
27. Fit and bond rear strut mount plate W12 to recesses in ribs W3 under sub-spar W11.
28. Fit and bond a *right* and *left* strut brace W13 to notches in ribs W3 and W5, spanning W3 and W5.
29. Using 400 grit sand paper and a sanding block, lightly sand exterior edges of wing in preparation for covering. Use the plan set as a guide to shape leading edge.

Set wing Aside until final assembly.

Tail Surfaces

30. Fit and bond tips H1b to each end of H1a to form horizontal stabilizer. Repeat for H2a and H2b to form elevator halves. Fit and bond V1b to V1a to form vertical stabilizer.
31. Join elevator halves with ply part H3. Align parts against a straight edge before bonding.

Set tail surfaces aside until final assembly.

Finishing / Final Assembly

32. Cover your Farman with a lightweight material such as Stevens AeroModel "AeroLITE" Cover only the upper surface of the wing. This method will introduce a small amount of dihedral and washout as the covering shrinks.
33. Position acetate windshield in front of forward cockpit using low tack masking tape to hold in place. Bond windshield to fuselage with medium CA or a canopy glue such as Zap "Formula 560".
34. Flying struts are anchored to the fuselage using four 1/8 in. x 1/16 in. neo-magnets. This allows the struts to separate from the fuselage with no damage in the case of a less than perfect landing, and allows the wing to be removed for transport. Use a hot soldering iron, or sharp #11 razor blade, to remove covering over the four round holes along the bottom edge of each side of the fuselage. Install one each of the neo-magnets within the four round holes and bond with medium CA.
35. If desired, paint cabane stuts C1/C2 to match trim scheme of model. Now, fit the cabane

- struts C1/C2 through the slots in the fuselage sheeting. Ensure the arrows on the struts are pointing toward the nose of the aircraft. Ensure the struts are seated properly in the slots of the central crutch F1 and that *front* and *rear* struts are properly positioned, then bond.
36. Open the covering over the slots created by F11 and bond the ply engine cylinders to the nose.
 37. Mount receiver/esc/servo unit [PKZ3351 or similar] exactly as illustrated on plan set using Du-Bro RC double sided servo tape [DUB634].
 38. Following the diagram on the plans to create the elevator and rudder push-rods from 12 in lengths of 0.015 in. wire. The rudder push-rod will attach to the center hole of the servo nearest the antenna, and pass through the upper LEFT hole of former F3 and the upper exit slot in the RIGHT fuselage side. The elevator push-rod will attach to the center hole of the servo farthest from the antenna, and pass through the lower LEFT hole in F3 and the lower exit slot in the LEFT fuselage side. It may be helpful to trim covering from the lightening hole at bottom of fuselage assembly aft of former F3 to allow better access to push-rod routing (make a covering patch after installation of push-rods).
 39. Bond ply front land gear struts L1 to rear struts L2. Dry fit strut assemblies to fuselage and fit ply spreader bar L3. Viewed from the front of the fuselage, center the assembly to the fuselage and bond spreader bar to strut assemblies with medium CA. Remove strut assembly and paint desired color. Re-install the strut assembly and bond to fuselage with medium CA.
 40. Following the tape hinge diagram on the plan, attach the elevator to the horizontal stabilizer.
 41. Paint the rudder mast/tail skid V2 desired color and fit through slot in horizontal stabilizer. Install stabilizer assembly to rear of fuselage. Ensure that the mast is vertical and perpendicular to the upper surface of the fuselage, and that the stabilizer is squared to the fuselage sides. Bond stabilizer and rudder mast to fuselage with medium CA.
 42. Following the tape hinge diagram on the plan, attach the rudder V1 to the rudder mast.
 43. Install one control horn the the RIGHT side of the rudder, and the other control horn to the LOWER LEFT side of the elevator.
 44. Following the push-rod diagram on the plan, bend the end fittings and attach to control horns and push-rods with short lengths of 1/16 in. heat shrink tubing.
 45. Following the landing gear diagram on the plan, bend the landing gear from a 12 in. length of 0.032 in. wire.
 46. Fit wire landing gear in slot on the bottom of the fuselage and retain with ply part F22. Bond F22 in slot with medium CA.
 47. Glue balsa wheel discs to each side of the wheels and, using plan set as a guide, sand to a smooth-streamlined shape. Cover /paint wheels if desired and install to wire landing gear. Bend ends of wire to retain wheels and trim excess wire. Retain wire scrap from landing gear for push-rods.
 48. Use a sharp knife to remove the four mounting pins that extend perpendicular along the PKZ3624 gearbox "ears". Route power lead from PKZ3624 motor through nose block and opening in landing gear pocket. Connect motor to receiver. Seat motor and gearbox in the recess in the motor mount plate F5. Align "ears" of the gearbox with etch lines on motor mount to set proper right offset to thrust line. Secure motor/gearbox with a small drop of medium CA glue under each "ear" of the gearbox.
 49. If desired paint sub struts C3/C4 to match trim scheme of model. Now, fit stub cabane struts C3/C4 to underside of wing though holes within strut mount plates. Ensure that the arrows on the cabane strut stubs point toward the leading edge of the wing and that front and rear stub struts are properly located in accordance with the plan set. Bond.
 50. Fit one of the provide O-rings over each of the cabane struts. Fit cabane struts to strut stubs on wing and secure by sliding the O-rings over the joints.
 51. Use a scrap length of 0.032 in. wire to scrape away the etched channel on one end of the flying struts until the wire will nest fully within the slot.

52. Cut a length of scrap 0.032 in wire to 3/4 in. long, sand wire to roughen, and bond within slot in the end of each strut with medium CA.
53. Reinforce the forked end of the flying struts with a 1/8 in. length of heat shrink tube. Shrink the tube in place at the base of the fork, being careful not to cover any part of the slot. Further retain the tube with a small drop of thin CA.
54. If desired, paint flying struts to match trim scheme of model. Install forked end of forward struts over main spar against rib W6, and rear strut to the sub-spars W13. **DO NOT BOND STRUTS TO SPARS!** Struts must be removable to enable removal of wing for transport.
55. Trim and sand wire end of struts to length until wire rests near the center of the magnets.
56. Install a short strip of Velcro to the inner side of the radio compartment for securing the battery within the airframe. Take care not to install battery in a manner that will interfere with the operation of the linear draw servos of the ParkZone [PKZ3351] receiver "brick".
57. Sand and paint pilot profiles P1 and P2 flat black. Fit and glue P1 to F1 in front cockpit and P2 to F1 in the rear cockpit.

Congratulations! Your Farman "Carte Postale" is complete, continue to the control set-up section to ready your model for flight.

Flight Control Set-up

- Inspect wing for any warps that may have worked their way in when covering, or while the model was in storage, and remove prior to flight. **DO NOT ATTEMPT FLIGHT IF WING IS WARPED.** Lack of aileron control on this model will make contending with a warped wing very difficult. **FIX THE WARP.**
- Center control surface then set direction, rate of travel, and dampening (expo).

Rudder servo should be controlled by the Aileron channel of your radio as rudder on this model also controls roll of the aircraft. Rudder should follow Aileron stick travel i.e. moving Aileron stick to right should move

Rudder to right of aircraft. Likewise, left Aileron stick input will move Rudder left.

Elevator servo will be controlled by Elevator channel of your radio. Pulling back on the Elevator stick should result in the Elevator moving UP! Likewise, forward stick results in the Elevator moving DOWN!

Farman (100) is designed to be a very docile flyer, therefore the flight controls are set up for fairly minimal throws. The Rudder and Elevator throws should be as follows:

Rudder Travel (rudder is VERY effective)
 Low Rate +/- 10 degrees 30% expo
 High Rate +/- 15 degrees 50% expo

Elevator Travel
 Low Rate +/- 10 degrees 30% expo
 High Rate +/- 15 degrees 50% expo

The above Exponential settings apply only to computer radios.

Pre-Flight

Have an experienced pilot assist you with pre-flighting your new model. Just like having someone proof read something you've written, having a second **fresh** set of eyes to inspect your final product is often helpful at avoiding disaster.

While not an exhaustive pre-flight check these are some of the major items that you should consider using when developing your own pre-flight check list. Get in the habit of always pre-flighting your models before each and every flight.

- Flying Struts** - Flying struts on the Farman "Carte Postal" are optional. When using flying struts ensure that they are properly secured to model prior to flight.
- Weight and Balance** - The model should balance between 2 - 2-1/4 inches from the leading edge of the wing. Use a permanent marker or trim tape to mark the underside of the left and right wing half at the forward and aft most CG measurements as given above.

See note on fuselage plan set for creative ways to ballast the model and alter the balance point using aluminum tube or solder to create a faux exhaust collector.

- Use your right and left hand index fingers and suspend the model from below, between the

marked CG measurements. Site from profile of aircraft against horizon. If the top edge of the fuselage appears to hang level with horizon line, then the **Farman (100)** is properly balanced to fly. Move equipment and or battery within fuselage to obtain proper balance.

- Check Weather** - The **Farman (100)**'s first flight should be outdoors and in **zero** wind conditions. The **Farman (100)** is capable of flying in winds up to 5 mph so long as the pilot is capable.
- Inspect airframe** for warps and obvious signs of wear or damage. Do not fly a damaged or warped model.
- Inspect control surfaces** for center, proper direction of travel, rate of throw, secure pushrod connections, hinges, and receiver/servo mounting hardware.
- Check cabane strut attach points** for damage and/or wear. Inspect cabane o-rings, that they are installed correctly and in good condition to adequately retain wing in-flight.
- Inspect battery for full charge.** Never begin a flight with a partially charged battery.
- Clear prop!** Before applying power to the model, clear and keep clear of the prop arc.
- Range check radio.** Follow the radio makers guidelines for performing a proper range check.
- Check for traffic.** Proceed to the flight line (With your mentor/instructor if you are a novice pilot) and observe other RC traffic. If the runway is clear, and no one is in the pattern to land, loudly announce your intentions to take off. Remember etiquette dictates that all aircraft on ground must yield the runway to those landing.
- Go flying.** Point model into wind (if present) and steadily advance throttle to full. Use rudder to correct track while on ground roll. Within several feet the model should be airborne. Fly model to a comfortable 1-2 mistake high altitude, reduce throttle to stop climb, then trim model for straight and level flight at a comfortable cruise speed (Depending on speed control responsiveness

Farman (100) will typically cruise at just over 1/2 throttle).

- Setup for landing.** Clearly announce your intention to land. Make landings into the wind. With rudder/elevator control and no ailerons setting up landings in cross-winds should be avoided until you are comfortable with the model's in-flight behavior.

Congratulations!

You've completed your first flight(s) on the **Farman (100)**

If your first flight was a bit more exciting than you'd have liked and are having problems with erratic flight performance; please inspect your equipment and airframe for damage, improper installation, and/or twists and warps. The most common mistake is to try and fly with a warped or twisted wing. With such a fat chord and short moments a small warp can cause big in-flight problems. Make certain that your wing is straight before you fly.

We are committed to improving your build and flying experience and are constantly refining our processes, designs, and manuals to reflect customer feedback. You may correspond with Stevens AeroModel staff using any of the following methods:

E-Mail - support@stevensaero.com

Phone - 719-387-4187

RCGroups.com - Forum Build Threads

Facebook.com - Search for Stevens AeroModel

We would love to see photos of your completed model! E-mail any photos you wish to share with our staff to: support@stevensaero.com