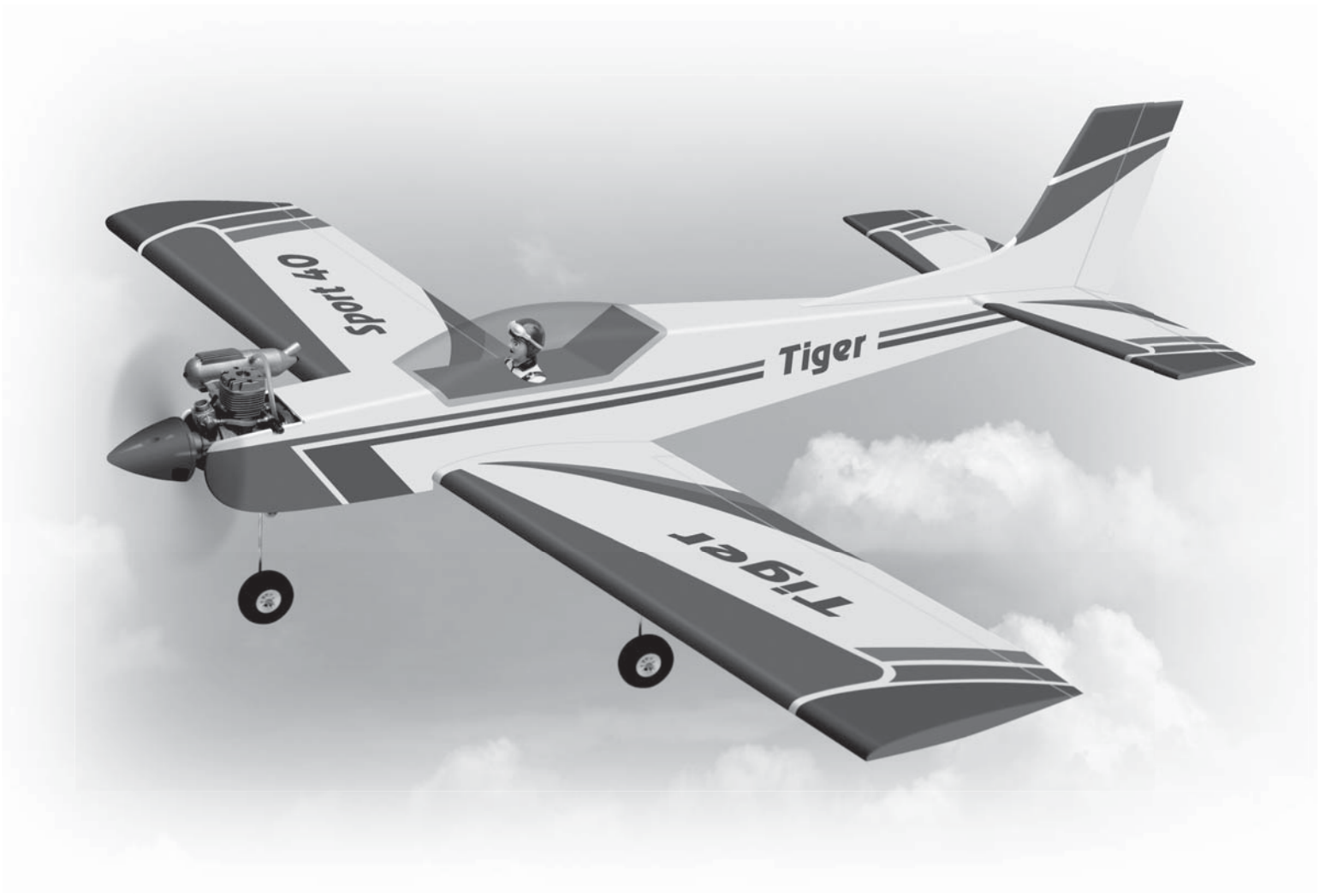
Instruction Manual

PHOENIX MODEL®



TIGER 3

Wingspan : 1500mm (59.2 inch)

Length : 1250mm (49.2 inch)

Weight : 2400gr - 2600gr

Engine : 40 - 46 two stroke / 52 four stroke

Radio : 4 channel / 4 servos standard

We wish you many enjoyable flights with your plane and one again thank you for your choosing a Phoenix Model products.

KIT CONTENTS: We have organized the parts as they come out of the box for better identification during assembly. We recommend that you regroup the parts in the same manner. This will ensure you have all of parts required before you begin assembly

KIT CONTENTS

AIR FRAME ASSEMBLIES

(2) Wing
(1) Fuselage
(1) Horizontal
(1) Vertical
(1) Instruction manual

MAIN GEAR ASSEMBLY

(2) Main gear
(2) 60mm wheel
(4) Collar
(4) 3mm x 4mm screw
(4) Nylon clasp
(8) 3mm x 12mm screw

NOSE GEAR ASSEMBLY

(1) Nose gear
(1) 60mm wheel
(2) Collar
(2) 3mm x 4mm screw
(1) Steering arm

ELEVATOR CONTROL SYSTEM

(1) Clevis
(1) Nylon clasp
(1) Nylon control horn
(2) 2mm x 16mm screw

RUDDER CONTROL SYSTEM

(1) Clevis
(1) Nylon clasp
(1) Nylon control horn
(2) 2mm x 16mm screw

AILERON CONTROL HORN

(2) Clevis
(2) Nylon clasp
(2) Nylon control horn
(2) 2mm x 180mm wire metal pushrod

ENGINE MOUNT

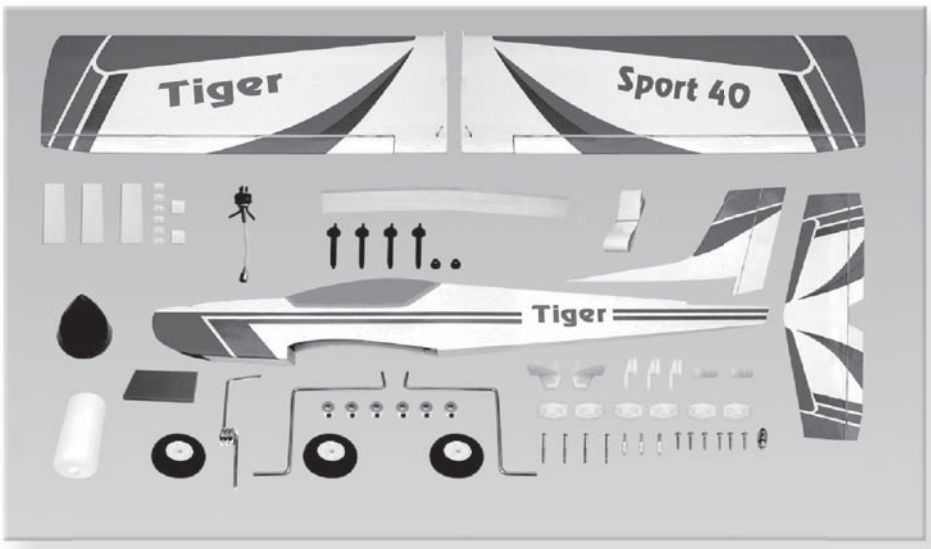
(4) 3mm x 20mm screw
(4) Lock washer

FUEL TANK

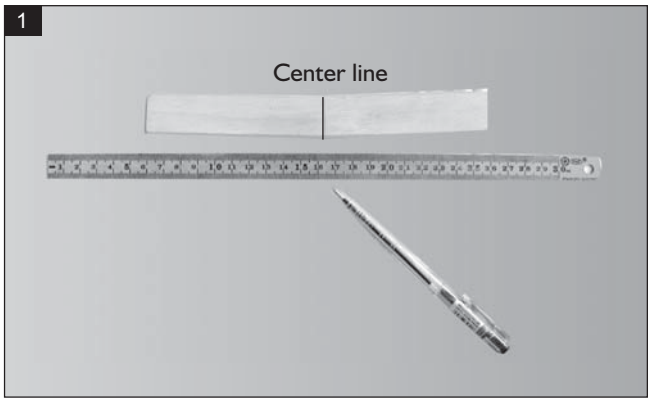
(1) Fuel tank
(1) Clunk
(1) 110mm silicone tube
(1) Stopper
(1) 160mm x 250mm foam

MISCELLANEOUS ITEMS

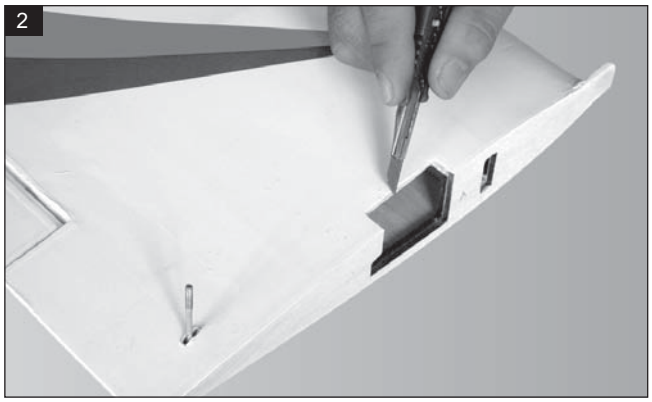
(1) Dihedral
(1) Spinner
(1) Trim tape 25mm x 600mm
(2) 4mm x 30mm screw
(2) Washer
(2) Metal connector
(1) Servo box



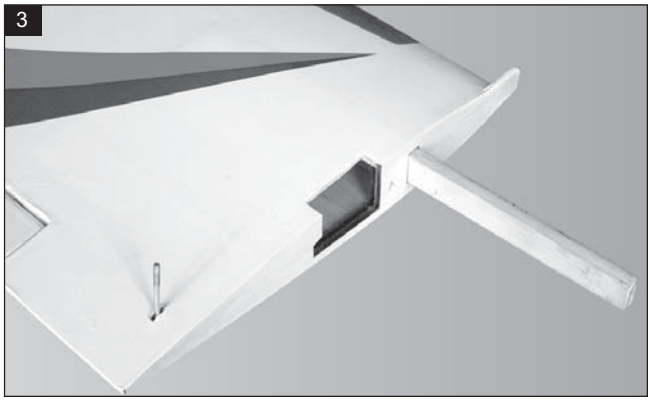
1. Joining the wing halves.



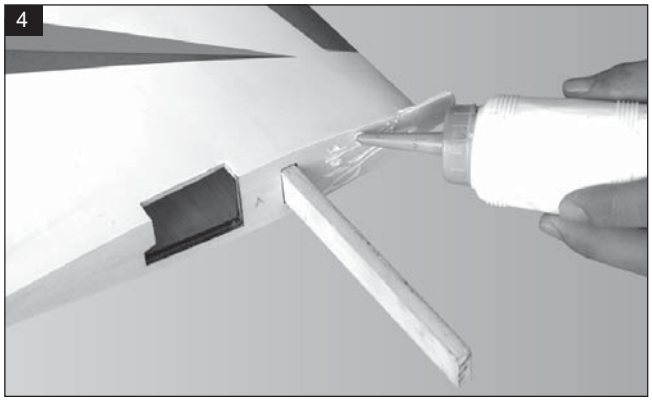
Draw a center line.



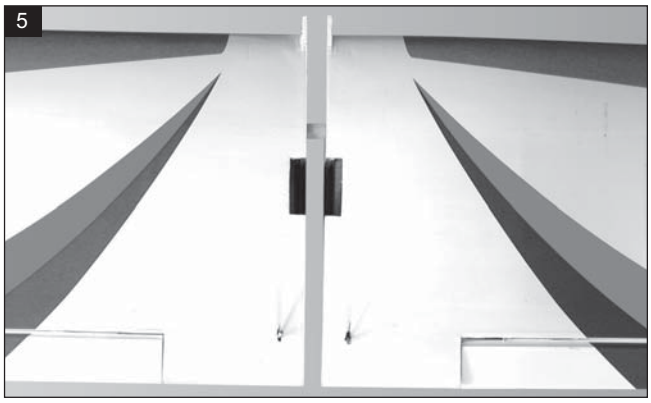
Remove the covering.



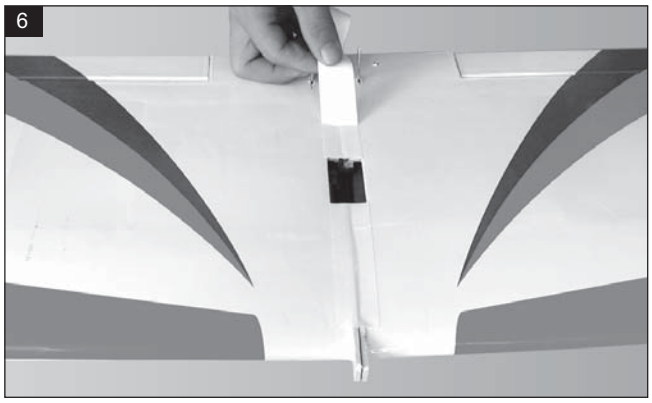
Glue the wing joiner to the wing, using the epoxy glue.



Apply the epoxy into the wing section.

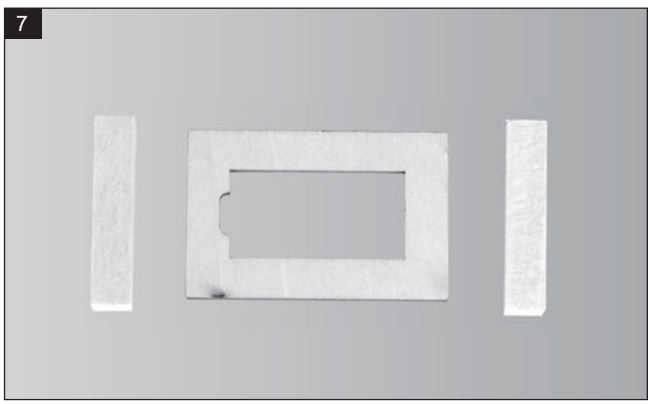


Glue the wing by epoxy.

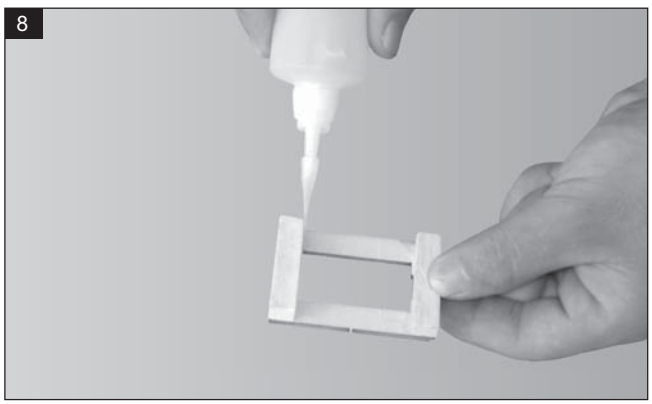


Apply the trim tape to the center section on the top and the bottom of the wing where they join.

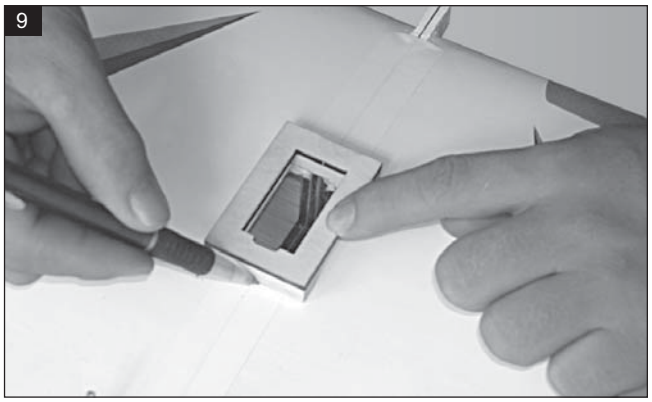
2. Installing the aileron servo and linkage.



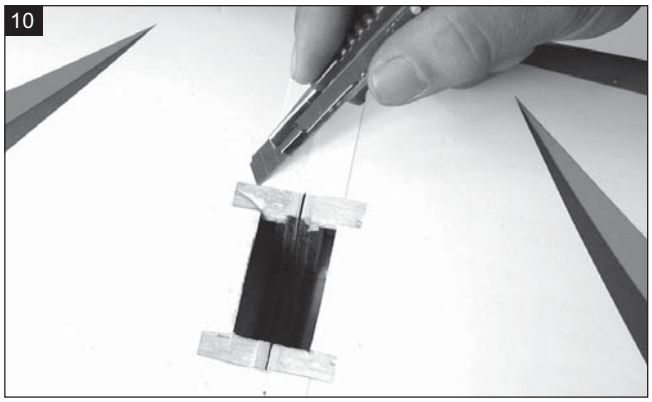
Servo box.



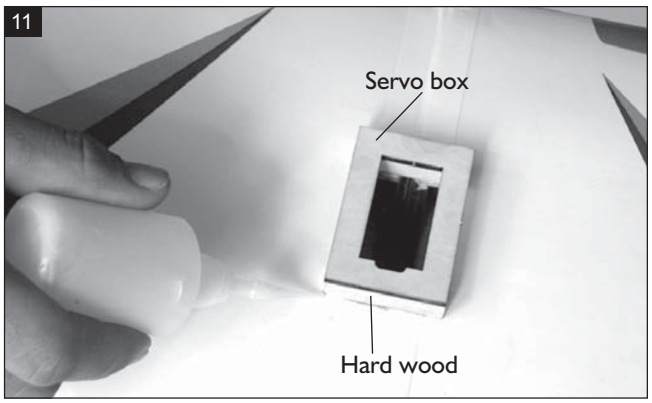
Glue the two hard wood by C.A glue.



Mark the shape of the servo box to the wing.

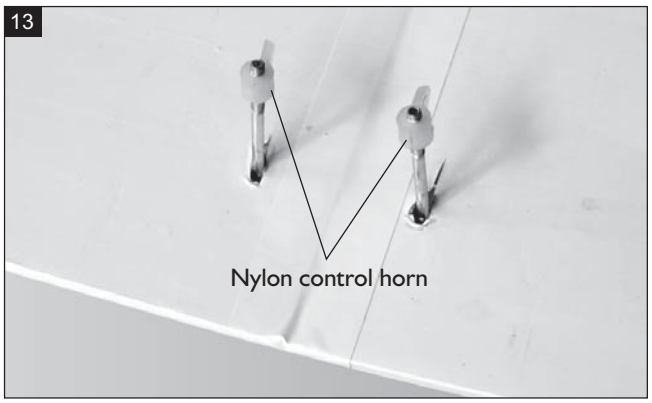


Remove the covering.

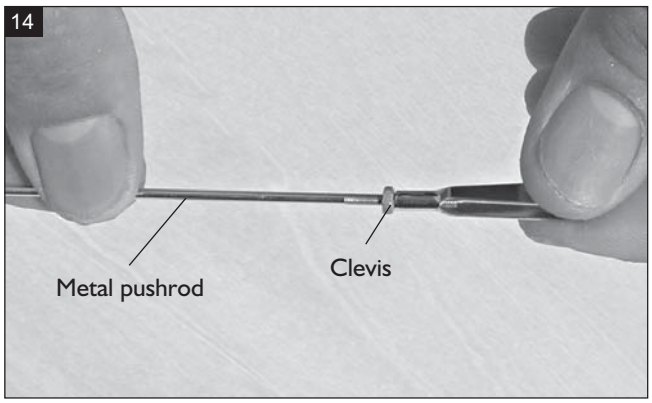


Glue the servo box by C.A glue.

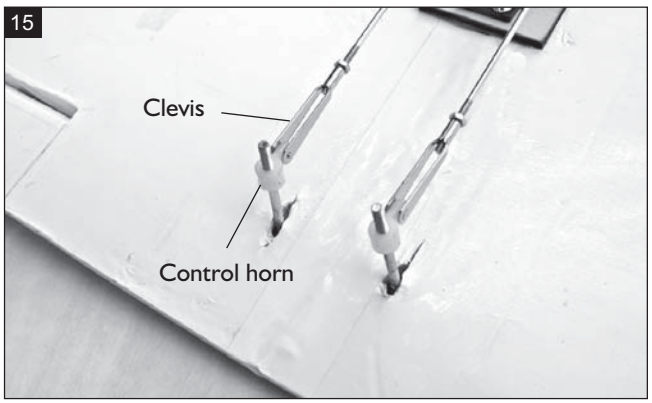
Install and secure the aileron servo.



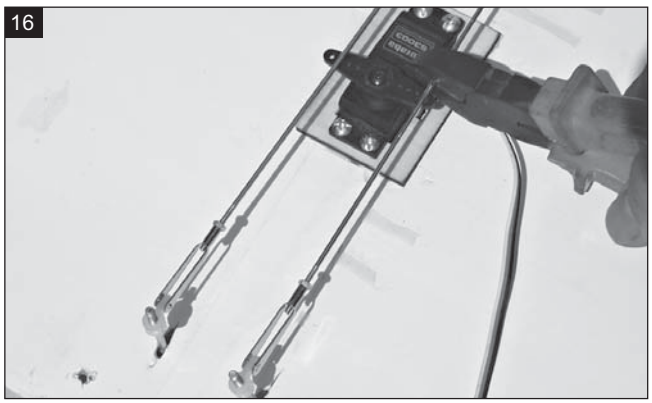
Install the two nylon control horn.



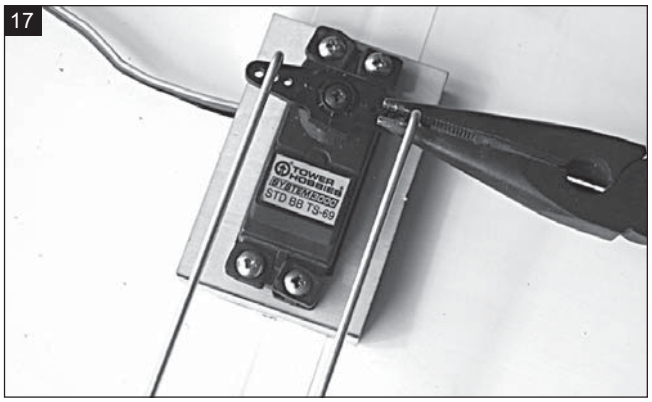
Install the clevis to the aileron pushrod.



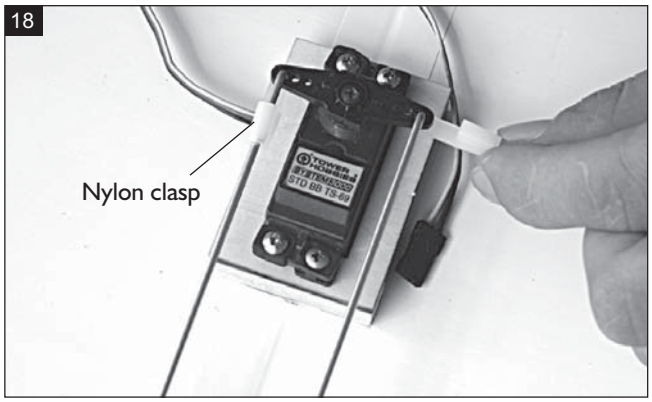
Attach the clevis to the control horn.



Cut away the aileron pushrod.

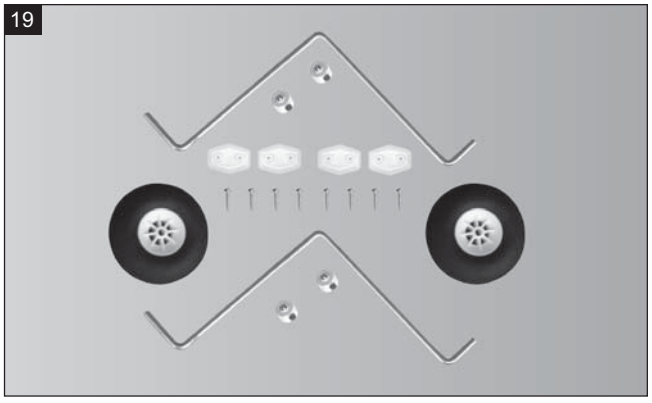


Bend "L" the aileron pushrod.



Attach the nylon clasp to the aileron servo arm.

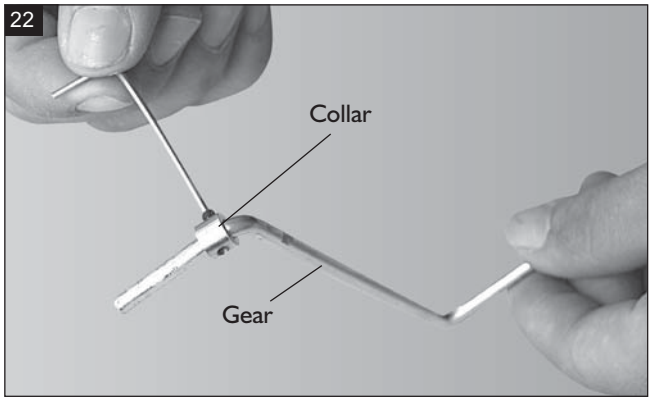
3. Installing the landing gear and nose gear.



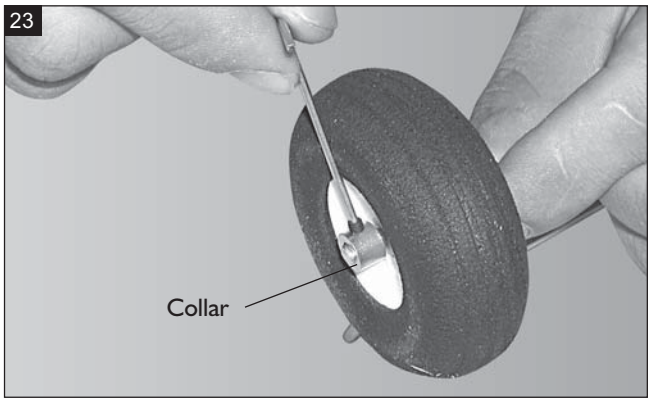
The landing gear.

Remove the covering from the bottom of the wing.

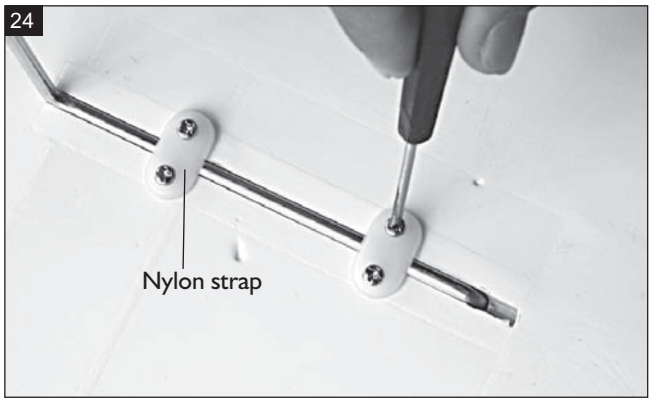
Drill four holes for the nylon straps.



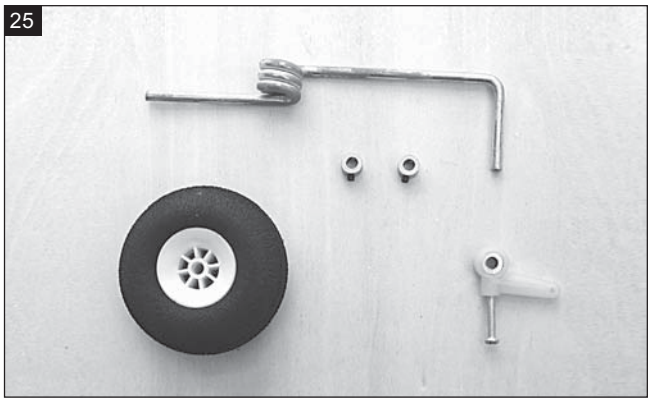
Install the collar.



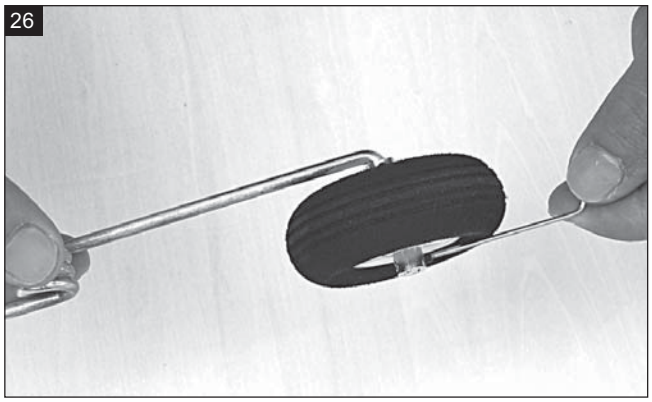
Install the wheel.



Install and secure the landing gear.



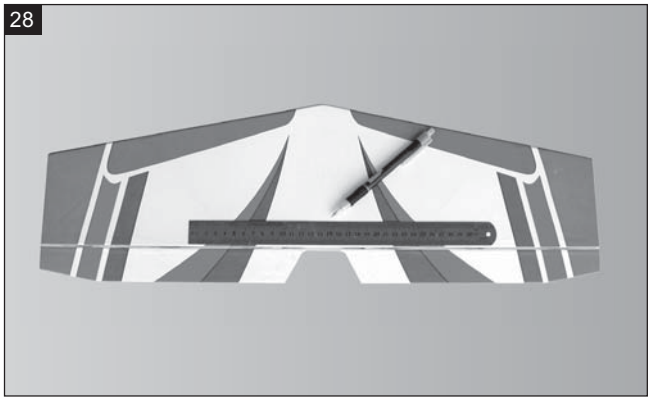
The nose gear.



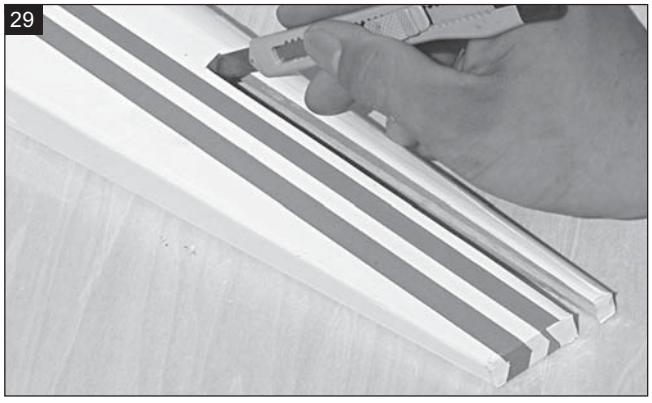
Install the wheel.

Install the nose gear.

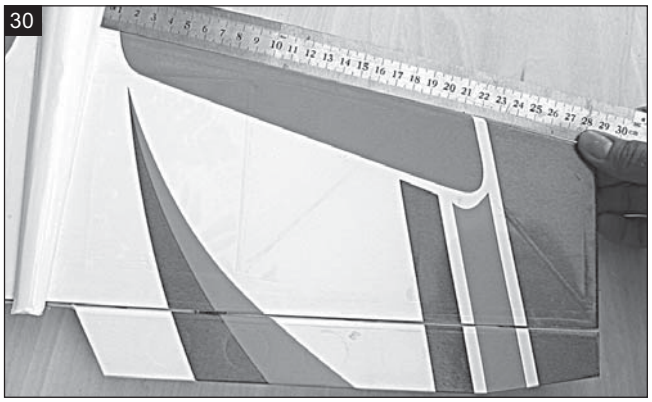
4. Installing the horizontal and vertical stabilizer.



Draw a center line.

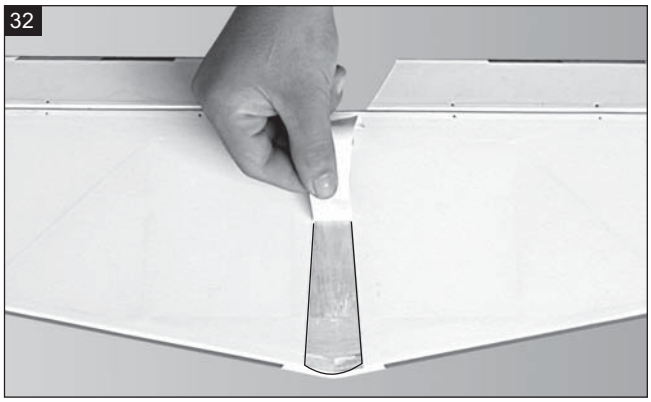


Remove the covering from the fuselage.



Attach the horizontal to the fuselage and check it.

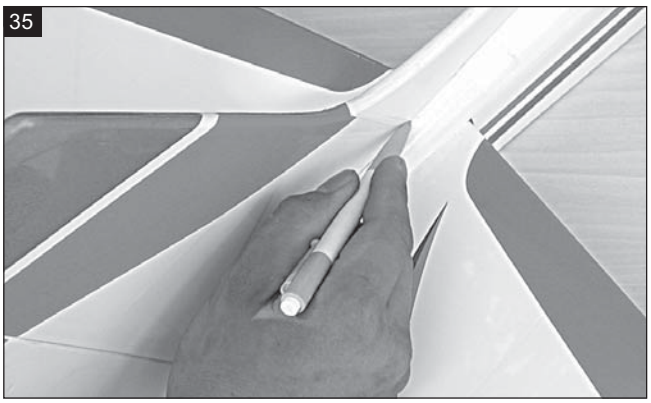
Mark the shape of the fuselage onto the bottom of the horizontal.



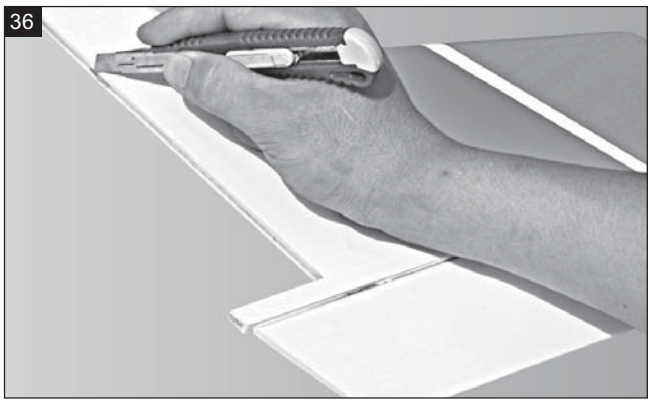
Remove the covering from the bottom of the horizontal.

Glue the horizontal and fuselage by epoxy.

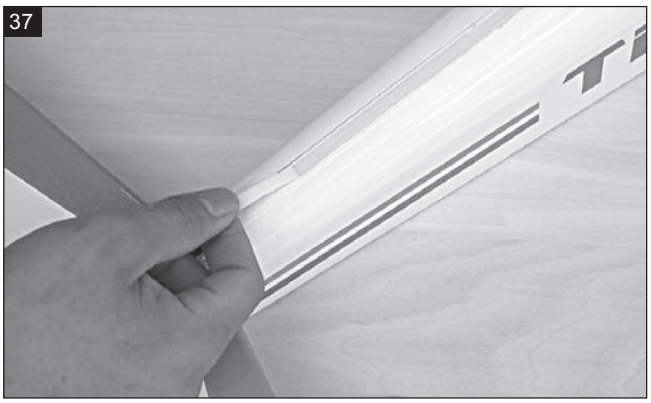
Cut away the covering from the fuselage.



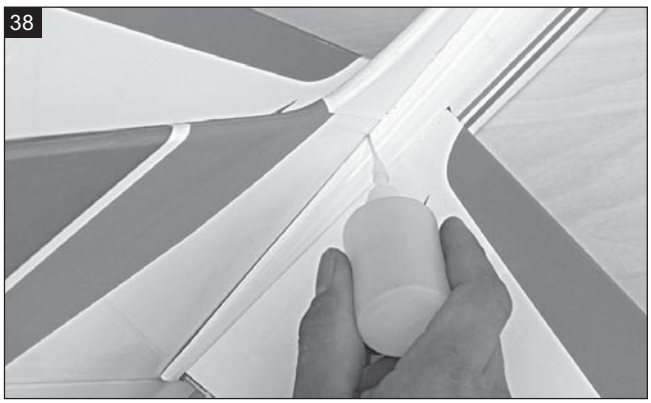
Mark the shape of the fuselage onto the both side of the vertical.



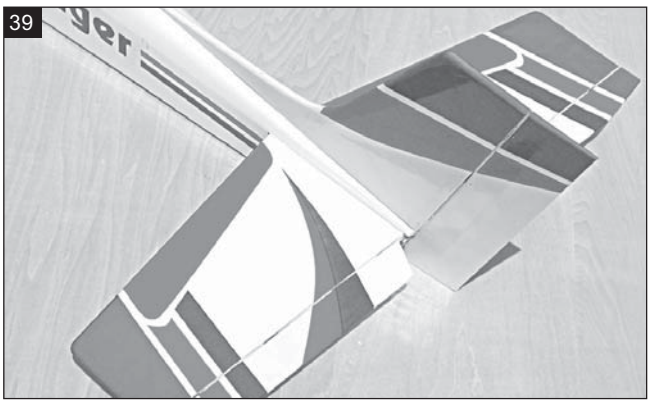
Remove the covering from the vertical.



Remove the covering on the top of the fuselage.

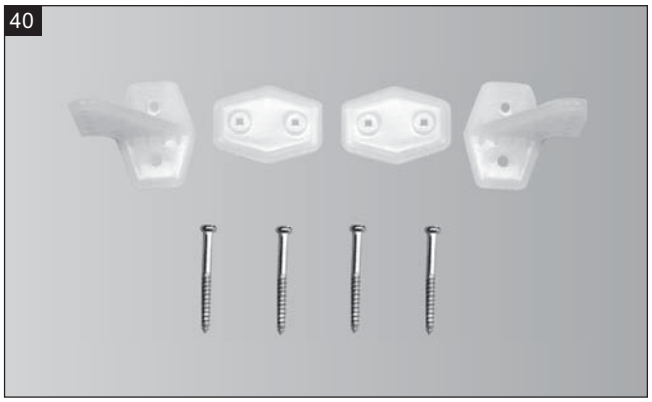


Glue the vertical into the fuselage by epoxy.



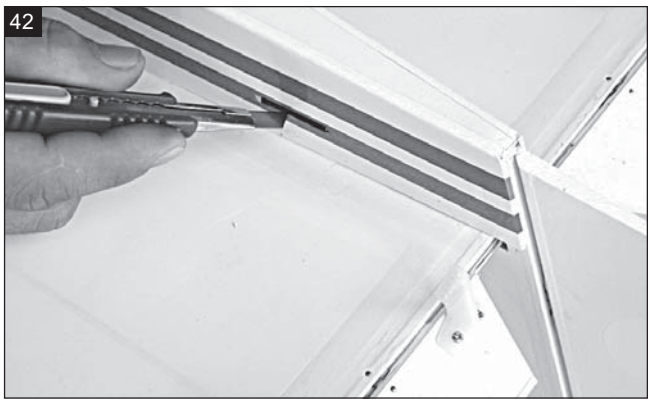
Finishing.

5. Installing the elevator and rudder pushrod.

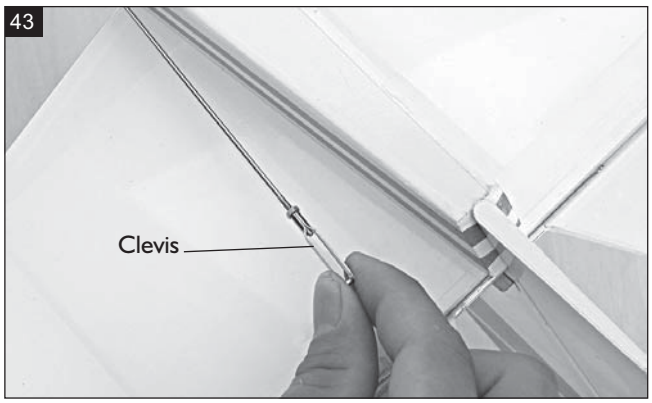


The control horn.

Install the control horn onto the elevator.

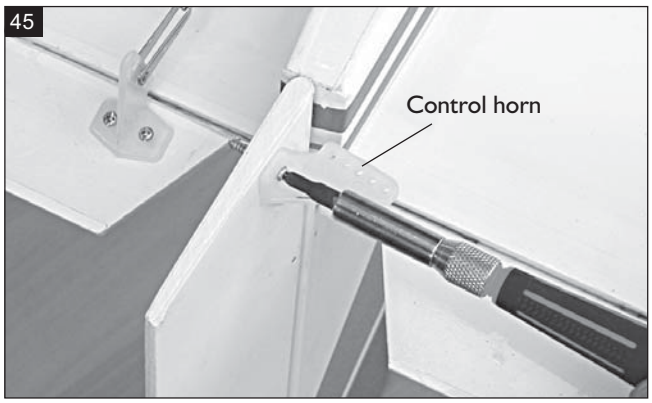


Remove the covering from the slot.



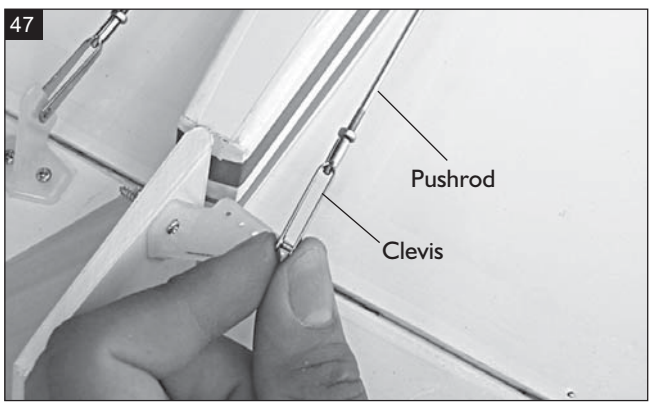
Attach the clevis to the elevator pushrod.

Attach the clevis to the control horn.



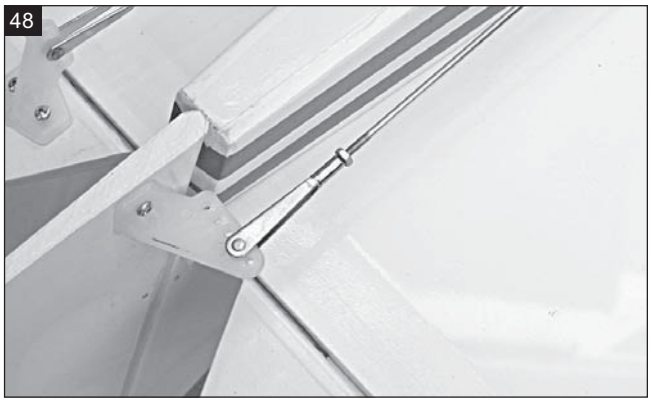
Install the nylon control horn.

Remove the covering.



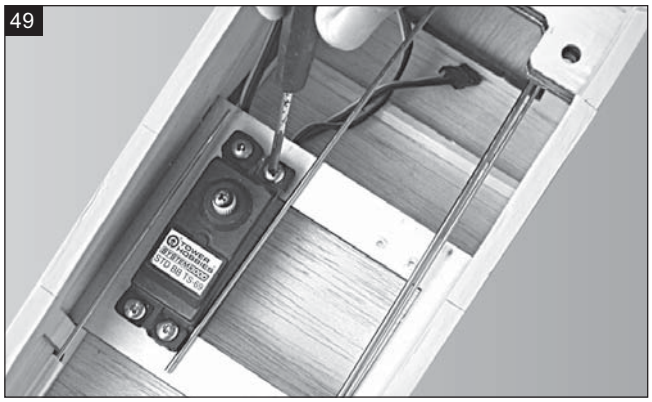
Attach the clevis to the rudder pushrod.

48



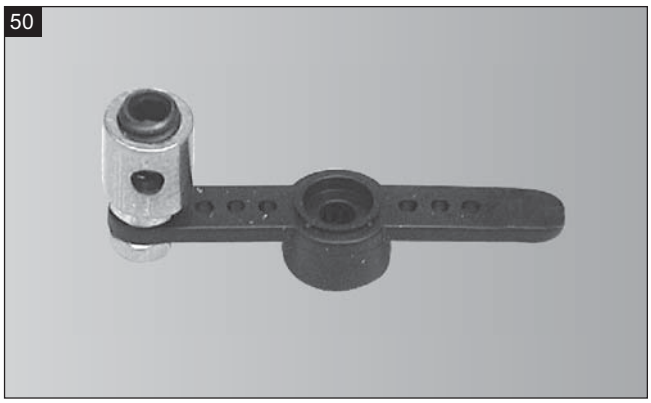
Attach the clevis to the control horn.

49



Install the rudder servo.

50



Install the metal connector.

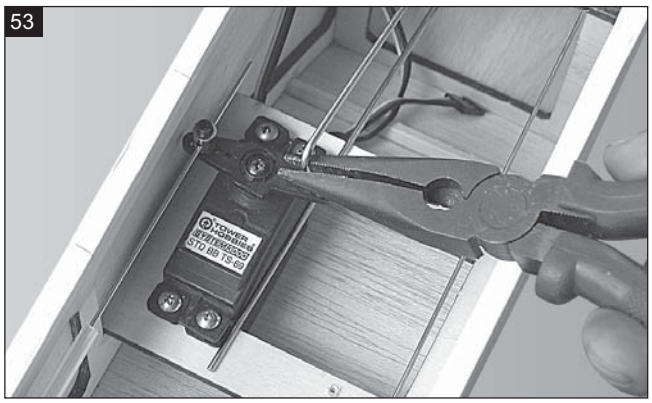
51

Connect the rudder pushrod and the nose gear pushrod to the rudder servo.

52

Cut away the rudder pushrod.

53

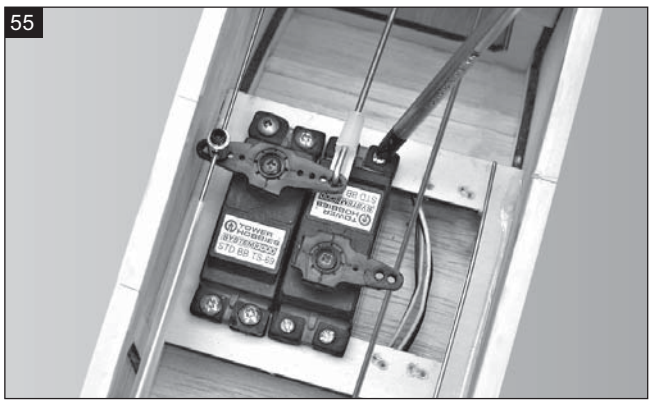


Bend "L" the rudder pushrod.

54

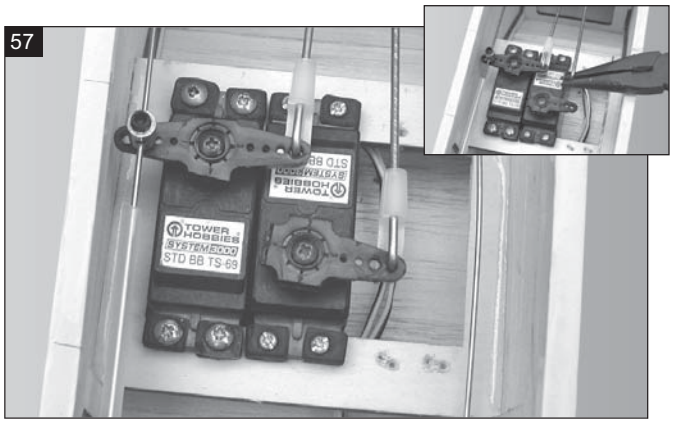
Attach the nylon clasp to the servo arm.

55



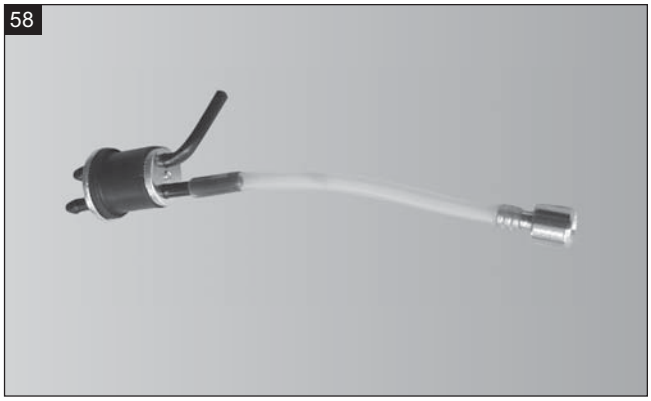
Install the elevator servo.

Cut away the elevator pushrod.

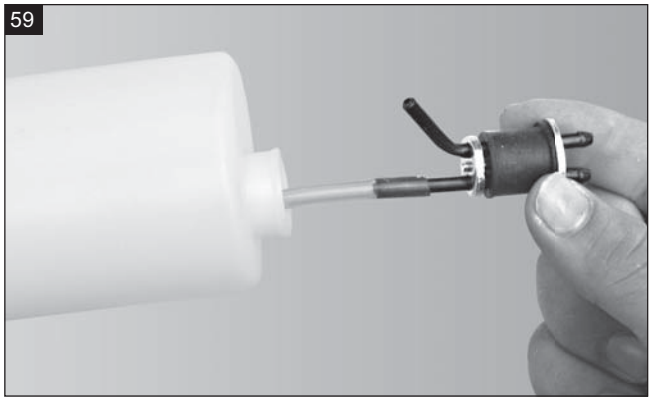


Bend "L" the elevator pushrod and attach the nylon clasp.

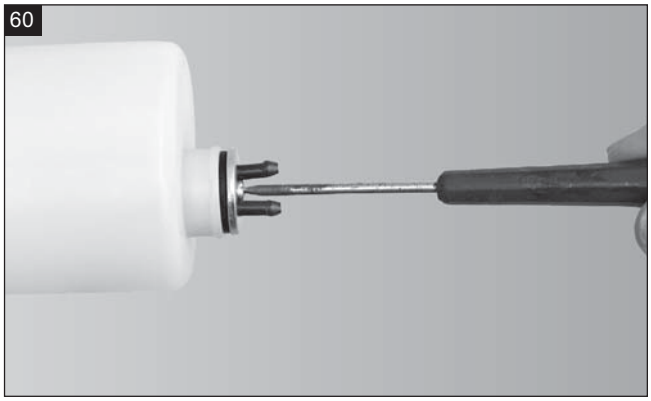
6. Installing the fuel tank.



The stopper.

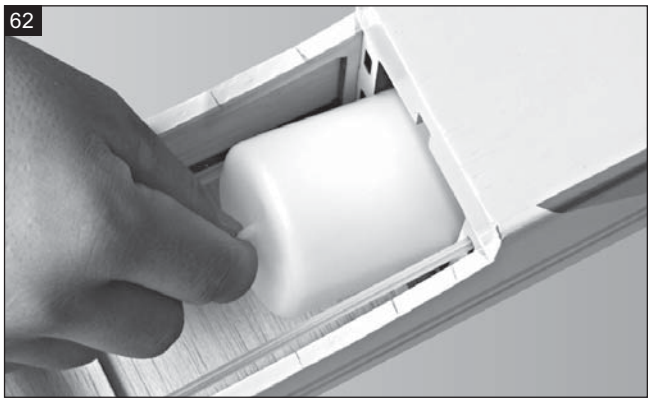


Install the stopper to the tank.

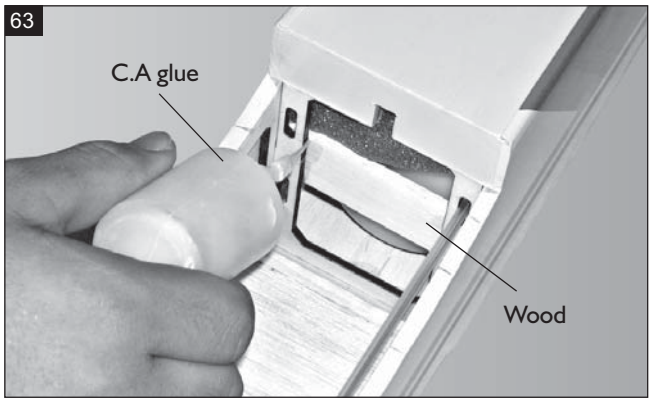


Secure the stopper.

Install the silicone tube to the tank.



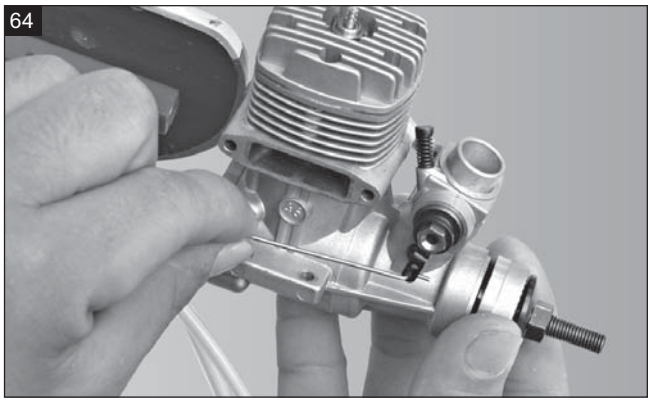
Slide the fuel tank into the fuselage.



Secure the fuel tank by foam and wood.

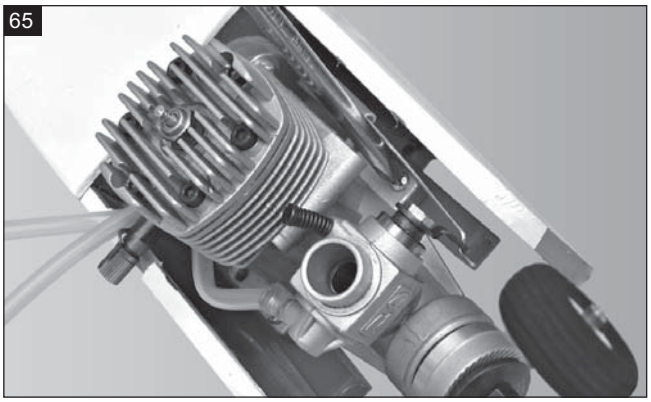
7. Installing the engine and fuselage servo.

64



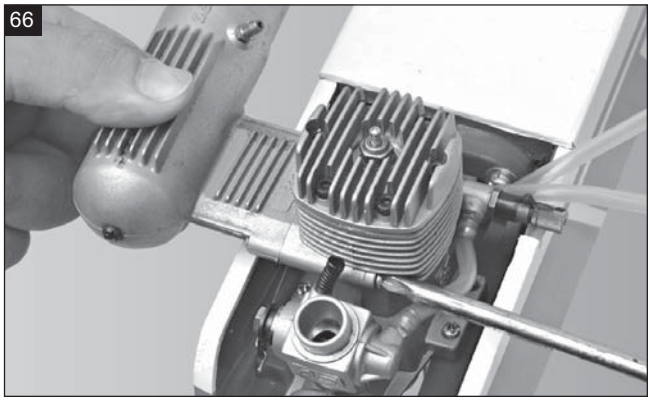
Attach the throttle rod to the arm of the carburator.

65



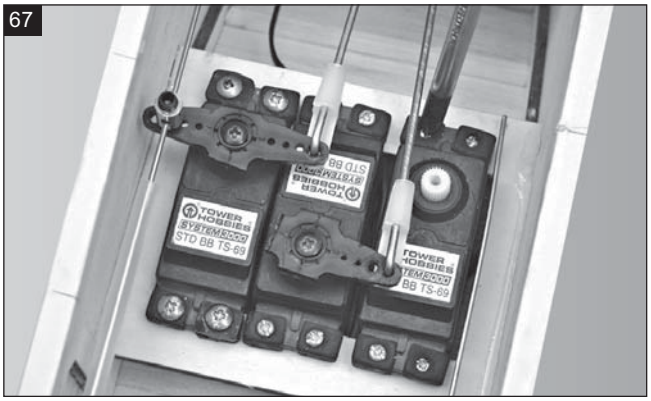
Install the engine and secure it.

66



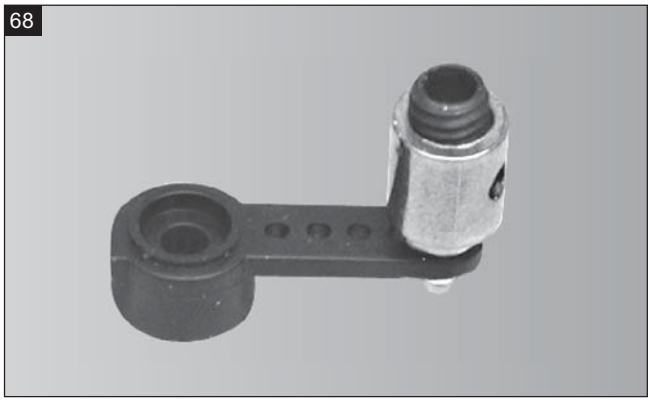
Install the muffler and secure it.

67



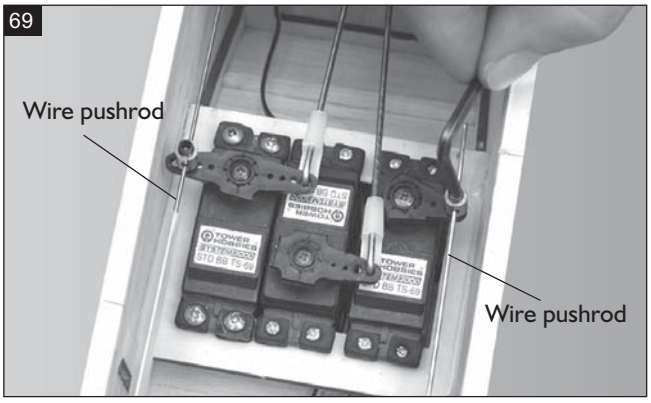
Install the throttle servo.

68



Install the metal connector.

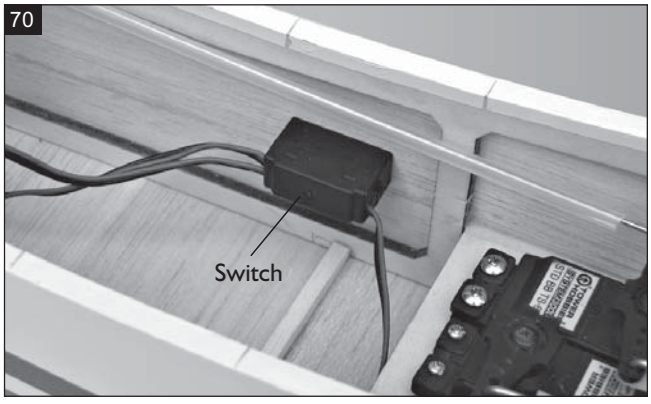
69



Attach the throttle rod into the metal connector and secure it.

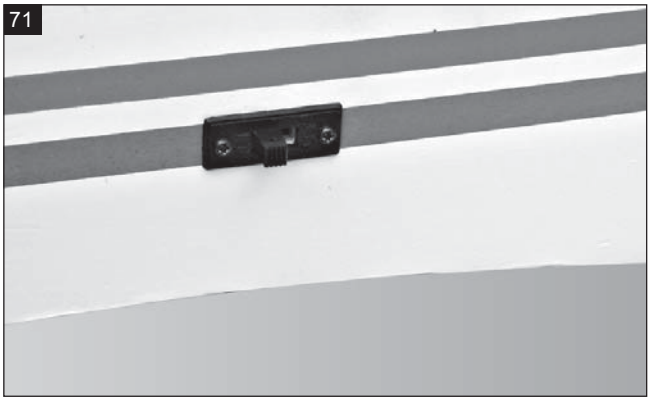
8. Installing the receiver battery and switch.

70

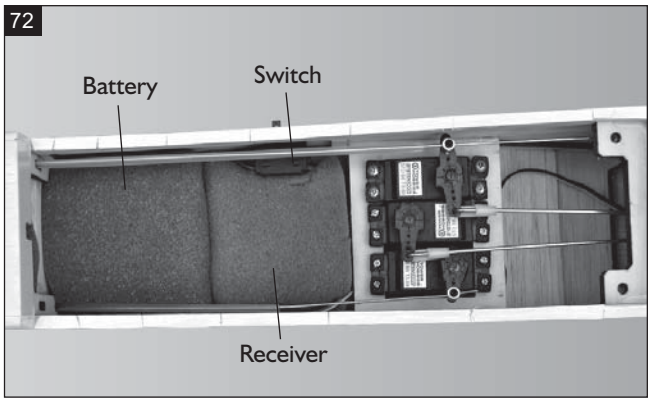


Install the switch.

71

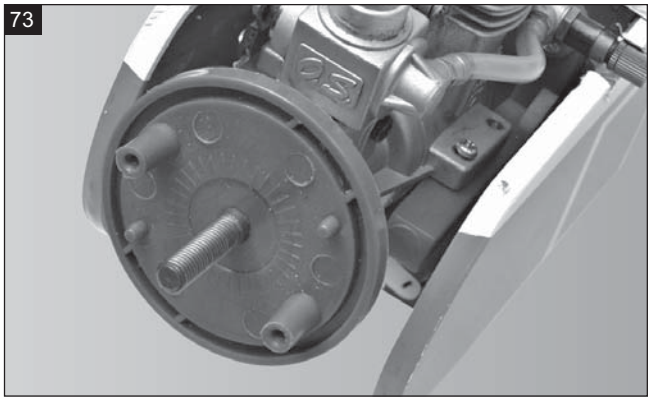


Secure the switch.

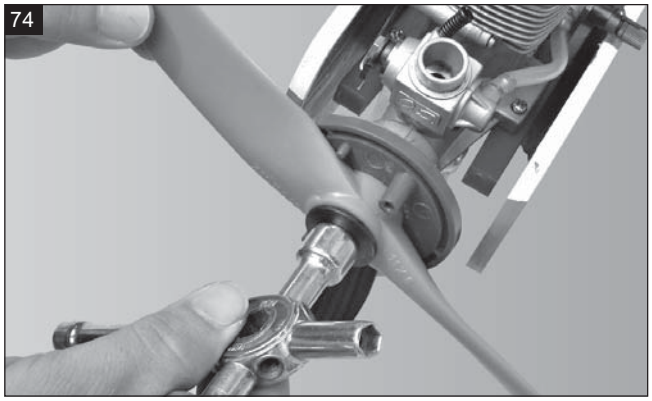


Install the radio.

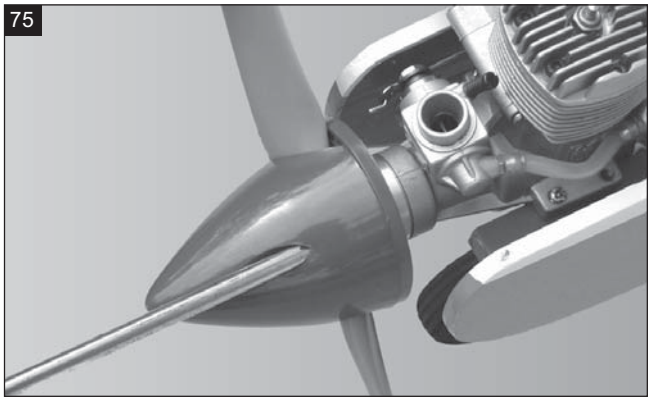
9. Installing the spinner and propeller.



Install the plate of the spinner.



Install the propeller.



Install the spinner.

BALANCING

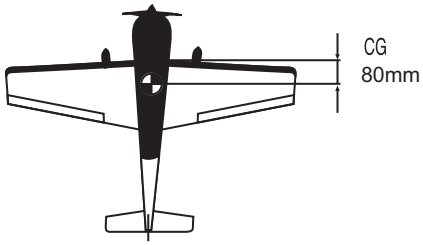
1. It is critical that your airplane be balanced correctly. Improper balance will cause your plane to lose control and crash.

   THE CENTER OF GRAVITY IS LOCATED 80mm BACK FROM THE LEADING EDGE OF THE WING, AT THE FUSELAGE.

2. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the top side of the wing 80mm back from the leading edge, at the fuselage sides.

3. Turn the airplane upside down. Place your fingers on the masking tape and carefully lift the plane .

4. If the nose of the plane falls, the plane is heavy nose. To correct this first move the battery pack further back in the fuselage. If this is not possible or does not correct it, stick small amounts of lead weight on the fuselage under the horizontal stabilizer. If the tail of the plane falls, the plane is tail heavy. To correct this, move the battery and receiver forward or if this is not possible, stick weight into the firewall. When balanced correctly, the airplane should sit level or slightly nose down when you lift it up with your fingers.



LATERAL BALANCE

After you have balanced a plane on the C.G. You should laterally balance it. Doing this will help the airplane track straighter

1. Turn the airplane upside down. Attach one loop of heavy string to the engine crankshaft and one to the tail wheel wire. With the wings level, carefully lift the airplane by the string. This may require two people to make it easier.

2. If one side of the wing fall, that side is heavier than the opposite. Add small amounts of lead weight to the bottom side of the lighter wing half's wing tip. Follow this procedure until the wing stays level when you lift the airplane.

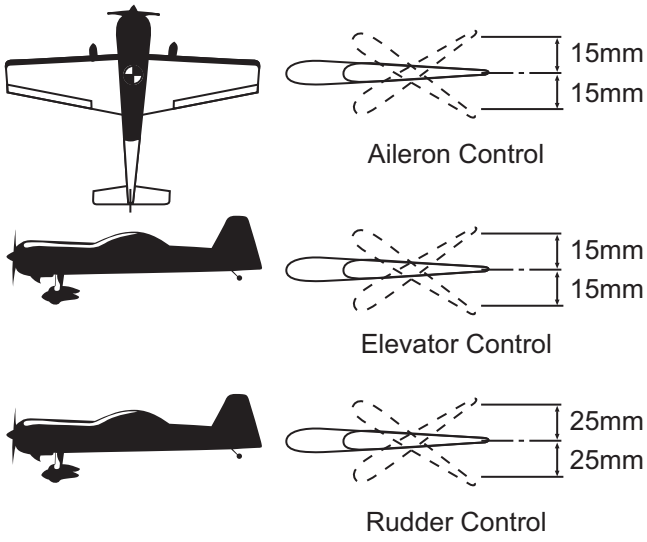
CONTROL THROWS

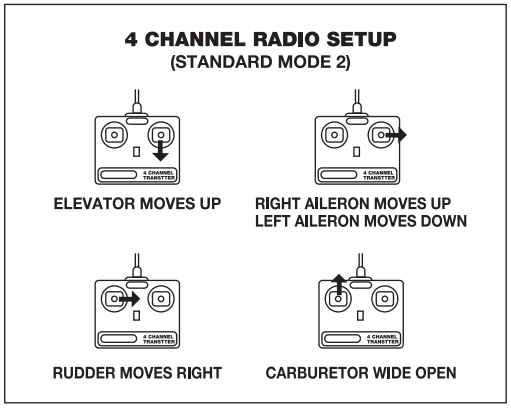
1. We highly recommend setting up a plane using the control throws listed.

2. The control throws should be measured at the widest point of each control surface.

3. Check to be sure the control surfaces move in the correct directions.

Ailerons : 15mm up	15mm down
Elevator : 15mm up	15mm down
Rudder : 25mm right	25mm left





FLIGHT PREPARATION PRE FLIGHT CHECK

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

2. Check every bolt and every glue joint in your plane to ensure that everything is tight and well bonded.

3. Double check the balance of the airplane

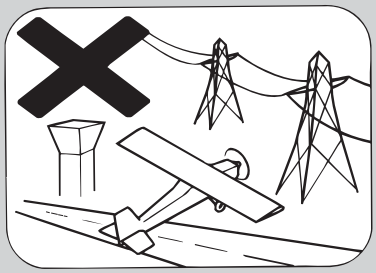
4. Check the control surface

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

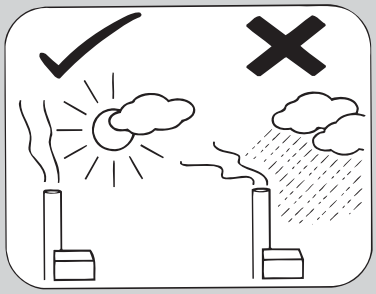
6. Properly balance the propeller.

I/C FLIGHT WARNINGS

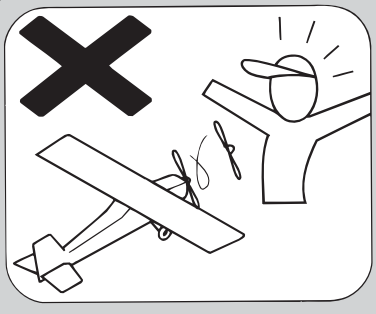
Always operate in open areas, away from factories, hospitals, schools, buildings and houses etc. **NEVER** fly your aircraft close to people or built up areas.



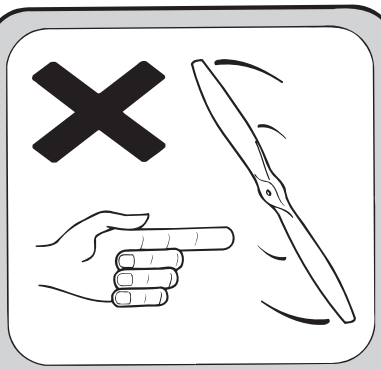
NEVER fly near power lines, aerials or other dangerous areas including airports, motorways etc.



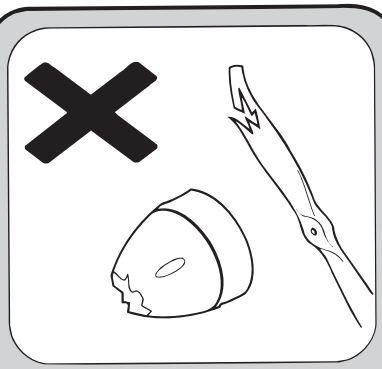
NEVER fly in wet conditions or on windy or stormy days.



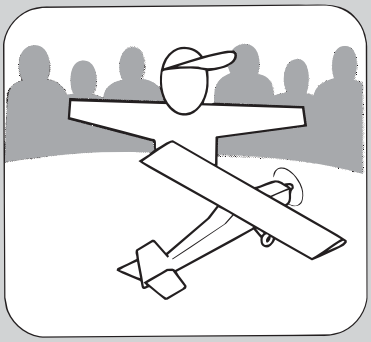
ALWAYS adjust the engine from behind the propeller, and do not allow any part of your body to be in line with the propeller.



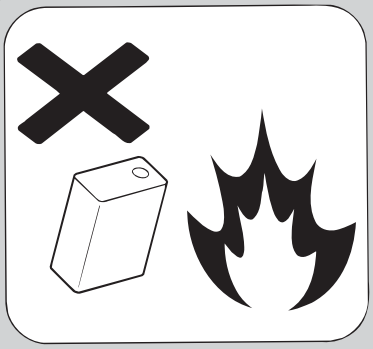
THE PROPELLER IS DANGEROUS
Keep fingers, clothing (ties, shirt sleeves, scarves) or any other loose objects that could be caught or drawn in, away from the propeller. Take care at **ALL** times.



NEVER use damaged or deformed propellers or spinners.

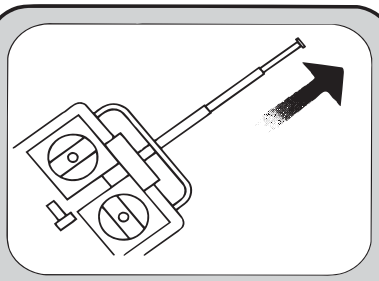


Keep all onlookers (especially small children and animals) well back from the area of operation. This is a flying aircraft, which will cause serious injury in case of impact with a person or animal.

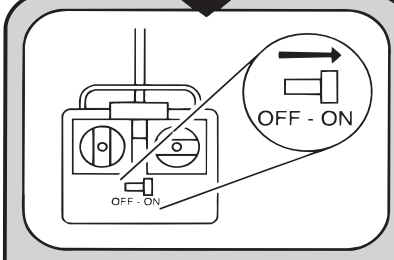


DO NOT dispose of empty fuel containers on a fire, this can lead to an explosion.

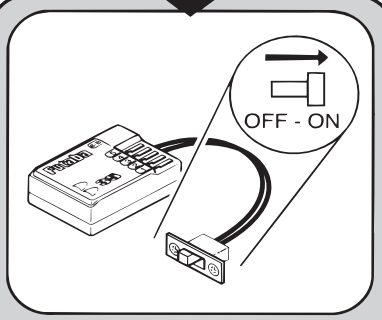
I/C FLIGHT GUIDELINES



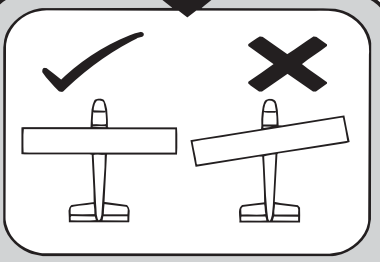
When ready to fly, first extend the transmitter aerial.



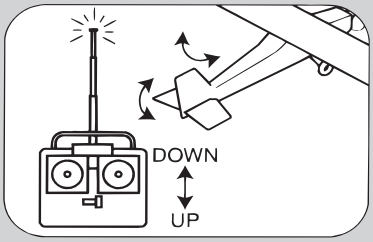
Switch on the transmitter.



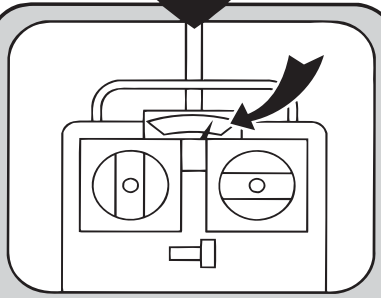
Switch on the receiver.



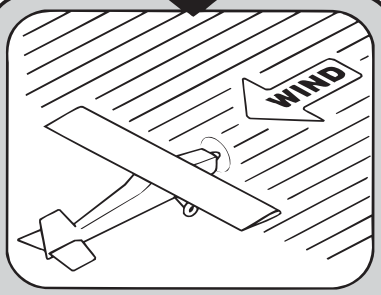
Check that the wings are correctly fitted to the fuselage.



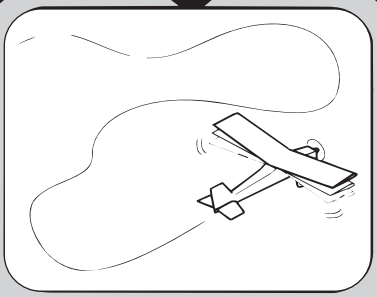
Operate the control sticks on the transmitter and check that the control surfaces move freely and in the CORRECT directions.



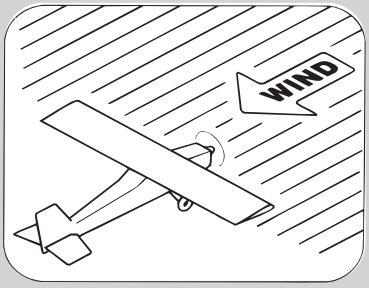
Check that the transmitter batteries have adequate power.



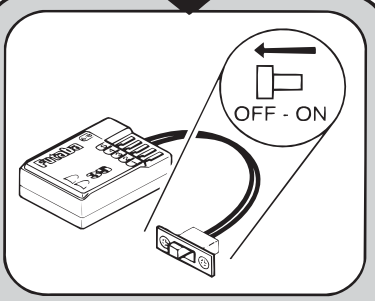
ALWAYS take off into the wind.



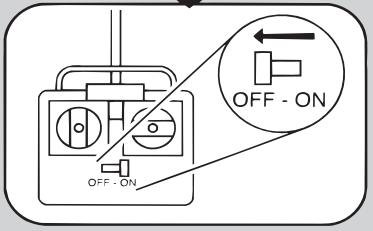
If the model does not respond correctly to the controls, land it as soon as possible and correct the fault.



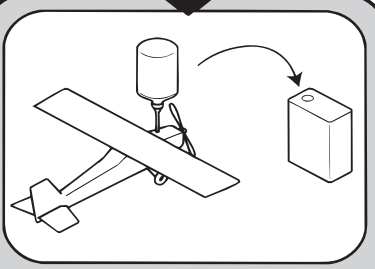
ALWAYS land the model INTO the wind, this ensures that the model lands at the slowest possible speed.



Switch off the receiver.



Switch off the transmitter.



Empty the fuel tank after flying, fuel left in the tank can cause corrosion and lead to engine problems.

Made in Vietnam