

Printing Instructions:

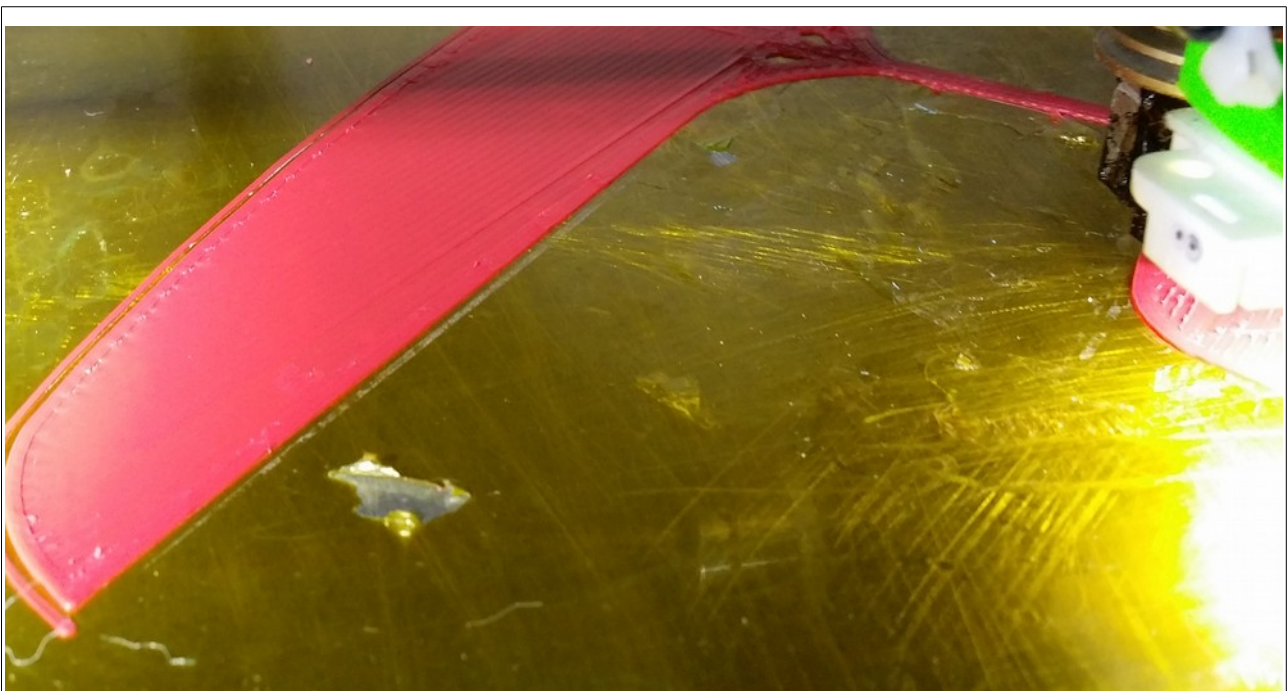
ABS or PET is preferred for durability.

Bed must be leveled and printer adjusted to produce good single layer prints. Measurement and calibration of your filament is highly recommended.

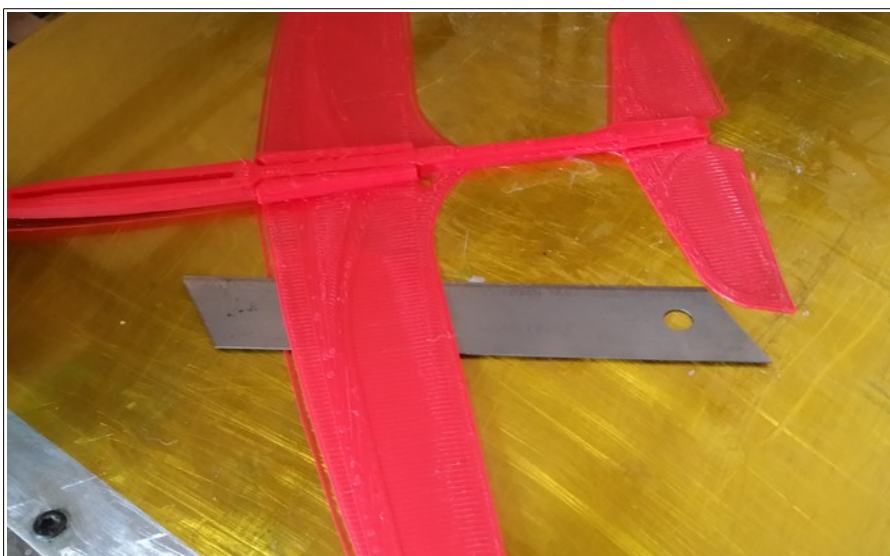
Use .2mm or .1mm layer height, 30% infill, with 2 outer perimeters.

Designed to print with 0.5mm or smaller nozzle.

Orient model so that first layer infill is printed parallel to the span of the wings. Diagonal infill in the wings will result in a model that will not easily fly straight.



Your first layer should look something like this.



Use a spatula or similar tool to carefully lift the print from the print bed. The wings are easily damaged by bending during removal. A printable one is included in your download.

Pre assembly: Check all printed parts, removing any excess material or artifacts. Check hinge points for wing dihedral and v-tails to be sure that the space between the hinged halves is clear of debris, and that the model can be flexed at the hinge for assembly.

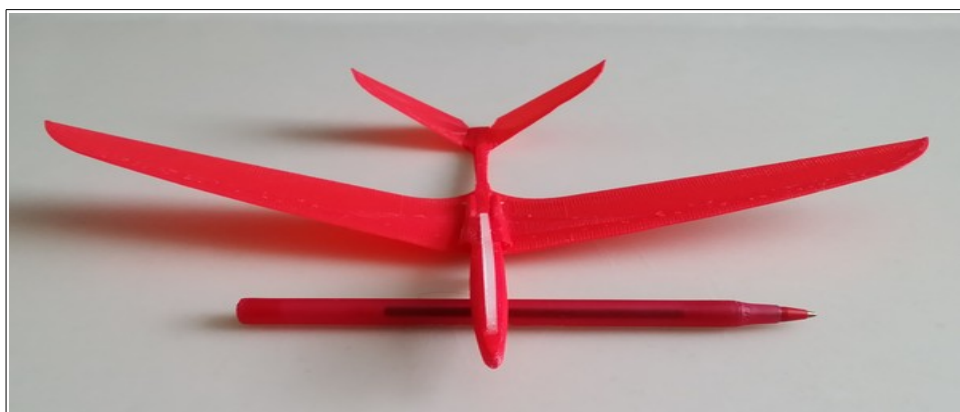
Assembly:

After cleaning the printed parts, test fit any interlocking pieces, trimming as needed for a snug fit. If your model comes with a separate launch hook and canopy, insert the hook into the canopy and cement with a drop of glue. Set the canopy / hook assembly aside for now.



If your model has a dihedral joint, test clamp the joint, checking that the wings come up evenly. Similarly, check the v-tail joint if so equipped. To glue the dihedral joint, use a drop of super glue between the wing root halves and the center fuselage structure while clamping the fuselage together, raising the wingtips to their dihedral position. For a v tail, glue the stabilizers in their upright positions. Both halves should be evenly raised. For a glue in rudder, insert and glue. For a snap in rudder just insert it, checking that the fit is secure. Some snap fit rudders can be adjusted to change the elevator setting of the glider.

Insert the canopy / hook assembly into the fuselage, securing with a drop of super glue once it is correctly placed.

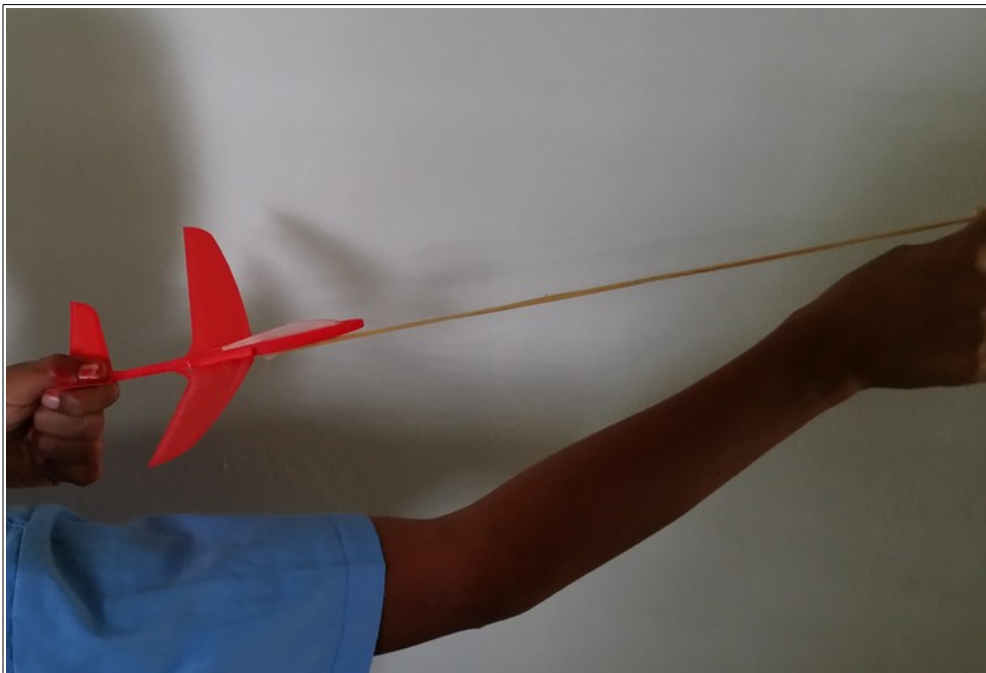


Flight:

Your glider can fly more than 35 kilometers an hour. It can loop back around and strike the “pilot”. You should wear eye protection when testing or flying your glider.

If your model can be hand launched and you have glider throwing experience, it is recommended to start with hand launching. If not launched perfectly straight, the glider will turn to one side, or even flip over.

Your glider is equipped with a launch hook. Using a rubber band, launch the glider by holding the tail while pulling back on the band against the hook, angling the plane upwards at about 15 degrees. Start small, adjust, then try bigger flights. A launching stick can be helpful, and a printable one is included in your download.



V-Tail adjustment instructions:

For normal adjustments, very little bend is required - usually so little that it is barely visible. Take care to not crease or damage the plastic during adjustment.

If the model pitches up, add some weight to the nose or bend the trailing edge of both stabilizers slightly downward.

If the model pitches down, bend the trailing edge of both stabilizers slightly upward.

To cause a right turn or stop a left turning tendency, gently bend the right stabilizer down and the left stabilizer up. (viewing the model from the rear, as if you were the pilot) Adjust in the opposite direction to turn left or counteract a right turning tendency.

Standard tail adjustment instructions:

For normal adjustments, very little bend is required - usually so little that it is barely visible. Take care to not crease or damage the plastic during adjustment.

If the model pitches up, add some weight to the nose or bend the trailing edge of the horizontal stabilizers slightly downward.

If the model pitches down, bend the trailing edge of both horizontal stabilizers slightly upward.

To cause a right turn or stop a left turning tendency, gently bend the trailing edge of the rudder to the right. (viewing the model from the rear, as if you were the pilot) Adjust in the opposite direction to turn left or counteract a right turning tendency.