SEAGULL MODELS

Arising Neo 74" Wingspan ARF 20cc

ASSEMBLY MANUAL

"Graphics and specifications may change without notice".

Specifications:

Wingspan------------------ 188 cm------------------------ 74 inches.

Length---------------------- 124 cm------------------------ 48.8 inches.

Wing area------------------ 140.2 sq.dm------------------ 55.2 sq.in.

Weight---------------------- 4.5 kg------------------------ 9.9 lbs.

Radio----------------------- 6 channel with 7 servos.

Engine---------------------- 15 - 20cc.

Motor : Avian 5055-500Kv Brushless Outrunner Motor.

Recommended Voltage Range - 22.2V - 6S LiPo.

Recommended Propeller Range - 15x6 to 15x8 Electric Propeller.

ESC-------------------------- 65A.

SG MODELS SINCE 1998

INTRODUCTION

Thank you for choosing the **Arising Neo 74" Wingspan ARF 20cc** ARTF by **SG MODELS** . The **Arising Neo 74" Wingspan ARF 20cc** was designed with the intermediate/advanced sport flyer in mind. It is a semi scale airplane which is easy to fly and quick to assemble. The airframe is conventionally built using balsa, plywood to make it stronger than the average ARTF, yet the design allows the aeroplane to be kept light. You will find that most of the work has been done for you already. The motor mount has been fitted and the hinges are pre-installed. Flying the **Arising Neo 74" Wingspan ARF 20cc** is simply a joy.

This instruction manual is designed to help you build a great flying aeroplane. Please read this manual throughly before starting assembly of your **Arising Neo 74" Wingspan ARF 20cc** Use the parts listing below to indentify all parts.

WARNING

Please be aware that this aeroplane is not a toy and if assembled or used incorrectly it is capable of causing injury to people or property. WHEN YOU FLY THIS AEROPLANE YOU ASSUME ALL RISK & REPONSIBILITY.

If you are inexperienced with basic R/C flight we strongly recommend you contact your R/C supplier and join your local R/C model Flying Club. R/C Model Flying Clubs offer a variety of training procedures designed to help the new pilot on his way to successful R/C flight. They will also be able to advise on any insurance and safety regulations that may apply.

KIT CONTENTS
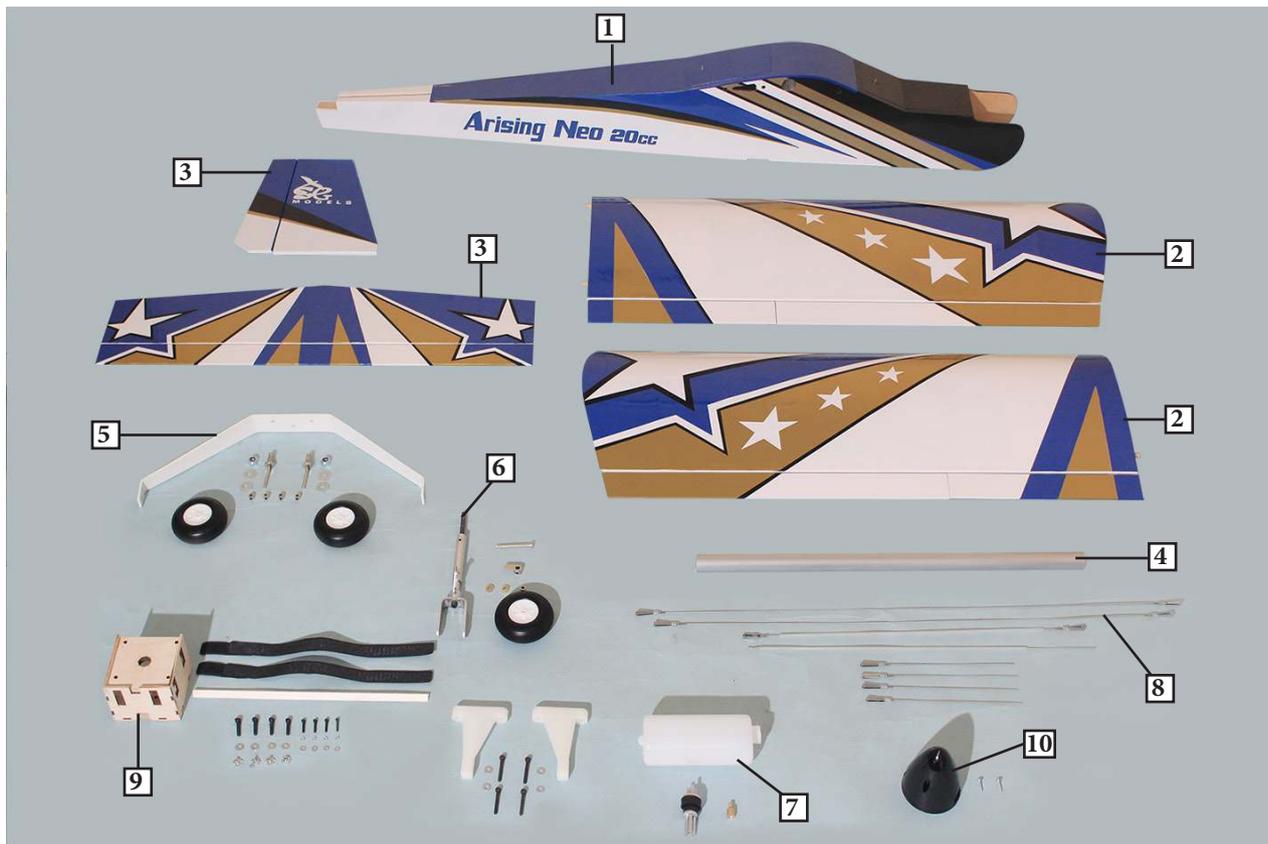
KIT CONTENTS

SEA419   Arising Neo 74" Wingspan ARF 20cc

1. Fuselage
2. Wing set (2)
3. Tail set (2)
4. Wing tube
5. Landing gear
6. Nose Landing gear
7. Fuel tank
8. Pushrod set
9. Ep Motor box
10. Spinner

ADDITIONAL ITEMS REQUIRED

☐   15-20cc gasoline engine.
☐   Computer radio 6 channel with 7 servos.
☐   Glow plug to suit engine.
☐   Propeller to suit engine.
☐   Protective foam rubber for radio system.

TOOLS & SUPPLIES NEEDED

☐   Thin cyanoacrylate glue.
☐   Medium cyanoacrylate glue.
☐   30 minute epoxy.
☐   5 minute epoxy.
☐   Hand or electric drill.
☐   Assorted drill bits.
☐   Modelling knife.
☐   Straight edge ruler.
☐   2mm ball driver.
☐   Phillips head screwdriver.
☐   220 grit sandpaper.
☐   90° square or builder's triangle.
☐   Wire cutters.
☐   Masking tape & T-pins.
☐   Thread-lock.
☐   Paper towels.

HINGING THE FLAP

Note : *The control surfaces, including the ailerons, elevators, and rudder, are prehinged with hinges installed, but the hinges are not glued in place. It is imperative that you properly adhere the hinges in place per the steps that follow using a high-quality thin C/A glue.*

Carefully remove the aileron from one of the wing panels. Note the position of the hinges.

1.

C/A Hinge

Remove each hinge from the wing panel and flap and place a T-pin in the center of each hinge. Slide each hinge into the aileron until the T-pin is snug against the aileron. This will help ensure an equal amount of hinge is on either side of the hinge line when the flap is mounted to the wing panel.

2.
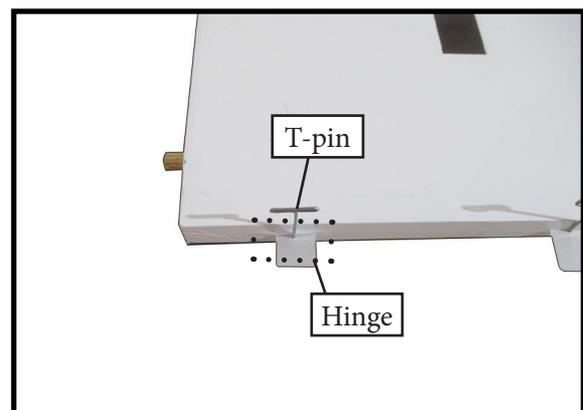
T-pin

Hinge

Slide the wing panel on the flap until there is only a slight gap. The hinge is now centered on the wing panel and flap. Remove the Tpins and snug the flap against the wing panel. A gap of 1/64" or less should be maintained between the wing panel and flap.

Deflect the flap and completely saturate each hinge with thin C/A glue. The flap front surface should lightly contact the wing during this procedure. Ideally, when the hinges are glued in place, a 1/64" gap or less will be maintained throughout the lengh of the flap to the wing panel hinge line.

NOTE :   The hinge is constructed of a special material that allows the C/A to wick or penetrate and distribute throughout the hinge, securely bonding it to the wood structure of the wing panel and flap.
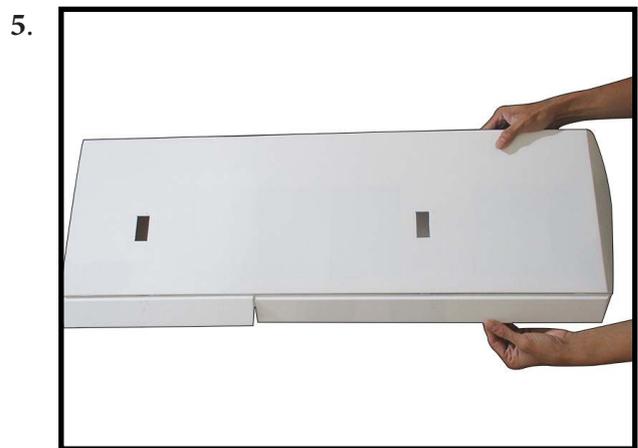
3.

Hinge

4.
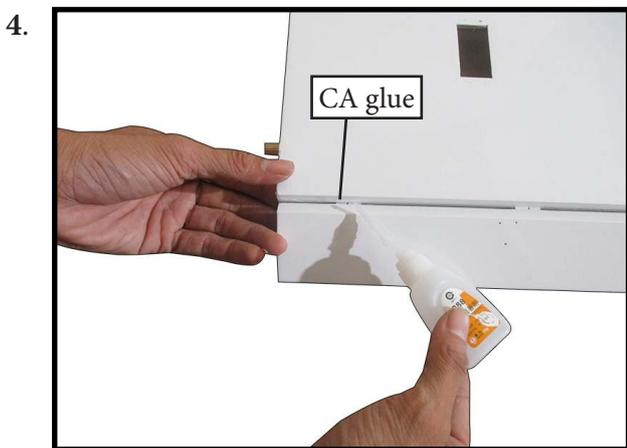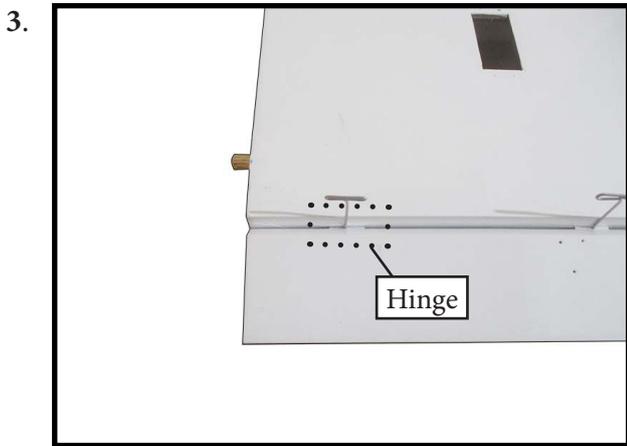
CA glue

Turn the wing panel over and deflect the flap in the opposite direction from the opposite side. Apply thin C/A glue to each hinge, making sure that the C/A penetrates into both the flap and wing panel.

Using C/A remover/debonder and a paper towel, remove any excess C/A glue that may have accumulated on the wing or in the flap hinge area.

Repeat this process with the other wing panel, securely hinging the flap in place.

After both flap are securely hinged, firmly grasp the wing panel and flap to make sure the hinges are securely glued and cannot be pulled out. Do this by carefully applying medium pressure, trying to separate the flap from the wing panel. Use caution not to crush the wing structure.
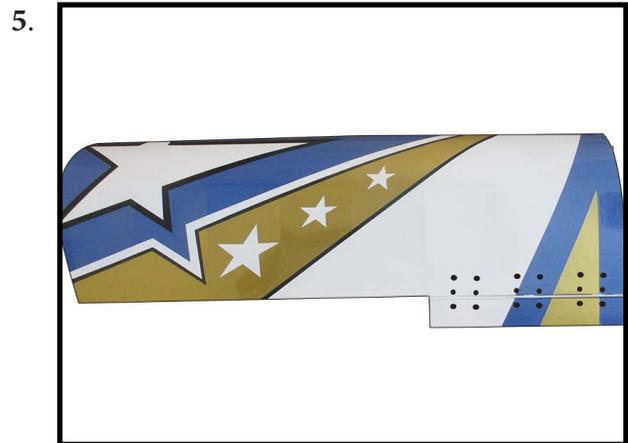
5.

Note : Work the aileron up and down several times to "work in" the hinges and check for proper movement.

HINGING THE AILERON

Note : *The control surfaces, including the ailerons, elevators, and rudder, are prehinged with hinges installed, but the hinges are not glued in place. It is imperative that you properly adhere the hinges in place per the steps that follow using a high-quality thin C/A glue.*

Carefully remove the aileron from one of the wing panels. Note the position of the hinges.

1.

C/A Hinge
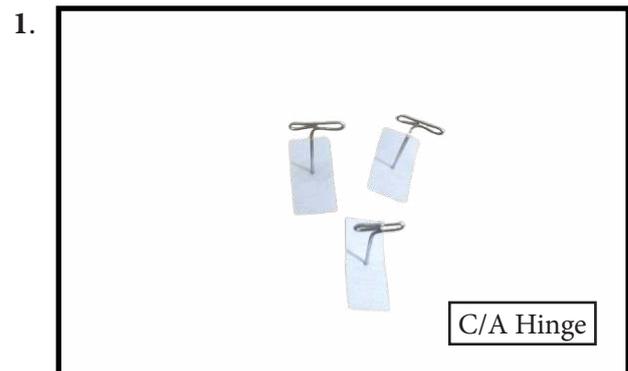
Remove each hinge from the wing panel and aileron and place a T-pin in the center of each hinge. Slide each hinge into the wing panel until the T-pin is snug against the wing panel. This will help ensure an equal amount of hinge is on either side of the hinge line when the aileron is mounted to the aileron.

2.
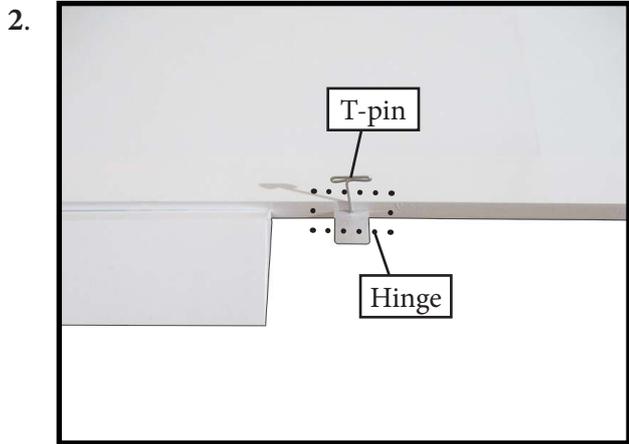
T-pin

Hinge

Slide the wing panel on the aileron until there is only a slight gap. The hinge is now centered on the wing panel and aileron. Remove the T-pins and snug the aileron against the wing panel. A gap of 1/64" or less should be maintained between the wing panel and aileron.

Deflect the aileron and completely saturate each hinge with thin C/A glue. The ailerons front surface should lightly contact the wing during this procedure. Ideally, when the hinges are glued in place, a 1/64" gap or less will be maintained throughout the lengh of the aileron to the wing panel hinge line.

NOTE : The hinge is constructed of a special material that allows the C/A to wick or penetrate and distribute throughout the hinge, securely bonding it to the wood structure of the wing panel and aileron.

3.

Hinge

4.

CA glue

5.

6.
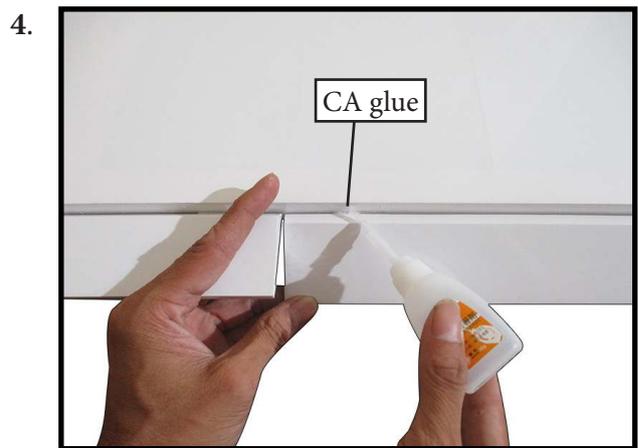
Turn the wing panel over and deflect the aileron in the opposite direction from the opposite side. Apply thin C/A glue to each hinge, making sure that the C/A penetrates into both the aileron and wing panel.

Using C/A remover/debonder and a paper towel, remove any excess C/A glue that may have accumulated on the wing or in the aileron hinge area.

Repeat this process with the other wing panel, securely hinging the aileron in place.

After both ailerons are securely hinged, firmly grasp the wing panel and aileron to make sure the hinges are securely glued and cannot be pulled out. Do this by carefully applying medium pressure, trying to separate the aileron from the wing panel. Use caution not to crush the wing structure.
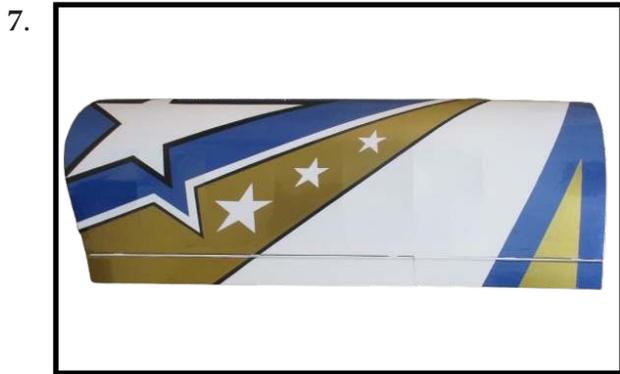
7.

Note : **Work the aileron up and down several times to "work in" the hinges and check for proper movement.**

INSTALLING THE AILERON SERVOS

1.

2.
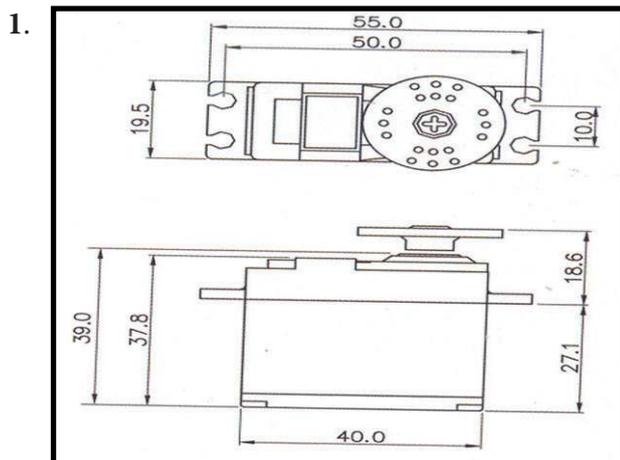
Mininum servo spec.
Torque : 54 oz-in (3.9 kg-cm) @ 4.8V;
67 oz-in (4.8 kg-cm) @ 6.0V

Install the rubber grommets and brass collets onto the aileron servo. Test fit the servo into the aileron servo mount.

⚠ Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

Use dental floss to secure the connection so they cannot become unplugged.

3.
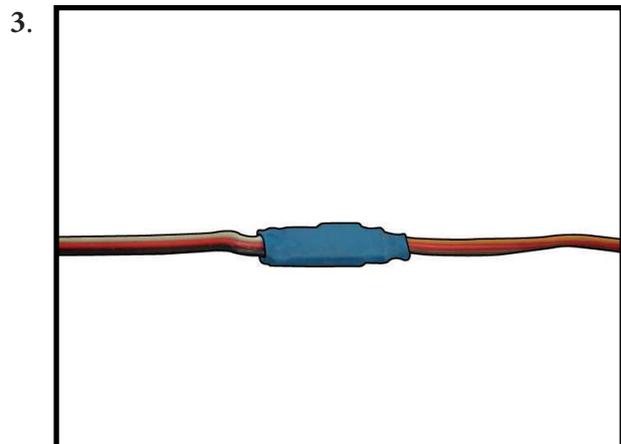
Using a small weight (Weighted fuel pickup works well) and thread, feed the string through the wing as indicated.

4.
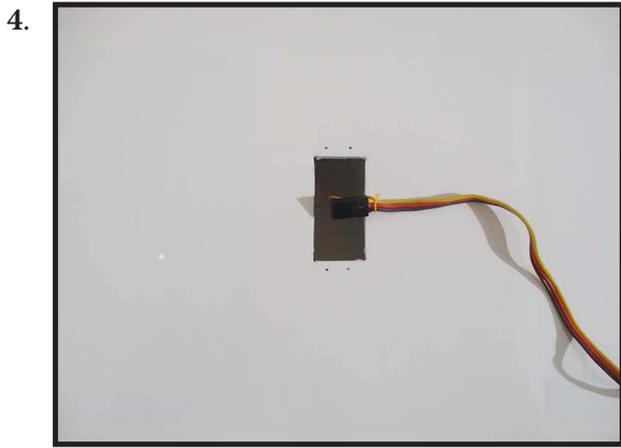
Attach servo lead to the aileron servo. Attach the string to the servo lead and carefully thread it though the wing. Once you have thread the lead throught the wing, remove the string so it can use for the other servo lead.

5.

6.

Tape the servo lead to the wing to prevent it from falling back into the wing.

7.

Reinstall the servo into the servo mount and secure the servo inplace using the wood screws provided with you radio system.

8.

9.

Repeat the procedure for the other wing half.

AILERON LINKAGE

Please study images below.

1.

2.

2mm

3.

4.

5.

6.

7.

8.

9.
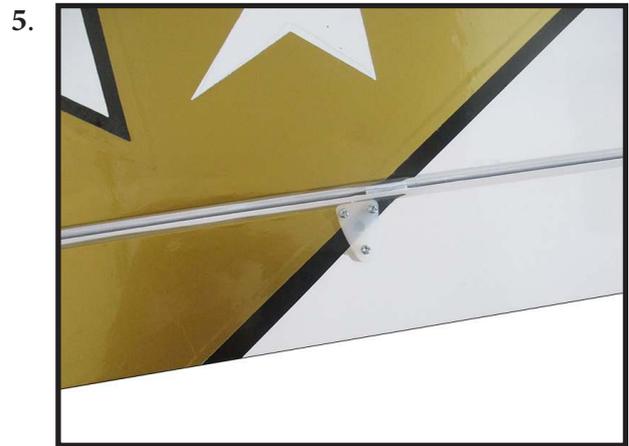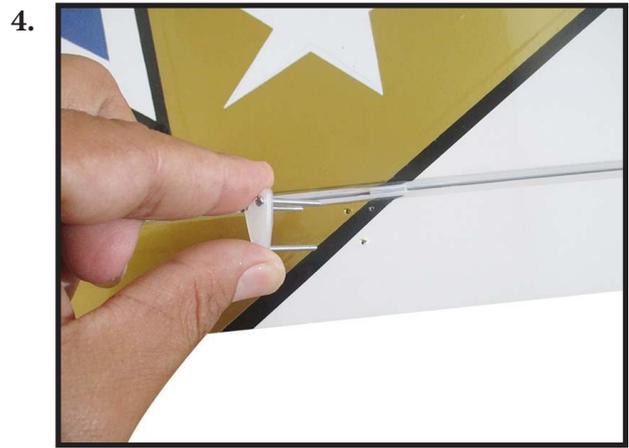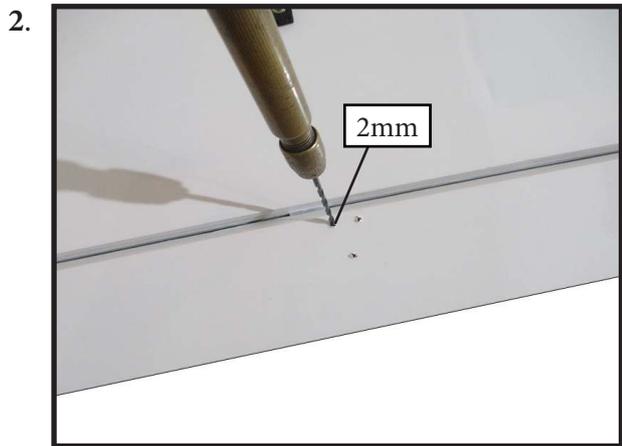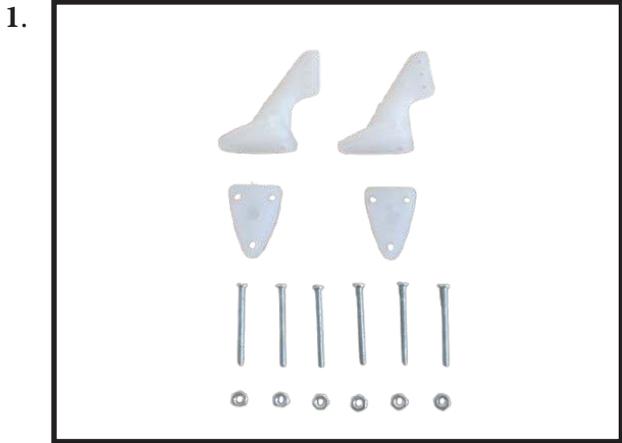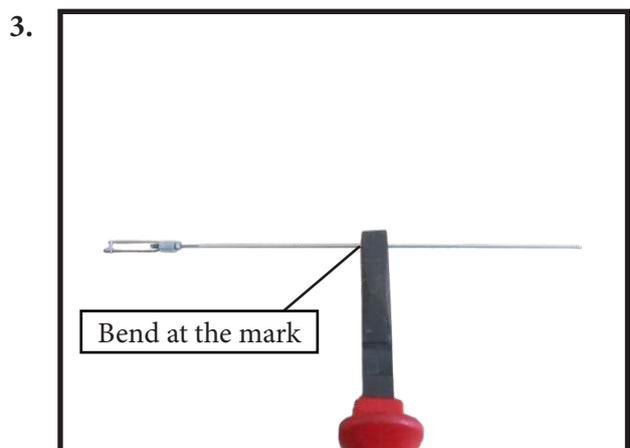
AILERON PUSHROD INSTALLATION

Please study images below.

1.
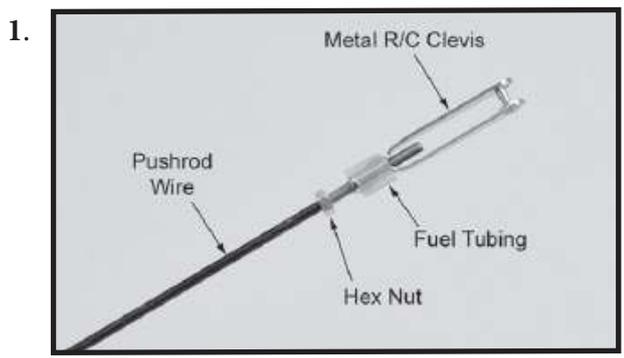
Use a felt tip pen to mark the wire where it crosses the hole. Use a pair of pliers to put a shrp 90-degree bend in the wire at the mark.

2.

3.

Bend at the mark

4.

8mm
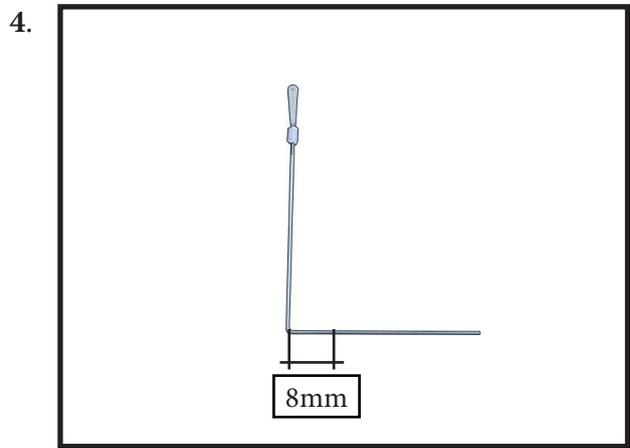
Make a 90-degree bend at the mark and cut off the excess wire leaving 8mm past the bend.

5.

M2 lock nut.   Metal clevis.

8mm

Snap keeper.

6.
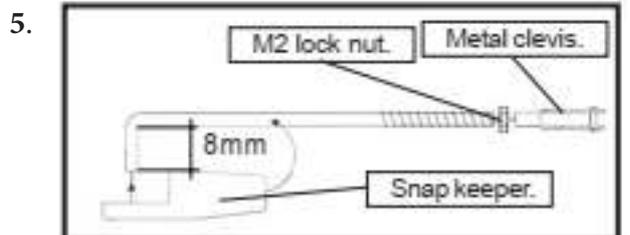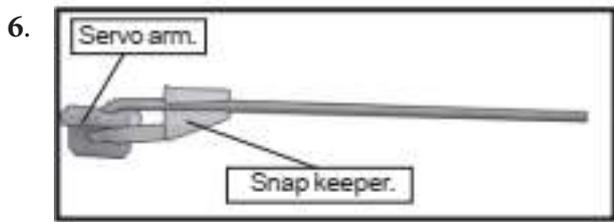
Connect the linkage as shown and secure the control wire with a snap keeper.

7.

INSTALLING THE FLAP SERVO

Repeat the procedure for the flap servo.

1.
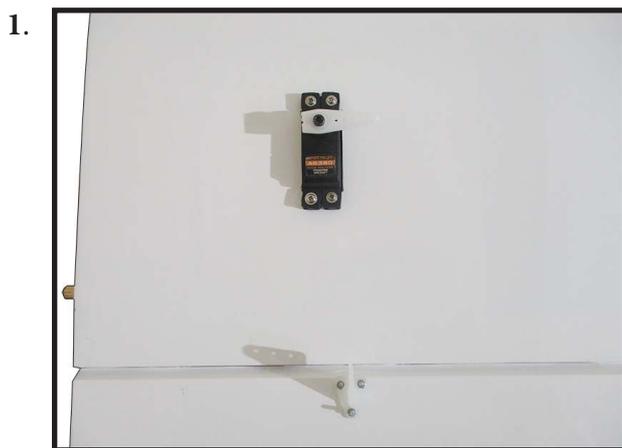
INSTALLING THE FLAP PUSHROD

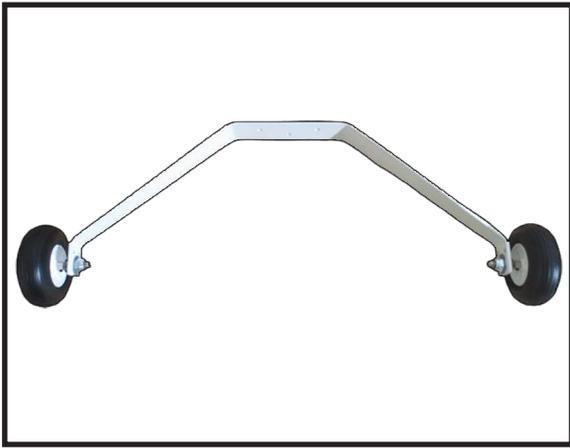Repeat the procedure for the flap pushrod.

1.

2.
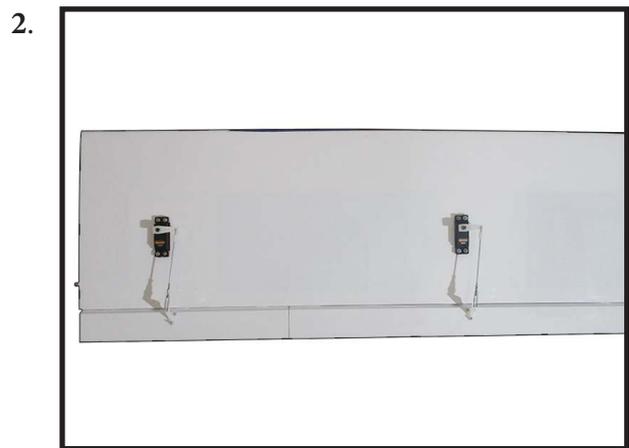
INSTALLING LANDING GEAR

Locate items necessary to install Sprin Landing Gear.

1.

2.

3.

4.

5.

6.

7.

8.

9.

M3x4mm

10.

14.

M3x4mm

11.

15.

12.

16.

13.

17.

18.

19.

Loctite

20.

21.

M4x20mm

22.
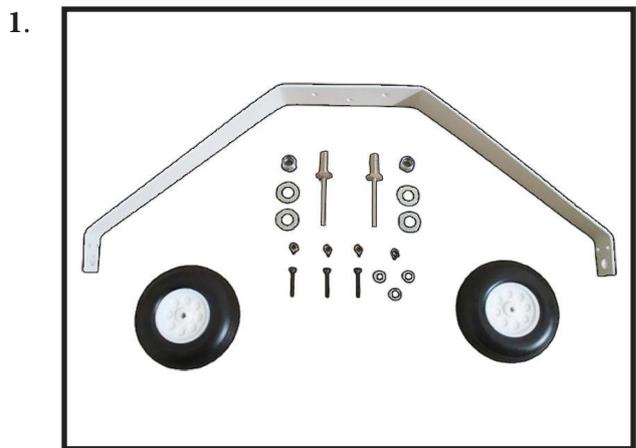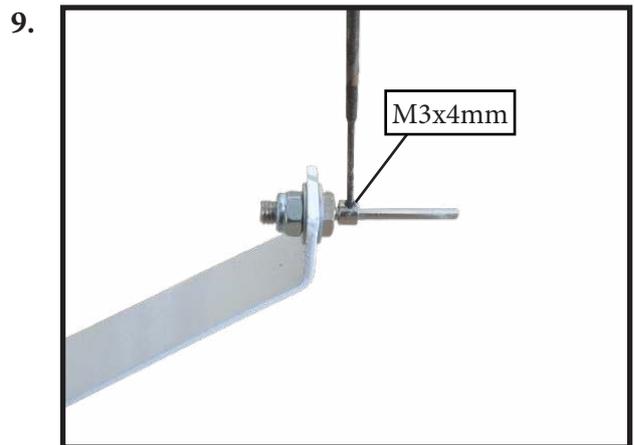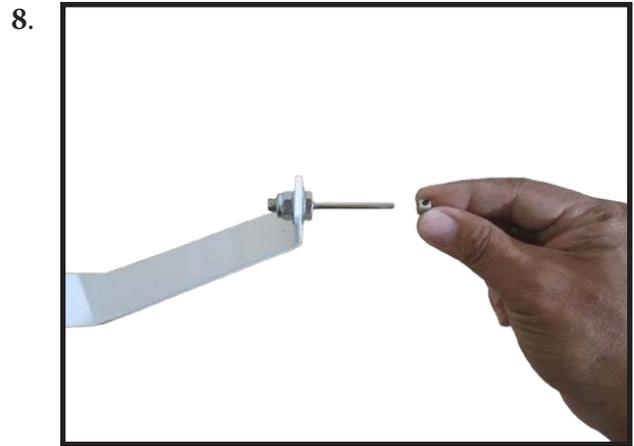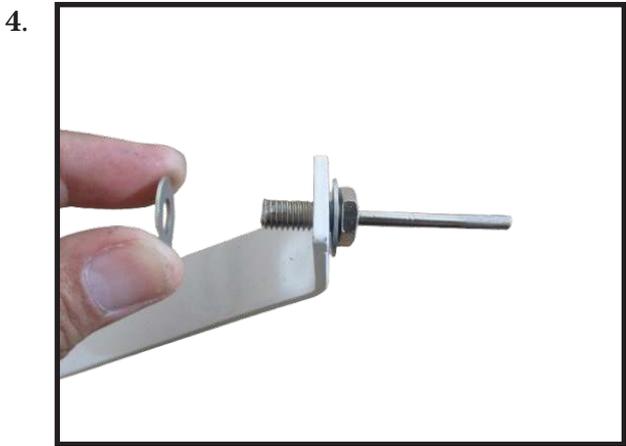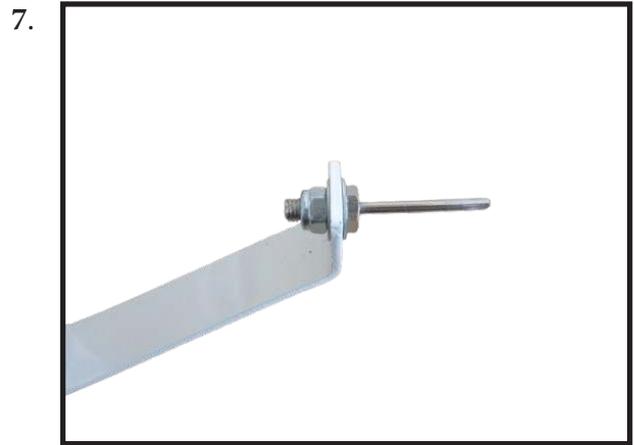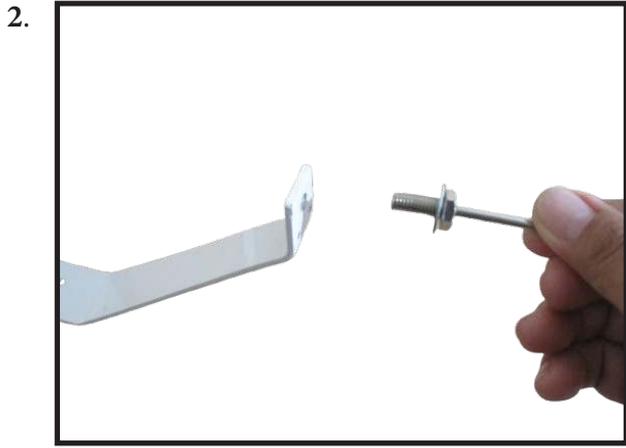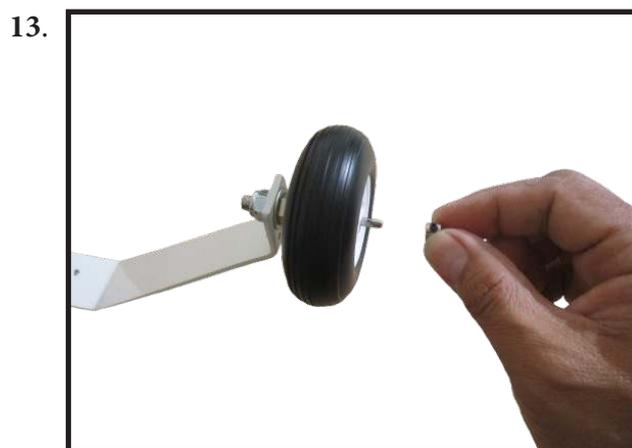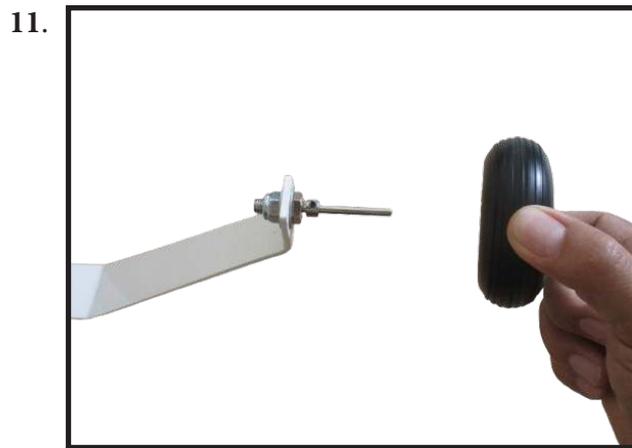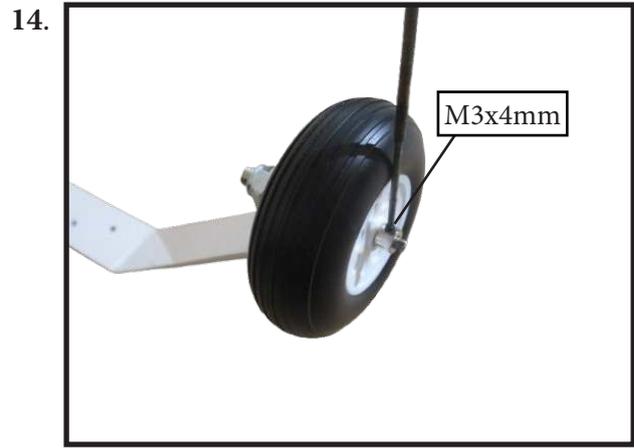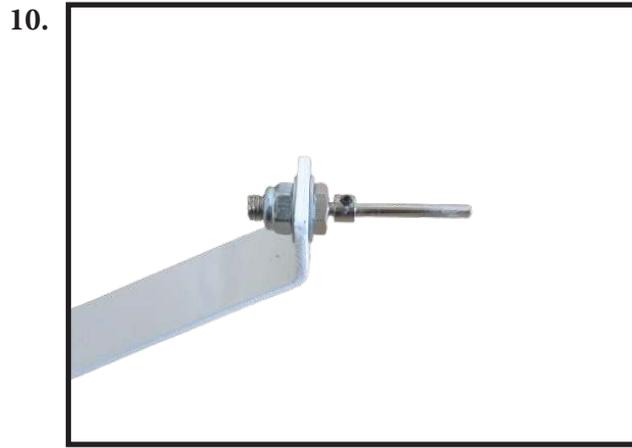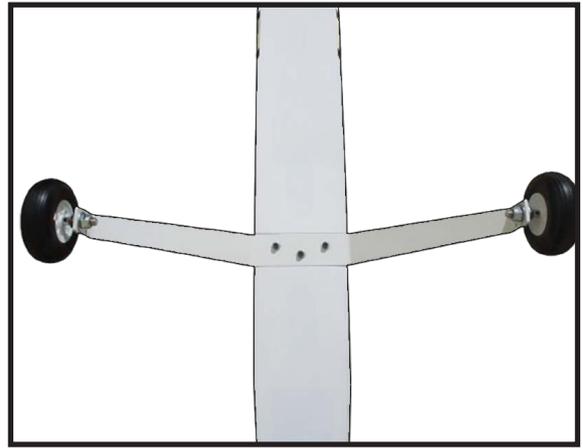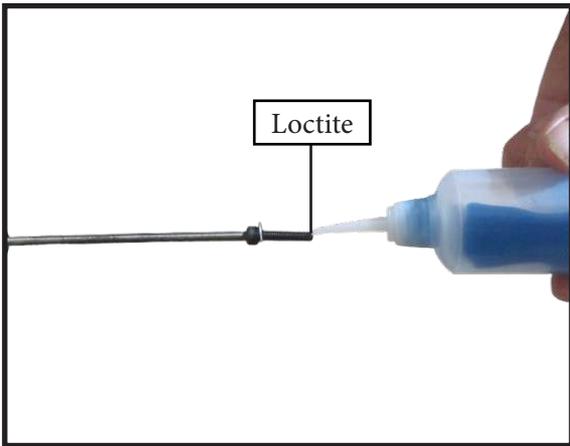
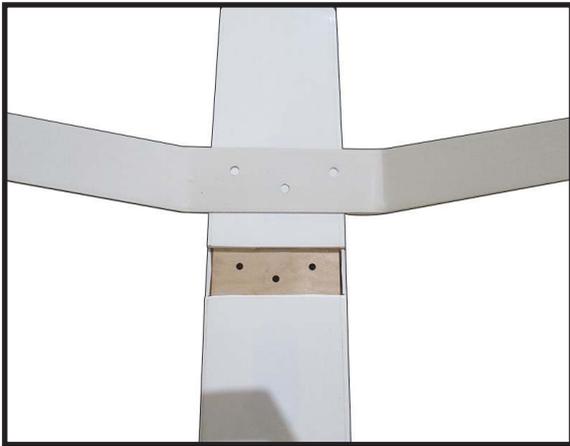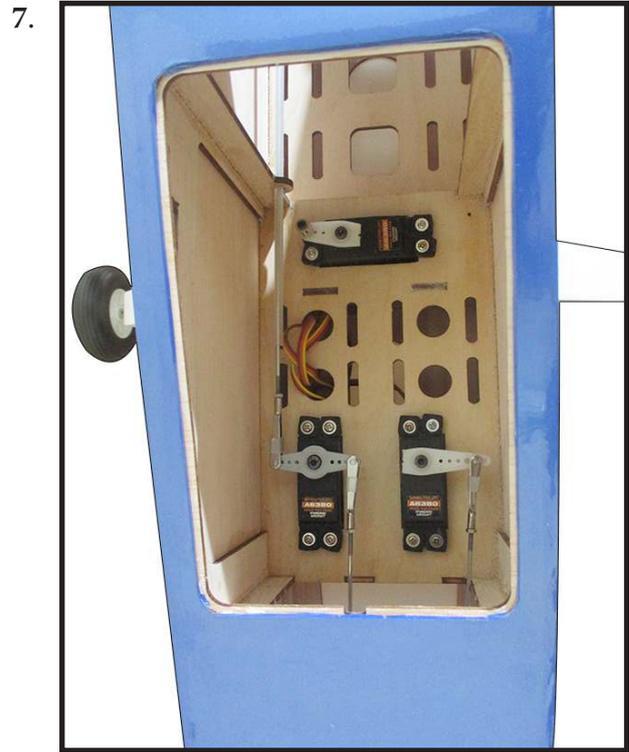## NOSE GEAR INSTALLATION

Please study images below.

1.

2.

3.

4.

5.

M4x5mm

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

16.

17.

18.

M3x4mm

19.

20.

21.

22.
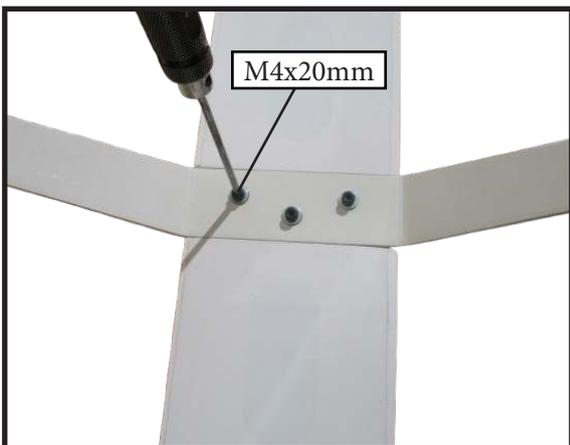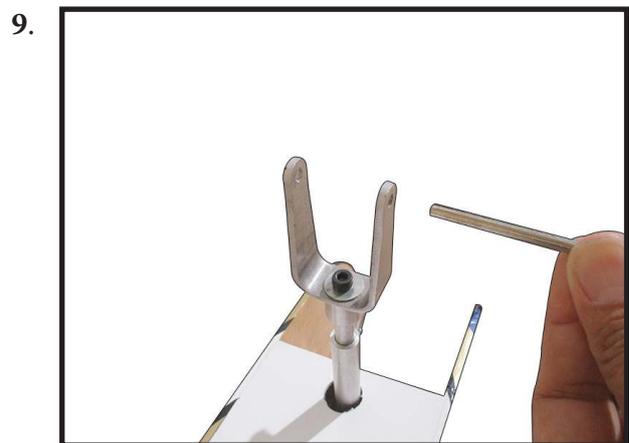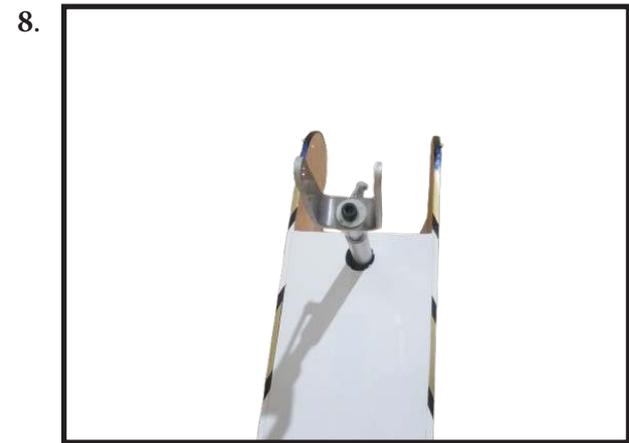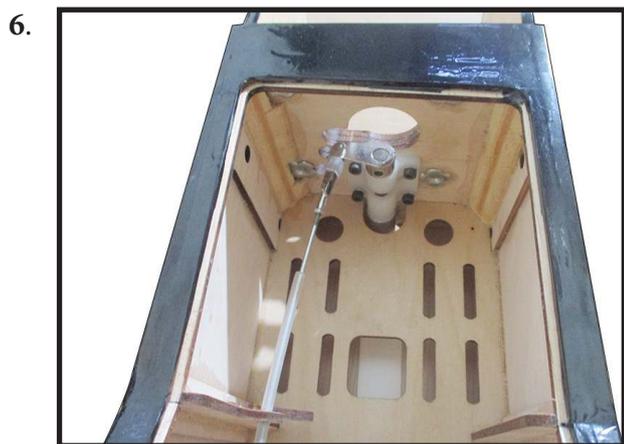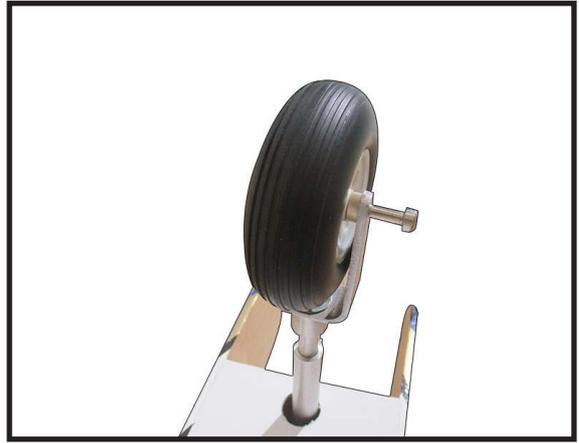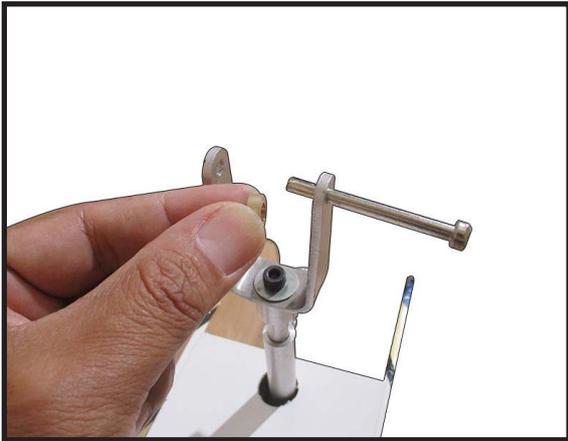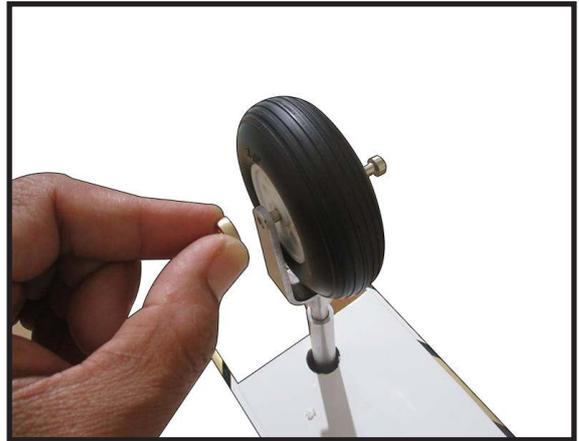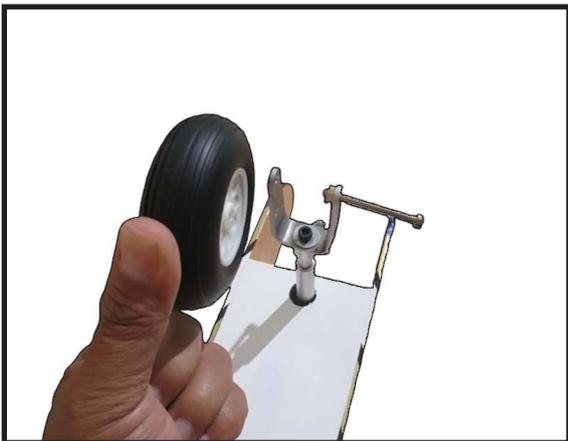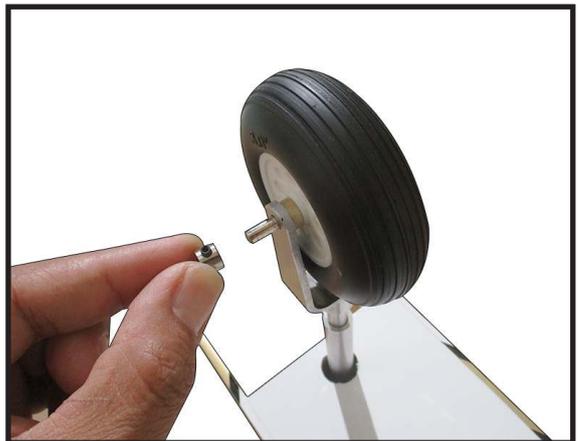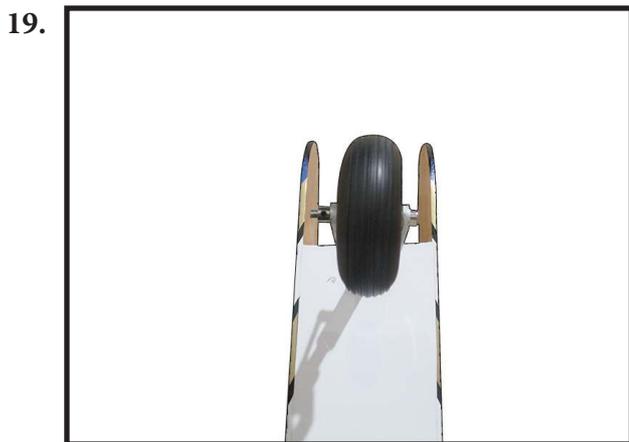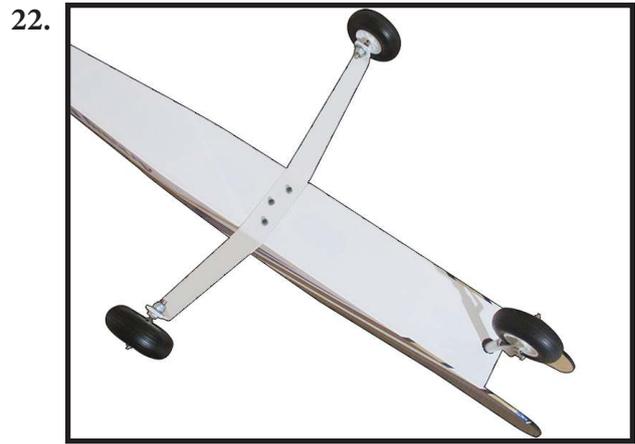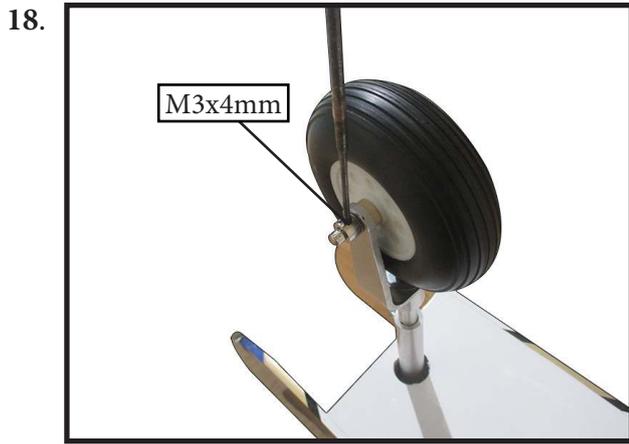
INSTALLING THE FUSELAGE SERVOS

⚠ Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

Install the rubber grommets and brass collets into all servos. Test fit the servos into the fuselage servo mounts.

Secure the servos with the screws provided with your radio system.

1.

Rudder servo + Nose Gear arm

Throttle servo

Elevator servo

2.

Nose Gear arm   Throttle servo arm

Rudder servo arm   Elevator servo arm
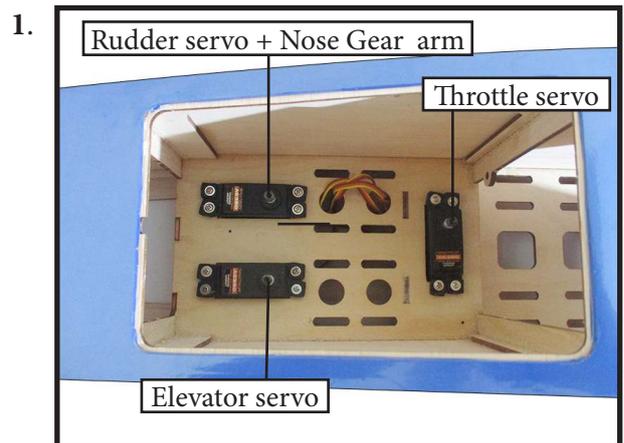
Mininum servo spec.
Torque : 54 oz-in (3.9 kg-cm) @ 4.8V;
67 oz-in (4.8 kg-cm) @ 6.0V

INSTALLING THE STOPPER ASSEMBLY
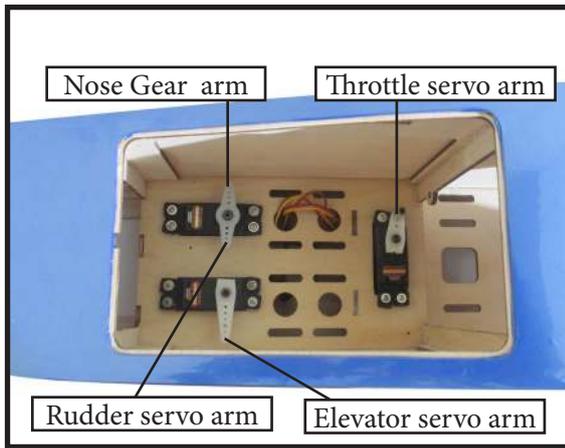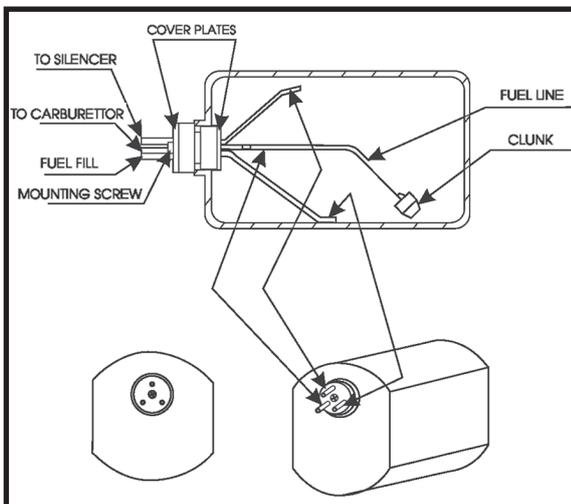
Using a modeling knife, carefully cut off the rear portion of one of the 3 nylon tubes leaving 1/2" protruding from the rear of the stopper. This will be the fuel pick up tube.

Using a modeling knife, cut one length of silicon fuel line. Connect one end of the line to the weighted fuel pick up and the other end to the nylon pick up tube.
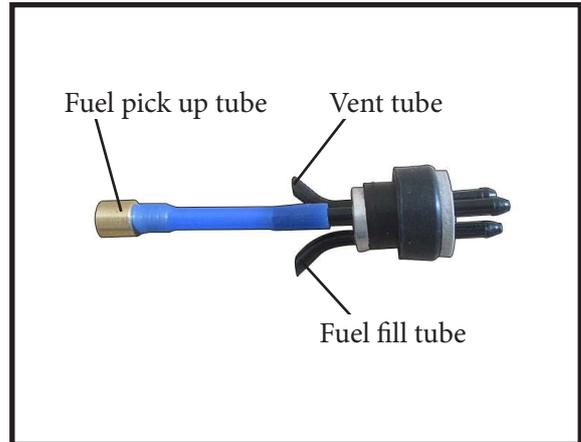
1.

COVER PLATES
TO SILENCER
TO CARBURETTOR
FUEL FILL
MOUNTING SCREW
FUEL LINE
CLUNK

2.

3.


Fuel pick up tube   Vent tube

Fuel fill tube

Carefully bend the second nylon tube up at a 45º angle. This tube is the vent tube.

Test fit the stopper assembly into the tank. It may be necessary to remove some of the flashing around the tank opening using a modeling knife. If flashing is present, make sure none falls into the tank.

With the stopper assembly in place, the weighted pick-up should rest away from the rear of the tank and move freely inside the tank. The top of the vent tube should rest just below the top of the tank. It should not touch the top of the tank.

When satisfied with the alignment of the stopper assembly tighten the 3 x 20mm machine screw until the rubber stopper expands and seals the tank opening. Do not over-tighten the assembly as this could cause the tank to split.

FUEL TANK INSTALLATION

1.
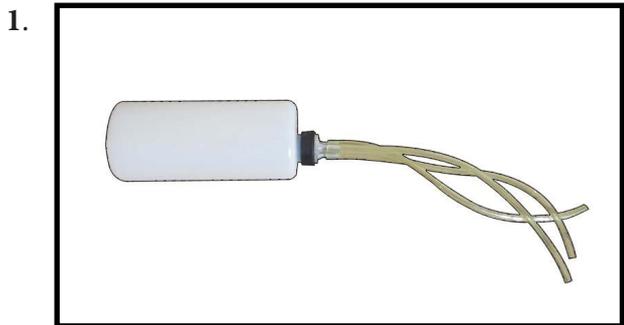
- ⚠️ *You should mark which tube is the vent and which is the fuel pickup when you attach fuel tubing to the tubes in the stopper. Once the tank is installed inside the fuselage, it may be difficult to determine which is which.*

Slide the fuel tank into the fuselage. Guide the lines from the tank through the hole in the fiewall.

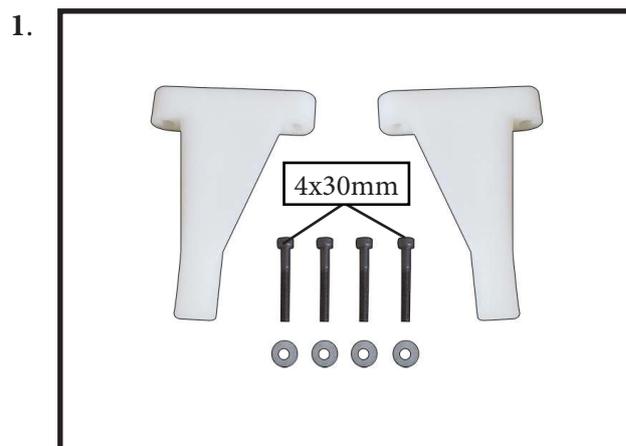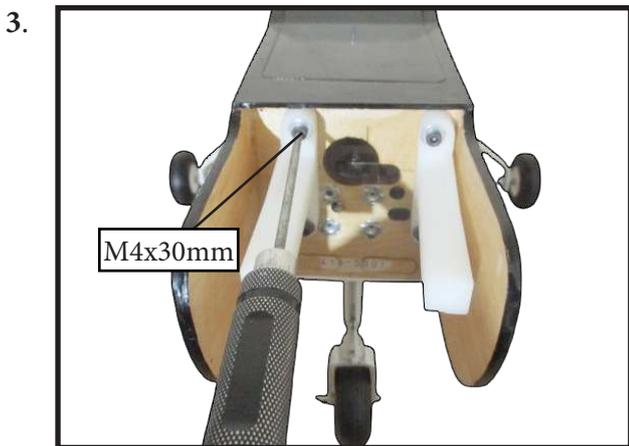Use plywood template to hold in place the fuel tank with C/A glue to secure the fuel-tank inside the fuselage.

2.

3.

4.
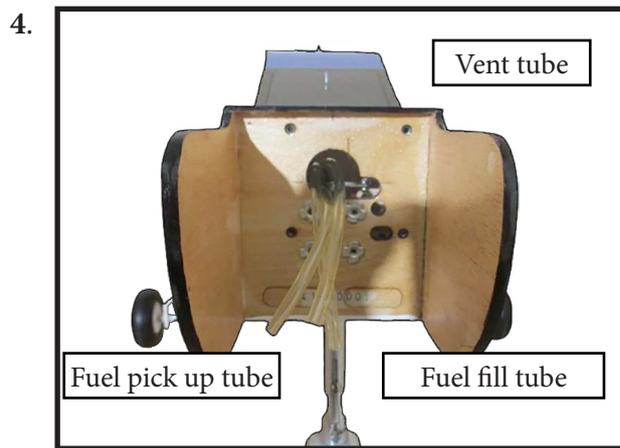
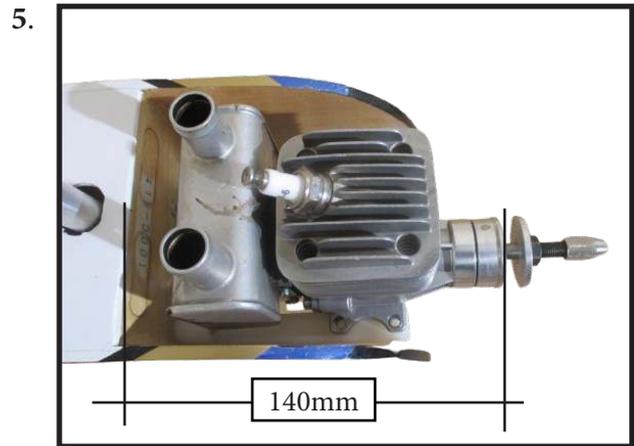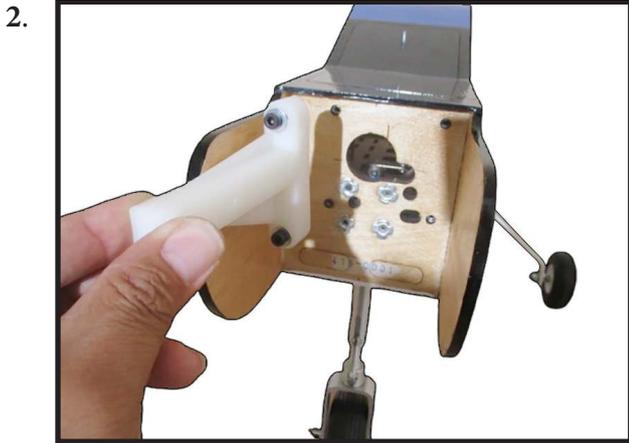Connect the lines from the tank to the engine and muffler. The vent line will connect to the muffler and the line from the clunk tothe carburetor.

- ⚠️ *Blow through one of the lines to ensure the fuel lines have not become kinked inside the fuel tank compartment. Air should flow through easily.*
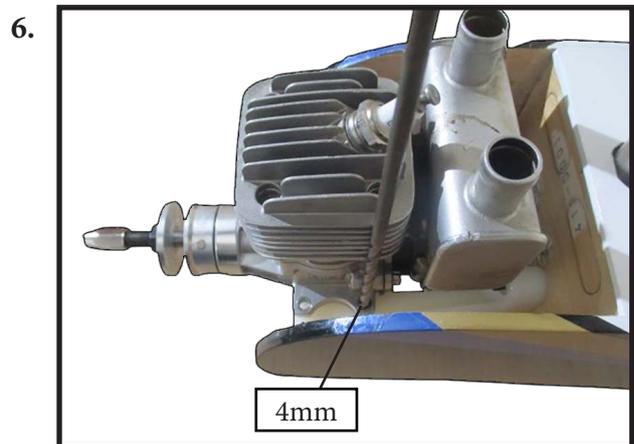
MOUNTING THE ENGINE

Locate the items necessary to install the engine mount included with your model.

1.

2.

3.

M4x30mm

Use four 4x30mm head bolts and four 4mm washers to attach the engine mount rails to the firewall. Tighten the screws .Make sure to use threadlock on the screws to help prevent them from vibrating loose.

4.

Position the engine with the drive waser (140mm) forward of the firewall as shown.

5.

140mm

Use a pin drill and 4mm drill bit to drill a small indentation in the mount for the engine mounting screw.

6.

4mm

Use a drill to drill the four holes in the engine mount rails.

7.

4mm

On the fie wall has the location for the throttle pusshrod tube (pre-drill).

Slide the pushrod tube in the fiewall and guide it through the fuel tank mount. Use medium C/A to glue the tube to the fie-wall and the fuel tank mount.

Connect the Z-bend in the 450mm throttle pushrod to the outer hole of the carburetor arm.

Slide the throttle pushrod wire into the tube. Position the engine between the mounts. Use four M4x30mm machine screws to secure the engine to the mount as shown.

8.

hexagon snail M4x30mm

9.

Pushrod wire

10.

M4 lock Nut
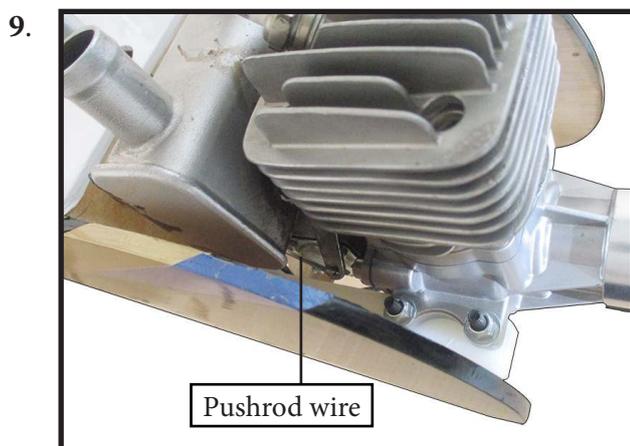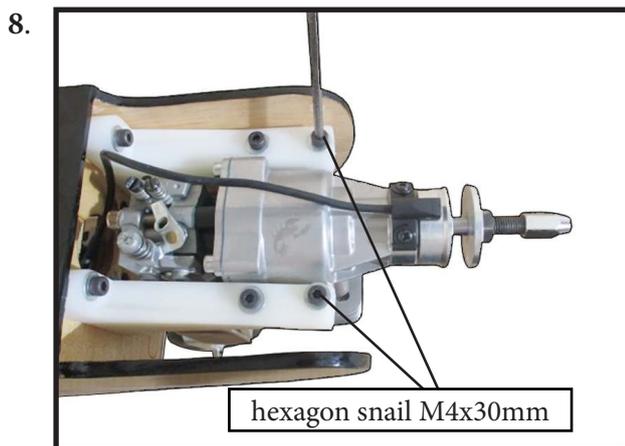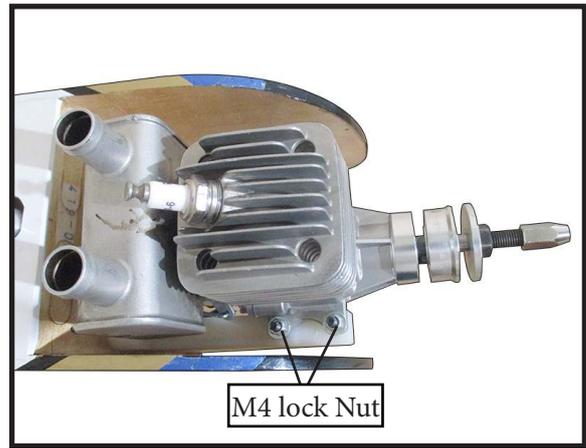
IGNITION INSTALLATION

1.

2.

3.
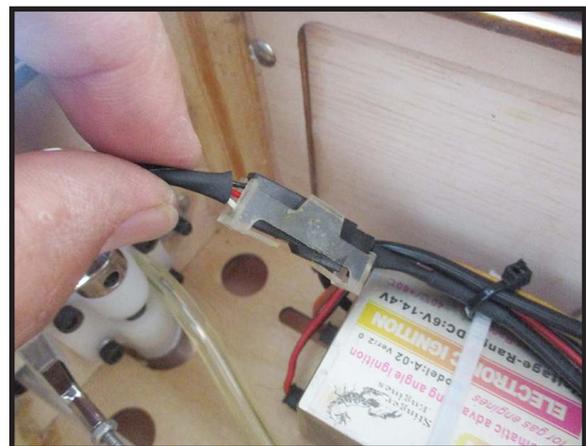
Connect ignition module to pickup line of engine. Secure with Safety Clip, safety wire, tape or other method. Ensure the plugs will not come apart from vibration or light tension.

Secure ignition wire with nylon ties as necessary.

4.

5.

6.

7.
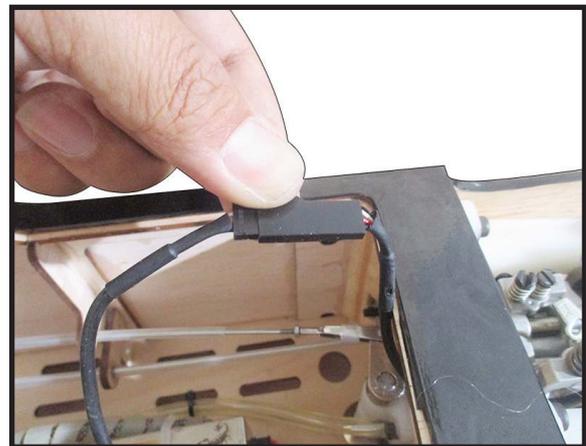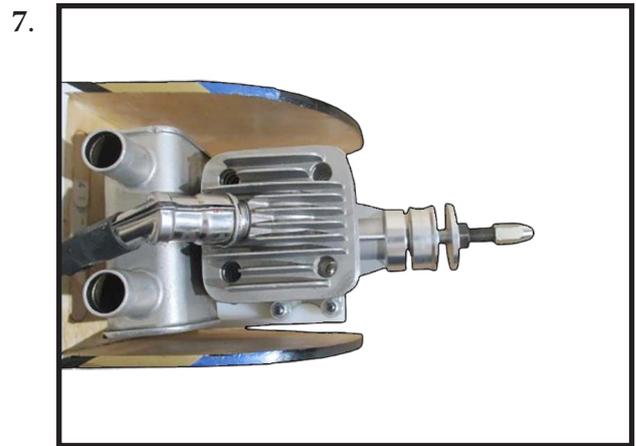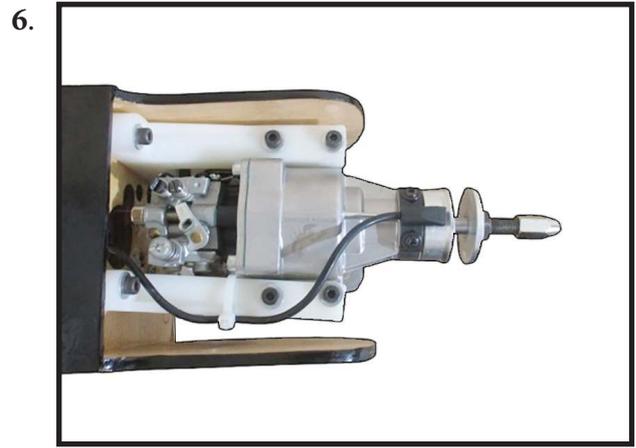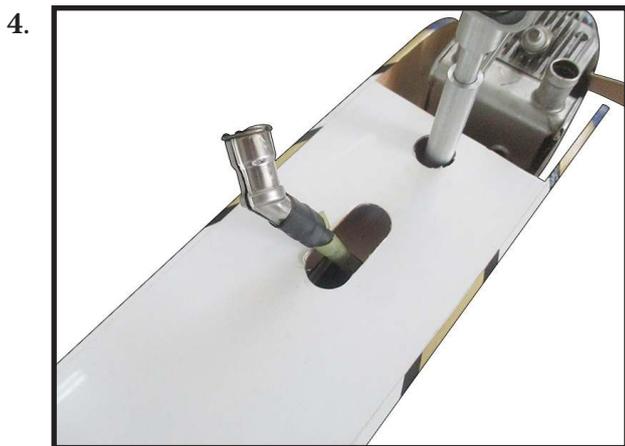

Reinstall the servo horn by sliding the connector over the pushrod wire. Center the throttle stick and trim and install the servo horn perpendicular to the servo center line.

8.

4x5mm
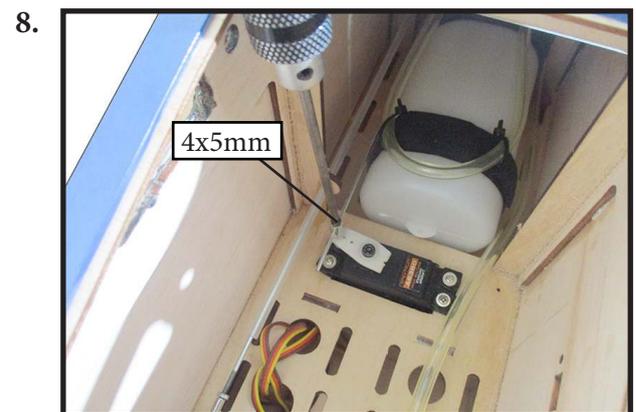
Move the throttle stick to the closed position and move the carburetor to closed. Use a 2.5mm hex wrench to tighten the screw that secures the throttle pushrod wire. Make sure to use threadlock on the screw so it does not vibrate loose.

9.

ELECTRIC POWER CONVERSION

Locate the items neccessary to install the electric power conversion included with your model.

1.

Recommend the items necessary to install the electric power conversion parts included with your model.

- **Motor : Avian 5055-500Kv Brushless Outrunner Motor.**
- **Recommended Voltage Range - 22.2V - 6S LiPo.**
- **Recommended Propeller Range - 15x6 to 15x8 Electric Propeller.**
- **ESC-------------------- 65A.**

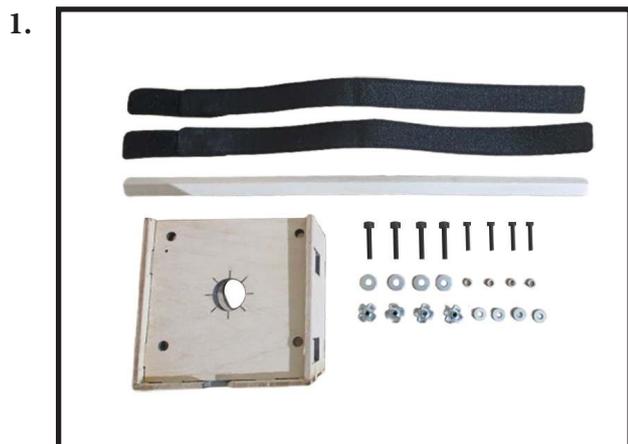Attach the electric motor box to the fire-wall centered with the cross lines drawn on the electric motor box and firewall. Using M4x25mm to secure the motor box to the firewall. Please see pictures below.

2.

3.

4.

M4x25mm and washers
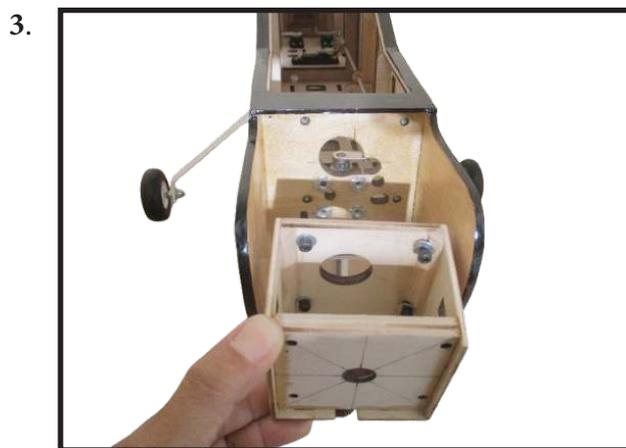
Attach the motor mount to the front of the electric motor box using four 4mm blind nut, four M4x25mm hex head bolts to secure the motor. Please see picture shown.

5.

6.

7.

3mm

Then, use 3mm drill bit to enlarge the holes on the electric motor box.

8.

3mm

9.

Blind nut

Epoxy

Attach the motor to the front of the electric motor box using four 3mm blind nut, four M3x20mm hex head bolts to secure the motor. Please see picture shown.

10.

M3x20mm

11.

12.

140mm
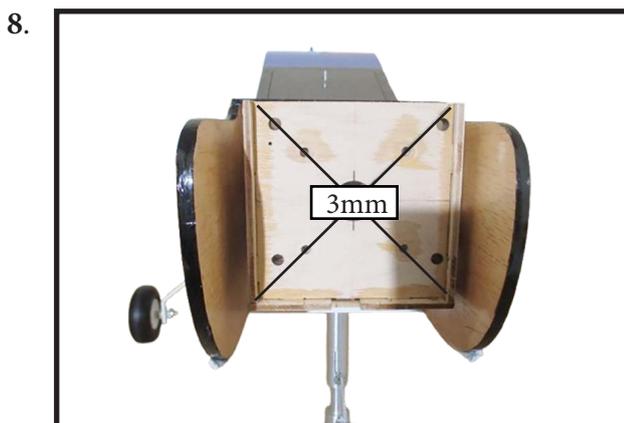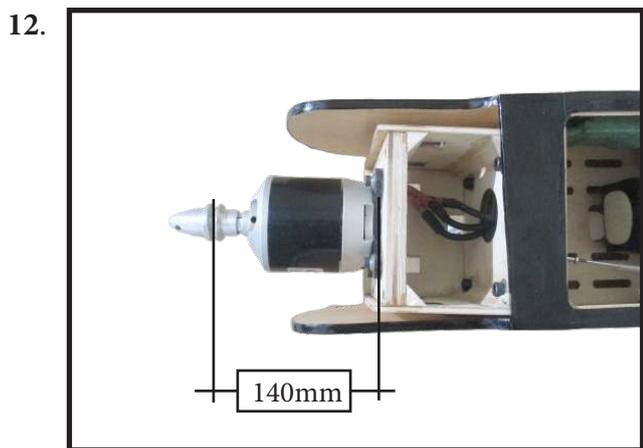
Attach the speed control to the side of the motor box using two-sided tape and tie wraps. Connect the appropriate leads from the speed control to the motor. Make sure the leads will not interfere with the operation of the motor.

13.

Speed control

14.

15.

Battery
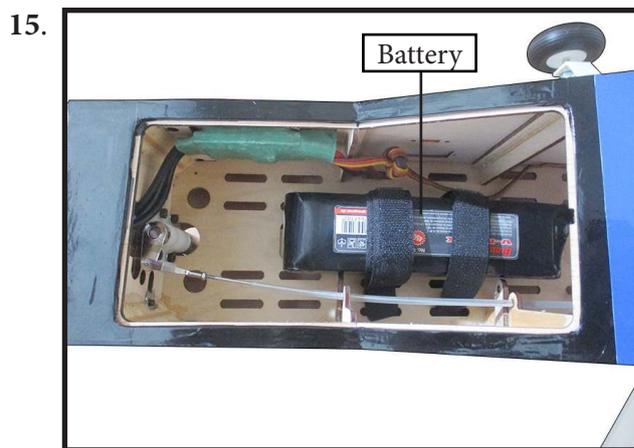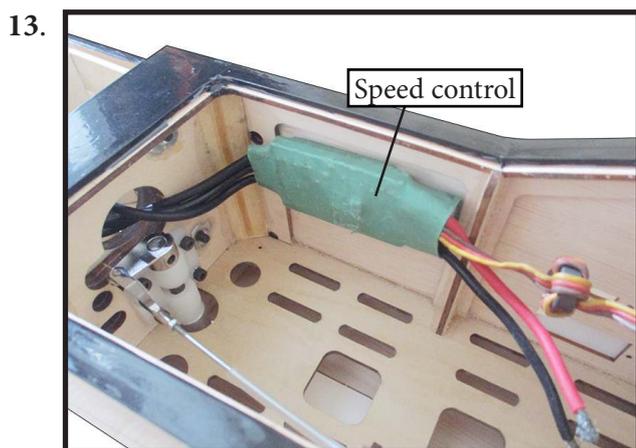
INSTALLING THE SPINNER

Install the spinner backplate, propeller and spinner cone.

1.

⚠ The propeller should not touch any part of the spinner cone. If it does, use a sharp modeling knife and carefully trim away the spinner cone where the propeller comes in contact with it.

2.

INSTALL NAIL HINGE ELEVATOR

Test fit the hinges into the elevator, and then the hinges into the tail. Ensure that the hinge pockets line up, and that the hinges move freely.

1.

2.

3.

4.

INSTALLING THE HORIZONTAL STABILIZER

Using a ruler and a pen, locate the centerline of the horizontal stabilizer, at the trailing edge, and place a mark. Use a triangle and extend this mark, from back to front, across the top of the stabilizer. Also extend this mark down the back of the trailing edge of the stabilizer.

1.

Draw center line
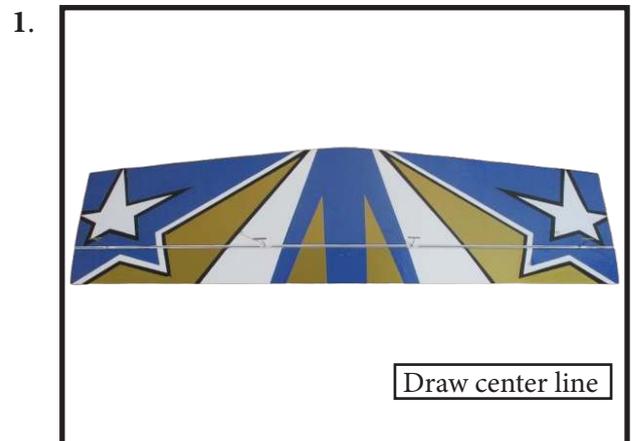
Using a modeling knife, carefully remove the covering at mounting slot of horizontal stabilizer (both side of fuselage).

2.

Slide the stabilizer into place in the precut slot in the rear of the fuselage. The stabilizer should be pushed firmly against the front of the slot.

3.

With the stabilizer held firmly in place, use a pen and draw lines onto the stabilizer where it and the fuselage sides meet. Do this on both the right and left sides and top and bottom of the stabilizer.

4.

Pen
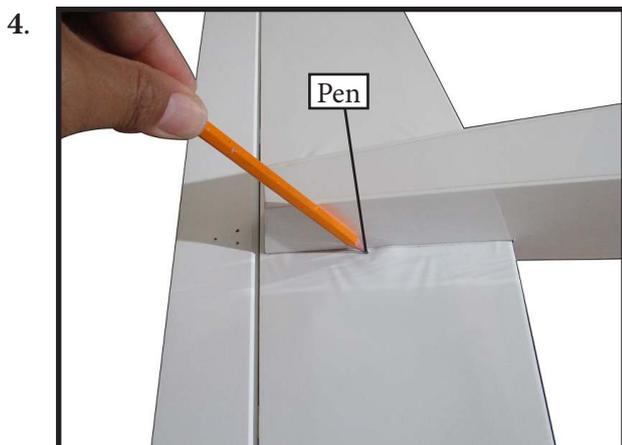
Remove the stabilizer. Using the lines you just drew as a guide, carefully remove the covering from between them using a modeling knife.
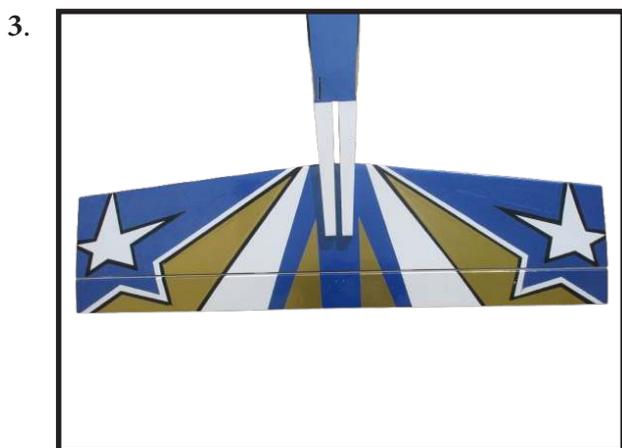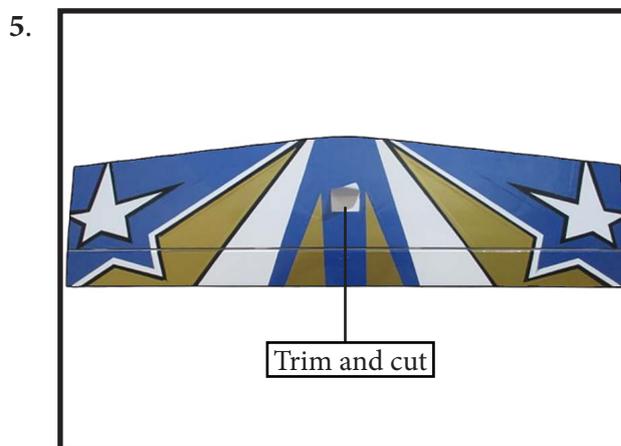
5.

Trim and cut

⚠ *When cutting through the covering to remove it, cut with only enough pressure to only cut through the covering itself. Cutting into the balsa structure may weaken it.*

Using a modeling knife, carefully remove the covering that overlaps the stabilizer mounting platform sides in the fuselage. Remove the covering from both the top and the bottom of the platform sides.

6.
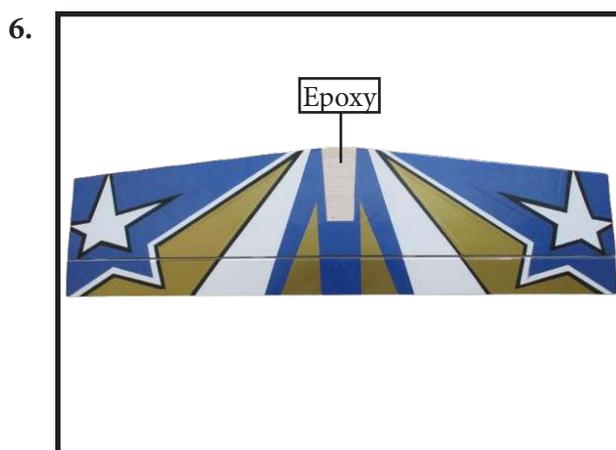
Epoxy

When you are sure that everything is aligned correctly, mix up a generous amount of 30 Minute Epoxy. Apply a thin layer to the top and bottom of the stabilizer mounting area and to the stabilizer mounting platform sides in the fuselage. Slide the stabilizer in place and realign. Double check all of your measurements once more before the epoxy cures. Hold the stabilizer in place with T-pins or masking tape and remove any excess epoxy using a paper towel and rubbing alcohol.

7.

After the epoxy has fully cured, remove the masking tape or T-pins used to hold the stabilizer in place. Carefully inspect the glue joints. Use more epoxy to fill in any gaps that may exist that were not filled previously and clean up the excess using a paper towel and rubbing alcohol.

HINGING THE RUDDER

Glue the top three rudder hinges in place using the same techniques used to hinge the elevator.

The lower hinge will be glued when the fin/rudder assembly is attached to the fuselage.

1.

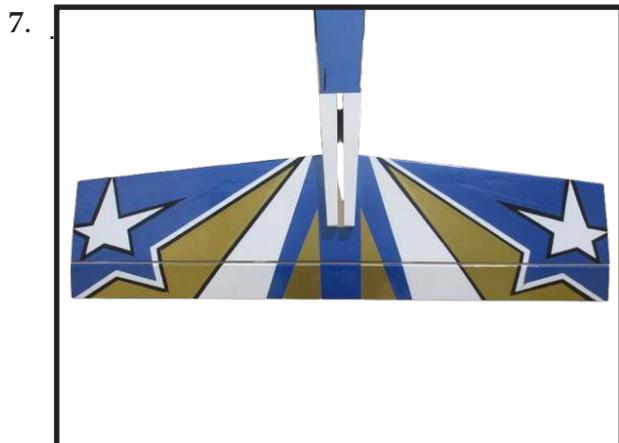2.

3.
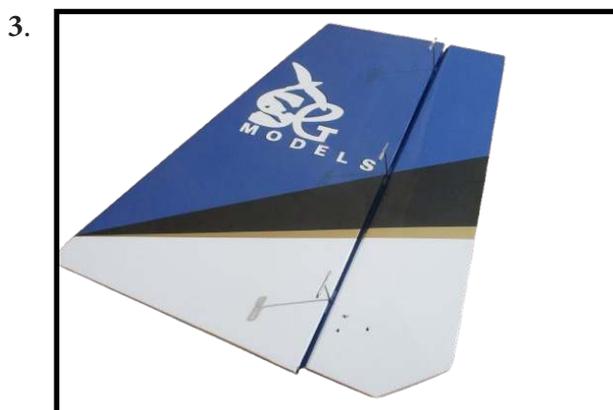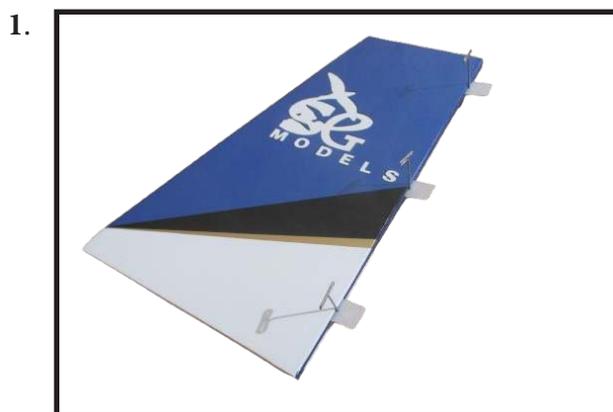
VERTICAL STABILIZER INSTALLATION

1.

Slide the vertical stabilizer into the slot in the top of the fuselage. The bottom edge of the stabilizer should also be firmly pushed against the top of the horizontal stabilizer.

2.
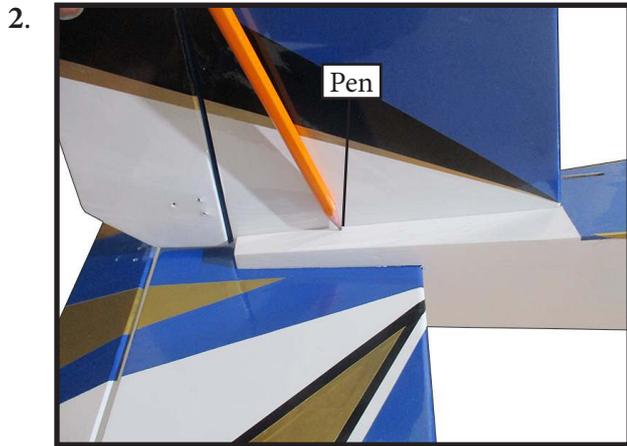
While holding the vertical stabilizer firmly in place, use a pen and draw a line on each side of the vertical stabilizer where it meets the top of the fuselage.

3.

Remove the stabilizer. Using a modeling knife, remove the covering from below the lines you drew. Also remove the covering from the bottom edge of the stabilizer and the bottom and top edges of the filler block. Leave the covering in place on the sides of the filler block.

4.

⚠ *When cutting through the covering to remove it, cut with only enough pressure to only cut through the covering itself. Cutting into the balsa structure may weaken it.*

Slide the vertical stabilizer back in place. Using a triangle, check to ensure that the vertical stabilizer is aligned 90º to the horizontal stabilizer

5.

When you are sure that everything is aligned correctly, mix up a generous amount of Flash 30 Minute Epoxy. Apply a thin layer to the mounting slot and to bottom of the vertical stabilizer mounting area. Apply epoxy to the bottom and top edges of the filler block and to the lower hinge also. Set the stabilizer in place and realign. Double check all of your measurements once more before the epoxy cures. Hold the stabilizer in place with T-pins or masking tape and remove any excess epoxy using a paper towel and rubbing alcohol. Allow the epoxy to fully cure before proceeding.
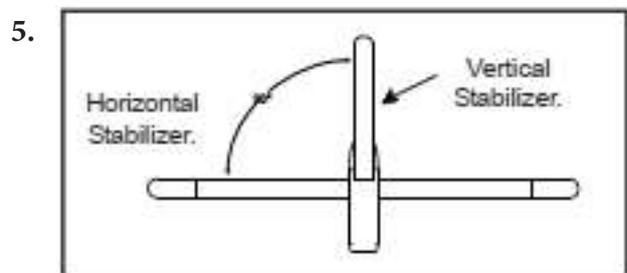
6.

CONTROL HORN INSTALLATION

Locate the two nylon control horns, two nylon control horn backplates and four 2x20mm machine screws.

Position the two elevator horns on the bottom side of each elevator. The clevis attach- ment holes should be positioned over the hinge line.

1.

2.

Control Horn.

Mounting Screws.   Mounting Plate.

3.

4.

5.

6.

7.

8.

9.

10.

M2x15mm

11.

12.

13.

14.
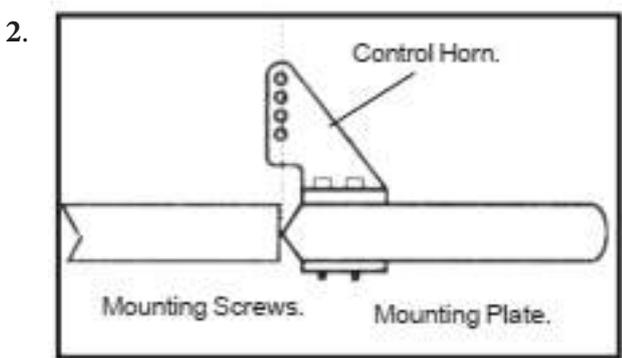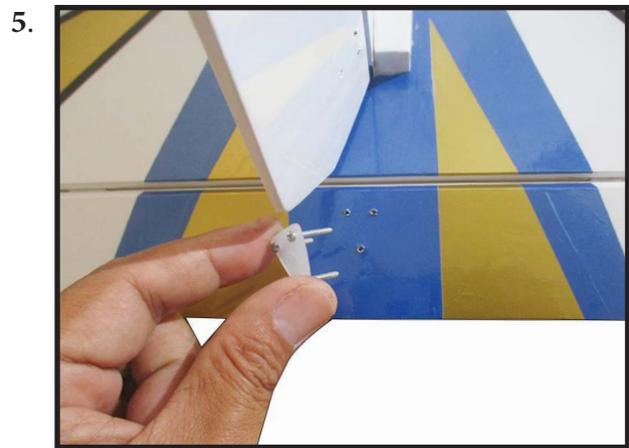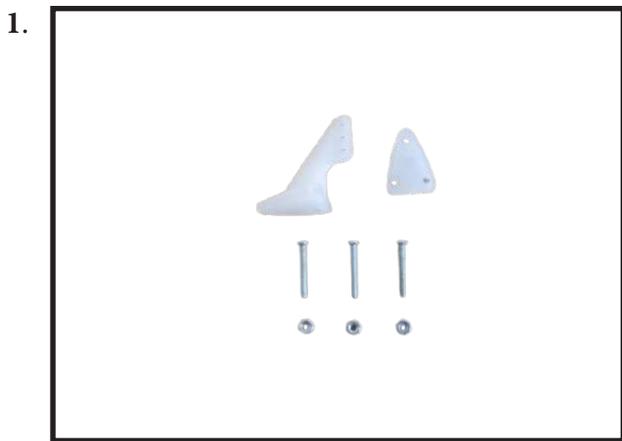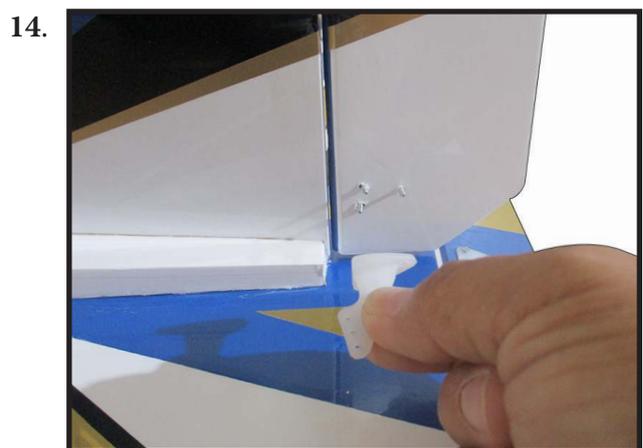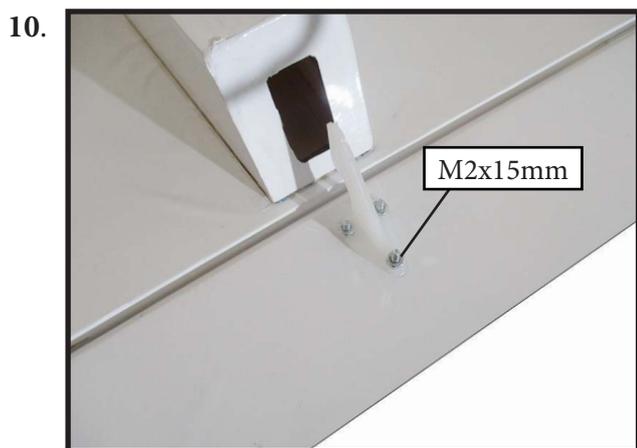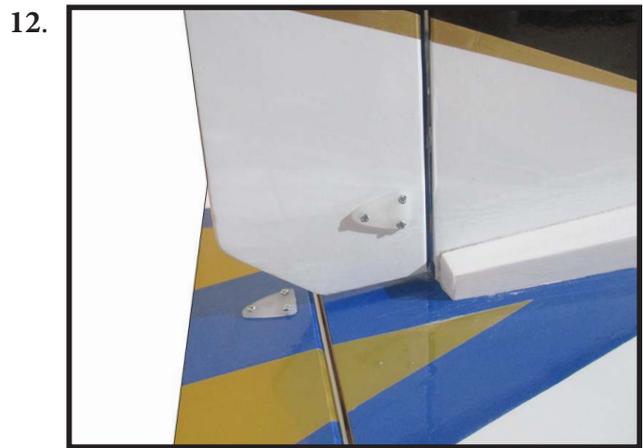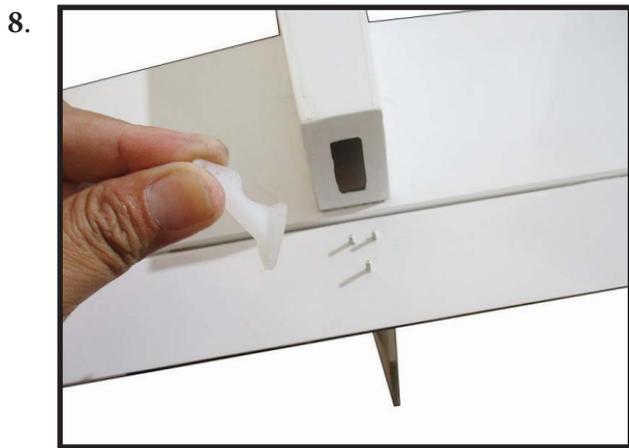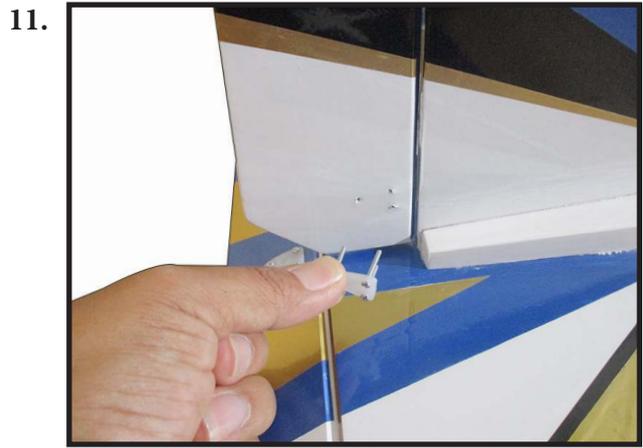
15.

16.
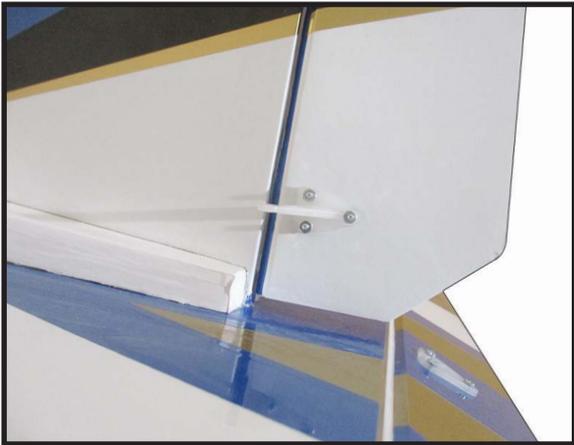
ELEVATOR PUSHROD INSTALLATION

1.

Elevator control horn

2.

690mm
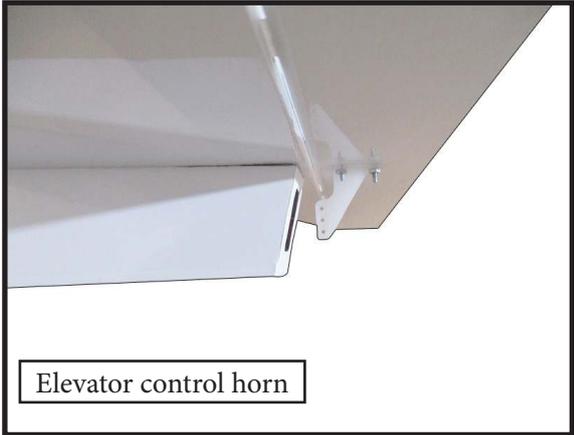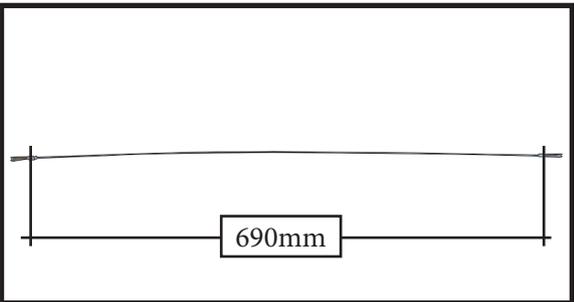
Thread one clevis and M2 lock nut on to each elevator control rod. Thread the horns on until they are flush with the ends of the control rods.

Elevator and rudder pushrods assembly as pictures below.

3.

M2 clevis
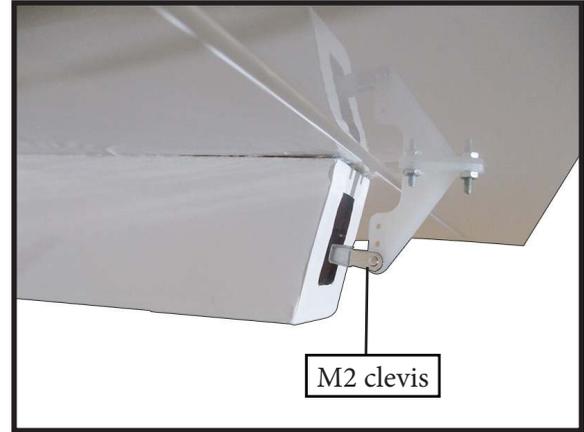
4.

RUDDER PUSHROD INSTALLATION

Repeat steps as same as steps done for elevator.

1.

2.

650mm

3.

Hex nut

Rudder pushrod   M2 clevis

4.
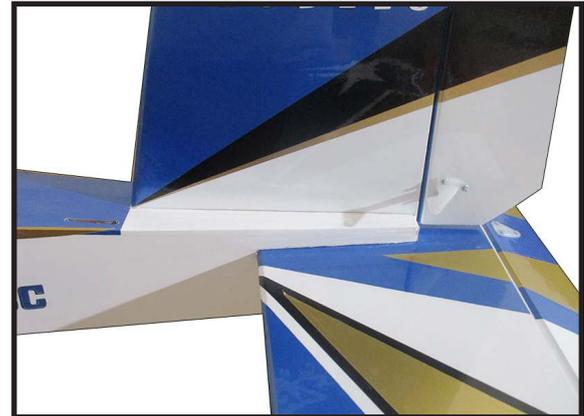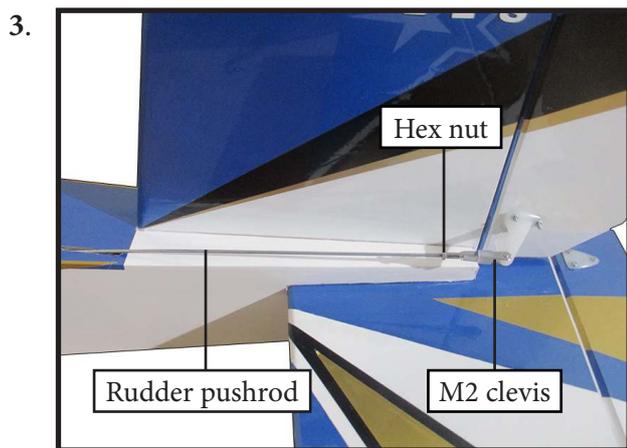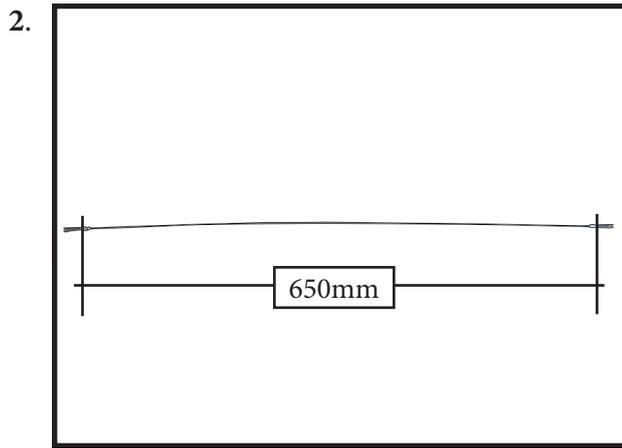
INSTALLING THE RECEIVER

Plug the five servo leads and the switch lead into the receiver. Plug the battery pack lead into the switch also.

Wrap the receiver and battery pack in the protective foam rubber to protect them from vibration.

Route the antenna in the antenna tube inside the fuselage and secure it to the bottom of fuselage using a plastic tape.

1.

Receiver
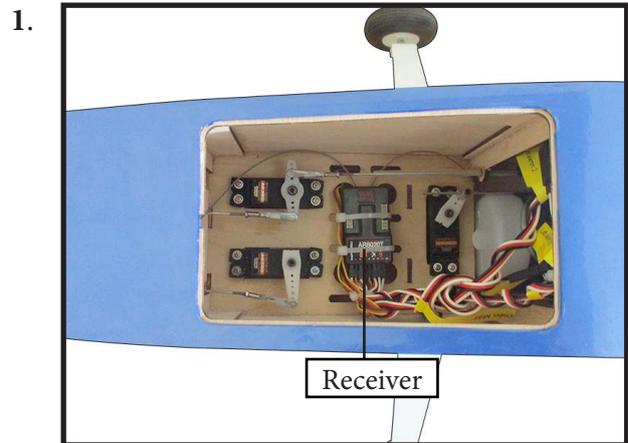
ATTACHMENT WING - FUSELAGE

Attach the aluminium tube into fuselage.

1.

Wing tube

2.

3.

4.

Wing bolt

Left aileron: 6
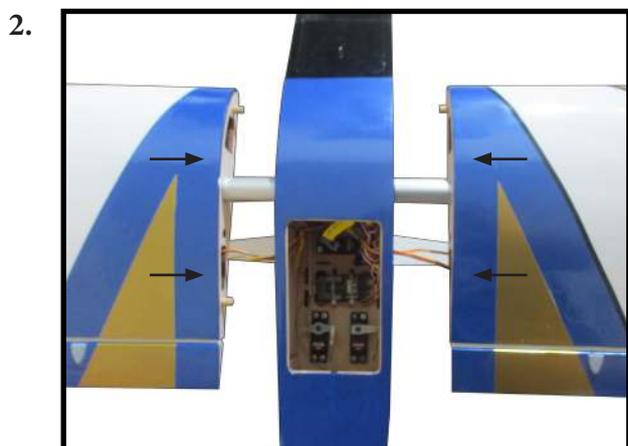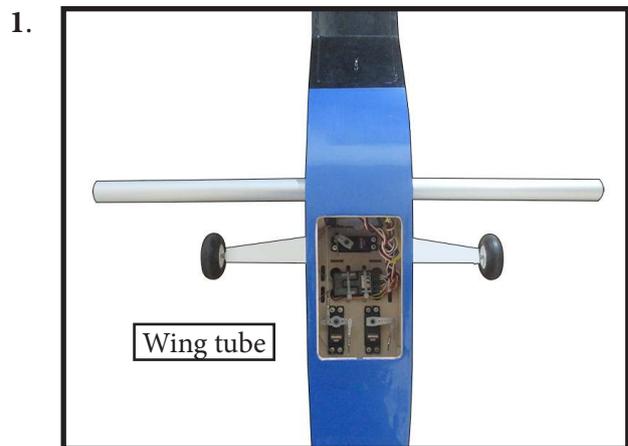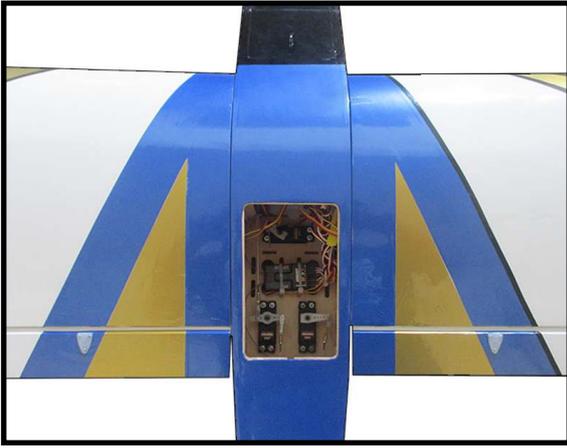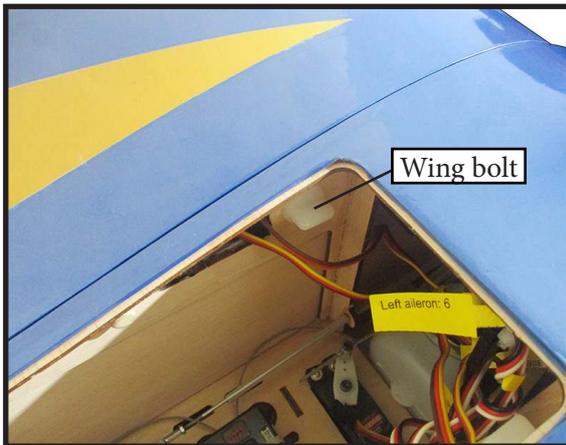
5.
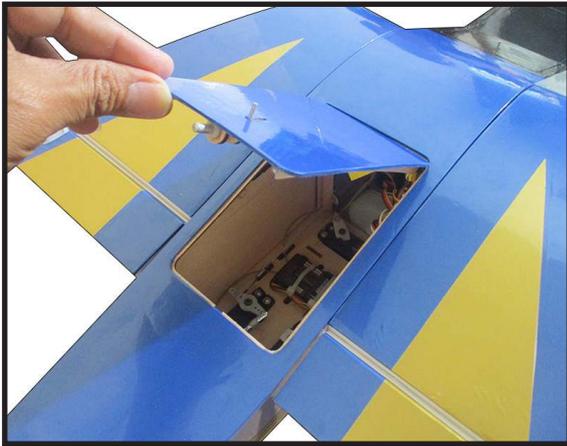
6.

APPLY THE DECALS

If all the decals are precut and ready to stick. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

If all the decals are not precut, please use scissors or a sharp hobby knife to cut the decals from the sheet. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

BALANCING

An important part of preparing the aircraft for flight is properly balancing the model.

Attach the wing panels to the fuselage. Make sure to connect the leads from the aileron to the appropriate leads from the receiver. Make sure the leads are not exposed outside the fuselage before tightening the wing bolts. Your model should be flight-ready before balancing.

The recommended Center of Gravity (CG) location for your model is (85mm) back from the leading edge at the center of the wing.

When balancing your model, make sure it is assembled and ready for flight. Support the plane upright at the marks made on the wing with your figers or a commercially available balancing stand. This is the correct balance point for your model.

  *If possible, first attempt to balance the model by changing the position of the receiver battery and receiver. If you are unable to obtain good balance by doing so, then it will be necessary to add weight to the nose or tail to achieve the proper balance point.

  With the wings attached to the fuselage, all parts of the model installed (ready to fly), and empty fuel tanks, hold the model at the marked balance point with the stabilizer level.

  Lift the model. If the tail drops when you lift, the model is "tail heavy" and you must add weight* to the nose. If the nose drops, it is "nose heavy" and you must add weight* to the tail to balance.

1.

85mm

CONTROL THROWS

Ailerons:
High Rate :
  Up : 20 mm
  Down : 20 mm
Low Rate :
  Up : 15 mm
  Down : 15 mm

Elevator:
  High Rate :
  Up : 20 mm
  Down : 20 mm
Low Rate :
  Up : 15 mm
  Down : 15 mm

Rudder:
High Rate :
  Right : 25 mm
  Left : 25 mm
Low Rate :
  Right : 20 mm
  Left : 20 mm

Flap:
  Mid : 10mm
  Full : 20mm

Horizontal / Elevator 15-20mm / 15-20mm

Fuselage / Rudder 20-25mm / 20-25mm

Wing / Aileron 15-20mm / 15-20mm

Wing / FLAP 10mm / 20mm
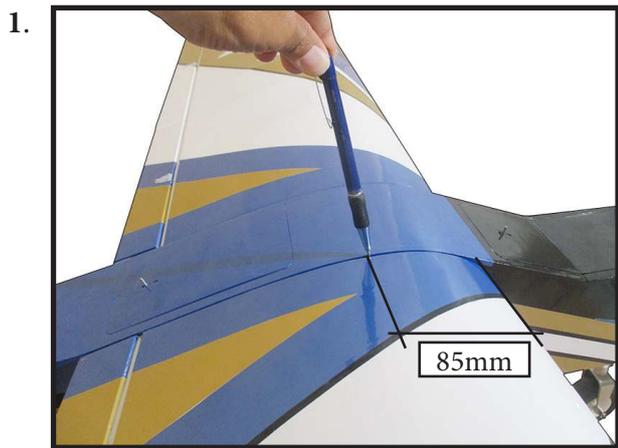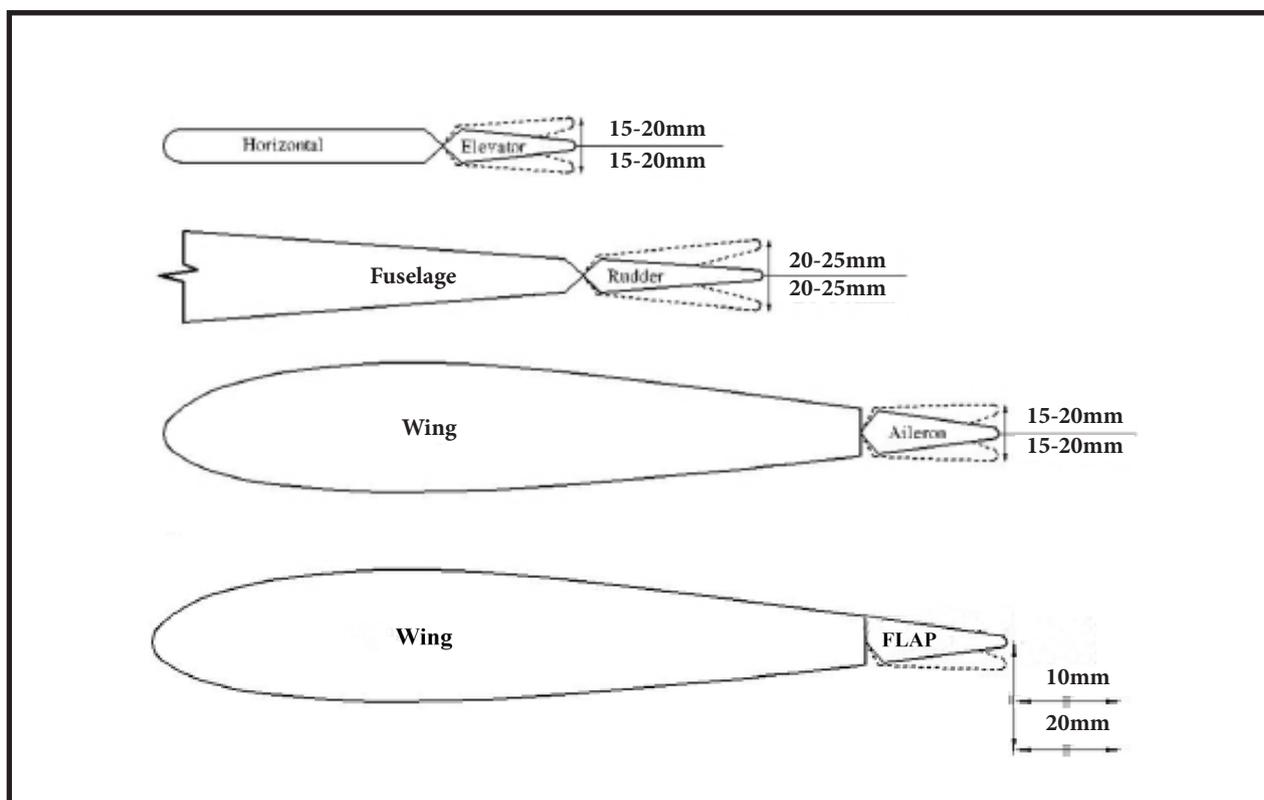
FLIGHT PREPARATION

Check the operation and direction of the elevator, rudder, ailerons and throttle.

☐ A) Plug in your radio system per the manufacturer's instructions and turn everything on.

☐ B) Check the elevator first. Pull back on the elevator stick. The elevator halves should move up. If it they do not, flip the servo reversing switch on your transmitter to change the direction.

☐ C) Check the rudder. Looking from behind the airplane, move the rudder stick to the right. The rudder should move to the right. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ D) Check the throttle. Moving the throttle stick forward should open the carburetor barrel. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ E) From behind the airplane, look at the aileron on the right wing half. Move the aileron stick to the right. The right aileron should move up and the other aileron should move down. If it does not, flip the servo reversing switch on your transmitter to change the direction.

PREFLIGHT CHECK

☐ 1) Completely charge your transmitter and receiver batteries before your first day of flying.

☐ 2) Check every bolt and every glue joint in the **Arising Neo 74" Wingspan ARF 20cc** to ensure that everything is tight and well bonded.

☐ 3) Double check the balance of the airplane. Do this with the fuel tank empty.

☐ 4) Check the control surfaces. All should move in the correct direction and not bind in any way.

☐ 5) If your radio transmitter is equipped with dual rate switches double check that they are on the low rate setting for your first few flights.

☐ 6) Check to ensure the control surfaces are moving the proper amount for both low and high rate settings.

☐ 7) Check the receiver antenna. It should be fully extended and not coiled up inside the fuselage.

☐ 8) Properly balance the propeller. An out of balance propeller will cause excessive vibration which could lead to engine and/or airframe failure.

We wish you many safe and enjoyable flights with your **Arising Neo 74" Wingspan ARF 20cc.**

If you have any queries, or are interested in our products,
please feel free to contact us

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