

# *SebArt* professional line

## *Miss UltimateS 50E ARF*

### ASSEMBLY MANUAL

The new Miss UltimateS 50E ARF was designed by the F3A aerobatic pilot Sebastiano Silvestri and it's a semi scale version of the real plane Ultimate 10 Dash 300.

This innovative design combined with the extremely lightweight structure all wood airframe, give the Miss UltimateS 50E ARF an impressive precision and smoothness at any airspeed and flight condition and at the same time in high rate mode and impressive agility.

The Miss UltimateS 50E is ready for any pattern and 3D maneuvers as for unbelievable easy torque rolls, knife-edge pass, loops, spins, stall turn... and almost anything else you can dream up from a 3D plane are waiting you!

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

#### ***Specifications:***

Wing Span:.....150 cm  
Length:.....164 cm  
Wing Area:.....76 dm<sup>2</sup>  
Weight:.....3.750g. RTF less battery  
Radio: 8 Channels, servo set: 4 micro x AILE + 2 standard for ELEV & RUDD

#### ***Recommended power set up:***

Motor:..... Hacker A50-16S  
ESC:.....Hacker Jeti Master Spin 100A SB  
Propeller: .....APC 17x10E  
Battery: .....5000-6S or 5800-6S

### **Required radio, motor and battery**

Radio equipment:

- Minimum 8channels radio system
- 4 micro x AILE + 2 standard for ELEV & RUDD
- 8 servo extension 200mm for aileron servos

Recommended electric motor for best performance:

- Hacker A50-16S + ESC 100A SB + APC 17x10E

Recommended Li-Po battery pack for best performance:

- 5000mAh 6S or 5800mAh 6S

### **Additional required item, tools and adhesives**

*Tools:*

- Drill
- Drill bits: 1,5mm
- Phillips screwdriver
- Hobby knife
- Sanding paper
- Masking tape
- Soldering iron

*Adhesives:*

- thin CA
- medium CA

### **Warning**

**This RC aircraft is not a toy!**

**If misused, it can cause serious 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 guarantees 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 **AILERONS** we recommend the following throws:

High rate:	40° left & right	
Normal flight:	D/R: 30%	Expo: 20%
Snap:	D/R: 100%	Expo: 80%
Spin & 3D:	D/R: 100%	Expo: 80%

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

High rate:	40° up & down	
Normal flight:	D/R: 30%	Expo: 30%
Snap:	D/R: 40%	Expo: 40%
Spin & 3D:	D/R: 100%	Expo: 90%

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

High rate:	40° left & right	
Normal flight:	D/R: 40%	Expo: 20%
Snap:	D/R: 50%	Expo: 30%
Spin & 3D:	D/R: 100%	Expo: 60%

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

### **Mixing**

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

- Rudder → Elevator UP

When you give full rudder to the right or left side, the elevator have to go up (positive) approx. 6-8%

- Rudder → Ailerons

When you give full rudder to the right, ailerons have to go right and when you give full rudder to the left, ailerons have to left approx. 1-2%

\* if you have a programmable computer radio.

### **Recommended Center of Gravity**

The recommended CG is ***110mm*** behind the leading edge of the TOP wing.

- 100mm is good for pattern and windy condition***
- 120mm is good for 3D***

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

## Pre-flight

### **Never attempt to make full throttle dives!**

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, 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.

***Finally... have nice flights!***

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