

JP MB-339



JP MB-339 – FAST, PRECISE, FORGIVING

If ever a jet were perfectly designed for miniaturisation and conversion to R/C, Aermacchi's MB-339 would have to be up there with the best of them. Designed as a jet trainer and light attack aircraft the '339's inherent qualities are brought to the fore in this smooth-flying, lightly loaded, 800mm span EPO EDF jet. But that's just a hint of the characteristics that make this a model you'll want to own and fly frequently. Fuelled by a standard, budget-friendly 3S LiPo, its 50mm 11-blade fan and precision 2627 4900KV brushless motor combo produce thrust enough for genuinely spirited flight and a vertical performance that'll make you grin from ear to ear. Take all this, add a fool-proof hand-launch capability, a benign stall, transport convenience and a colour scheme that quite literally turns heads, and what you've got is a perfect first, second or third scale jet for any intermediate or advanced pilot.

SAFETY PRECAUTIONS & WARNINGS

- As the owner and operator of this product you are solely responsible for flying it in a manner that does not endanger yourself and others or result in damage to your MB-339 or the property of others.
- Always make sure you fly the model with an active fail-safe that's set to cut the throttle in the event of a loss of radio signal.
- Always operate the model in an open area that's well away from cars, traffic or people and that's approved for the flying of model aeroplanes.
- This is not a toy and not suitable for children under the age of 14 or anyone without prior model piloting experience.
- Never fly this model in populated areas.
- Always start a flight with fully charged batteries.
- Always treat the ducted fan as LIVE when the battery is connected.
- Keep well clear of the fan unit when the battery is connected, even if it's stationary. Very serious injury and significant damage can easily occur when ducted fans are not respected.
- Carefully follow the directions and warnings for this model and any operational support equipment that you use in combination with it, i.e. chargers, LiPo batteries and radio control equipment.
- Water and moisture is damaging to electronic equipment. Avoid exposure to water and moisture at all times.
- Never operate the model with low transmitter batteries.

SPECIFICATION

Wingspan:	800mm / 31.4in.
Length:	825mm / 32.5in.
Flying weight:	590g.
Airframe:	EPO.
Motor:	2627-4900KV outrunner
ESC:	40A
Connector type:	XT60
Servos:	3x 9g
Rec'd battery:	3s 1600–2200 30–50C LiPo
Rec'd radio:	4-channel

BOX CONTENTS

Before you start the final assembly of your MB-339 please check that the following components are present and correct.

- 1x Fuselage with factory installed motor, fan, ESC and servos.
- 1x Wing set with tip tanks and drop tanks.
- 1x Tail set.
- 1x Canopy.
- 2x Aileron servo pushrod with clevis.
- 2x Aileron servo cover.
- 4x Control horn, backing plate and screws

REQUIRED TO COMPLETE

- 4-channel 2.4GHz transmitter and receiver combo.
- Radiant 1600–2200mAh 30–50C 3s LiPo with XT60 connector.
- EPO-friendly glue.

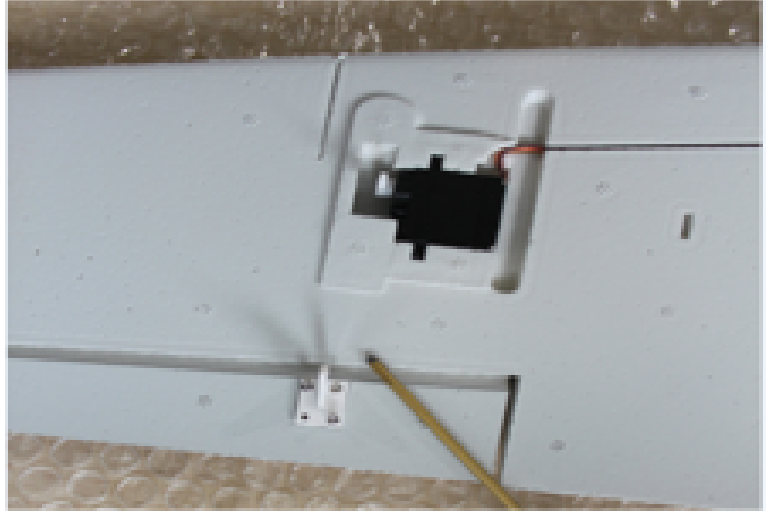
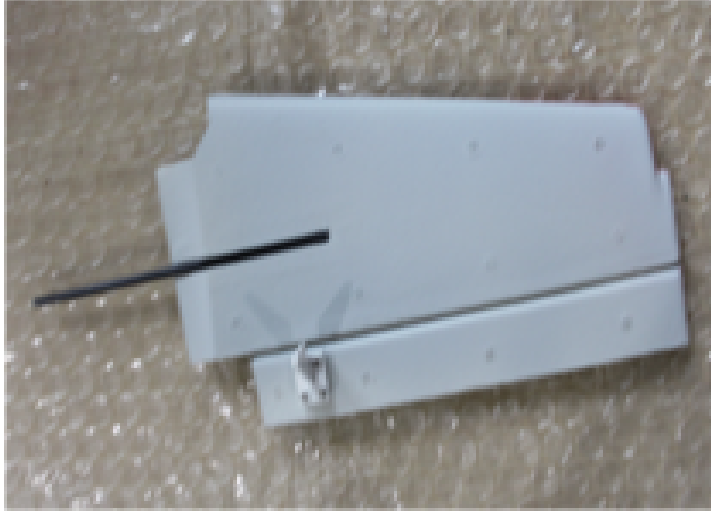
ASSEMBLY INSTRUCTIONS

Whilst your MB-339 comes 90% pre-assembled there are a few assembly jobs to do. For safety and a perfect result follow (in order) the instructions below.

1. Control Horn Attachment.

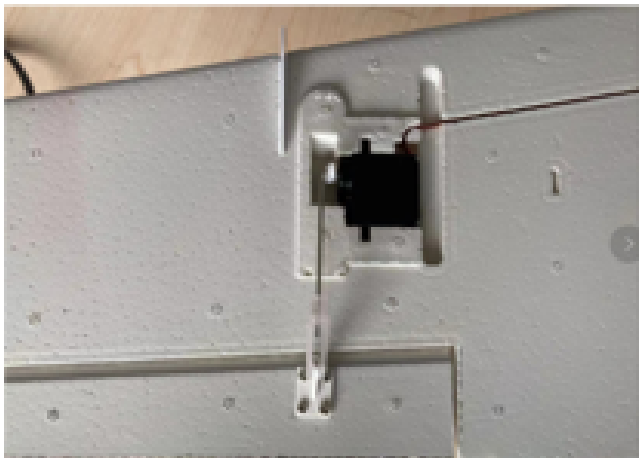
Attach one control horn and backing plate to each of the four control surfaces using the screws provided. The position of each horn is identified by a clearly visible indent in the foam. Ensure all the screws pass through the control horn, into the backplate and that the horn is firmly secured and displays no movement. Failure to attach the horns securely could cause them to become loose in high-speed flight with catastrophic results.

Note: It is normal for the screws and mounting plates to slightly compress the foam (by 1mm). This helps to ensure a firm fixing.



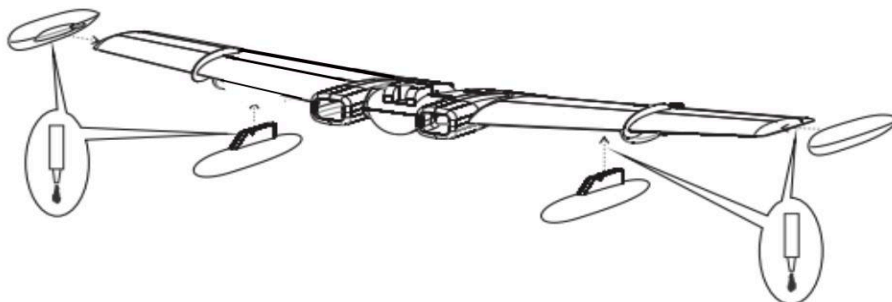
2. Aileron Pushrod Installation.

Centre the servos and connect the pushrods so the control surfaces are in the neutral position. When you are happy, glue on the servo cover.



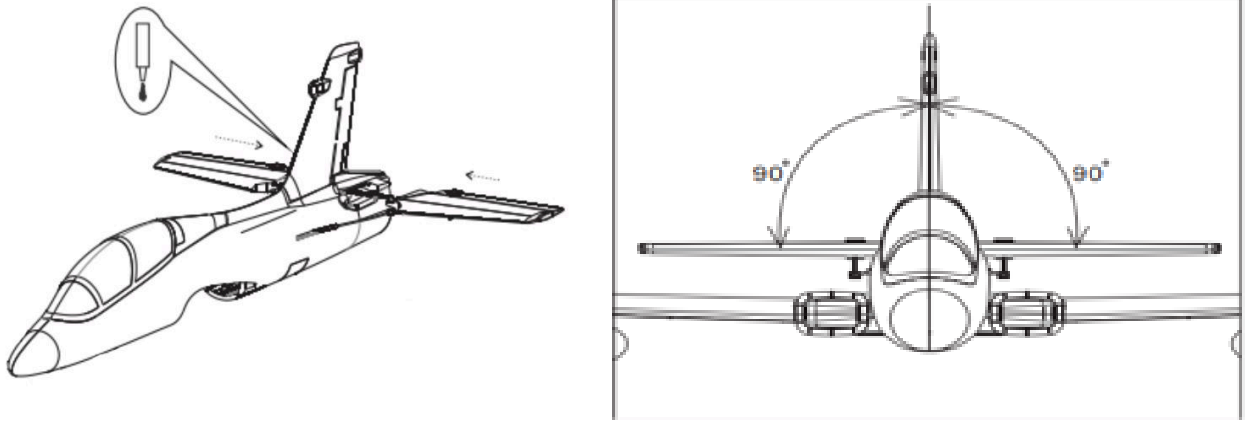
3. Wing Tank Installation.

Install the tip tanks and the drop tanks using suitable EPO-friendly glue.



4. Vertical Fin Installation.

Dry fit the wing to the fuselage and place the assembly on a flat and level surface. Dry fit the vertical fin to ensure you are happy, then glue in place and ensure it remains absolutely vertical whilst drying.

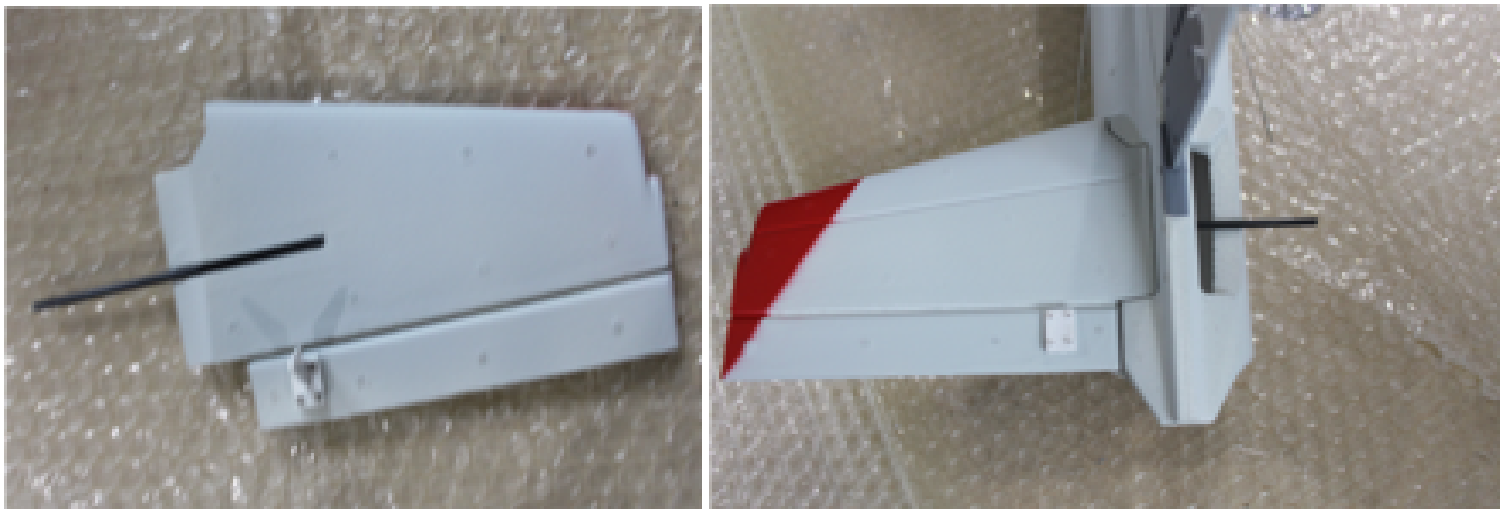


5. Tailplane Installation

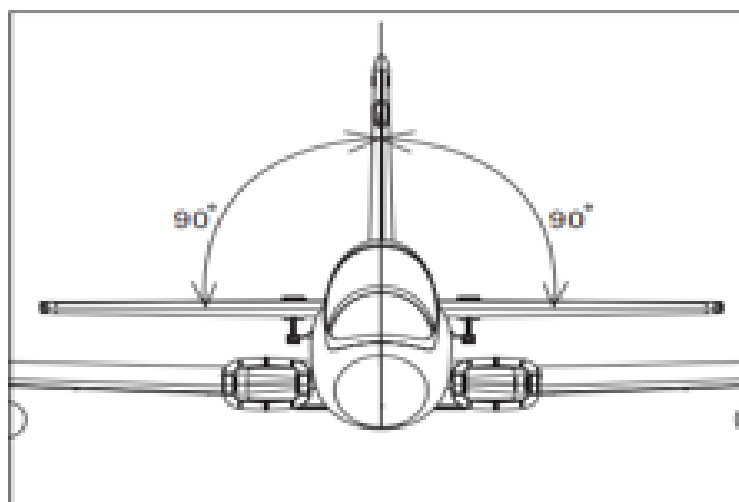
With the wing still attached and the fuselage on a flat and level surface the tailplane halves can be dry fitted to check for accuracy and alignment.

Note: Before glueing, gently sand the carbon spar to ensure a good key for the adhesive.

Glue the carbon spar into one half of the tail and allow it to set. Once the spar is firmly fixed into the first tail section, apply glue to both tailplane halves and the protruding spar section and glue the whole in position on the fuselage.



Don't forget to keep checking the alignment with the wing and fin while the glue sets.



6. Elevator Pushrod Installation.

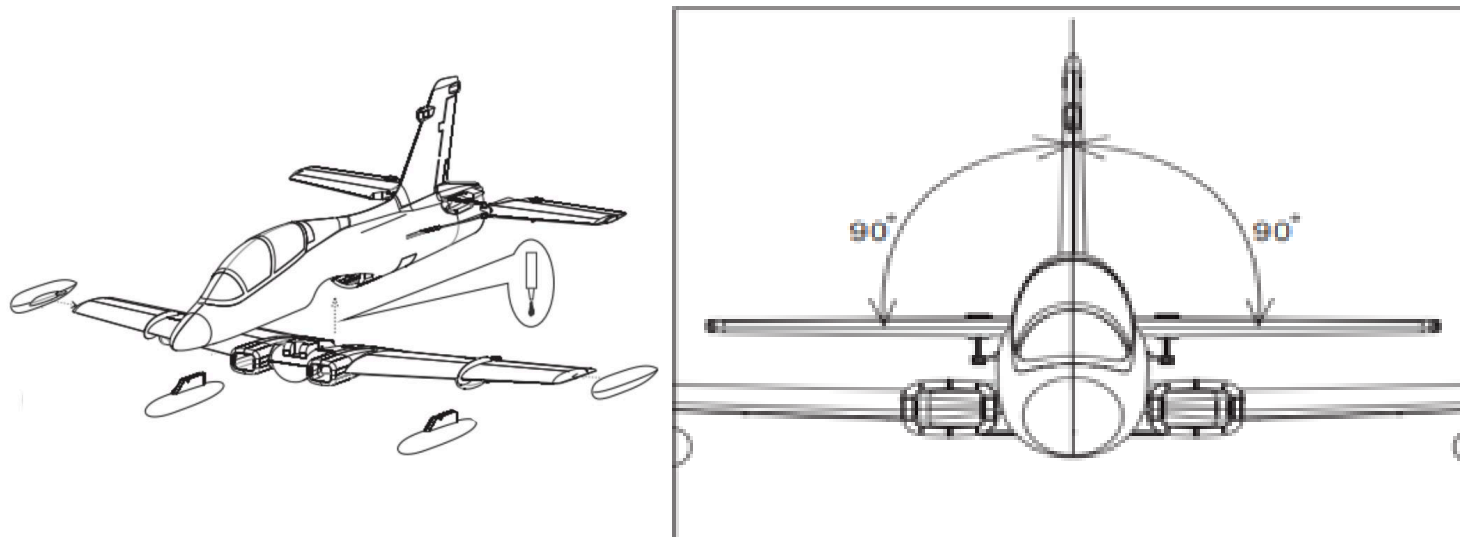
Release the elevator pushrod screw at the servo to allow the pushrods to be suitably adjusted. Ensure the elevator servo and the elevator control surfaces are centred. Connect the pushrods to the control horns as below. When you are happy, ensure the screw at the servo is securely tightened as failure to do so could result in a crash.



7. Wing Installation.

Before glueing the wing in place, connect the receiver to the servos and ESC as stated by your radio installation guide. Please check that all servos, ESC and fan are working properly before wing installation.

Glue the wing in place ensuring you pass the aileron servo leads into the canopy area. Check that the leads remain where they should be throughout the curing process.



8. Receiver Installation

Install your receiver and connect the leads in accordance with your radio manufacturer's instructions. Placement of the receiver will be determined by the size and weight of the battery you intend to use.

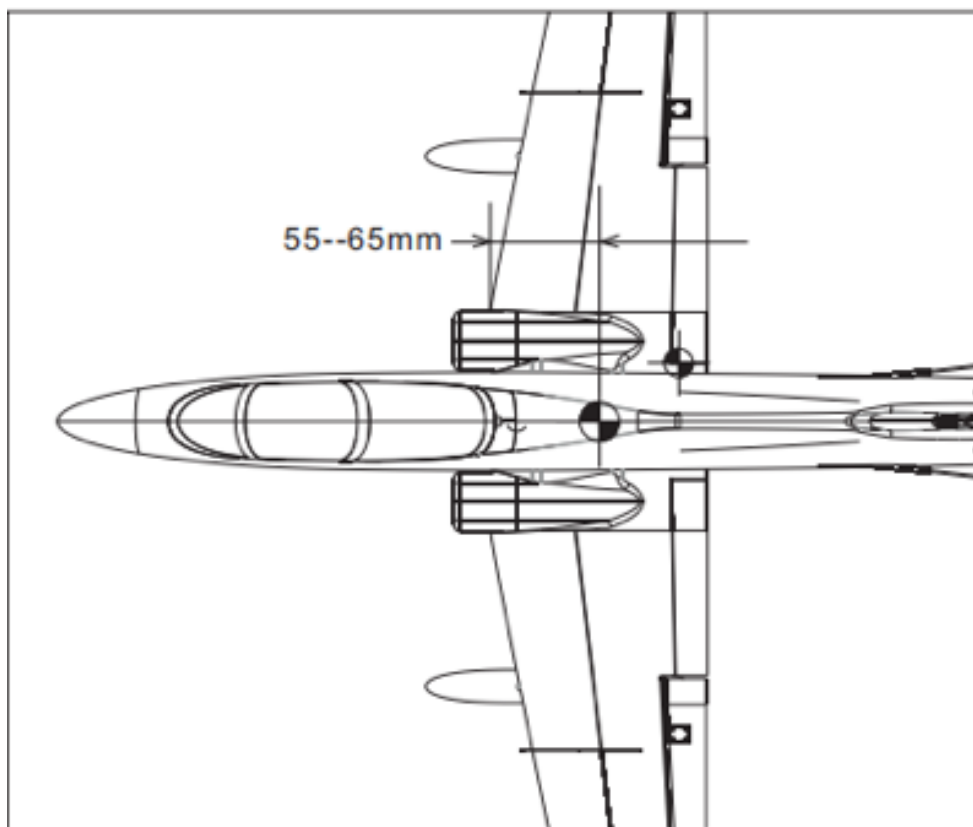
9. Battery Installation

The position for the battery is shown in the image below. The space is designed for a Radiant 1600 – 2200mAh 3s 30C – 50C LiPo. Use the supplied hook and look strap to secure the battery in position. As a belt and braces fix we also recommend using additional self-adhesive hook and loop tape (not supplied).



10. Centre of Gravity

The centre of gravity should be between 55 and 65mm back from the leading edge of the wing, where it meets the fuselage. For optimum and safe performance of the model the centre of gravity should be adjusted by moving the flight battery.



11. Control Movements

Elevator 8 to 10mm up / down **Expo** -10 to -15% (Futaba)

Aileron 8 to 10mm up / down **Expo** -10 to -15% (Futaba)

DISTRIBUTED BY

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