

Build Instructions

# Rockette (100)



**By Stevens AeroModel**

Length 16 inches | Span 22 inches | Area: 100 inches<sup>2</sup> | Flying Weight 1.8 oz.

Version 03/28/2011

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## 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](http://www.stevensaero.com).

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## Project Checklist

### Kit Contents

- Laser cut wood (5 Sheets)
- Build Instructions
- Computer drawn plan set (2 Pages)
- Laser Cut Acetate Windscreen

Taped to back of wood brick:

- 1 - 1/32 in. x 12 in. wire
- 2 - 0.015 in. x 18 in. wire
  
- Hardware Bag
  - 1 - 1-1/2 in. length of 1/16 in. heat shrink tube
  - 1 - 4 in. length of 1/8 in. dia. hardwood dowel
  - 6 - #16 Rubber Bands

Suggested Electronics (Available at StevensAero.com)

- Spektrum DSM2 2.4ghz transmitter with at least 3 channels and servo reversing.
- ParkZone ultra micro receiver/esc/servo "brick"\* [PKZ3351] or [PKZUA1151]  
*\*[SPMAR6400] may be used but requires a computer radio with mixing.*
- Battery Lead Extension [PKZ3052]
- ParkZone motor and gearbox [PKZ3624]
- 130mm x 70mm Propeller [EFL9051]
- 3.7V 120-130mAh LiPo compatible with Parkzone / Spektrum "brick"

### Required Building Supplies and Tools

- Du-Bro 1-12 in. wheels [DUB150MW]
- 1/4 oz. Medium CA Glue [PAAPT04]
- 1/4 oz. Thin CA Glue [PAAPT10]
- CA glue applicator tips [PAAPT21]
- Balsa filler [HCAR3401]
- Hobby Knife with ample supply of #11 blades
- Sanding block with 400 and 600 grit paper
- Heat Gun and Covering Iron
- Small Needle Nose Pliers
- 1/2 in. wide clear tape
- Servo mounting tape [DUB634]
- Soldering Iron
- Glass cleaner solution (Windex)

### Optional Building Supplies and Tools

- 1/2 oz. Thick CA Glue [PAAPT20]
- CA glue accelerator (kicker) [PAAPT15]
- CA glue de-bonder [PAAPT16]
- Modeling Clay for Ballast
- Long sanding bar
- Masking Tape (Low tack painters tape)

# Build Instructions

## General Assembly Instructions

Thank you, for purchasing this Stevens **Rockette™** (100). A micro indoor flyer based upon the Rocketeer A. 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](http://www.stevensaero.com)

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

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## Fuselage

Fuselage parts are designated with a "F" followed by a numeric. Parts have been numbered so that the fuselage assembly and required parts follows in numeric order from F1 to F26.

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 observed.

You will dry fit the majority of this fuselage 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 fuselage will help pull the entire structure square and true.

1. Assemble the center crutch. Locate center crutch F1 and dry fit to former F2. Ensure side of F1 and F2 marked "TOP" faces UP.
2. Glue balsa former F3a to the front of ply former F3b. **Outer dimensions vary slightly, so use the inner edge of the frame for alignment.**
3. Fit, do not glue, F3 assembly to crutch assembly.
4. Fit crutch assembly to Fuselage side F4 and tack glue in place along crutch and formers between F2 and F3 only.
5. Fit former F5 to fuselage side and crutch assembly.
6. Fit ply motor mount F6 to fuselage side F4. *Ensure side marked "TOP" faces UP. This is critical to ensure proper right thrust offset of motor.*
7. Fit landing gear brace F7 to fuselage side F4.
8. Fit landing gear brace F8 to fuselage side F4.

9. Fit balsa doubler F9 to inside of fuselage side F4, butting up against F8 and F1. Bond with medium CA.
10. Fit fuselage side F10 to assembly. Square on a flat surface and bond all mating surfaces between formers, crutch, motor mount, and fuselage sides - from F2 forward.
11. Lightly sand ply part F11a to reduce overall thickness allowing it to easily slide into landing gear pocket created by F7, F8, and fuselage sides. Open end of F11a should face down. bond with thin CA. Place F11b in a safe place as it will not be used until finishing the model later in this manual.
12. Fit cabin top F12 to top of fuselage and bond with thin CA.
13. Pinch rear of fuselage sides together, mating them with the tabs on F1. Bond fuselage sides to F1 with thin CA.
14. Fit rear fuselage sheeting F13 between fuselage sides and bond in place.
15. Fit and bond former F14 to under side of F1, in front of former F2.
16. Fit and bond former F15 to underside of F1, behind former F2.
17. Assemble F16 bottom keel from parts F16a and F16b. Fit keel F16 to formers, notch in landing gear brace F8 and slots in rear of F1. Bond with thin CA.
18. Fit remaining doubler F17 to inside of fuselage side, opposite doubler F9. Bond with thin CA.
19. Assemble bottom sheeting F18 from parts F18a and F18b. Fit and bond to keel F16, landing gear brace F8 and fuselage sides.
20. Carefully align lower right and left fuselage nose doubler parts, marked F19 and F20, to both right and left inside surface of fuselage, below the F6 motor mount. Doubler parts should fit flush with leading edge profile of fuselage sides. Bond with CA glue.  
  
In the same manner, fit upper right and left fuselage nose doublers, F21 and F22, to the right and left inside of the fuselage sides, at the nose, above the F6 motor mount. Bond with CA glue.

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21. Fit lower nose sheeting F23 to landing gear brace F7 and fuselage sides. Tack glue to F7. Moisten outside of F23 with glass cleaner and carefully bend F23 over fuselage sides, bonding with a slow set CA glue (medium or thick) as you go.
22. In the same manner, install upper nose sheeting F24. Begin by tack gluing to F5 and proceed as before.
23. Fit and bond F25 to notches in F13 on top of the fuselage.
24. Fit and bond stringer F26 to F25 and F13.

The pre-cut stringers are supplied in three different lengths, and extras of each size are provided in case of breakage. Install pre-cut stringers one at a time as follows:

25. Select one of the shortest stringers and nest the stepped end of stringer to upper, stepped, notch in fuselage sides (reference plan set for part positioning). Ensure stringer is properly aligned within slot and parallel to fuselage side (when viewed from above). Bond stringer first within stepped notch at fuselage. Now, fit stringer to notches in F14 and F2. The end of the stringer should seat within notch and rest flush with the outside edge of F15. Bond to formers with medium CA. Repeat this step for the corresponding stringer on the opposite side of the fuselage.
26. Select one of the longest stringers and, in the same manner as instructional step above, fit to the notch below the first stringer. Align and bond to notch, then fit stringer to notches in formers F14, F2, and F15. The stringer should end lying on F1, against F16 as shown in the on-line photo supplement. Repeat this step for the corresponding stringer on the opposite side of the fuselage.
27. Select one of the mid-size stringers. **IMPORTANT! This stringer must bend and twist to fit properly. Spray/soak this stringer with glass cleaner solution prior to installation to soften it and make it more flexible!** Fit and bond stringer to lower notch in fuselage side. Carefully bend and twist stringer to fit notches in formers F14 and F2, tack gluing to formers as you go. End with stringer butting against F15, flush with its outer edge, between the center stringer and the keel F16. Repeat this step for the

corresponding stringer on the opposite side of the fuselage.

28. Lightly sand fuselage, rounding edges of the nose slightly.

Set fuselage aside until final assembly.

### Tail Group.

The horizontal and vertical stabilizers, rudder, elevator, and sub-fin are designated with a "H", "V", "R", "E", or "SF" as appropriate, followed by a numeric. Parts have been numbered so that the assembly and required parts follows in numeric order. *Assemble parts over the plan, protecting the plan with the poly bag that this kit was shipped in.*

29. Dry assemble horizontal stabilizer over the plan, from parts H1 through H5. Bond with thin CA. Lightly sand stabilizer, rounding the leading edge and leaving the trailing edge square.
30. Locate the elevator part E. Bevel the straight leading edge at a 45 degree angle, following the Stabilizer and Tape Hinge diagram on the plan. Lightly sand the elevator, leaving the trailing edge square.
31. Dry assemble the vertical stabilizer over the plan from parts V1 through V5. Bond with thin CA. Lightly sand stabilizer, rounding the leading edge and leaving the trailing edge square.
32. Dry assemble the rudder over the plan from parts R1, R2, and R3. Bond with thin CA. Bevel the leading edge at a 45 degree angle, following the Rudder Tape Hinge diagram on the plan. Lightly sand the rudder, leaving the trailing edge square.
33. Dry assemble the sub-fin over the plan from parts SF1 through SF4. Bond with thin CA. Lightly sand the sub-fin, rounding the edges and leaving the mating edge along SF4 square.

### Wing.

The wing is composed of one spar, leading edge, trailing edge, ribs and tip sheeting. Wing parts are designated with a "W" followed by a numeric. Parts have been numbered so that the wing

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assembly and required parts follows in numeric order from W1 to W24.

The wing is assembled one section at a time - left, then right inner sections, and the wing tips separately. When a part is required in the build sequence (for instance "W3") refer to the plan set for part placement.

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.

34. Begin by building left half of wing. Locate parts W1 (main spar), and one each of ribs W2, W3, and W4. Using the plan set as a guide, dry fit ribs W2, W3, and W4 to slots within spar W1. Note: The bottoms of all ribs should seat flush with bottom of spars.
35. Fit and tack glue trailing edge W5 to ribs W2, W3, and W4. *Note: Arrow on W5 faces root rib W2.*
36. Fit and tack glue leading edge web W6 to ribs W2, W3, and W4. *Note: Arrow on W6 faces root rib W2.*
37. Fit and glue leading edge W7 to leading edge web W6. *Note: Arrow on W7 faces root rib W2.*
38. Fit and tack glue sub-ribs W8 and W9 to spar and leading edge.
39. Fit and glue gusset W10 to rib W2 and trailing edge W5.
40. With wing flush against a flat surface, fit and glue diagonals W11 through W14 between ribs as indicated on plan. **NOTE: W11 differs slightly to allow for the dihedral break, and must be located between ribs W2 and W3.** With all diagonals in place, bond all mating surfaces between ribs, spar, leading and trailing edges with thin CA.
41. Repeat steps 34 through 40, mirrored, to build the right half of the wing.
42. With center section held flat against the table, fit and glue trailing edge W15 between ribs W2.
43. Fit and glue leading edge parts W16 and W17 to ribs W2.
44. Fit and glue ply trailing edge reinforcement W18 to trailing edge parts W5 and W15.
45. **Wing Tips:** Build the left wing tip first. Dry fit spar W19 to ribs W20 and W21. Refer to the plan for correct placement of parts.
46. Fit and tack glue leading edge web W22 to ribs W20 and W21. *Note: Arrow on W22 faces polyhedral break of wing*
47. Fit and tack glue leading edge W23 to W22 and ribs.
48. Assemble left wing tip sheeting W24(L) from parts W24a(L), W24b(L), and W24c(L). Bond with thin CA.
49. Fit leading edge of tip sheeting W24 flush to leading edge W23. Tabs on ribs will partially engage with slots in tip sheeting. Tack glue W24 to W23 ONLY. Do not glue sheeting to ribs or tabs at this point.
50. With wing tip on a flat surface, bend tip sheeting over ribs, fitting tabs on ribs to slots in sheeting and tack glueing assembly as you proceed. Bond all mating surfaces between ribs, spar and tip sheeting with thin CA.
51. Remove stand off tabs on spar and ribs W20 and W21. Lightly sand bottom of ribs and spar smooth.
52. Fit wing tip to left half of wing, ensuring that spar fits flush against rib W4, and that tabs in tip sheeting fit flush in slots in rib W4. Bond tip to wing with medium CA.
53. Trim and sand leading edge to flow smoothly into tip sheeting. **NOTE:** Leading edge will not contact rib W21 when finished.
54. Repeat steps 45 through 53 to build right wing tip. **Caution!** Ensure that you build a mirror image wing tip, and NOT two left wing tips!  
**Building Tip:** Turn plan over and place on a light colored surface - the back side of the

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other plan sheet works well - so that you can see the wing tip plan through the paper. Build your right wing tip over this "mirror image" of the left wing tip.

55. Sand wing lightly, rounding leading edge to match the profile on the plan. Leave the trailing edge square.

### Final Assembly

56. Cover model with a lightweight material. We suggest AeroLITE film, available at [stevensaero.com](http://stevensaero.com). Leave upper rear portion of the fuselage uncovered for now. This will be covered later after pushrods have been installed.
57. Following "Landing Gear Detail" on plan set accurately bend landing gear using needle nose pliers and included 1/32 in. wire.
58. Trim covering on fuselage to expose landing gear pocket. Test fit landing gear within gear pocket of fuselage. Remove.
59. Install wheels of your choosing to landing gear. We suggest Du-Bro 1-1/2 in. mini lite wheels [DUB150MW] available at [stevensaero.com](http://stevensaero.com). Retain wheels by making a 90 degree bend in gear axle and trimming excess wire as illustrated on plan set.
60. Install landing gear within fuselage and retain with 1/32 ply part F11a as illustrated on plan set. Friction alone should be sufficient to retain F11a allowing easy removal of landing gear. If desired, retain F11a and landing gear within fuselage using CA glue.
61. Cut the provided 4 in. length of 1/8 in. hardwood dowel to 1 and 2 in. lengths forming front and rear wing retention dowels. If desired, paint these dowels to match your trim scheme.
62. If windshield frame has been covered, use a hot soldering iron or knife to open oval pocket at top/center of wind screen to allow for installation of previously cut 1 in. length of dowel (step 49). Reference plan set for installation of forward wing retention dowel. Bond within fuselage assembly from behind wind screen and underneath top former F11.
63. Use a hot soldering iron or knife to open circular pockets immediately aft of rear former

F2 to allow for installation of previously cut 2 in. length of dowel (step 56). Center 2 in. dowel between fuselage sides through holes behind rear former F3. Make certain equal amounts of dowel protrude beyond fuselage sides on both right and left of fuselage. Once centered, bond dowel with thin CA glue to secure rear wing retention dowel.

64. Cover rear portion of upper deck, from the exit slots back.
65. Install pushrods through their exit slots first, then through former F2. The rudder pushrod will pass through the right slot on top of the fuselage, and through the inner right hole in F2. The elevator pushrod will pass through the slot in the left fuselage side, and through the outer left hole in F2. Keep pushrods from sliding out by applying a small amount of tape to each end.
66. With pushrods in place, cover the rest of the upper portion of the fuselage, from the exit slots forward. Ensure rudder pushrod remains free to move in it's slot.
67. Follow tape hinge diagrams on plan for the elevator and rudder to attach them to the horizontal and vertical stabilizers.
68. Open up slot on LOWER LEFT side of elevator to receive one laser cut control horn. Fit and bond control horn as illustrated on plan.
69. Open up slot on RIGHT side of rudder to receive one laser cut control horn. Fit and bond control horn as illustrated on plan.
70. Remove covering from the tab on the vertical stabilizer, and from the slot in the horizontal stabilizer and rear of the fuselage deck. Dry fit vertical stabilizer through horizontal stabilizer, and fit assembly to fuselage. The tab on the vertical stabilizer will fit the slot in F1.
71. Check and adjust square of horizontal and vertical stabilizers relative to fuselage until both are perpendicular to each other and the fuselage. When in doubt, stand back from model and trust your eye, it's far more accurate than you give it credit. With stabilizers squared to fuselage, retain by tack gluing with medium CA glue at several points along horizontal stabilizer and fuselage. When satisfied that everything is true, final

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bond the tail group with medium CA along contact points between each other and the fuselage.

72. Tack glue the sub-fin to the bottom of the fuselage with medium CA. Center the fin on the keel, with trailing edge flush with rear of fuselage. Ensure fin is perpendicular to fuselage, then bond to fuselage with medium CA.
73. Solder a battery lead extension - PKZ3052 - to the battery lead from the PKZ3351 receiver brick, or simply cut the lead and solder in a 3-1/2 in splice from similar sized wire.
74. Refer to pushrod detail on plan to bend ends to mate to servos on the PKZ3351 receiver brick. Connect push-rods to servos, then mount the receiver/esc/servo unit exactly as illustrated on plan set using Du-Bro RC double sided servo tape [DUB634]. Route battery lead through holes in F1 and landing gear pock.
75. Trim pushrods to length and attach to control horns at control surfaces per diagram on plans. Prior to setting final length of push-rods (by securing parts "A" and "B" with heat shrink), power up your radio equipment and center the trims for channels controlling elevator and rudder. Once centered at transmitter, mechanically center the rudder and elevator. Finally use a soldering iron to shrink tubing joining overlap of push-rod parts "A" and "B" then secure with a drop of medium CA glue.
76. Route motor wire from PKZ3624 motor over landing gear pocket. Connect motor to receiver. Set motor and gearbox within slot in F6. Secure gearbox with a drop of medium CA glue under each "ear" to retain proper right offset to thrust line.
77. Fold acetate windshield along perforations and install in position indicated on plan. Retain windscreen by carefully applying small drops of medium CA along edges of windshield.
78. The battery plugs into the lead extending from the nose of the model. After connecting the battery, slide it back into the opening so that it rests within the nose of the model.
79. Mount the propellor [EFL9051] on the motor.

80. Mount wing with two #16 rubber bands.

81. Adjust balance of model by moving battery or adding a bit of modeling clay within nose of model. Model should balance on the spar, 1-5/8 in. from the leading edge of the wing.

### Flight Control Setup

- 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!

**Rockette™** 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  
Low Rate +/- 15 degrees    30% expo  
High Rate +/- 20 degrees    50% expo

Elevator Travel  
Low Rate +/- 15 degrees    30% expo  
High Rate +/- 20 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.

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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-flying your models before each and every flight.

- Weight and Balance** - Check **Rockette's**<sup>TM</sup> balance. The model should balance 1-5/8 inches from the leading edge of the wing (basically at the main spar). Use a permanent marker or trim tape to mark the underside of the left and right wing half at the CG measurement as given above.
- 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 lower edge of the fuselage side along F1 appears to hang level with horizon line, then **Rockette**<sup>TM</sup> is properly balanced to fly. Move equipment and or battery within fuselage to obtain proper balance.
- Check Weather** - **Rockette's**<sup>TM</sup> first flight should be outdoors and in **zero** wind conditions. **Rockette**<sup>TM</sup> is capable of flying in winds up to 5-8 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 wing attach points** for damage and/or wear. Inspect rubber bands, that they are installed correctly and in good condition to adequately retain wing.
- 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 **Rockette**<sup>TM</sup> 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 **Rockette**<sup>TM</sup> When built straight, and trimmed for level flight, **Rockette**<sup>TM</sup> should always return to wings level from any attitude.

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](mailto:support@stevensaero.com)

RCGroups.com - Forum Build Threads

Facebook.com - Search for Stevens AeroModel

Phone - 719-387-4187