Basic parameters:

Wingspan: 765mm
Overall Length: 1345mm
Empty weight: 1200g
Take-off weight: 2100g

Equipment requirements:

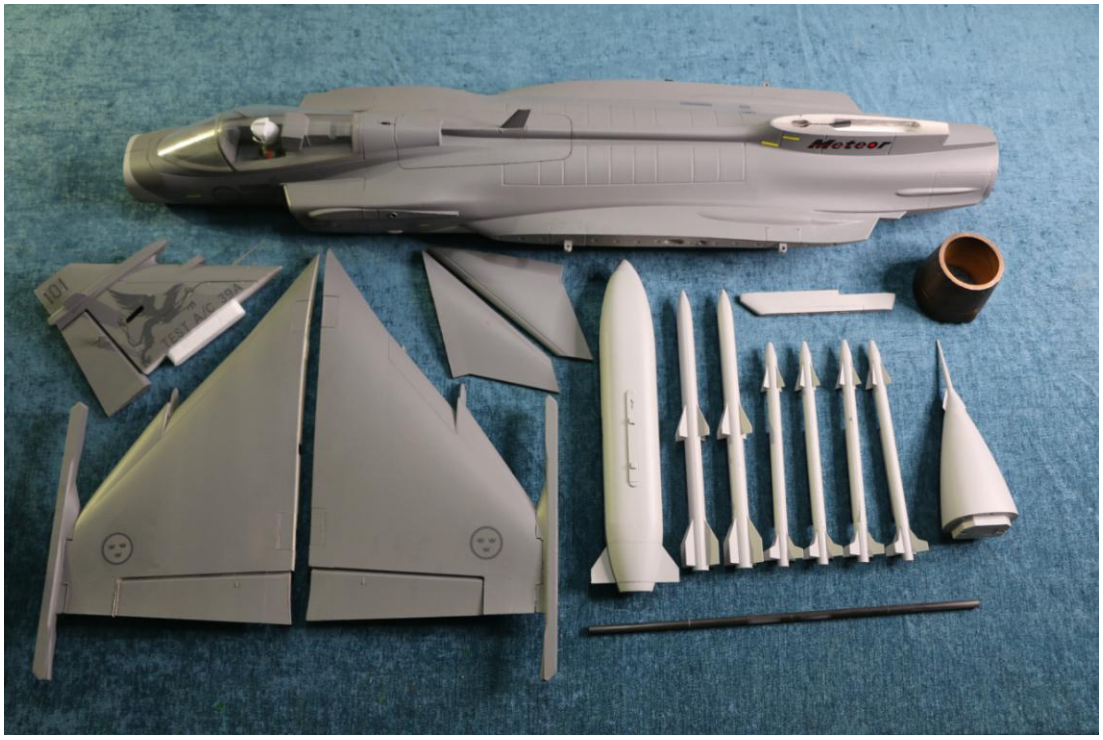
Motor Size: 3060-1900kv x1
Ducted: 70mm 12-Blade Ducted Fan x1
ESC: 70-80A x1
Servo: 9g servo x6
Battery: 2600mah-4200mah 6S
Recommended Radio: 6 Channel (not included)

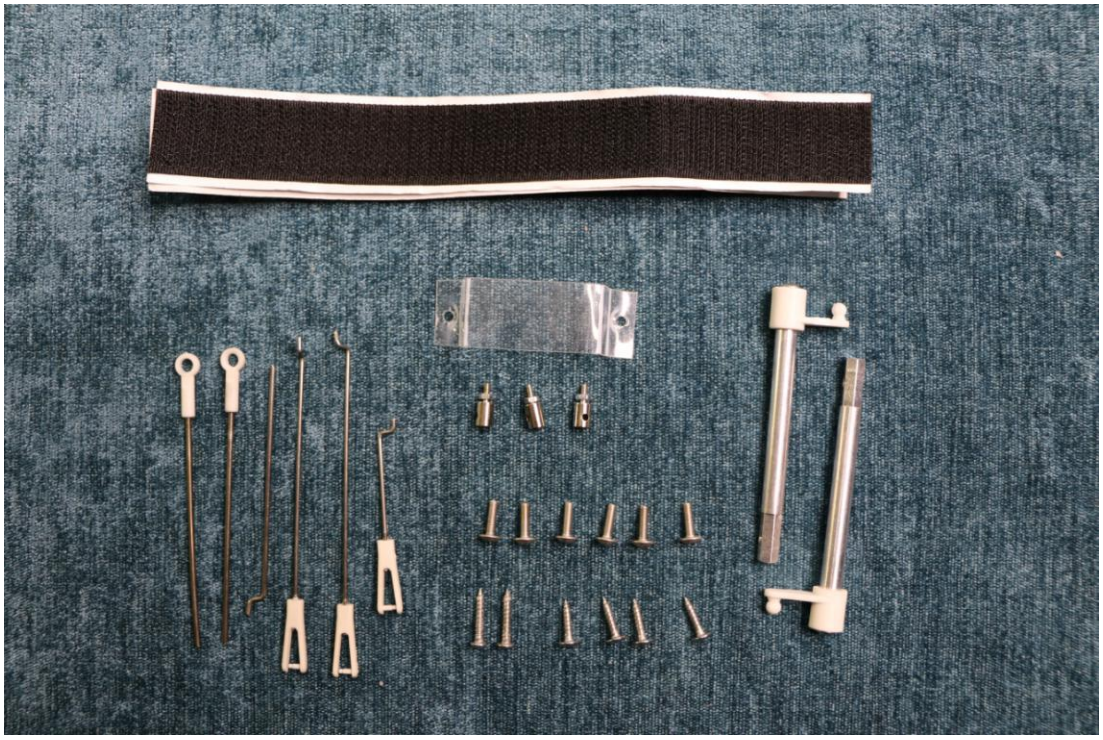
The KIT include 40g Retractable Worm gearing and CNC ALU Damping Landing Gear.

KIT packing list:

1. Fuselage x1
2. Left wing x1
3. Right wing x1
4. Vertical fin x1
5. Left canard wing x1
6. Right canard wing x1
7. Drop tank x1
8. AMRAAM x2
9. ASRAAM x4
10. Nose (including air-speed tube) x1
11. Drop tank pylons x1
12. Jet nozzle x1
13. Main wing carbon fiber tube x1
14. Hook and Loop tape x1
15. Canard wing ball head rod x2
16. Front wheel steering rod x1
17. Aileron rod x2
18. Rudder rod x1
19. Esc fixed PVC piece x1
20. Rod adjuster x3
21. Main wing and canard wing fixing screws x6
22. Ducts Fan cover fixing screws x2
23. ESC and Ducts fixing screws x4
24. Ball head and aluminum canard wing shaft x2

The accessories are shown below:





Kit+Servo version:

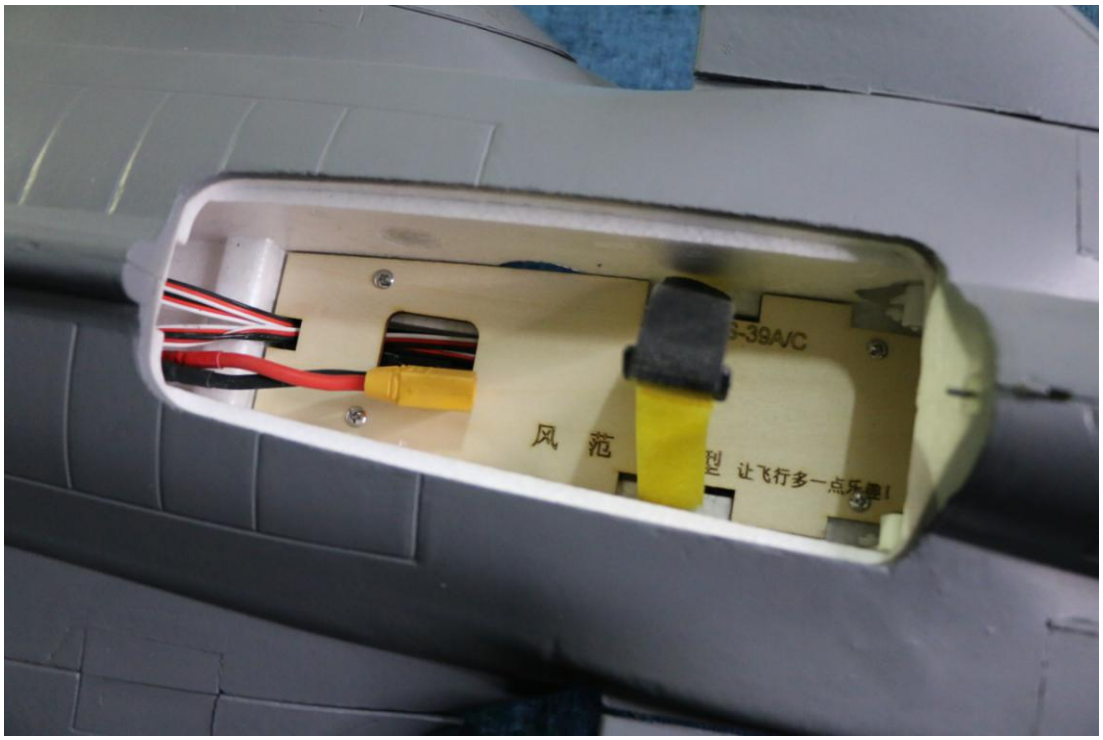
1: Kit
2: 9g metal gear Servo*6 (Installed)

PNP version:

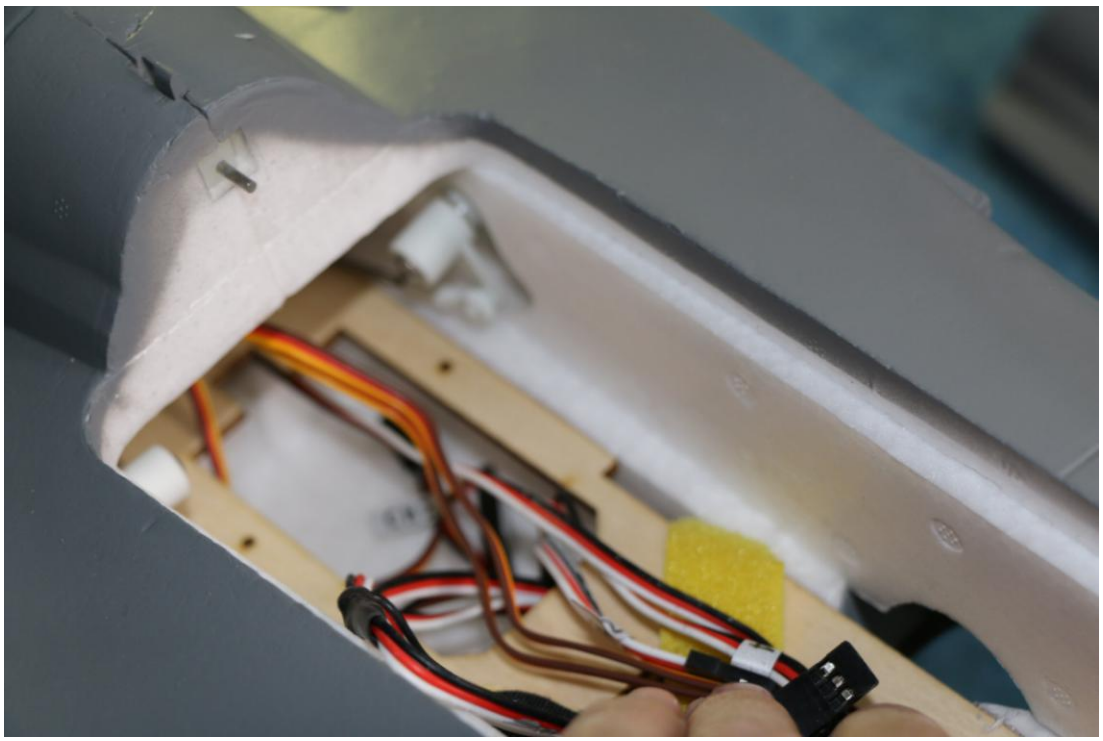
1: Kit
2: 9g metal gear Servo*6 (Installed)
3: 80A ESC*1 (Installed)
4: 3060-1900KV Motor + 70mm 12-Blade Ducted Fan (Installed)

Installation Steps:

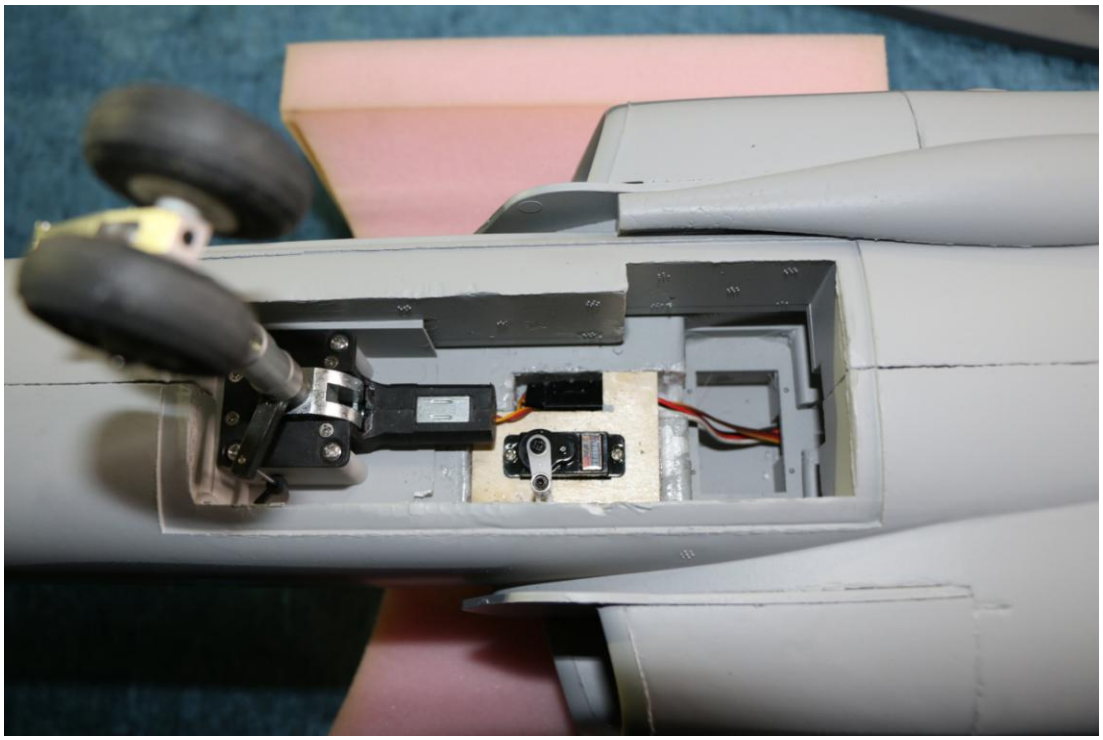
1: Unscrew the 4 fixing screws on the plywood with a cross screwdriver and remove the plywood.



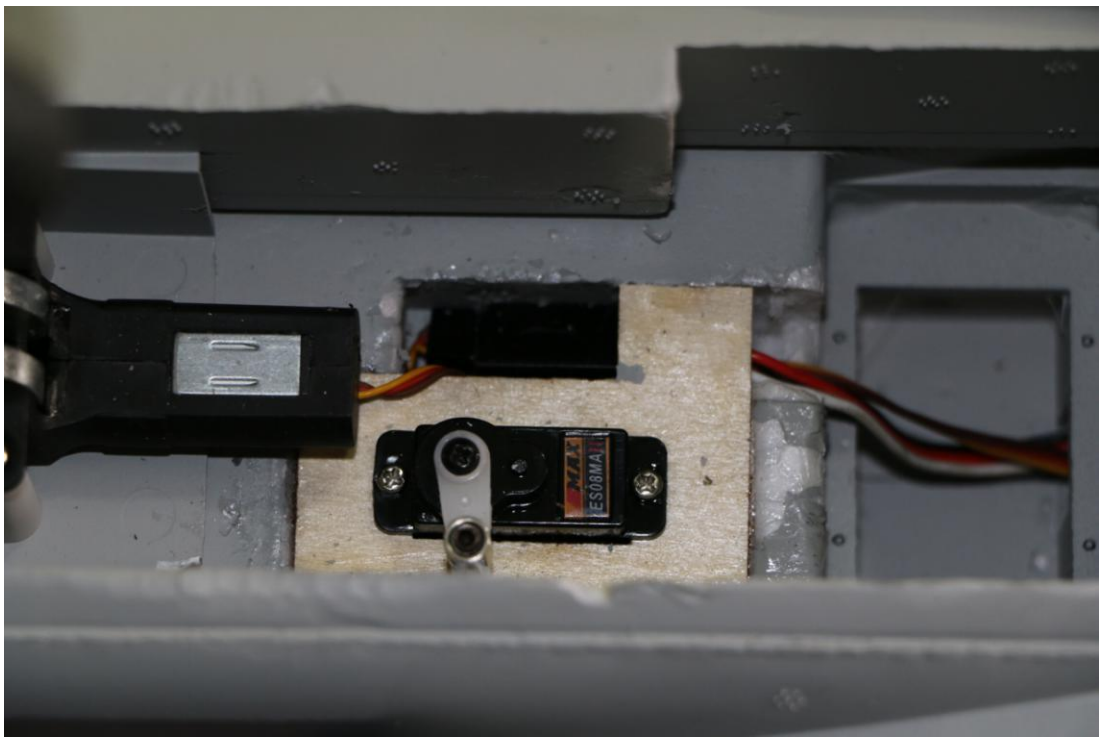
2: Plug CH5 landing gear channel into receiver to energize and open landing gear.



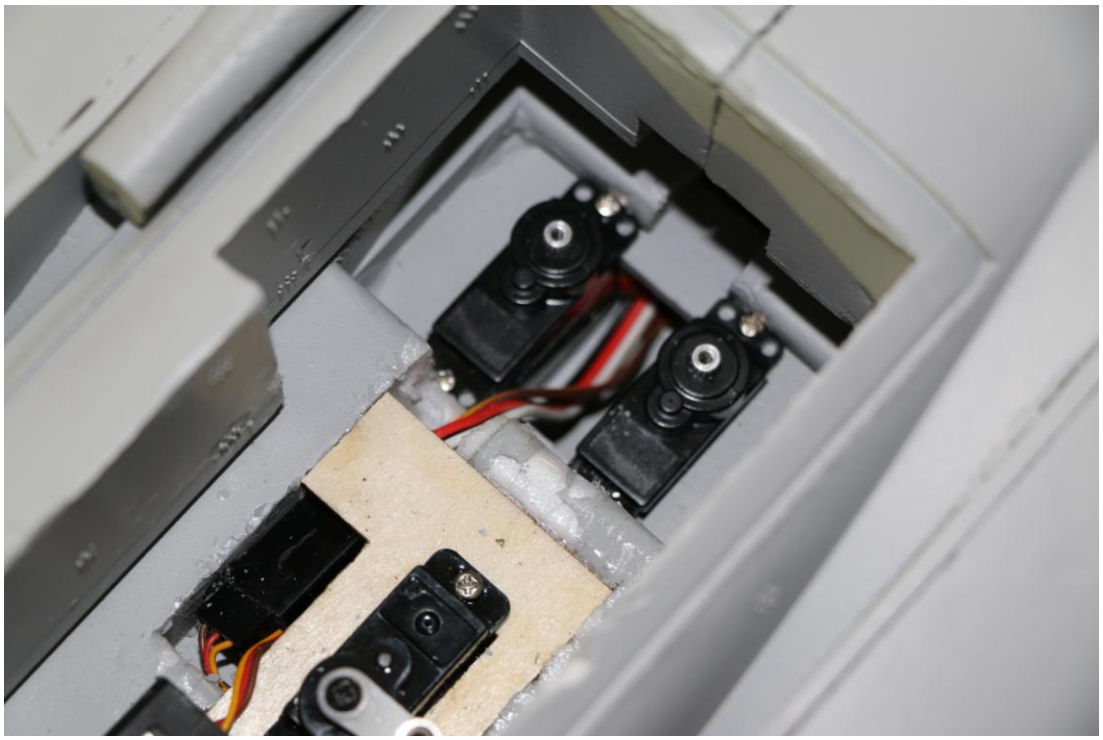
3: Power servo back to the neutral point and install the rod adjuster, The middle hole on the servo arm needs to be reamed with a 1.8mm drill. Then fix the servo with screws.



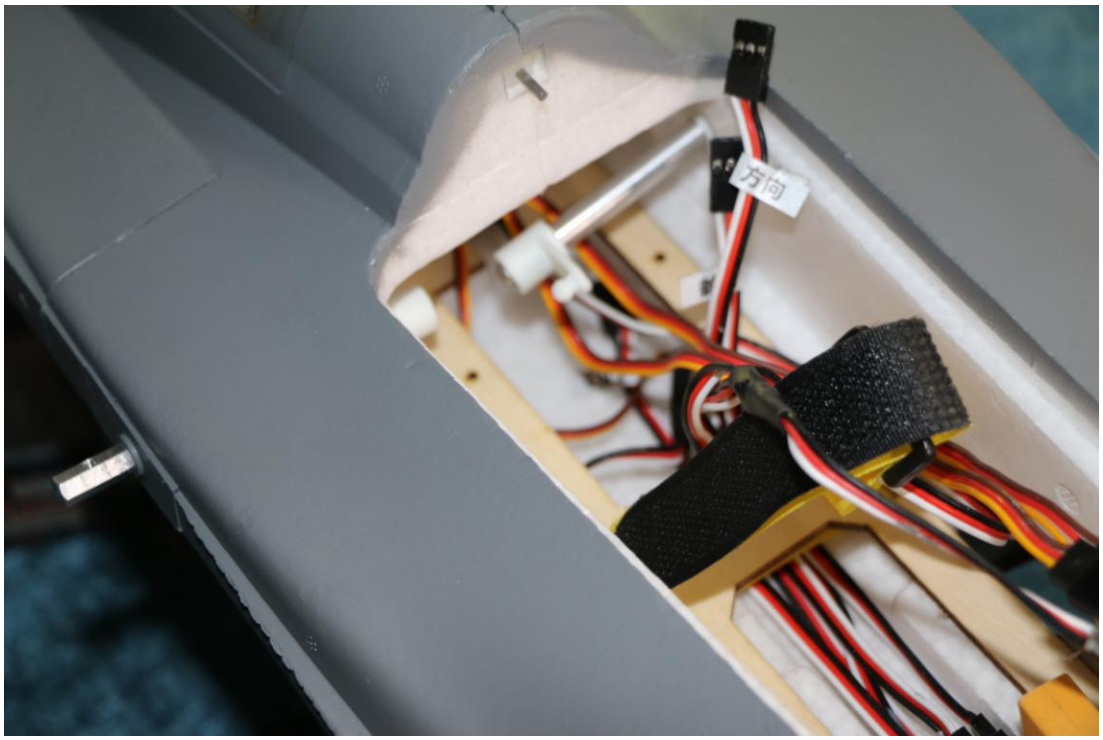
4.Adjust the servo and install the steering pull rod. Pay attention to the position of the servo arm. (The servo is forward servo.) The servo wire pass through the side open.



5: Power the two canard servos back to the neutral point and install into the servo holder with screws. (If the canard is used as the flap, follow up and down, then use 1 forward and 1 reverse servo. If the canard is operated with the elevon at the same time, then use two forward or two reverse servos).

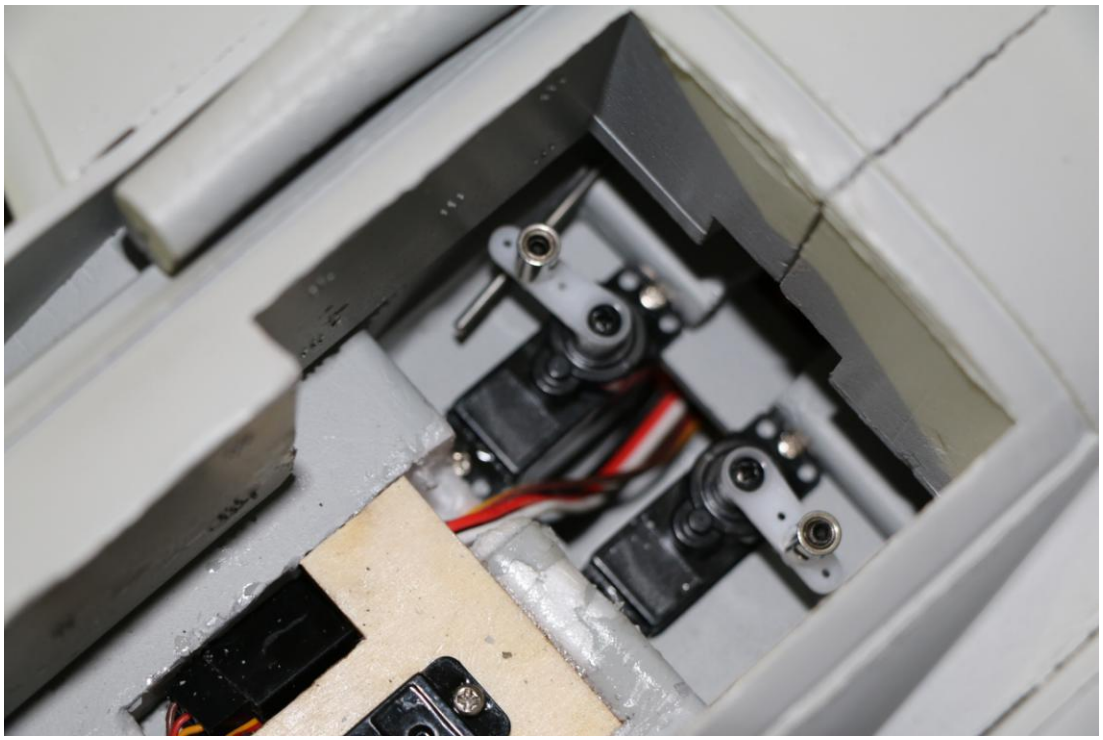


6: Insert the canard rotor shaft from the battery compartment into the corresponding position.

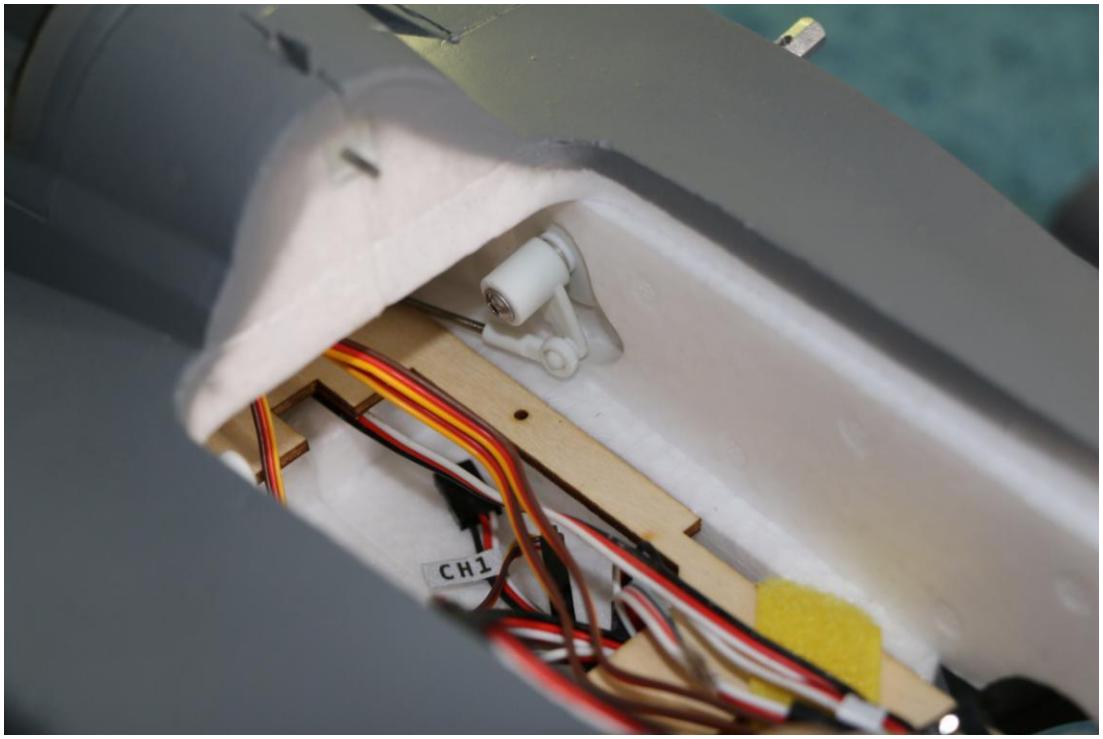


7: Install the canard and tighten it with the corresponding screw.

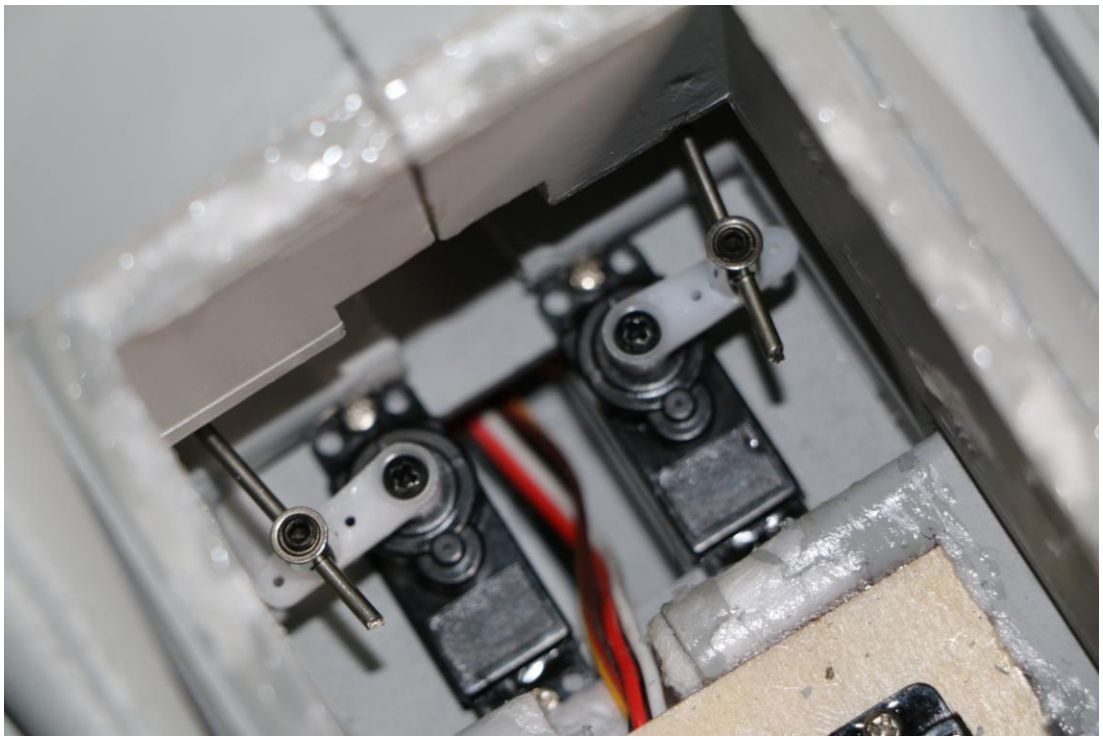
8: The middle hole on the canard servo arm needs to be reamed with a 1.8mm drill. Install the quick adjustor and insert the canard ball head pull rod.



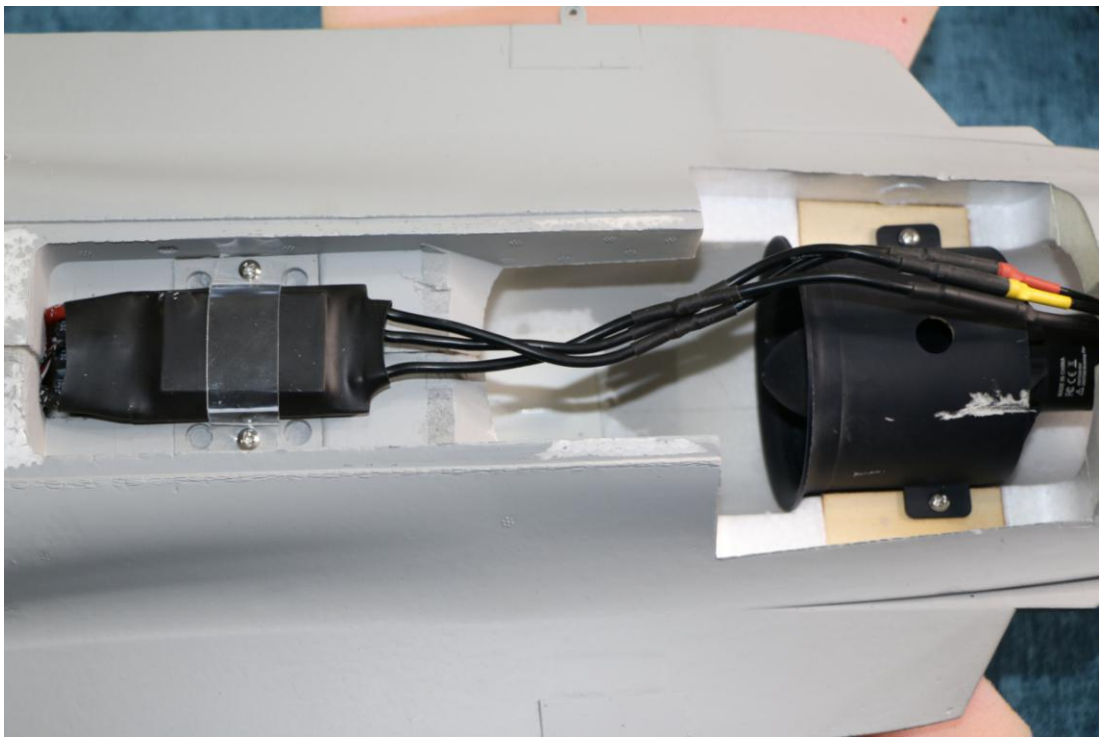
9: Adjust the length of the pull rod and hook the ball head on the canard rocker arm.



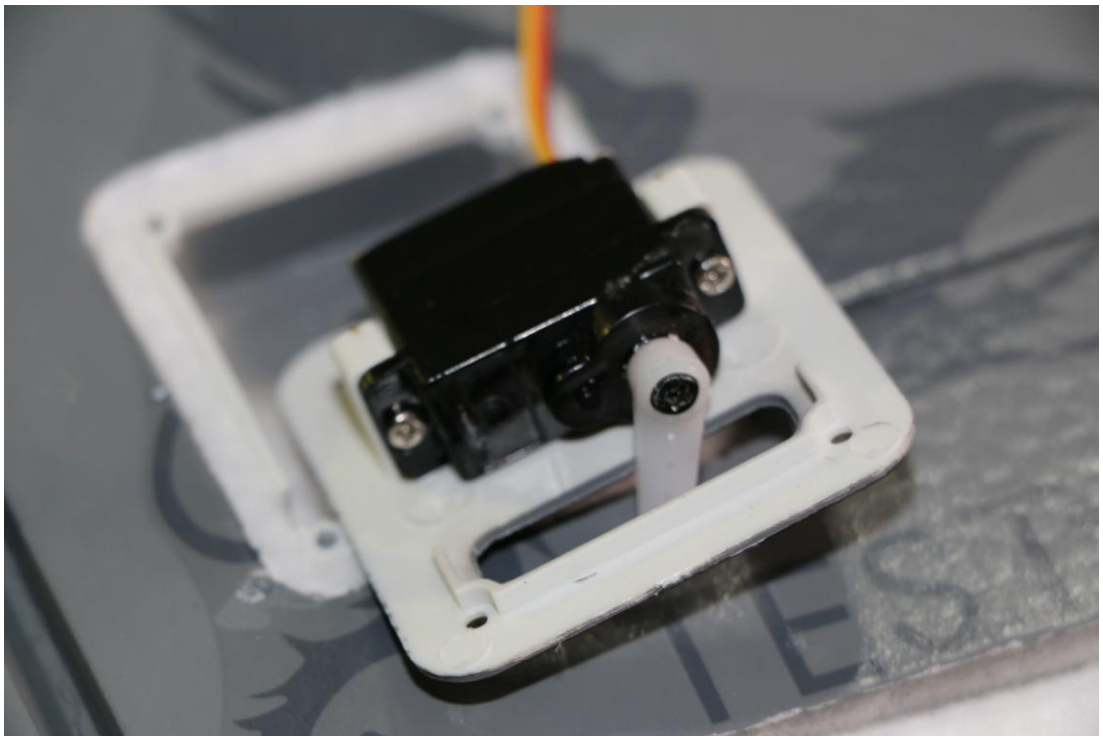
10: Adjust the length of the pull rod, tighten the inner hexagon screw to fix the canard pull rod.



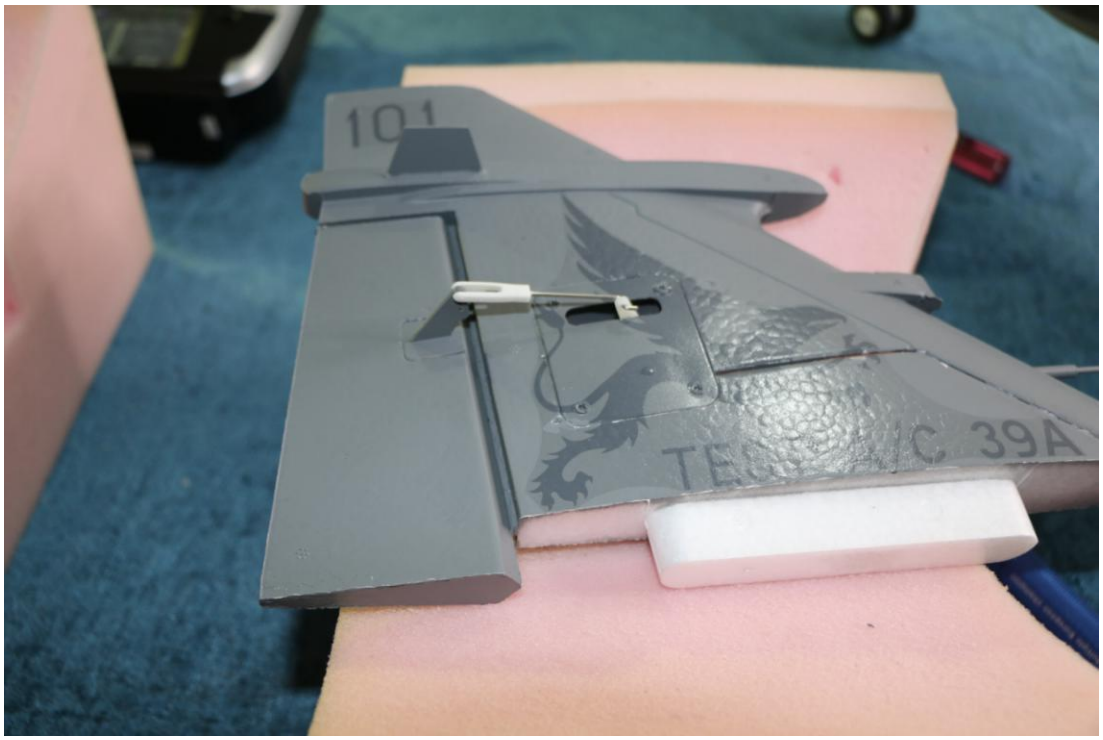
11: Install the ducted fan and ESC in the preset position, tighten them with screws, and fix the ESC with PVC pressing sheet.



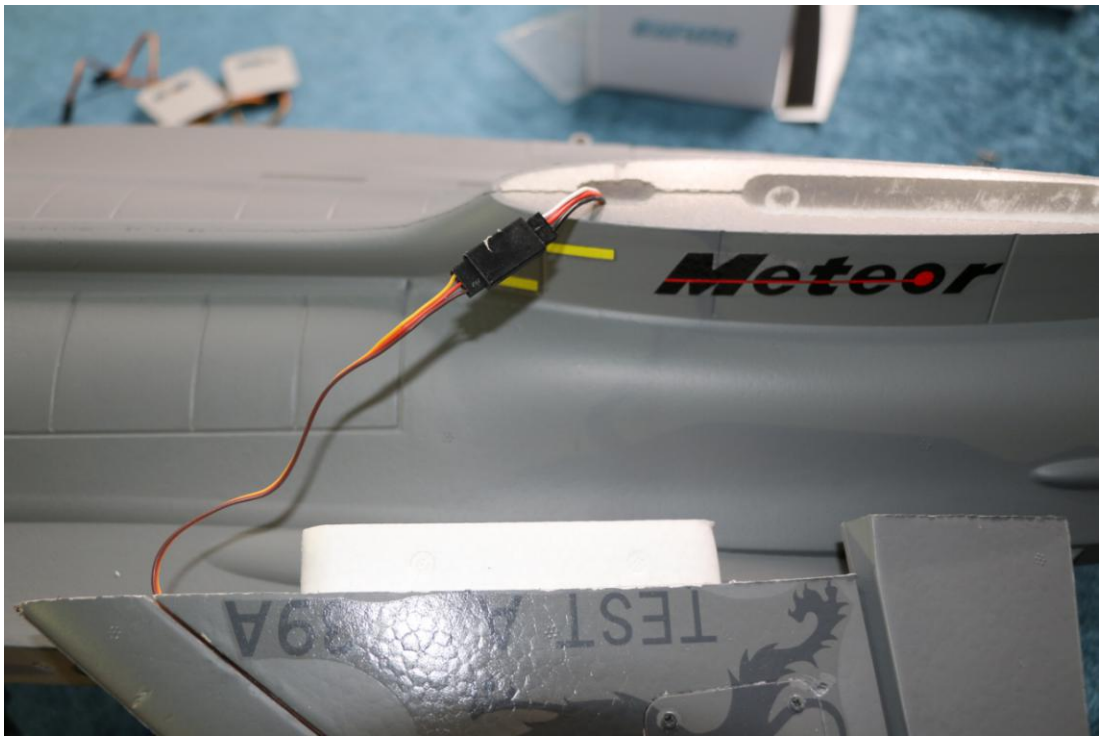
12: Remove the servo holder screws on the vertical tail fin, Power the servo back to the neutral point, install the servo arm, and lock it in the corresponding hole position with the screw. (This servo is same direction as the front wheel)



13: Power the two wing servos back to the neutral point.The outermost hole on the wing servo arm needs to be reamed with a 1.2mm drill. Adjust the length of the pull rod, install the pull rod, buckle the chuck, and fix the servo holder. (The two wing servos all use forward servo).

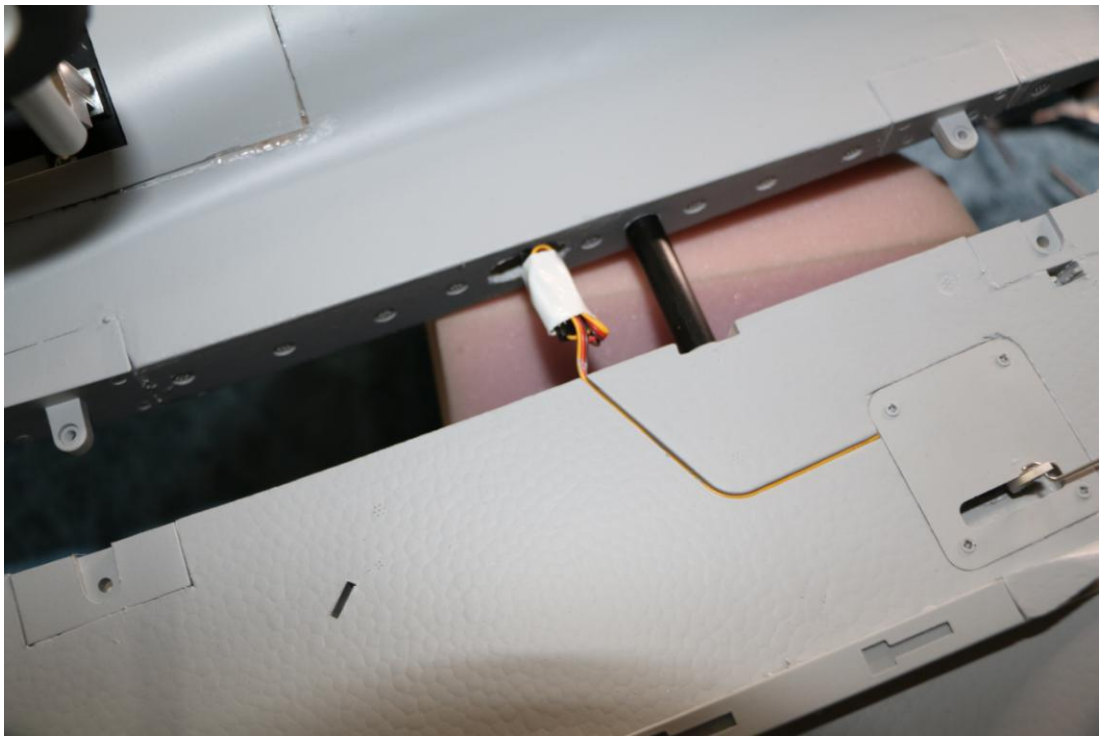


14: Connect the servo with the extension wire, and pay attention to the corresponding positive and negative poles. Secure the excess wire with tape or tie.

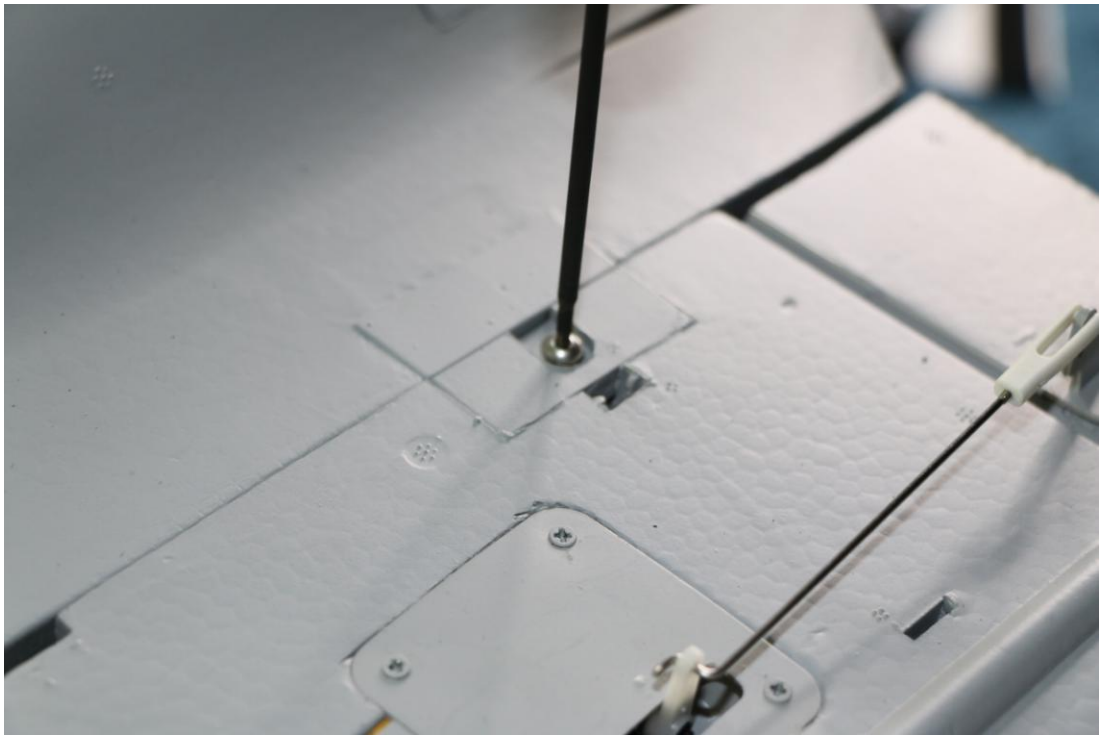


15: Glue the vertical tail into fuselage.

16: Adjust the length of the pull rod, install the pull rod and fasten the chuck. Plug the carbon rod into the wing and connect the extension cable, fix the extra cable with tape or tie and plug it into the reserved hole of the fuselage.



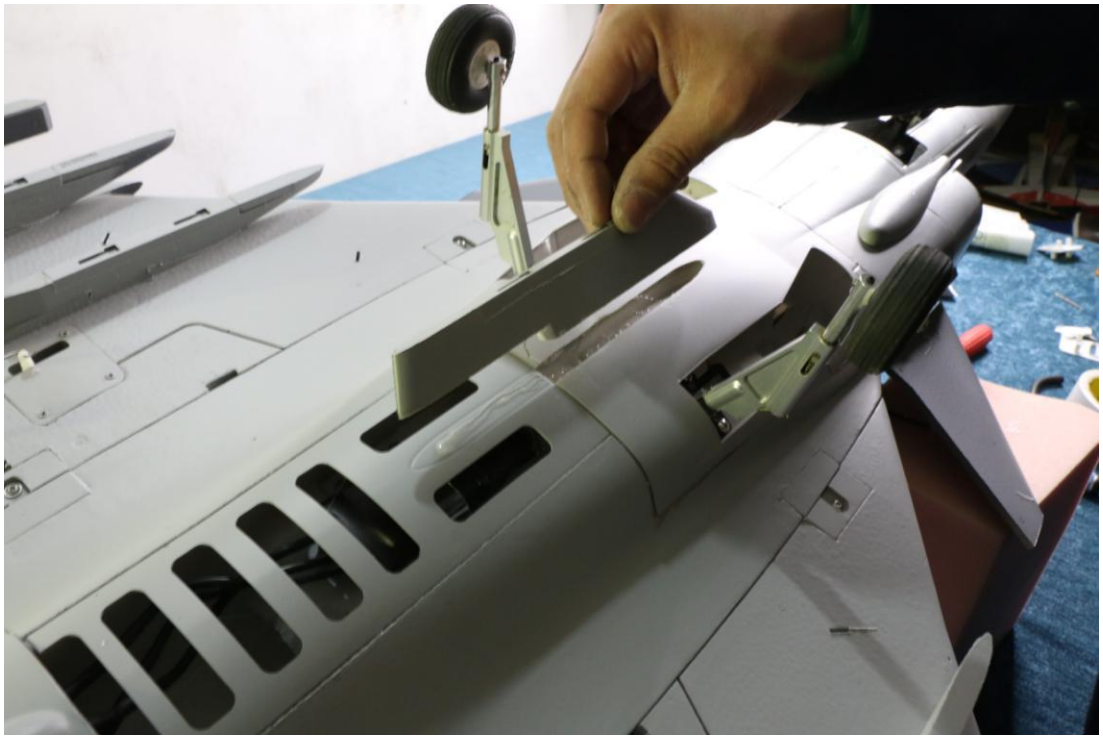
17: Fix wing with corresponding hex socket screws.



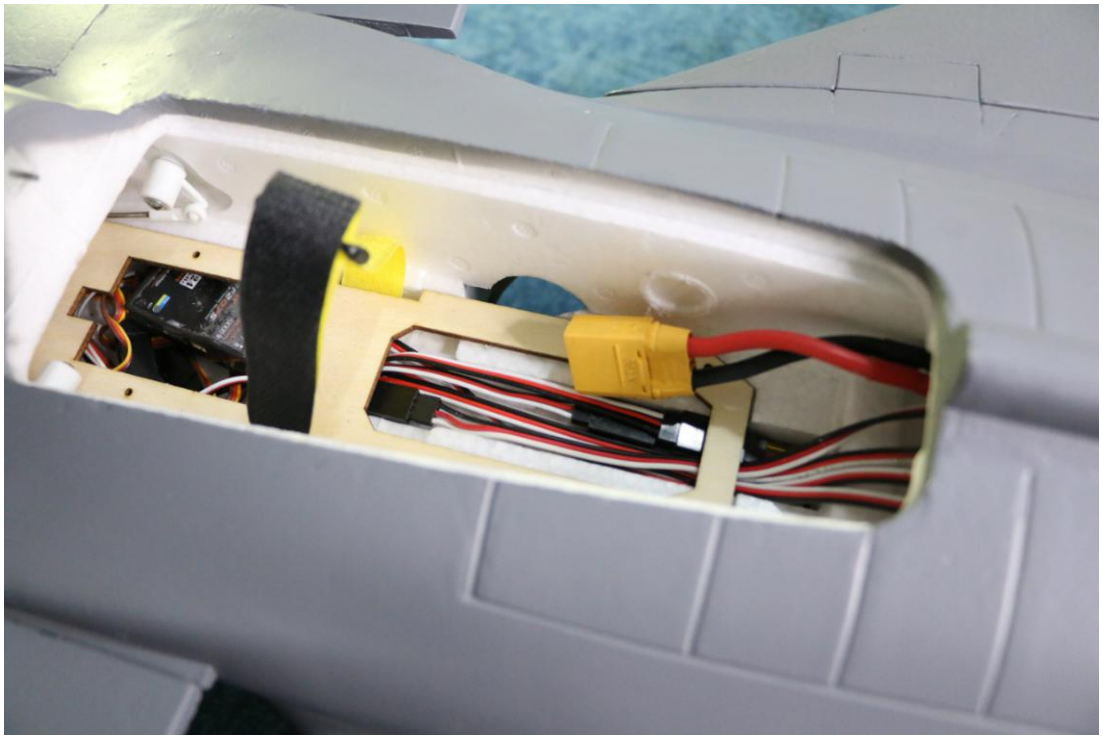
18: Glue the nose landing gear cover and ESC cover.

19: Glue the jet nozzle.

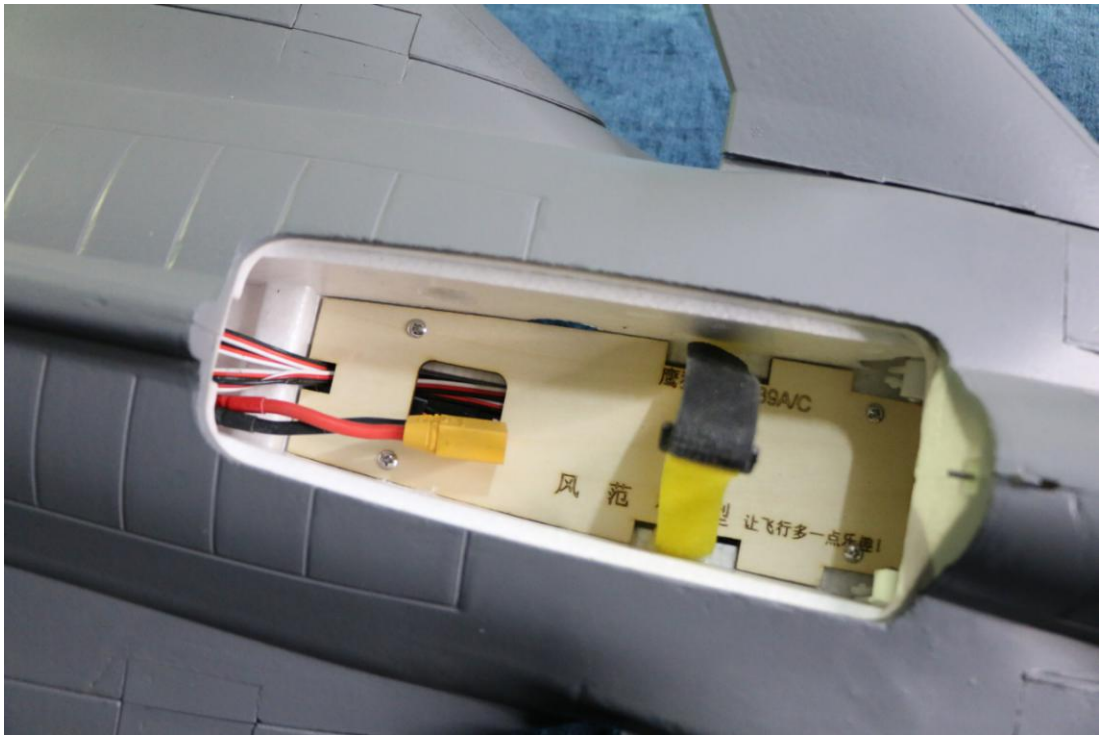
20: Glue the fuel tank rack.



21:Tidy all the wires, plug the receiver in according to the corresponding plug, and put the receiver into the bottom of the preset compartment.

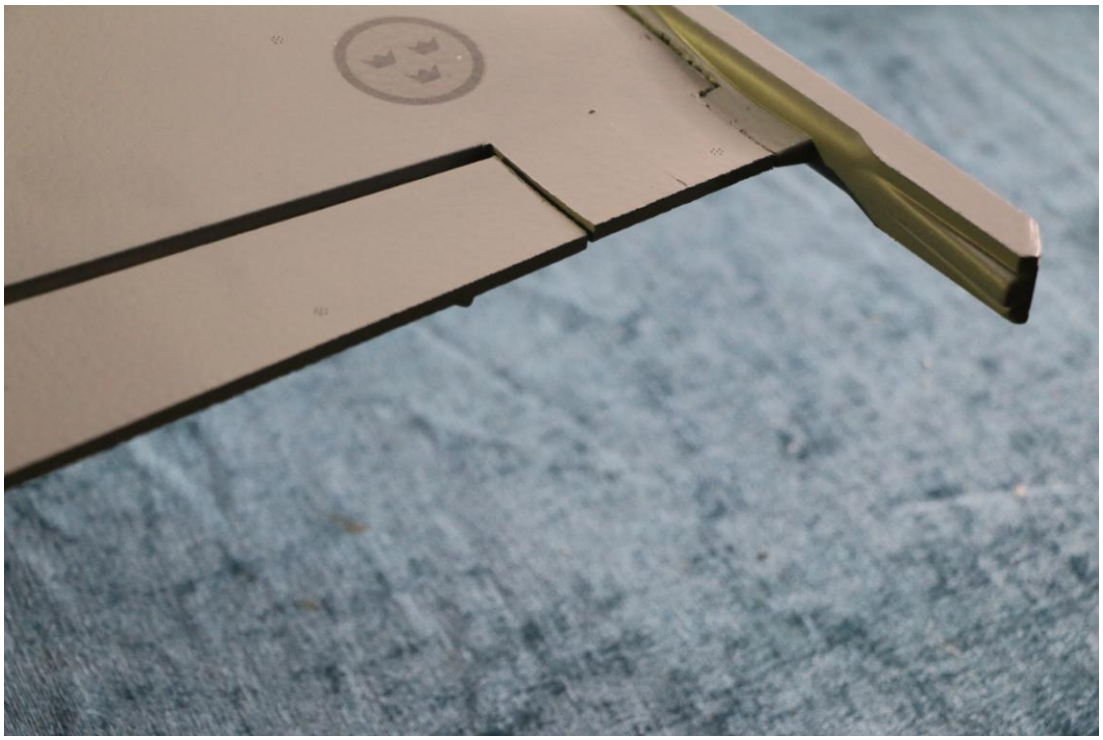


23: Install the plywood. All wires walk under the ply wood.



24: Fix the battery and charge to adjust the rudder surface. The battery compartments can hold up to 4700mAh 6S batteries.

25 : This airfoil is more similar to the S-wing. According to flight tests, the trailing edge of the rudder surface of the main wing is lowered 2mm for a smoother low-altitude clearance attitude.If maintained in line with the overall wing surface, there will be a slight head up at high speed refueling. Please refer to this data for adjustment according to your personal technique or flying habits.



26: The canard can be kept flush with the platform. Or the front end can be appropriately down 1 degree. If the canard tip is cocked, it will facilitate the take-off , but it can cause the aircraft to head up when high-speed flight.

27: Insert the missile and fuel tank into the pylon.

28: The center of gravity of the aircraft is at the joint at the end of the battery compartment cover.

This JAS39 has a lot of merit on the design, workmanship and details are perfect. Flight performance is very excellent, low speed performance is also very good, very low stall point. It will more fast without fuel tank and missile .
By change servo TRVL , the plane can fly somersault and inverted flight, can also be used as training plane to constantly familiar with flying skills.

Servo TRVL :
Mode 1: the canard is only mixed with lift control: elevator 70, canard 35-40, aileron 68-70, rudder 65.
Mode 2: the canard and elevon mixed-control: elevator 55-60, aileron 60, rudder 65.

The above is the Reference data of the remote control. The servo TRVL capacity in normal flight is basically the same.
The JAS39 has excellent flight performance, so a small range of data errors will not cause the aircraft to be difficult to control, there is no need to worry about the data differences between different remote controls.