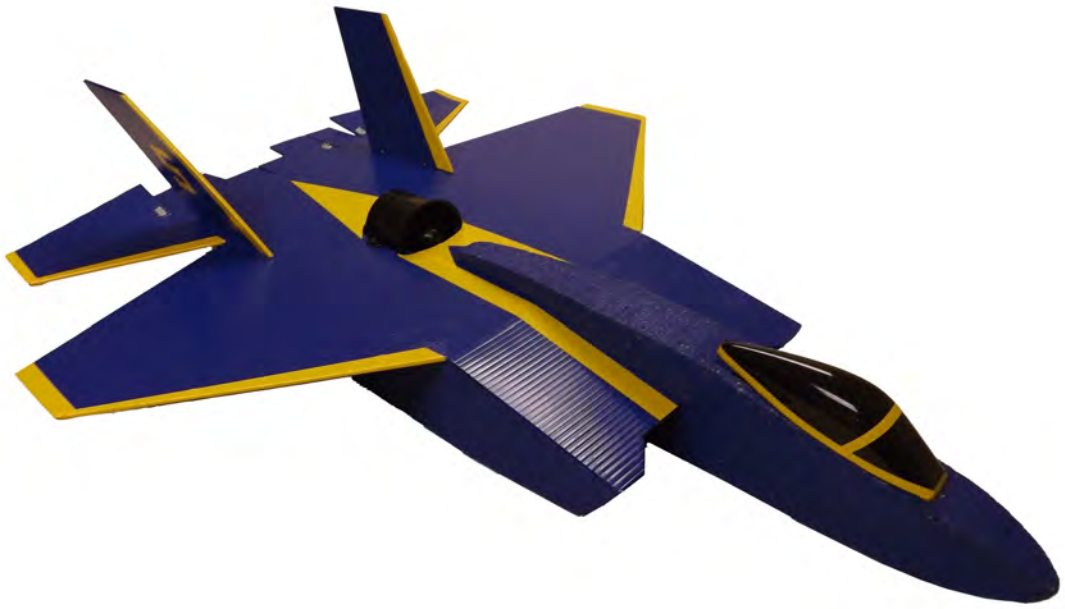
TOUGH JETS™

T-35 EDF



INSTRUCTION MANUAL

Specifications

Wingspan.....31in	Weight.....2.5 lb
Length.....41.75in	Radio.....3 channel
Wing Area.....515 sq in	Motor.....Brushless
EDF.....70mm 12 Blade	Battery...14.8v 2200mah 40c

KIT CONTENTS

(1) Wing

(1) Fuselage

(2) Nacelles

(1) Battery box spacer

(2) Vertical stabilizers

(1) Canopy

(1) Canopy hinge

(1) Rare Earth magnets

(2) 14 Gauge wire

(1) Carbon fiber shaft 30 inch

(2) 3mm X 14mm Bolts

(2) 3mm Lock Nuts

(2) Flat washers

(4) Control horns

(4) Clevis

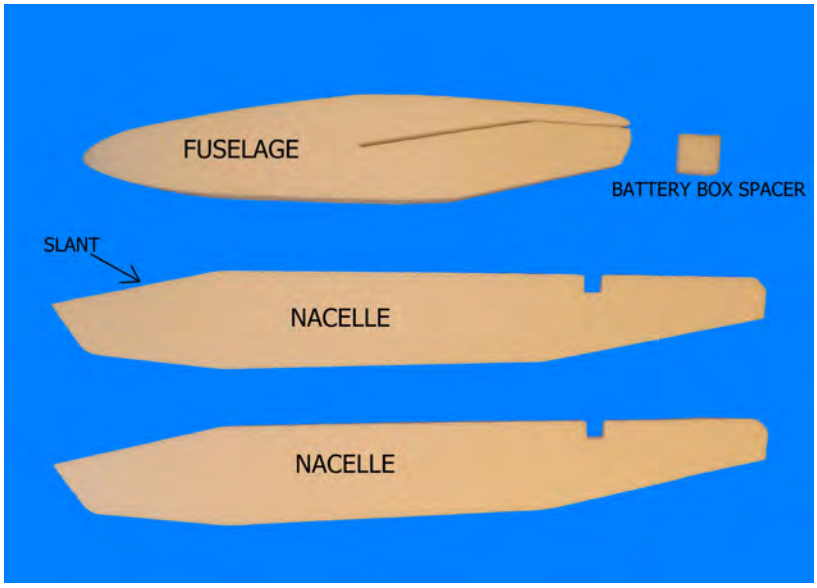
(2) Push rods

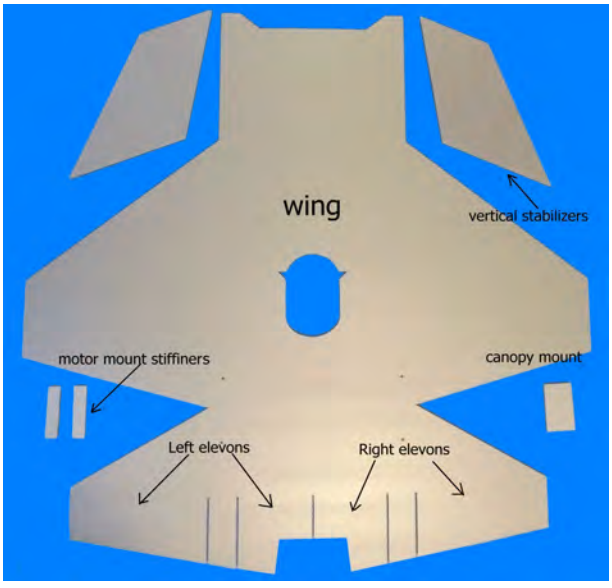
(2) Push rod keepers

(2) Coroplast® motor mount stiffener

(4) Wood dowels

(1) Carbon Fiber shaft 24 inch





BEFORE YOU BUILD

WARNING!!

This kit is not a toy.
This model is intended for the competent builder and RC pilot aged 14 years and older. It is the responsibility of the modeler to ensure the model is airworthy before attempting to fly it.

Always ensure that any glue, paint or solvents used to build this kit are compatible with the materials contained in this kit. Some glues and paint can melt Styrofoam and plastic that is contained in this kit.

Before gluing any parts together, we strongly suggest trial fitting the parts without glue first; to ensure that all the parts align and fit properly. This will ensure the airplane is built straight and square.

ABOUT THE TOUGH JETS T-35 EDF

The Tough Jets T-35 EDF was designed by life-long RC modeler Wayne Roberts to be the highest performing fun scale Electric Ducted Fan on the market. You'll find the T-35 has an enormous flight envelope. It's capable of 75+mph, it's highly aerobatic, yet it lands at near zero ground speed in the slightest of headwinds.

TOOLS AND SUPPLIES REQUIRED

5 Minute Epoxy

Electric Drill

Assorted Drill Bits

Needle nose pliers

Small screw drivers

Allen wrench 2.5mm

Hobby knife

Wire Cutters

Scissors

Clear Packaging Tape

Pencil

Rubbing Alcohol

ADDITIONAL EQUIPMENT REQUIRED

3, channel radio with mixing (Minimum)

4, sub micro 9 gram servos (Tower Pro or equivalent)

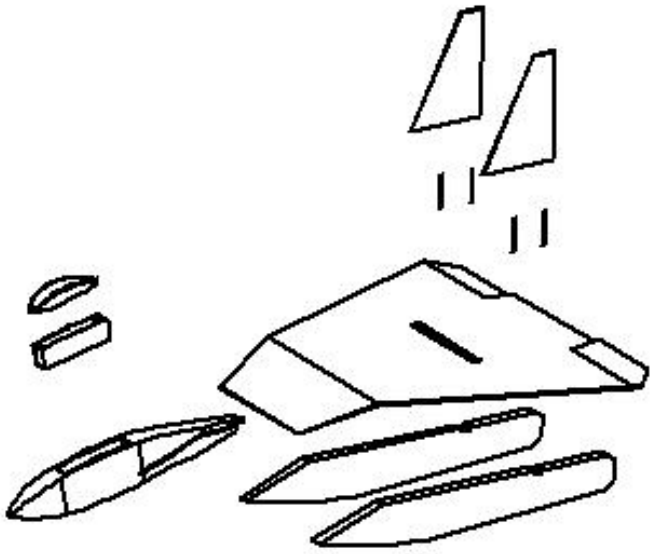
2, Y servo cords.

70mm 12 blade Ducted Fan (FMS 70mm Ducted Fan or equivalent)

70 amp electronic speed control

4 cell lipo battery 14.8 volt 2200 mAh 40 c or 2600mAh 40 c

EXPLODED VIEW



Use this exploded view to help guide you through the assembly of the major components of your Tough Jet.

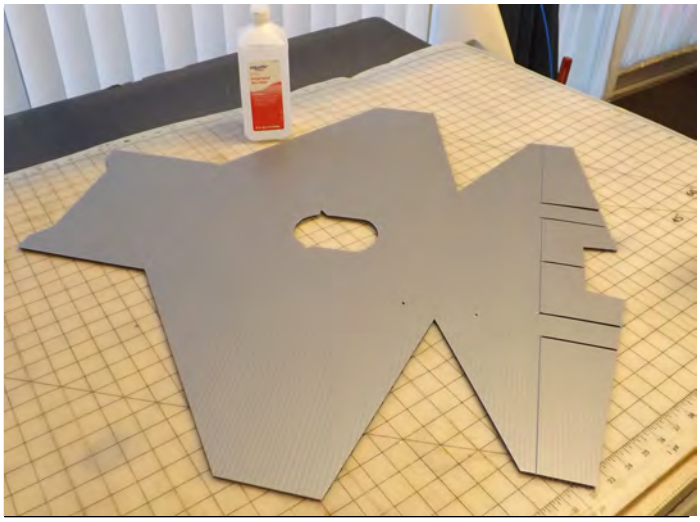
LET'S BEGIN BUILDING

It is strongly suggested you review the drawings, photos and captions to familiarize yourself with the design and construction of the model.

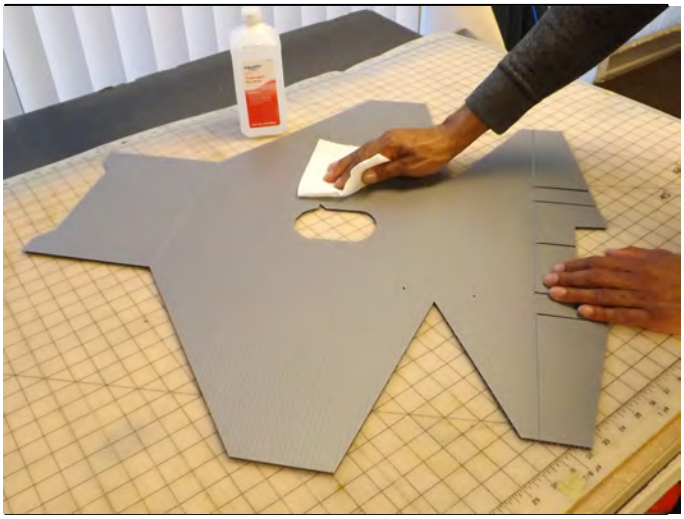
Before beginning construction, you will want to decide whether to paint or cover the foam parts with heat shrink film such as EconoKote, or packaging tape. You may also choose to leave these parts uncovered. If you choose EconoKote, or packaging tape, spray the surfaces to be covered with 3M Type 77 spray adhesive prior to covering. Allow the adhesive to set for 5 minutes prior to applying the covering, this will improve the overall adhesion of the covering to the foam. When covering or painting the nacelles, do not apply covering material to the surfaces to be epoxied to the wing.

It is recommended to apply the covering material or paint prior to assembling the model. Do **NOT** apply covering to the top edge and slant of the nacelle (**see insert**)

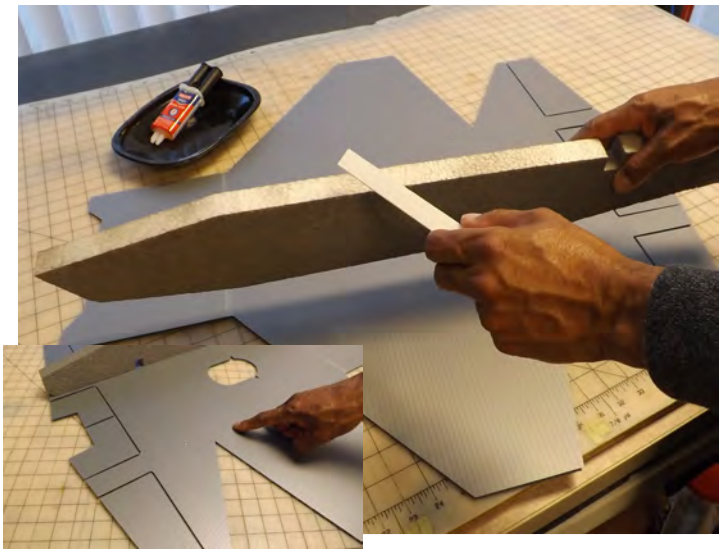
WING / NACELLE / FUSELAGE ASSEMBLY



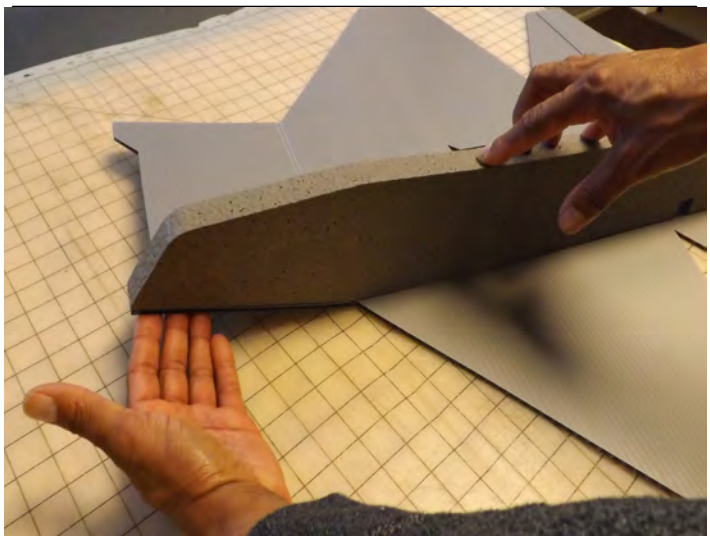
Lay wing on a flat surface, bottom side up. This is the side with the hinge slots and crease.



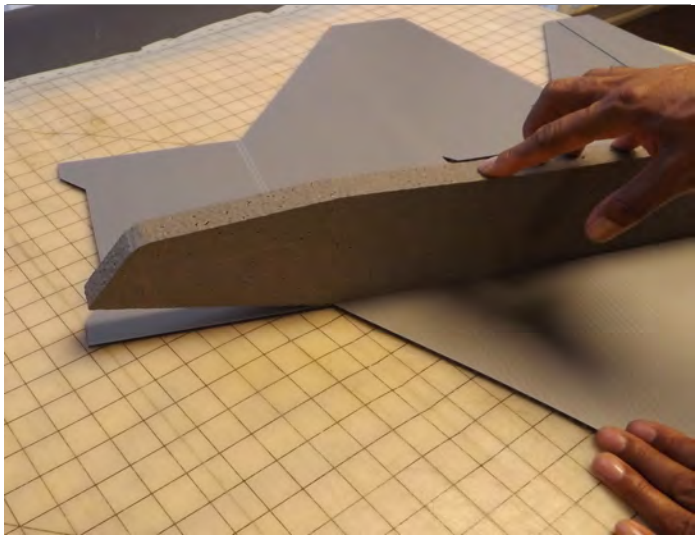
Clean the bottom of the wing with rubbing alcohol before gluing



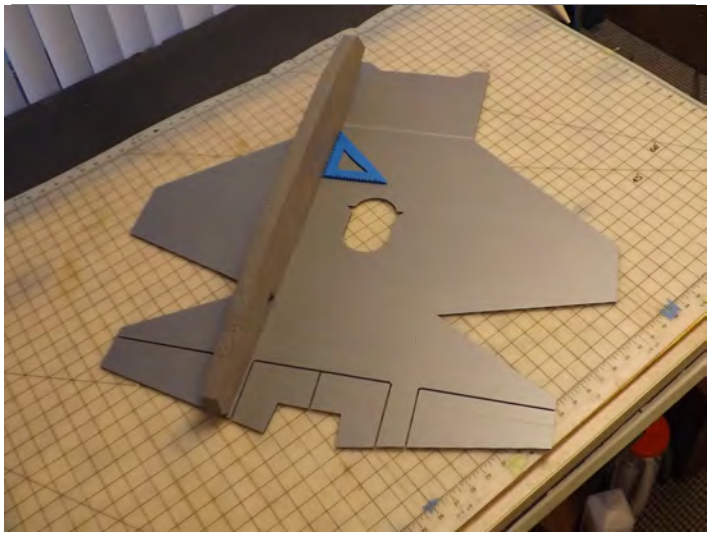
Apply 5 minute epoxy to top of nacelle on flat section only. **Do not** apply epoxy to slanted section at this time. **Do not** let epoxy clog vertical stab dowel holes **see insert photo**



Carefully align nacelle with leading edge and crease on the bottom of the wing.

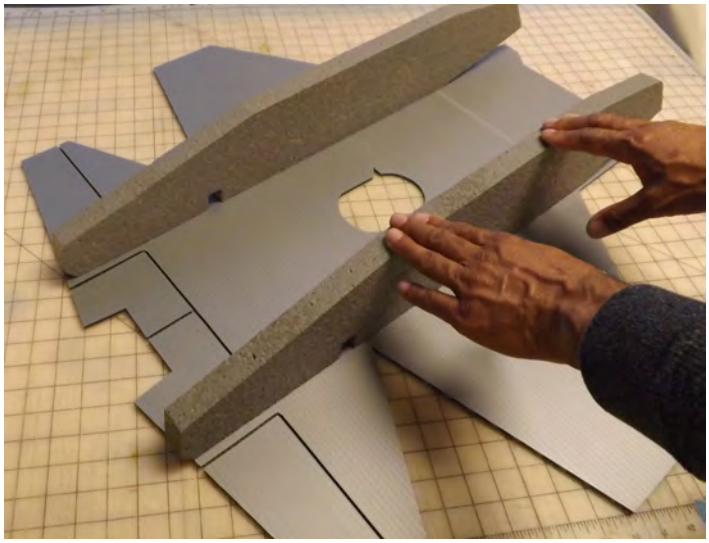


Be sure that the nacelle is properly aligned with crease

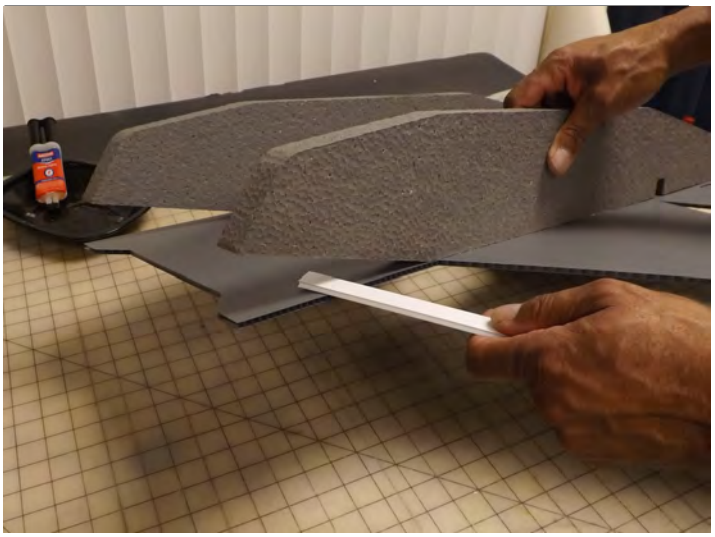


Ensure the nacelle is parallel and 90 degrees to flutes on wing. You have some time to make slight adjustments before epoxy cures but move quickly.

Hold the nacelle in place until the five-minute epoxy cures, check that nacelle is aligned with leading edge, crease and centered on Vertical stabilizer dowel holes on wing.

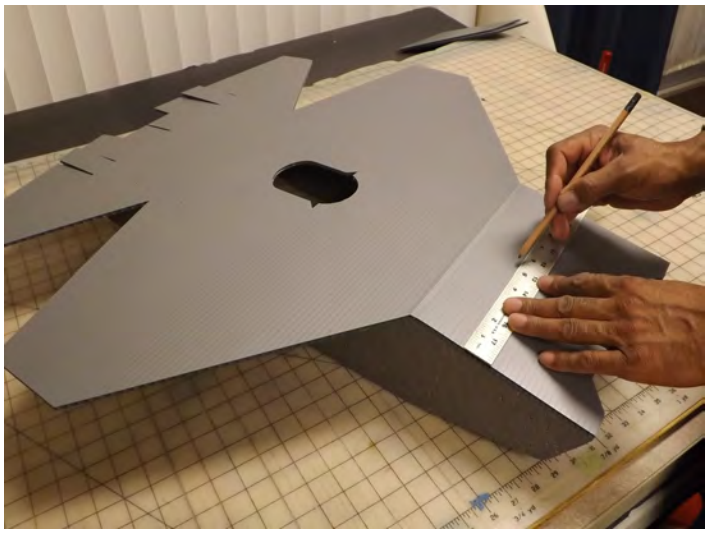


Repeat the steps to attach the second nacelle to the wing. Nacelles should be straight and parallel

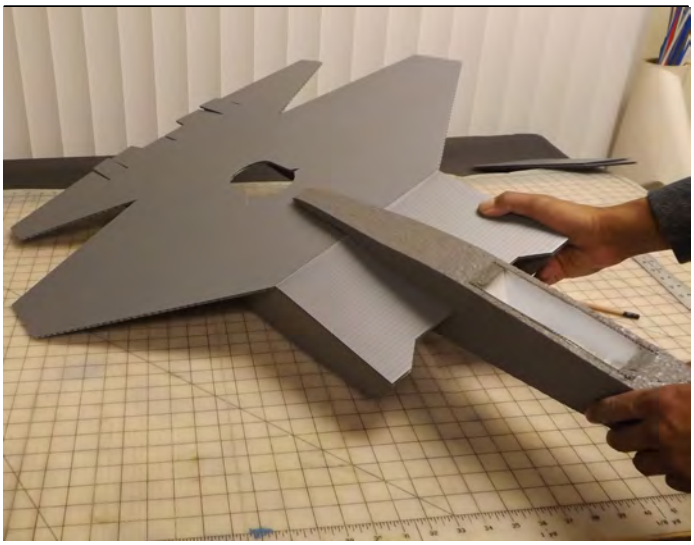


Now apply 5-minute epoxy to the slanted sections on both nacelles.

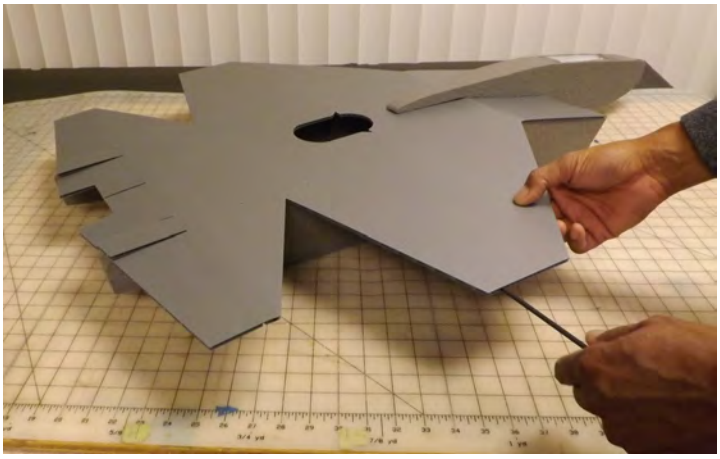
Press both nacelles to leading edge of the wing applying pressure on a smooth flat surface for 5 minutes until the epoxy cures

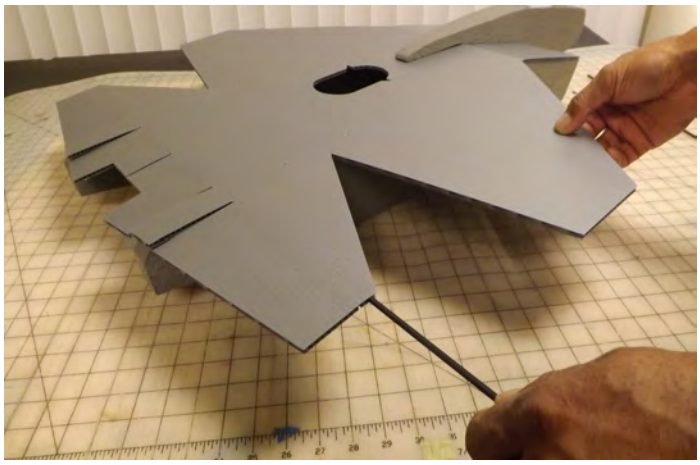


Turn the wing over, measure and mark on the top the center of the wing



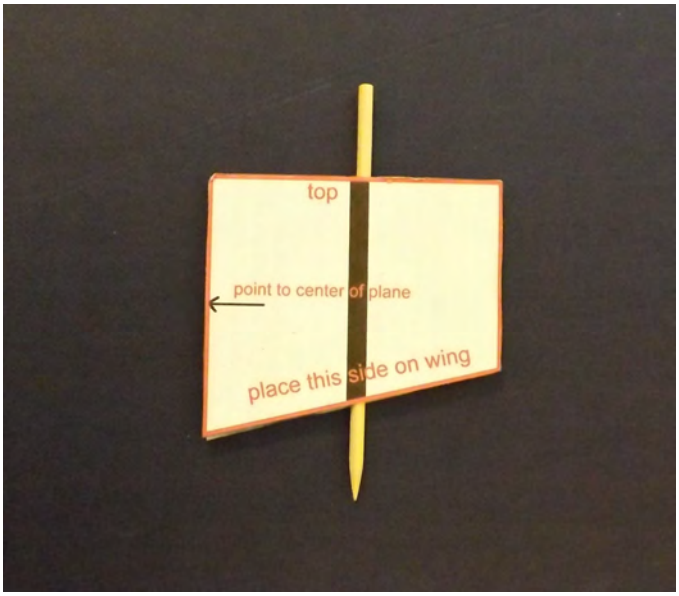
Apply 5 minute epoxy to both sides of fuselage wing slot. Slide the fuselage onto the wing. Be sure that the fuselage is centered straight and square to wing.

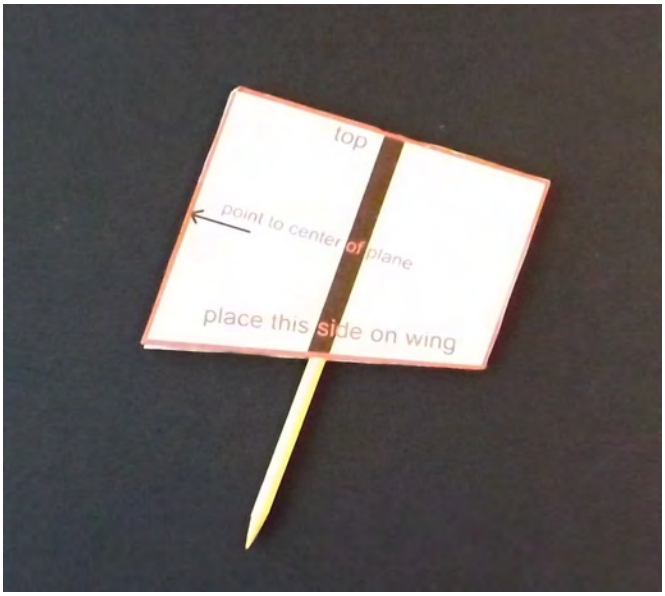




Apply a little 5 minute epoxy to the 30 inch carbon fiber shaft, then insert it in a wing approximately 2nd flute from trailing edge (see photo)

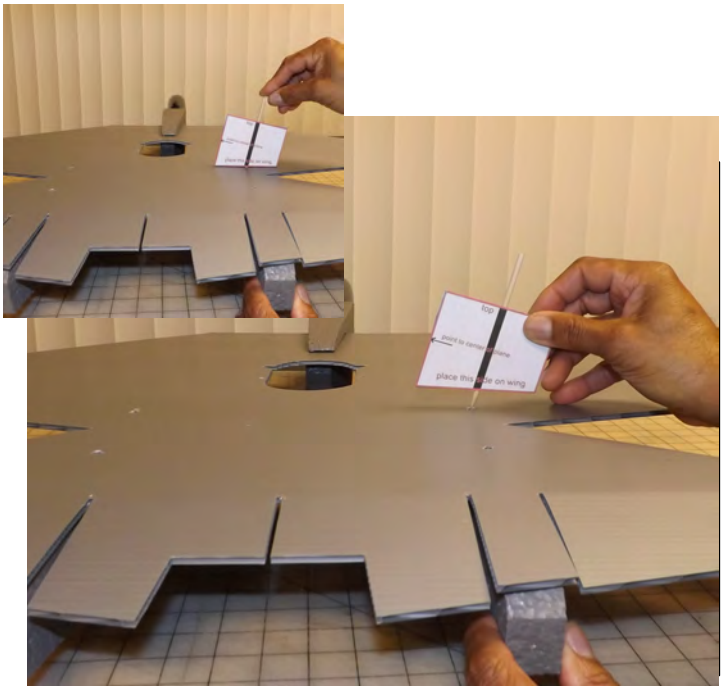
Apply a little 5 minute epoxy to the 24 inch carbon fiber shaft then insert it in a tail approximately 1st flute from leading edge (see photo)



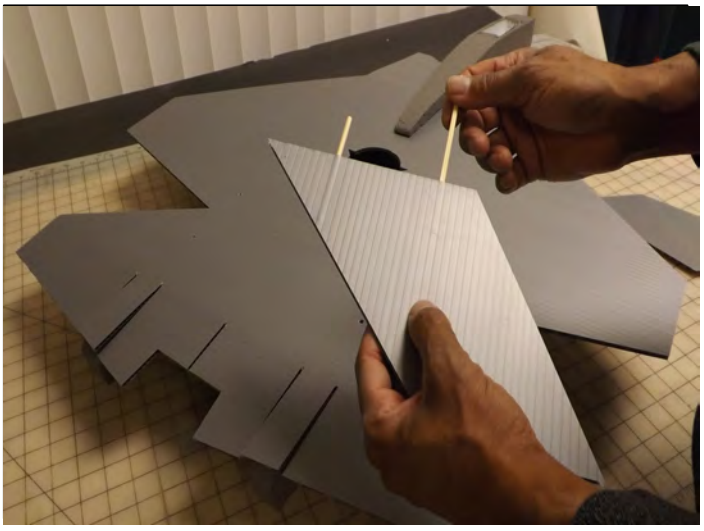


Use alignment tool to set vertical stabilizer angle and make hole in foam through pre-drilled holes in wing for dowels.

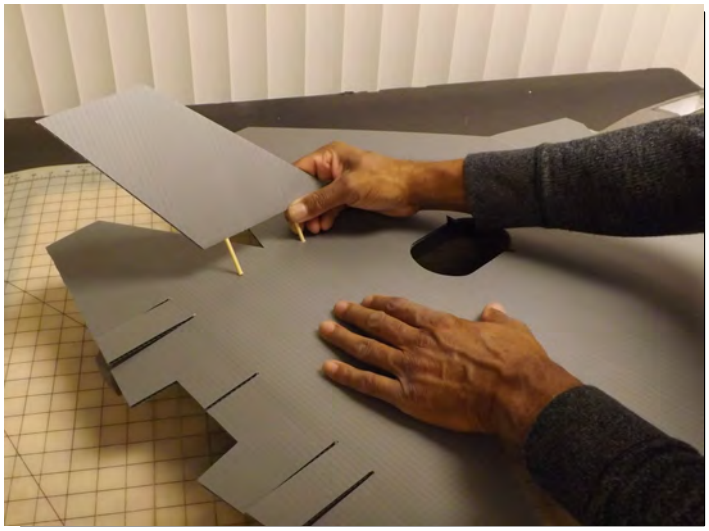
Peirce foam with sharp dowel by pushing it down flush with the top of tool . see page 10



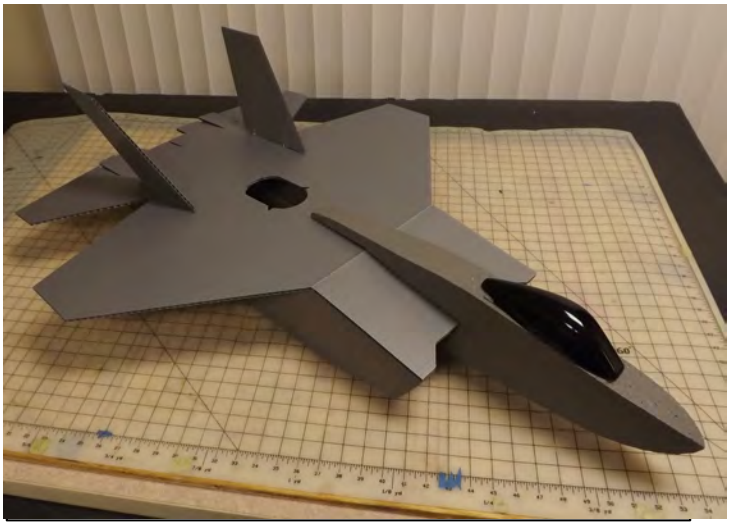
Use alignment tool to open Vertical stabilizer dowel holes to poke hole in foam for dowels press tool flush with top of wing insert sharp dowel into foam.



Epoxy 2 dowels into the flutes of each vertical stabilizers. Position the dowels 1" and 4 3/8" from the trailing edge. Leave about 1 ½" of dowel exposed

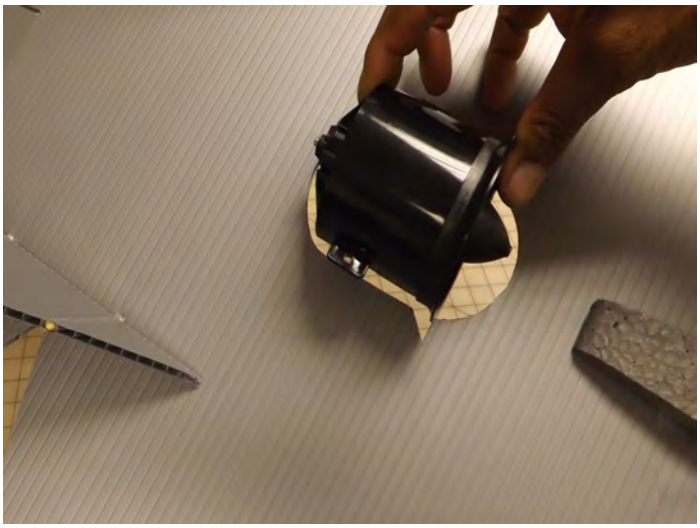


insert stabilizer dowels matching the same angle set by alignment tool it should be a tight fit not needing glue, remaining removable for transporting.

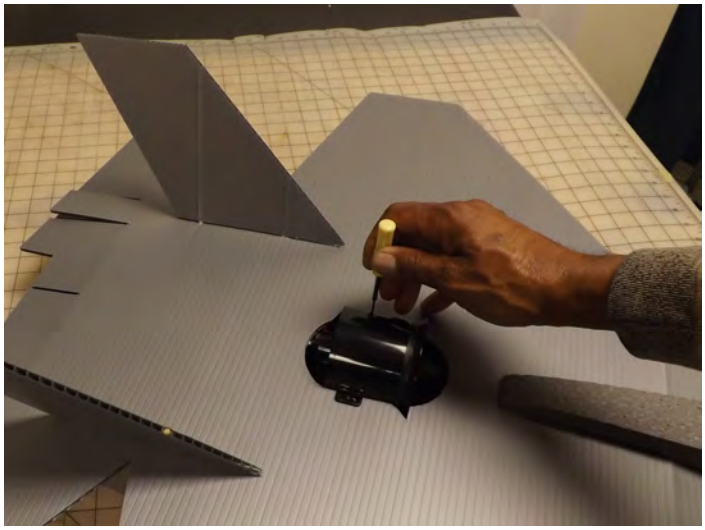


Repeat steps for other side. It's starting to look like a plane now.

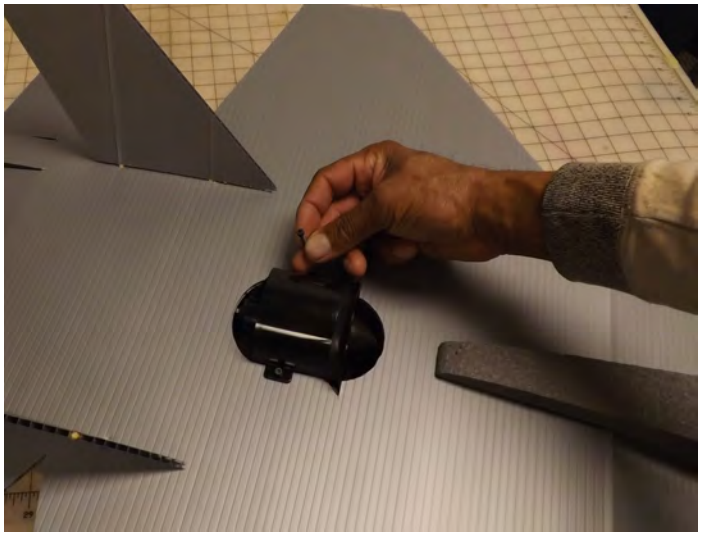
INSTALLING MOTOR



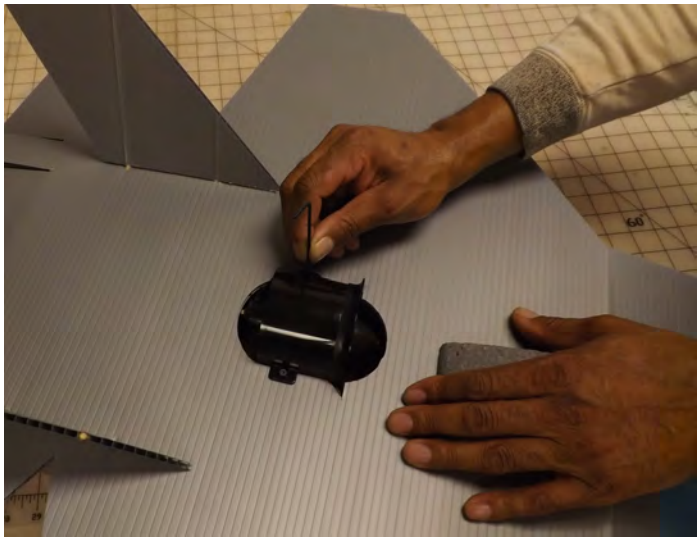
Set your EDF unit in wing with ESC wires facing down **DO NOT** omit intake ring

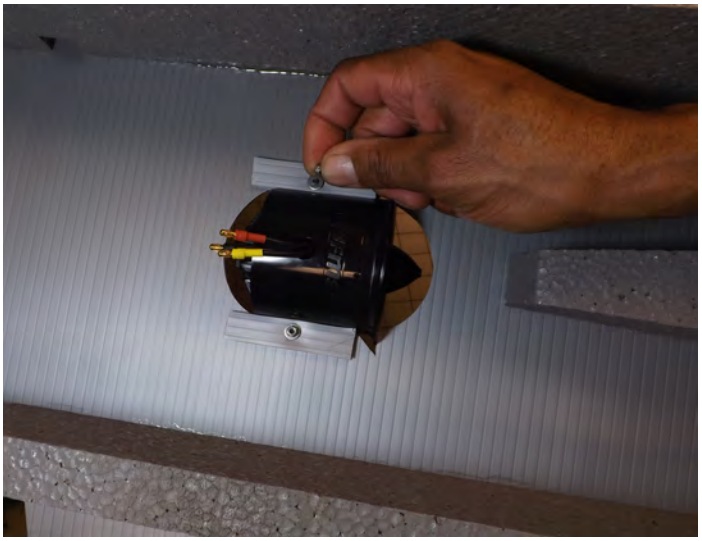


Line up motor straight and square. Mark location and drill holes.

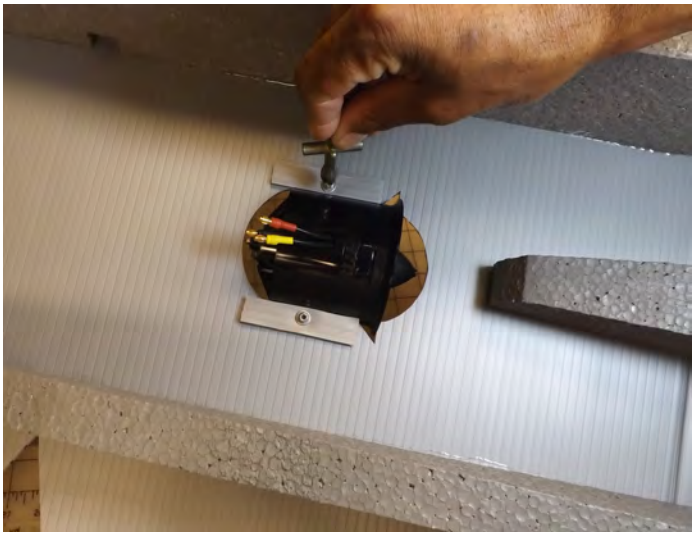


Bolt motor to mount with 3mm x 14mm bolts included.



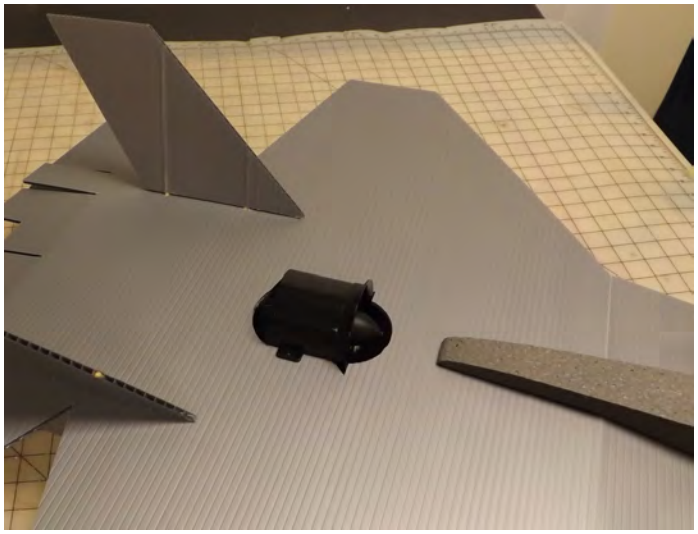


Bolt mount through wing and Coroplast® stiffener don't over tighten bolts.
(BOTTOM VIEW)



Place washer and nut on bolt do not over tighten. (BOTTOM VIEW)

BOTTOM VIEW



TOP VIEW

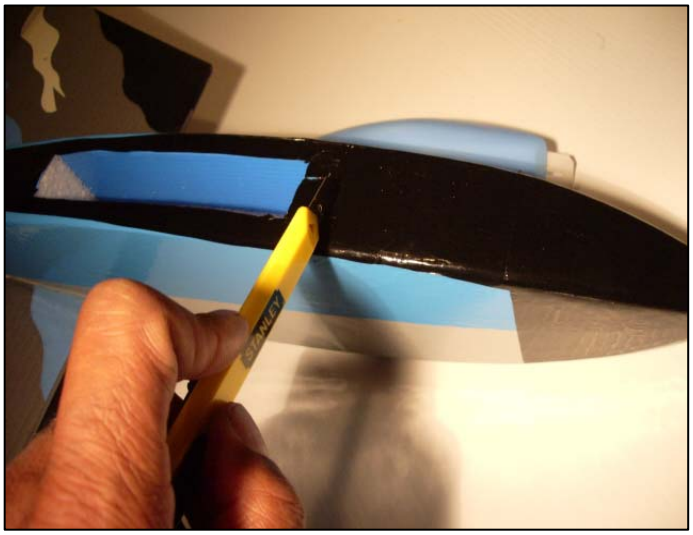
CANOPY / BATTERY BOX ASSEMBLY

Carefully trim the canopy to fit the fuselage.

Cut the small piece of Coroplast® to fit the rear part of the canopy.

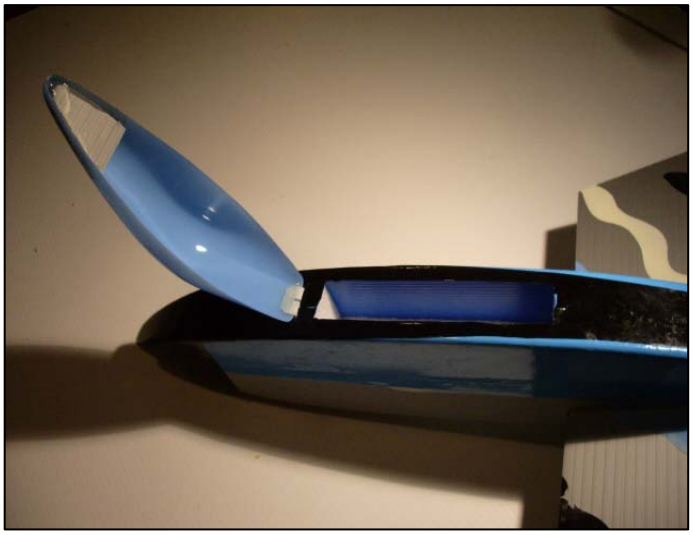
Fit the Coroplast® to the canopy.

Epoxy the Coroplast® piece and glue canopy hinge into place to the inside of the canopy, after painting the outside of the canopy.



Cut a slit 1/4 “ in front of the battery box for the canopy hinge.

Test fit the hinge. Then glue into place.



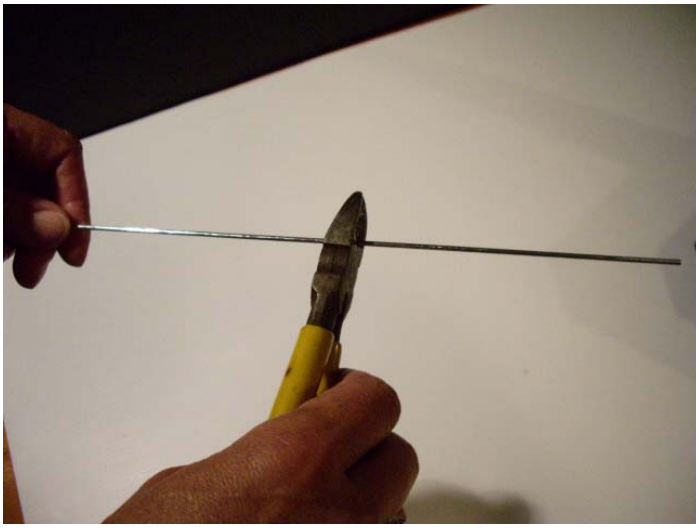
The hinged canopy will cover the battery box.

Drill a small hole and glue magnet to the Coroplast at the rear of the canopy.

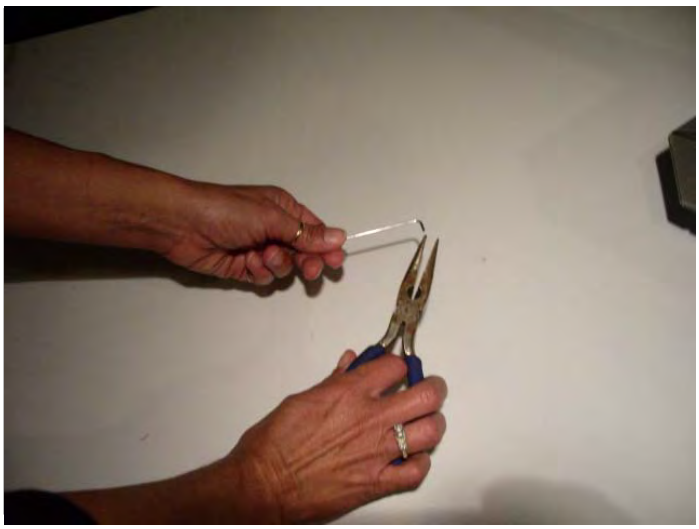
Drill a hole the same size as the magnet near the battery box, position it such that it will align with the magnet on the canopy. Ensure the polarity of the magnet is such that they are attracted when the canopy is closed. Epoxy the magnet in place

The canopy is now complete.

RADIO SYSTEM INSTALLATION



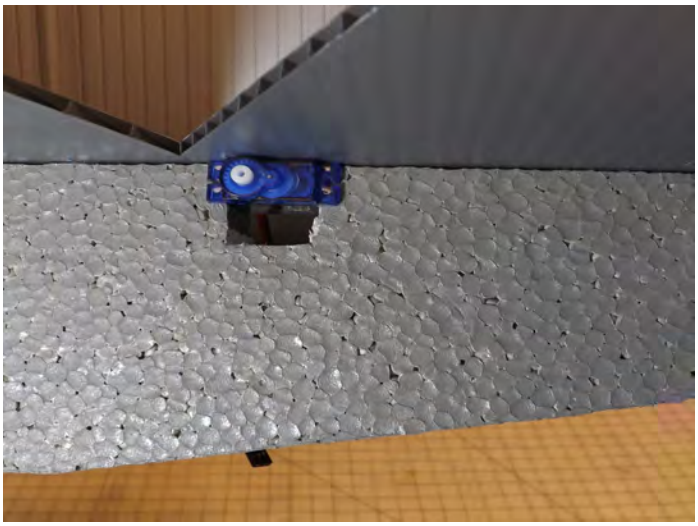
Measure and cut the push rod to fit between the servo arm and control horn.



Bend the cut end to accommodate the push rod keeper.

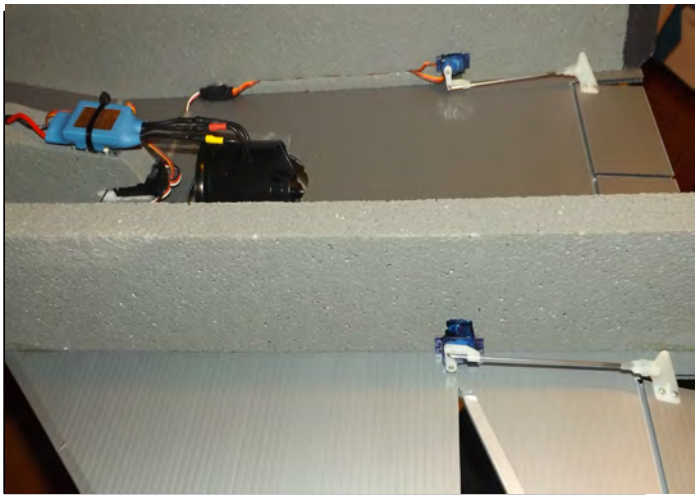
Attach the control horns to the elevons, don't over tighten.

It may be necessary to trim the servo-mounting hole to accommodate the servos.



Install the outboard servo into the mounting
hole and glue in place, stacked on top of inboard servo. We recommend
9 gram sub micro or similar type servo.

Connect the push rod to the servo arm 2nd hole from end and control horn middle hole. Repeat steps for left side.
NOTE: WHEN SERVO IS IN NEUTRAL POSITION, THERE SHOULD BE APPROX. 1/2" OF UP DEFLECTON ON THE FLIGHT CONTROLS TO MAINTAIN LEVEL FLIGHT.



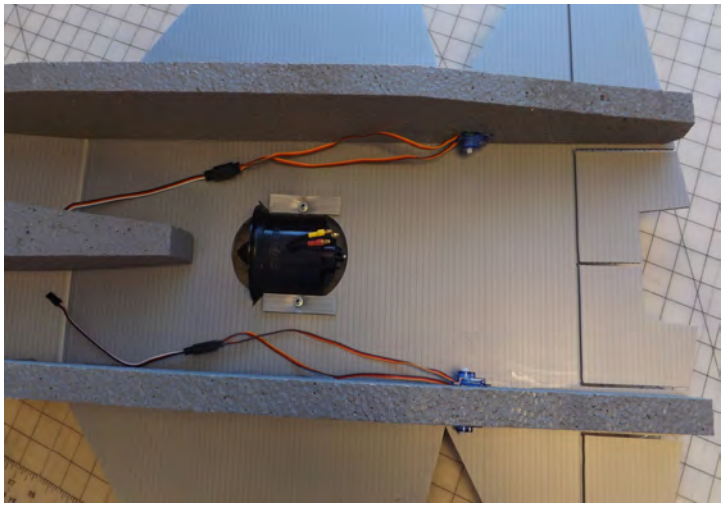
Two more servos are
placed on the inboard side of the nacelles
opposite and below outboard servos as
seen on page 15 and 16.

The servos are
connected with Y cords to outboard elevon
servos.

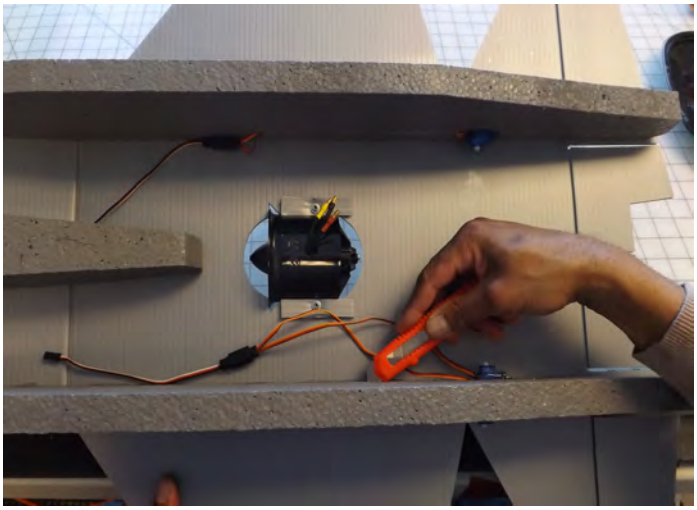
Thrust Vectoring Flight
Center Elevon Control Surface
Throws

FULL UP: about 1 inch up
NEUTRAL: about 3/32 up
FULL DOWN: about 1/2 inch down

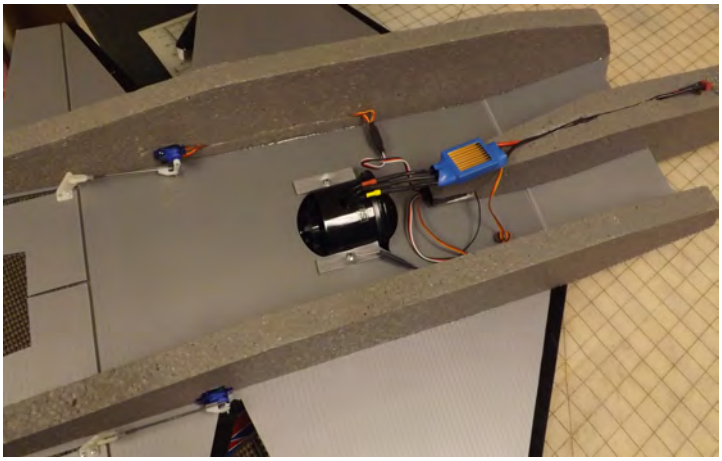
For Outboard Elevon throws
(see page 16,20 and 22)



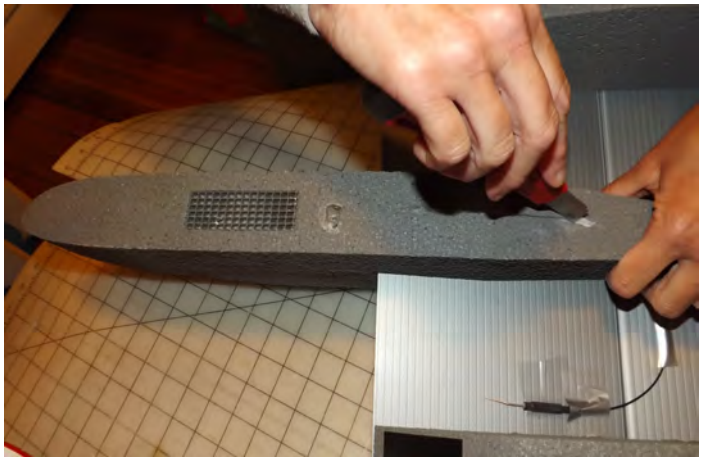
Servo wire exits on inside of nacelle.



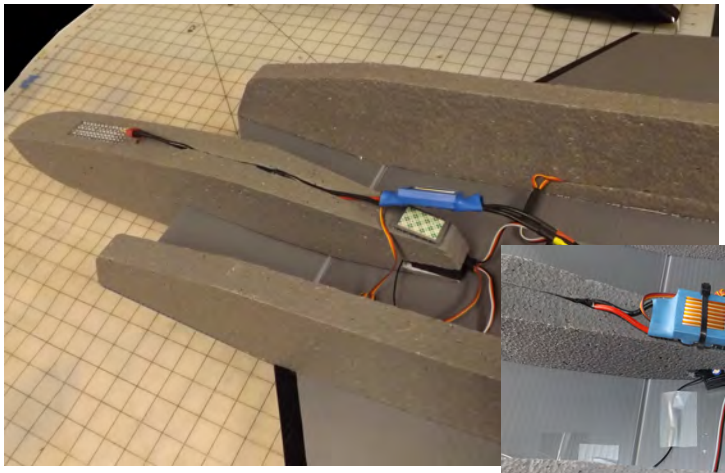
Cut slot in right nacelle for servo wire and extension, single knife cut is sufficient here.



Embed servo wire and extension. Repeat steps for left side.



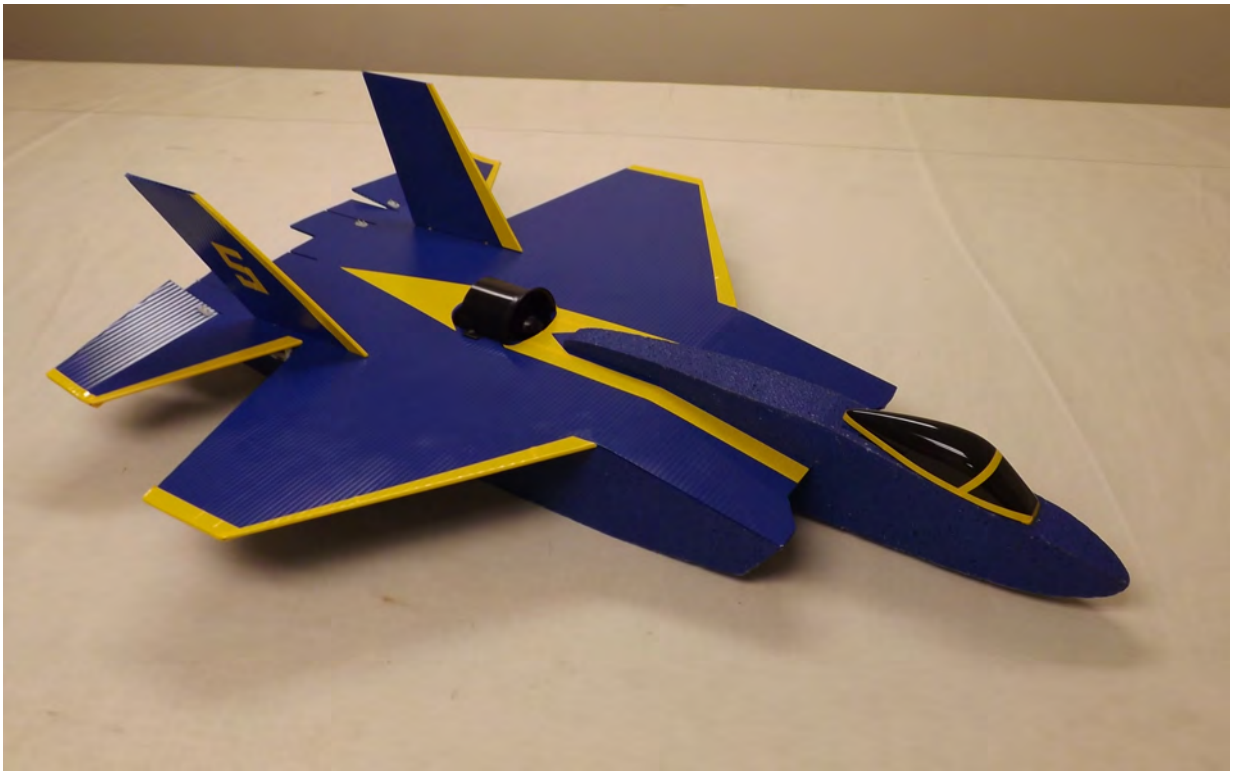
Cut slot for electronic speed control wires, it may be necessary to extend you electronic speed control battery wires in order to reach battery connector exit. Single knife cut is sufficient here, then use flat tip screw driver to open slot.



Embed electronic speed control battery wires in slot. Use double sided tape to hold speed control in place.

Mount your receiver in slot cut in fueslage under the electronic speed control **see insert**

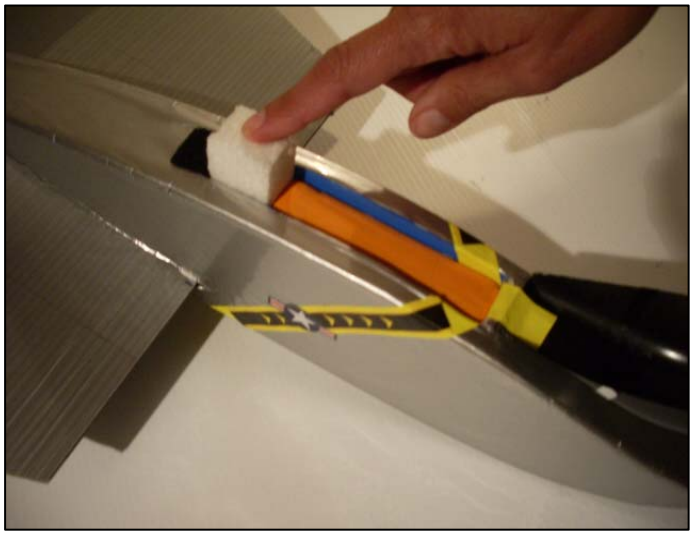
Use servo Y leads to route wires as shown in photo. Once wires are neatly placed they can be taped in place in the slots and to bottom of wing with clear packaging tape or vinyl tape to match the color of the wing. Care must be taken that the wires and receiver antenna do not become entangle or severed by the fan blades



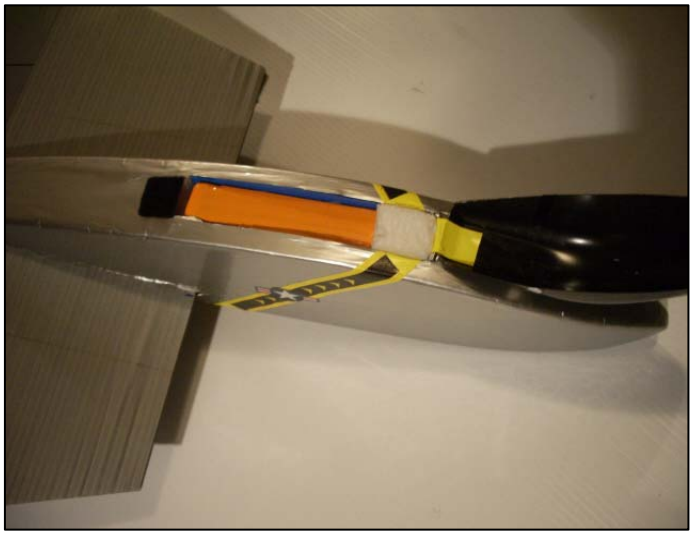
Now you have a complete airplane that can be customized with decals tape or paint to your liking.

NOTE: WHEN ELEVATOR STICK IS IN THE NEUTRAL POSITION THERE SHOULD BE APPROX. 1/2" OF UP DEFLECTON (OR REFLEX) ON BOTH OUTBOARD FLIGHT CONTROL SURFACES TO MAINTAIN LEVEL FLIGHT.

The battery box located on the front of the plane is designed to accept 4-cell lipo 14.8 volt 2200 mah or 2600 mah battery.



The foam filler block that is included uses the rest of the space and locks the battery in place. Place it behind the battery for flying in wind. You also may want to use this placement for the first few flights to get used to the plane.



Place the foam filler in front of the battery for flying on non-windy days. You will find if you use the recommended equipment to complete this plane, it will not require any further balancing. Center of Gravity to be 9” to 11 1/4" from leading edge of wing

BEFORE YOU FLY

Now you are ready to fly your pride and joy. I highly recommend that if this is your first RC model, you find someone who will be able to instruct you on RC flight. Check out your local AMA clubs at www.modelaircraft.org to find a club near you.

So now that you are at the flying field with your helper. Perform all necessary radio and equipment checks. (Refer to your radio owner's manual) Turn the transmitter on. Connect the Lipo battery to the speed control, with Deans connector (following the instructions for your electronic speed control). Both outboard elevons should be deflected up approx 1/2" .Moving the aileron stick to the right on your transmitter,the right outboard elevon should deflect up 1"and the left outboard elevon should be deflected down flush with wing. Moving the aileron stick to the left on your transmitter, the left outboard elevon should be deflected up 1" and the right outboard elevon should be deflected down flush with wing. Now pull back on elevator stick both elevons should deflect up 1" on each side. Now push forward on the elevator stick and both outboard elevons should deflect down flush with wing. Center elevons should move with outboard elevons **(see page 17)** for throws Have your helper hold the plane keeping clear of the fan blades move the throttle stick slowly forward the propeller should spin clockwise standing behind should spin clockwise standing behind from the tail forward. Check that full power and power off match the stick position on your transmitter.

FIRST FLIGHT

For your first flight have your helper hand launch the plane, tossing the plane at a very slight upward angle with 3/4 throttle. Once the plane is clear of her or his hand apply full throttle and climb to a comfortable altitude to get use to how this plane handles. You will find it's very stable and can fly slow yet it's very aerobatic. Landing is very simple, point it into the wind throttle back and the plane will settle into a nice comfortable controllable decent.

The T-35 is very rugged and can take a lot of abuse however in extreme heat, the plastic can warp. Avoid leaving it in a hot car or storing it in a manner that distorts the wing or tail. Also in extreme cold this plastic may become stiff and brittle and lose some of its impact resistance.

HAPPY FLYING AND SMOOTH LANDINGS.

TOUGH JETS