EXTREME FLIGHT

TURBO BUSHMASTER V2

RXR

Receiver-Ready Aircraft by EXTREME FLIGHT

84IN/2.1M

6S 3000-5000MAH

7.5-8.5 LBS / 3.4-3.9 KG

LEGACY AVIATION

Please read the following paragraphs before beginning assembly of your aircraft!

THIS IS NOT A TOY! Serious injury, destruction of property, or even death may result from the misuse of this product. Extreme Flight RC is providing you, the consumer with a very high quality model aircraft component kit, from which you, the consumer, will assemble a flying model. It is beyond our control to monitor the finished aircraft you produce. Extreme Flight RC will in no way accept or assume responsibility or liability for damages resulting from the use of this user assembled product. This aircraft should be flown in accordance to the AMA safety code. It is highly recommended that you join the Academy of Model Aeronautics in order to be properly insured, and to operate your model at AMA sanctioned flying fields only. If you are not willing to accept ALL liability for the use of this product, please return it to the place of purchase immediately.

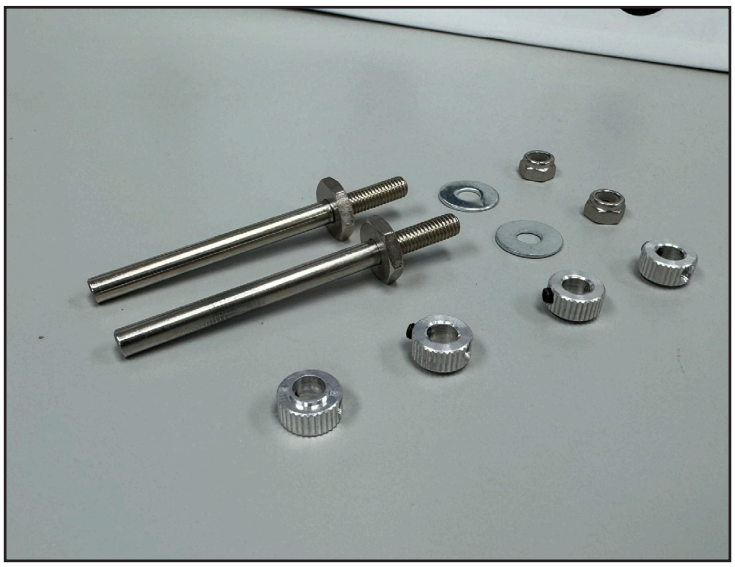
Extreme Flight RC guarantees this kit to be free of defects in materials and workmanship for a period of 30 DAYS from the date of purchase. All warranty claims must be accompanied by the original dated receipt. This warranty is extended to the original purchaser of the aircraft kit only.

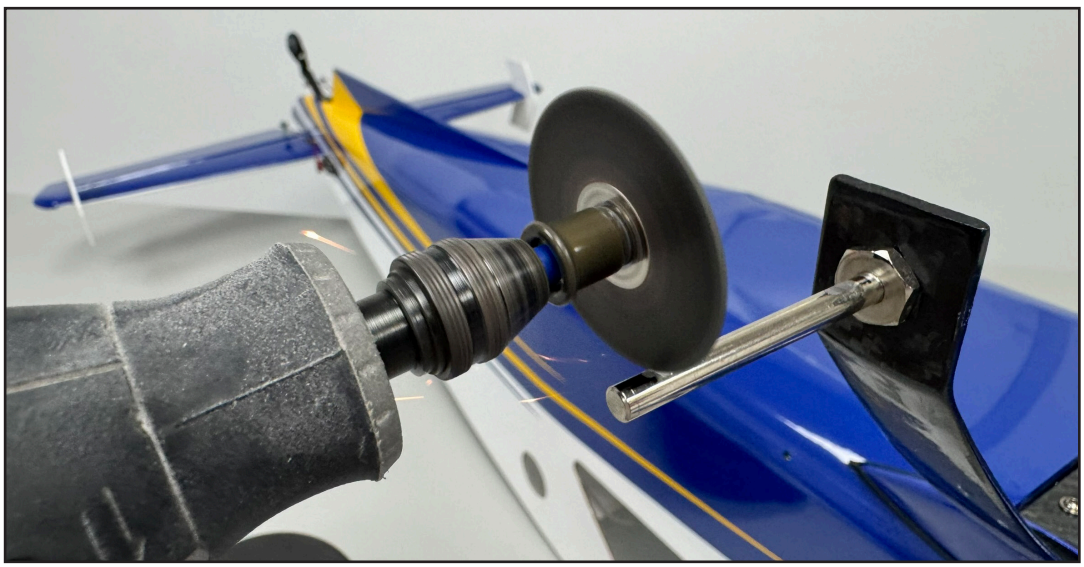
Extreme Flight RC in no way warranties its aircraft against flutter. We have put these aircraft through the most grueling flight tests imaginable and have not experienced any control surface flutter. Proper servo selection and linkage set-up is absolutely essential. Inadequate servos or improper linkage set up may result in flutter and possibly the complete destruction of your aircraft. If you are not experienced in this type of linkage set-up or have questions regarding servo choices, please contact us at info@extremeflightrc.com or 770-887-1794. It is your responsibility to ensure the airworthiness of your model.

1. The landing gear mounting screws are located in the landing gear plate on the bottom of the fuselage. Unscrew and remove these four screws. NOTE- If you are missing any, check the packing box!

Attach the landing gear to the fuselage with these 4 screws. Note, the gear sweeps slight forward when installed correctly. Use blue loctite thread locking compound on these screws. Install the wheel axles with washer and locknut.

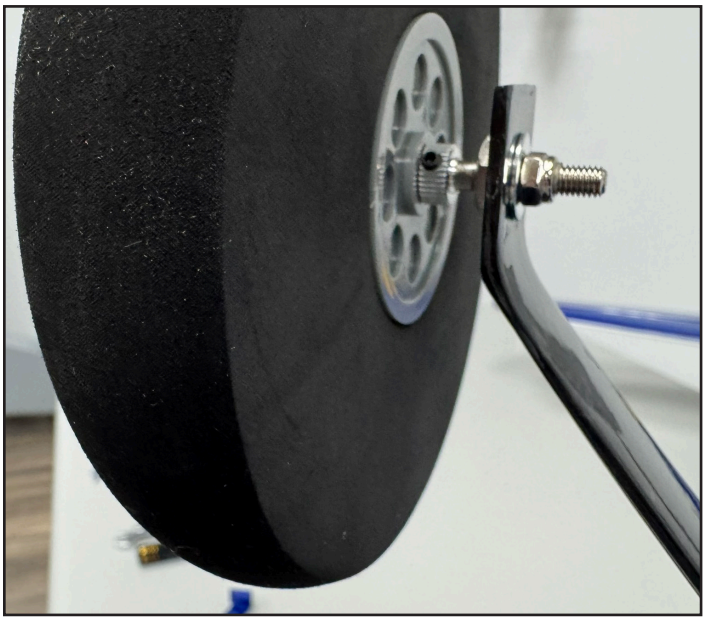
OPTIONAL BUT RECOMMENDED: Grind a flat spot onto the axle as shown to help the wheel collar screw grip.

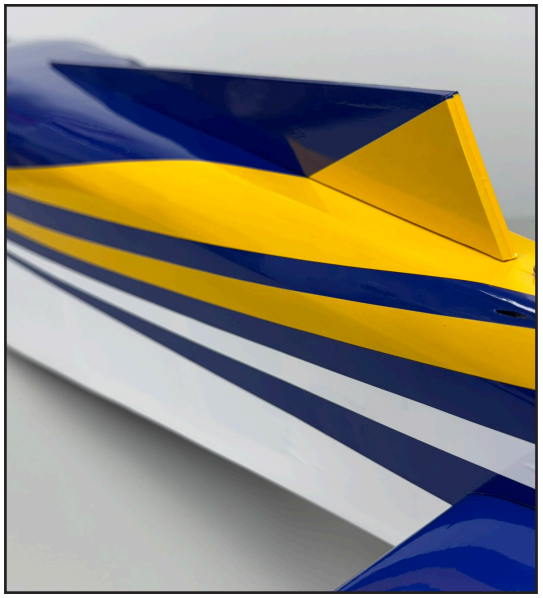


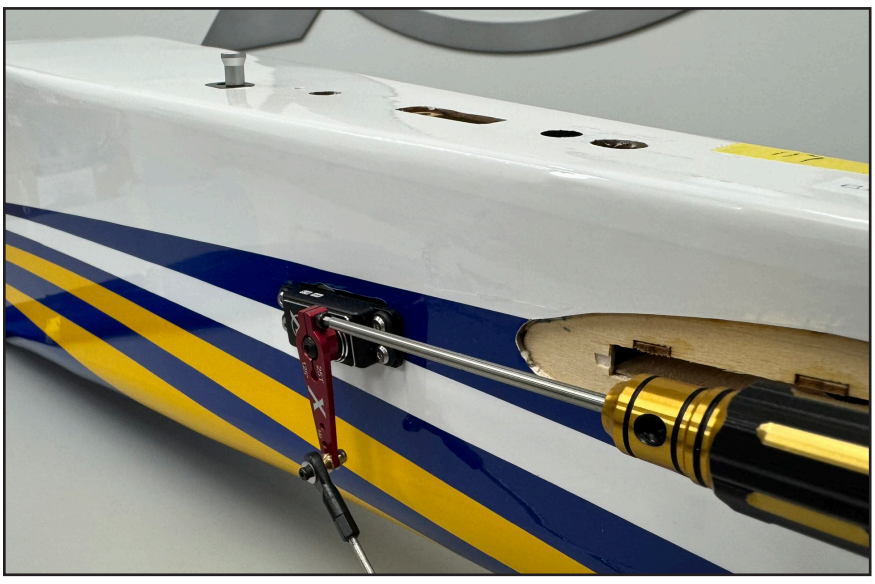


2.

Install one wheel collar (using loctite on the set screw), then the wheel, then the second collar. OPTIONAL: We like to add a small piece of Flowmaster fuel line as a collar backup. Locate the bottom fin, locate its installation slots in the fuselage, and install as shown using CA or epoxy glue. Check the elevator servo arm pinch bolt for tightness.





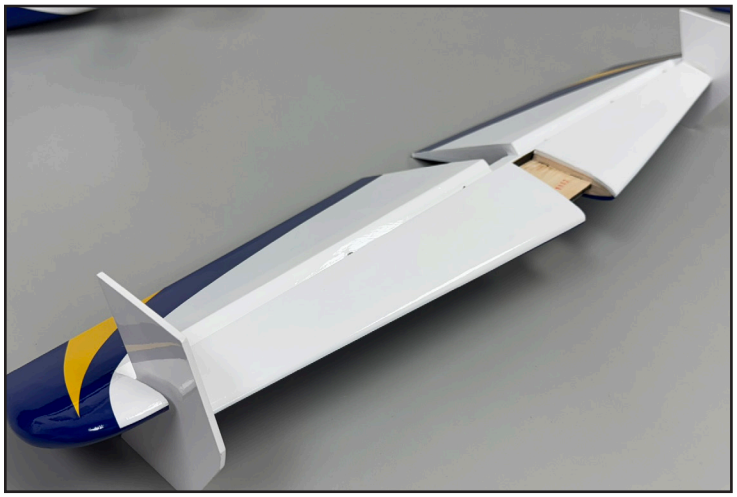


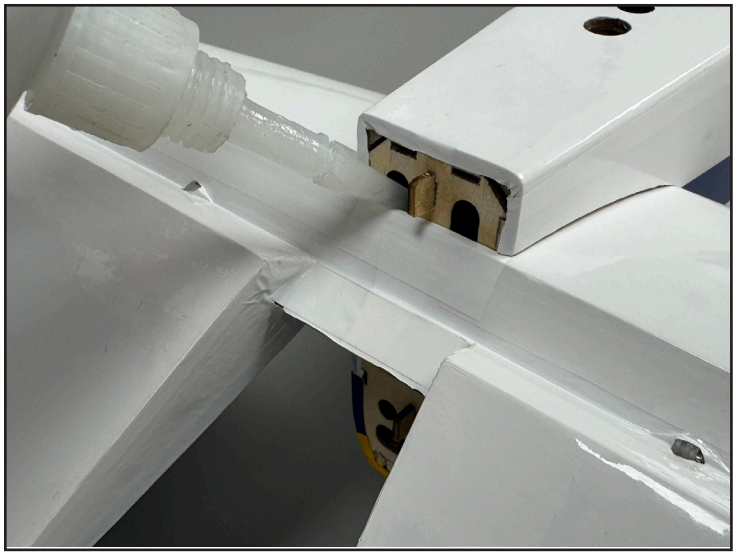
3.

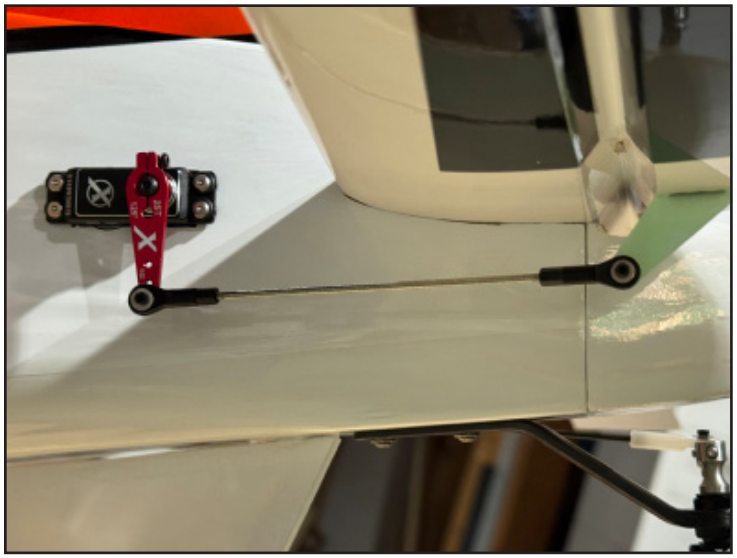
Glue the fences onto the ends of the horizontal stabilizer as shown, use CA or Goop/Gorilla Clear Grip.

The horizontal stablizer inserts from the rear into the fuselage slot. MAKE SURE the stab is right-side up. MAKE SURE you push the stab all the way forward into the slot. You can either put epoxy glue onto the mating surfaces before inserting the stab, or you can use thin CA glue after you install the stab and allow it to wick into the slot, your choice.

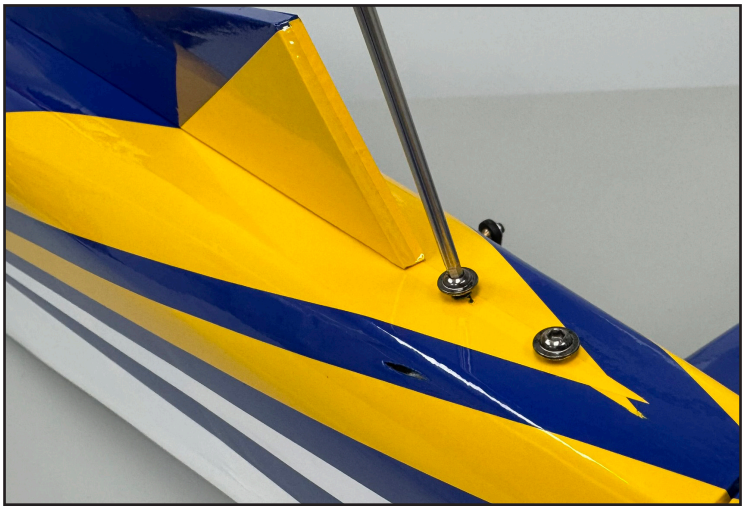
After, glue the tail cone on with CA and hook up the elevator pushrod as shown.

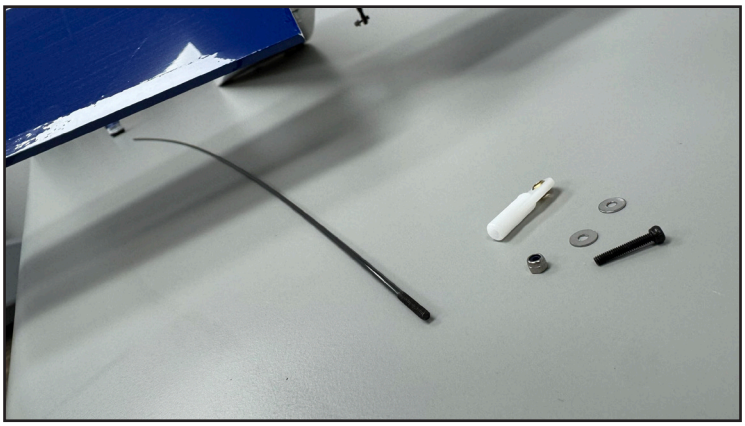






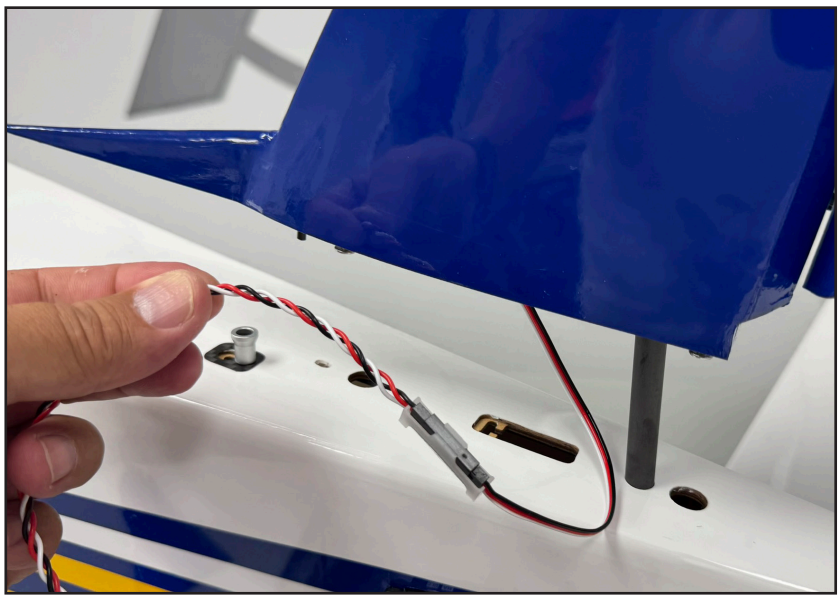
4. Remove the tailwheel mounting screws from the rear fuselage as shown. NOTE: If you are missing any, check the packing box. Attach the tailwheel as shown using blue threadlocker. Locate the long tailwheel pushrod and hardware. Screws the plastic ball link onto the pushrod and insert into the fuselage and through the guide tube. Run the pushrod as shown into the servo connector and tighten the set screw. Atatch the ball link to the tailwheel tiller arm with 2mm hardware and locknut as shown. Check the tailwheel servo arm pinch bolt for tightnesss.





5.

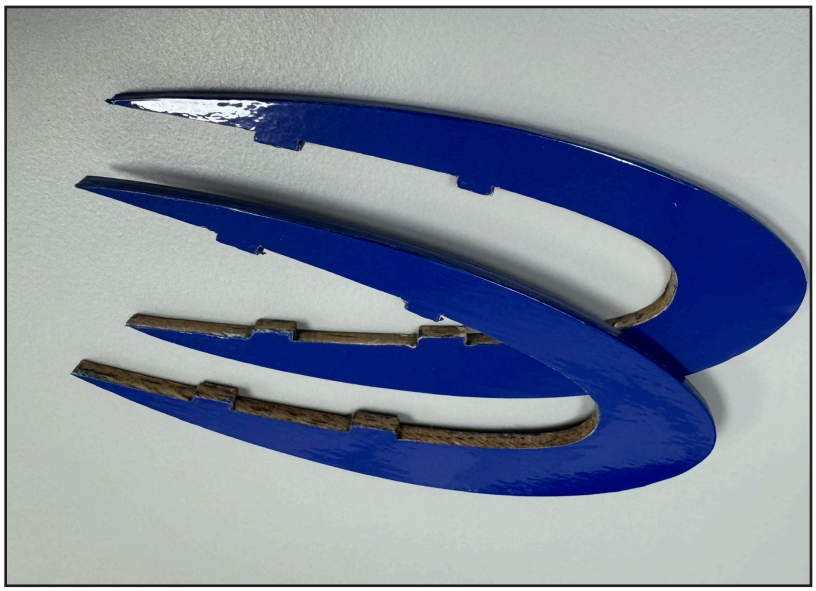
Check the rudder servo horn pinch bolt for tightness. Install the rudder servo extension wire onto the rudder servo with a plug lock lock (If extension is packed loose in your kit), feed the extension wire into the fuselage and hang the fuselage nose down to guide the extension toward the front. Install the vertical stab with carbon mounting tube onto the fuselage and latch into place. The vertical stab remains removable for transport if needed. Locate the filler panel which mounts to the fuse below the rudder. Glue the filler onto the fuselage with CA or Epoxy or Gorilla Clear Grip.

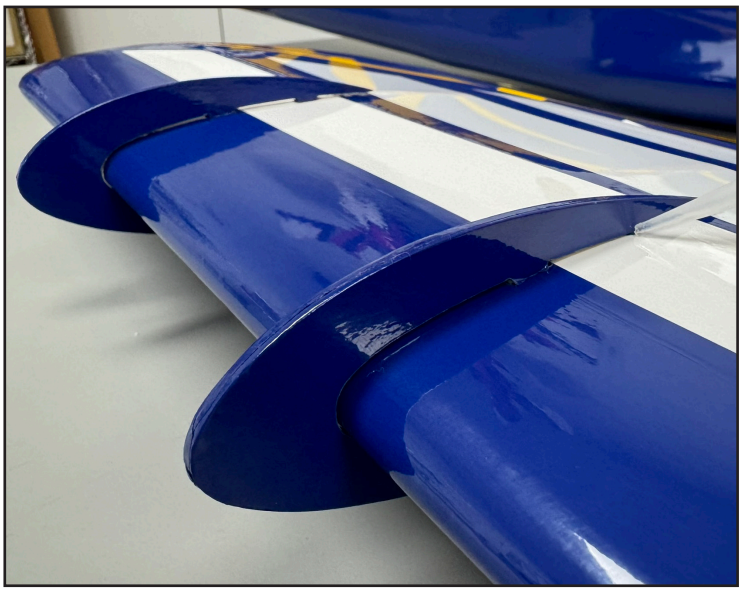


6.

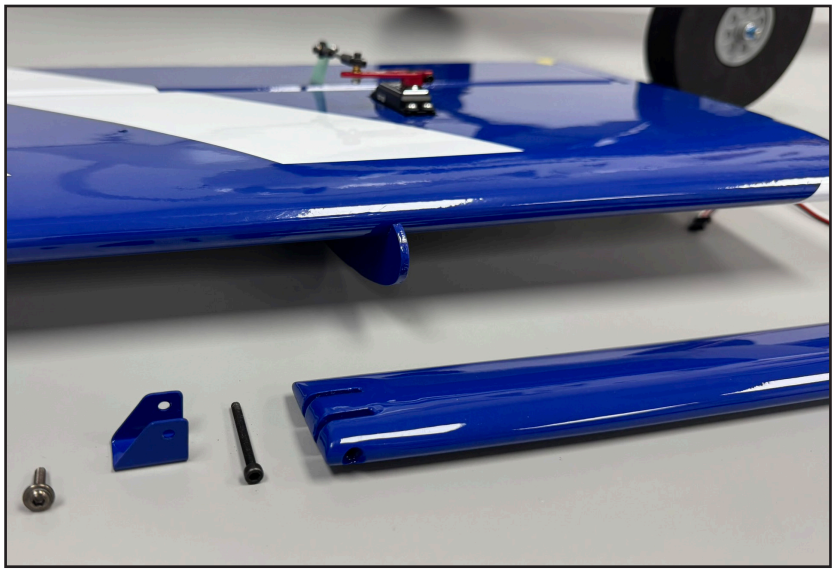
Check wing servo arm pinch bolts for tightness.

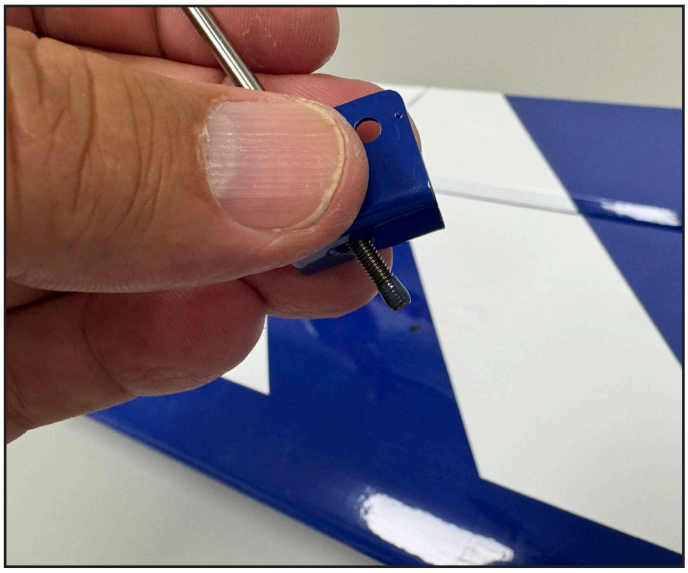
Locate the wing fences. Note that the four smaller fences are asymmetrical and you should try them right-side-up and upside-down, they will fit much tighter in one direction. Attach the fences with CA, or epoxy, or Gorilla Clear Grip, all of these adhesives work well.

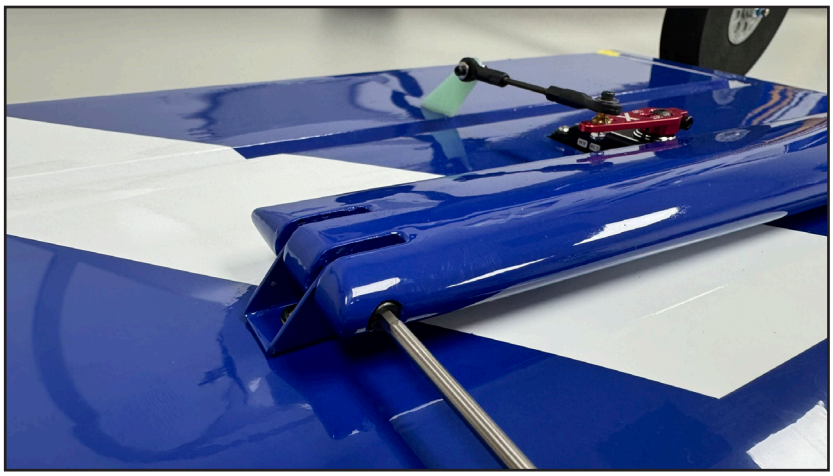




7. Locate the wing struts and strut hardware. Attach the brackets to the bottom of each wing panel with blue threadlocker. Attach the struts to the brackets with the long screws as shown. Remove the covering over the opening in the fuselage shown for the wing servo wires to enter. Install the wing tube (removing any adhesive ID tags on the tube and cleaning the residue) and slide the wings on fully and latch them in place. Mount the struts to the fuselage as shown (DO NOT use threadlocker, this connection is removable for transport) and tighten the upper strut mount for final adustment. NOTE: The strut folds against the wing for transport in the wing bag.

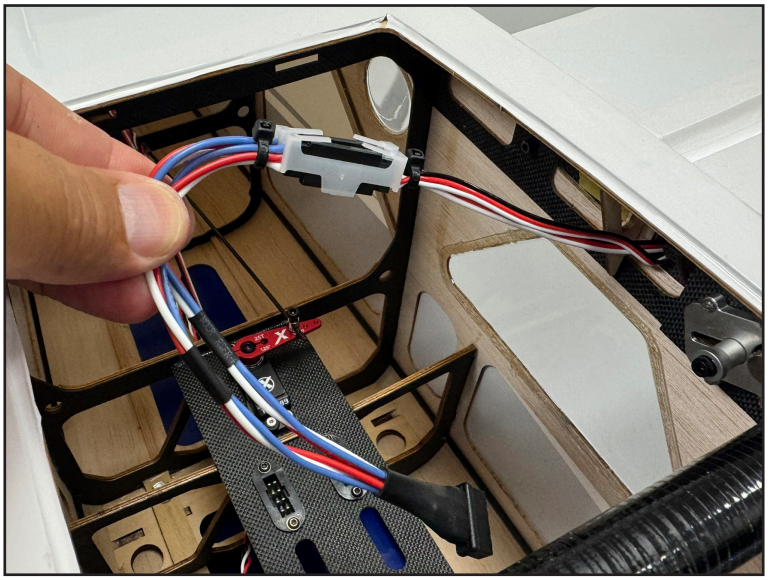


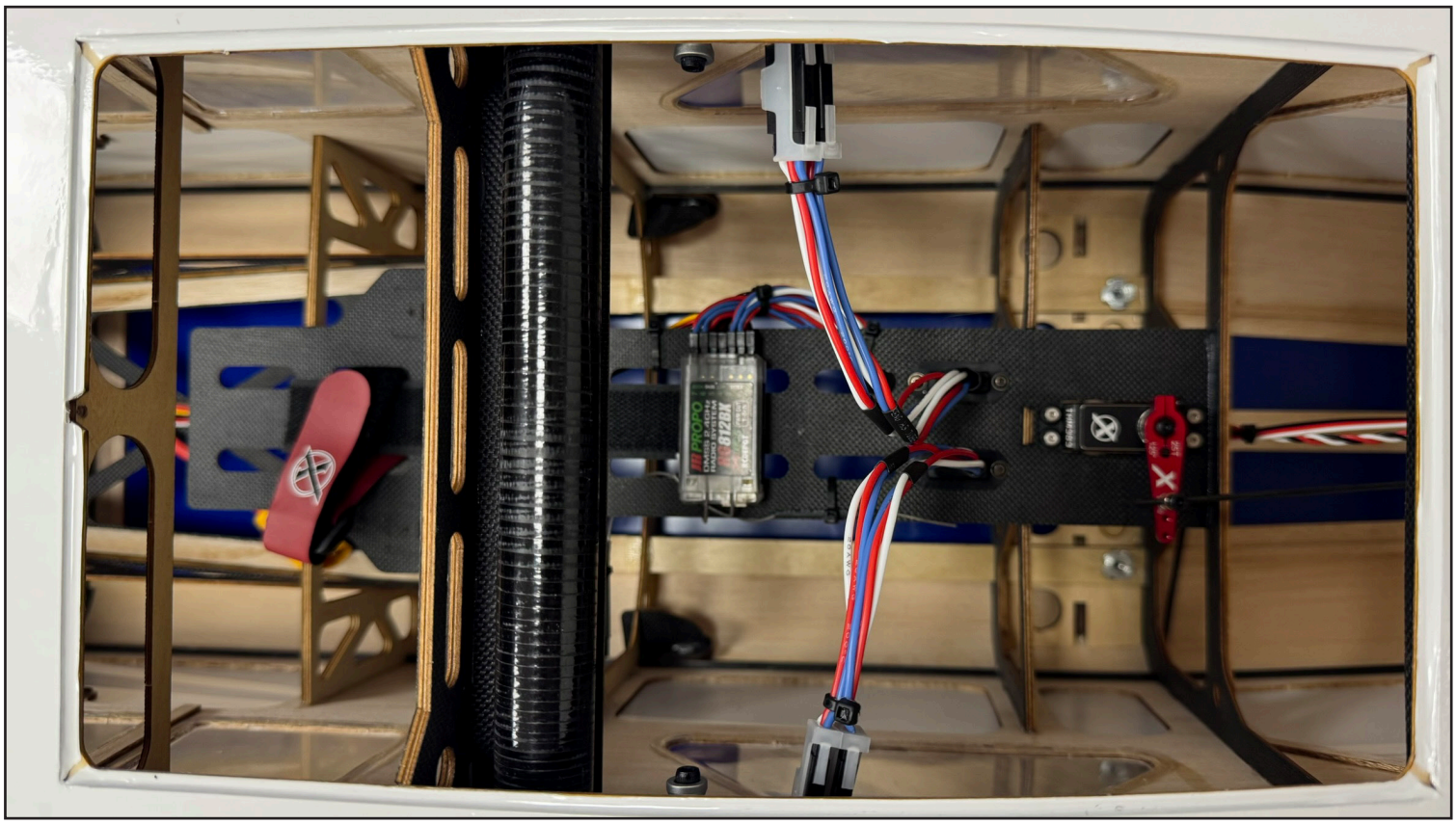




8.

Mount your receiver as shown and install the necessary servo wire extensions (if packed loose in your kit). OPTIONAL: We reccommend to install two-wire MPX connectors as shown to make wing installation at the field quick and simple.





9.

Control throw settings:

Elevator: Low Rate 8-10 deg. 15-20% expo
3D Rate 45 deg. 60-70% expo

Aileron: Low Rate 15-20 deg. 20-30% expo
High Rate 35 deg. 60-70% expo (For best roll rate, mix flaps to ailerons)

Rudder: Low Rate 20 deg 40-45% expo
High Rate 45 deg. 70-80% expo (check for interference with elevator)

Flaps: 40-50 degrees full deflection with 5% down elevator mix at full deflection

NOTE: Check rudder and elevator for interference at full deflection. We recommend either a digital angle finder or angle-measuring app on your cell phone to measure throws.

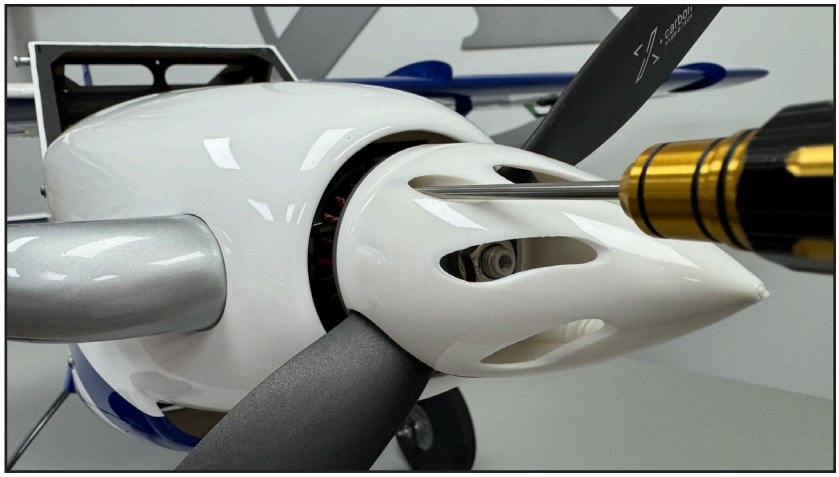
10.

Power up your airplane. Your power system should arm. If not, make sure the throttle channel does not need to be reversed (NOTE the prop is not installed yet). If reversing doesnt fix, you'll need to make sure the thottle channel is going LOW enough. Adjust travel and/or subtrim. Once the throttle arms, calibrate by unplugging the battery, raising the thottle to full, and plugging in. Wait for tones, then reduce throttle to idle.

Install your prop and spinner once it is safe to do so. Note that the recommended spinner diameter leaves area for cooling air to enter the cowl as shown.

The balance point for the maiden flight of the Bushmaster is on the wing spar tube, you can easily support the plane by the tube and it should hang level. Move your LiPo battery to adjust CG. Be sure to use adhesive velcro on your battery and battery tray AND a velcro strap around the battery and tray, to retain the battery in place.

The Bushmaster has a huge fuselage and sheds heat well, it can often be flown without an additional cooling air exit in favorable weather conditions. If you are going to fly as a float plane be careful about having large cooling holes open on the bottom of the fuse behind the floats, water can enter here. If you do need additional cooling air to keep your battery cool, remove the covering over one of the openings in the bottom of the fuselage.



12.

Before flight, use a covering iron to go over all seams on the covering. You will need to use your iron to periodically shrink your covering material to keep it in good condition/appearance. For any repairs, here are the codes for the covering material in Oracover (Europe/global) and Ultracote (USA) systems.

Covering colors:

Oracover colors	Ultracote colors
RED/WHITE Scheme	
Ferrari Red #23	True Red-#HANU866
White #10	White-# HANU870
Silver # 91	Silver-#HANU881
Black #71	Black-#HANU874
BLUE/WHITE Scheme	
#52 dark blue	Midnight blue #HANU 885
White #10	White-# HANU870
Cub Yellow #30	Cub Yellow-#HANU884
CAMO Scheme	
Ferrari Red #23	True Red-#HANU866
White #10	White-# HANU870
Black #71	Black-#HANU874
Light grey #11	Light Grey -#HANU882
Seafire Grey #445	Seafire Grey- # HANU907
Orange Scheme	
White #10	White-# HANU870
Black #71	Black-#HANU874
Orange #60	Orange - #HAN877

Double check the direction the controls move in and verify your prop is installed correctly. Check your power system on the ground in a safe manner. Enjoy your Bushmaster!