SebArt professional line

Avanti XS 1.9m ARF

EDF or P60-100 turbine

ASSEMBLY MANUAL

The all new Avanti XS 1.9m ARF was designed by Italy aerobatic pilot Sebastiano Silvestri. This sport ARF jet-model design is based on Hawk real aircraft design and modifided adding the ultimate aerodynamically ideas of the modernst pattern models and using the 15 years experience in flying jets of Seba.... the result is surprising!

This innovative design combined with the lightweight structure, the fiberglass fuselage and all wood airframe wings and stabs, give the Avanti XS 1.9m ARF an impressive precision and smoothness at any airspeed and flight condition. Thanks of his low wingload and the powerfull 120mm EDF or the P60-100 turbine, it can be a fantastic aerobatic jet-trainer… let you surprise from your new Avanti XS ARF !

.....the only aerobatic-fun limit is your fantasy!

Specifications:

Wing span: ……………..1900 mm
Length:………………… 1800 mm
Wing area:…………….. 63 sq. dm
Radio:….. 7+ ch. with 6 MG mini servos + 2 standard for Flaps

Weight with recommended power set up:

EDF 120mm:
Weight (less RX and EDF batteries packs): 7.250g
Weight RTF (with 1800-2S for RX + lipo pack 5800-12S): 9.000g

Turbine P100:
Weight empty (less RX and Turbine battery): 7.900g
Weight empty RTF (with 1800-2S RX batt. and turbine batt. 2400-2S): 8.250g
Note:
For turbine installation, the tank, thrust tube are optional.

Radio equipment recommended:
•   Minimum 6-channel radio system (better 9ch)
•   6 mini servo MG 35g. for elevators, ailerons, rudder and wheel steering
•   2 standard servo 50g. for flaps
•   Power Box Cockpit SRS + I-Gyro + Power Box Smoke Jet pump
•   2 lipo pack 1800-2S for RX

Recommended Li-Po battery pack for best performance with EDF:
•   2 lipo (6S+6S) pack 5000-6S or 5800-6S High C-rate

Additional required tools:
•   Drill
•   Drill bits: 1,5mm
•   Phillips screwdriver
•   Hobby knife
•   Sanding paper
•   Masking tape
•   Soldering iron

Additional required adhesives:
•   thin CA
•   medium CA
•   epoxy 5minutes
•   epoxy 20 minutes
•   silicon

Warning

This RC aircraft is not a toy!
If misused, it can cause serius bodily harm and damage to property. Fly only in open areas, preferably in official flying sites, following all instructions included with your radio and motor.

Before starting assembly

Before starting the assembly, remove each part from its bag and protection for a prior inspection. Closely inspect the fuselage, wing panels, rudder, and stabilizer for damage. If you find any damage or missing parts, contact the place of purchase.
If you find any wrinkles in the covering, use a heat gun or covering iron to remove them. Use caution while working around areas where the covering material overlap to prevent separating the covers.

Warranty information

SebArt garantees this kit to be free from defects in both material and workmanship at the date of purchase.
This warranty does not cover any parts damage by use or modification, and in no case shall SebArt's liability exceed the original cost of the purchased kit.
Further, SebArt reserve the right to change or modify this warranty without notice. In that SebArt has no control over the final assembly or material used for the final assembly, no liability shall be assumed or accepted for any damage of the final user-assembled product. By the act of using the 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.

RADIO SET UP

For a more realistic jet fying, more safe, stable and easy in the wind, we recommend to install, especially for the turbine application, the Power Box Cockpit SRS combined with I-Gyro + Power Box Smoke Jet pump.

Flaps:

We recommend to use flaps down for starts and landings to make them shorter and easier.

- ✧ Activate the FLAP function in your radio.
- ✧ For start use approx. 20° flaps down and mix 8% elevator down
- ✧ For landing use approx. 50° full flap down and mix 14% elevator down

Control throws:

☐ **For the AILERON** we recommend the following throws:

Use approx. 10% aileron differential (more up) for normal flight.

High rate: 30° left & right

Normal flight:	D/R: 60%	Expo: 10%
Snap, spin:	D/R: 100%	Expo: 40%
Start & landing:	D/R: 100%	Expo: 40%

☐ **For the ELEVATOR** we recommend the following throws:

High rate: 35° up & down

Normal flight:	D/R: 50%	Expo: 40%
Snap, spin:	D/R: 100%	Expo: 80%
Start & landing:	D/R: 100%	Expo: 80%

☐ **For the RUDDER** we recommend the following throws:

High rate: 35° left & right

Normal flight:	D/R: 80%	Expo: 20%
Snap, spin:	D/R: 100%	Expo: 60%
Start & landing:	D/R: 100%	Expo: 60%

Note: the Expo is (+) for JR systems, and (–) for Futaba systems.

Mixing:

We recommend the following mix (if you have a programmable computer radio):

➢ ***Rudder →Elevator DOWN***

full rudder to the right, the elevator have to go down (negative) approx. 2%

full rudder to the left, the elevator have to go down (negative) approx. 2%

➢ ***Rudder →Ailerons***

full rudder to the right, the ailerons have to go left approx. 6%

full rudder to the left, the ailerons have to go right approx. 6%

Recommended Center of Gravity

The recommended CG is **230mm** behind the leading edge of wing.

Pre-flight

Never attempt to make full throttle dives! This model have to be flown like a full-scale airplane. If the airframe goes too fast, such as in a high throttle dive, it may fail. Throttle management is absolutely necessary.

Range test your radio

- ✓ Before fly, be sure to range check your radio as manufacturer's instruction manual of you radio-system recommend.
- ✓ Double-check all controls (aileron, flaps, elevator, rudder and throttle) move in the correct direction.
- ✓ Be sure that your battery pack is fully charged, as per the instructions included with your batteries and that your radio is fully charged as per its instructions.

Finally... have nice flights!