SebArt *professional line*

G-91 PAN EDF ARF

ASSEMBLY MANUAL

The real plane

The Fiat G.91 was an Italian jet fighter aircraft. It entered in operational service with the Italian Air Force in 1961, with the West German Luftwaffe, in 1962, and later with the Portuguese Air Force. It was in production for 19 years. 756 aircraft were completed, including the prototypes and pre-production models. The Fiat G.91 enjoyed a long service life that extended over 35 years.

The Fiat G.91 have served for many years with the Italian aerobatic team, the Frecce Tricolori as the G.91 PAN. The Frecce Tricolori (literally Tricolour Arrows), officially known as the 313° Gruppo Addestramento Acrobatico, is the aerobatic demonstration team of the Italian Aeronautica Militare, based at Rivolto Air Force Base. They were formed in 1961 as an Air Force team. On 28 December 1963 the "Frecce Tricolori" received the first of about twenty of the new light tactic fighter jet, the Fiat G.91, duly modified for aerobatic training. Among the main changes made to this aircraft, called the G.91PAN, was the addition of a smoke–producing device fueled by subwing tanks and special counterweights installed in place of onboard weapons. For the first time, since the end of World War II, an aerobatic team was equipped with a fighter aircraft entirely designed and produced in Italy. With the delivery of the G.91PAN the "Frecce Tricolori" developed two different flight schemes – high and low flight, the later adopted in case of adverse weather conditions – which included well-known figures such as the Cardioid, the Double Tonneau, the Arizona, the Bomb and subsequently the Apollo 313. With the G.91 the "Frecce Tricolori" pilots could give their best and gained great popularity in Italy as well as overseas, rightfully placing themselves among the greatest aerobatic teams in the world. The G91 equipped the Pattuglia Acrobatica Nazionale (National Aerobatic Team) for 18 glorious years, during which the "Frecce Tricolori" pilots received honors and recognition all over the world and in 1982 the G.91PAN was finally replaced by the MB339PAN…

Specifications:

Year Built:……1956
Primary Function:……..*Light Weight Strike Fighter*
Length:…… 10.3 m (33 ft 9 in)
Wingspan:…….. 8.56 m (28 ft 1 in)
Weight Empty: ……3,100 kg (6,830 lb)
Max. Speed:…….. 1,075 km/h (580 kn, 668 mph)
Engine: Bristol S.O.803 turbojet 22.2 kN (5,000 lbf)
Thrust/weight:.....0.42

The model

The ***G-91 PAN EDF*** *ARF,* was designed by the 15 times Italian Champion Sebastiano Silvestri, vice-European Champion and F.A.I World Cup winner F3A.

This professional ARF kit is the result of Sebastiano's long research, experience in aerobatics and his passion for jet and scale planes. This combined with a light and strong weight foam/epo structure and with small aerodinamical tricks give the ***G-91 PAN EDF*** an impressive precision and easy control at any airspeed and flight condition.

The ***G-91 PAN EDF*** is simply unique... fly it and enjoy the scale functions, as the flaps, the lights sytem, the electric landing gear with scale doors and the parachute!
It can fly slow, it can fly fast and it can perform as the real Frecce Tricolori all aerobatic manouvers!

.....the only limit is your fantasy!

Specifications:

Wing Span:……..…….....116 cm
Length:…….....…….....…136,5 cm
Wing Area:…….....35,35 dm2
Weight:…….....2.5 Kg. RTF less battery
Radio:.....minimum 7-Channel

Recommended battery pack……5000-6S 50/60C

Required radio and battery packs

Radio equipment:

- Minimum 7-channel radio system and receiver

Recommended Li-Po battery pack for best performance:

- 5000-6S 50/60C with approx. 6 minutes flight time

<u>Warning</u>

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 assebly, 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.

<u>Warranty information</u>

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.

Control throws

Please, follow the recommended linkage setups:

- For the FLAPS we recommend the following throws:

Normal & pattern flight: *0° (full UP)*
Start: *20° down (mix elevator up 8%)*
Landing: *40° down (mix elevator up 12%)*

- For the AILERONS we recommend the following throws:

High rate left & right: 30°
Normal & pattern flight: D/R: 60% **Expo:** 20%
Start & landing: D/R: 100% **Expo:** 40%

- For the ELEVATOR we recommend the following throws:

High rate: 30° up & down
Normal & pattern flight: D/R: 60% **Expo:** 40%
Start & landing: D/R: 100% **Expo:** 80%

- For the RUDDER we recommend the following throws:

High rate: 30° left & right
Normal & pattern flight: D/R: 80% **Expo:** 60%
Start & landing: D/R: 100% **Expo:** 80%

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

Mixing

For best performance, we recommend a linear-mix*:

Rudder → Elevator DOWN
When you give full rudder to right or left side,
the elevator have to go down (negative) 5%
* if you have a programmable computer radio.

Recommended CG

The recommended **Center of Gravity** location is **180mm** behind the leading edge of the wing against the fuselage.

 175mm is good for windy conditions.
 185mm is good for normal condition.

You can use the lipo-battery pack, moving it forward or backward, to achieve the correct balance.

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 motor battery pack is fully charged, as per the instructions included with your batteries and that your radio is fully charged as per its instructions.
- ✓ **Check the parachute door is closed and locked before start!**

Finally... have nice flights!

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