CHALLENGER 50 *SUPER SPORT*

Assembly Manual Addendum

We at J Perkins would like to thank you for buying this 50th Anniversary ARTF. In the Challenger 50 Super Sport we've taken the original and successful Seagull Challenger ARTF, refreshed the colour scheme and, in doing so, given a new lease of life to a favourite low wing sportster that has an expansive flight envelope and a very broad appeal. As such, within this box you'll find the original Seagull assembly manual which clearly details the build sequence and, crucially, the installation of both i.c. and electric powerplants.

In building and flying our own Challenger 50SS we set about honing the perfect motor, propeller, ESC and battery combination and are delighted to be able to recommend this to you here along with alternative two- and four-stroke engine options.

RECOMMENDED HARDWARE

Electric Flight

Product	Part No.
Radient 3548 790KV Brushless Outrunner	RDNM3548790
Radient G2 60A ESC (XT60)*	RDNE6026
Radient 4S 4000mAh 50C LiPo (XT60)	RDNB40004S50XT60
APC 13x6.5 Propeller (Black)	APCLPB13065E

Two- & Four-stroke Engines

Product	Part No.
SC52A-S Two-Stroke Glow	SCEA052852
SC52FS Four-Stroke Glow	SCEAF052852

Servos

Product (Futaba)	**Part No.**
4x S-U400 Standard Digital (7.9kg / 0.13s)	FUT05102678-3
1x S-U300 Standard Digital (4.1kg / 0.19s) – for i.c.throttle	FUT05102671-1

Alternative Product (Hitec)

4x HS-5495BH Standard Digital (7.5kg / 0.15s)	2217590
1x HS-5485HB Standard Digital (6.4kg / 0.17s) – i.c. throttle	2217580

*TOP TIP: To achieve optimum performance from your servos, make sure to increase your Radient ESC's BEC output from 5 to 6V. This can be done quickly and easily by following the step-by-step programming guide supplied with the ESC.

BUILD TIPS

- Before commencing the build, use a covering iron with a covering sock to carefully tighten any wrinkles that may be evident as a result of temperature changes during shipping.
- Always test / dry fit items before gluing.
- Ensure that no gaps are visible when attaching the control surfaces.
- When fitting control horns always make sure the pin hole for the clevis is positioned directly over the hinge line.
- Measure twice, cut once.
- With any i.c. engine installation we recommend coating the firewall, plus engine and tank bay, with fuel proofer – see below.
- Most importantly, enjoy the build!

RECOMMENDED FOR THE BUILD

Tools & materials

Product	**Part No.**
Prolux Digital LCD Sealing Iron (with sock)	PLX1363UK
Guild Lane Satin Fuel Proofer (125ml Tin)	GLDCEX1300125
ZAP PT39 30-Minute Epoxy (8oz)	5525785-1
ZAP PT02 Thin CA	5525652-1
Hook & Loop Tape (self-adhesive with foam back)	JPDAC00012

FLYING

Our reason for choosing the Challenger to help mark our 50th Anniversary is partly because it's a superb all-round club sportster that will appeal to a large percentage of regular club flyers. Suitable for anyone who's looking for their first low wing follow-on trainer, right up to experienced R/C pilots who are looking for a good Sunday aerobat, it's a perfect choice. This being the case you may wish to alter the control surface deflections to suit your experience or personal preference, however in any event we'd recommend an exponential setting of between 10 and 25%.

Flying the model is a true pleasure. With benign low speed characteristics and reduced throws, less experienced pilots will find the Challenger safe, stable and forgiving. However with power at the upper end of the scale and increased throws, snappy manoeuvres and extended verticals will put a smile on the face of anyone with more experience.

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