QBK- RTF- Aircraft completition

QBK – RTF – COMPLETAMENTO AEREO

TUCANO REPLICA

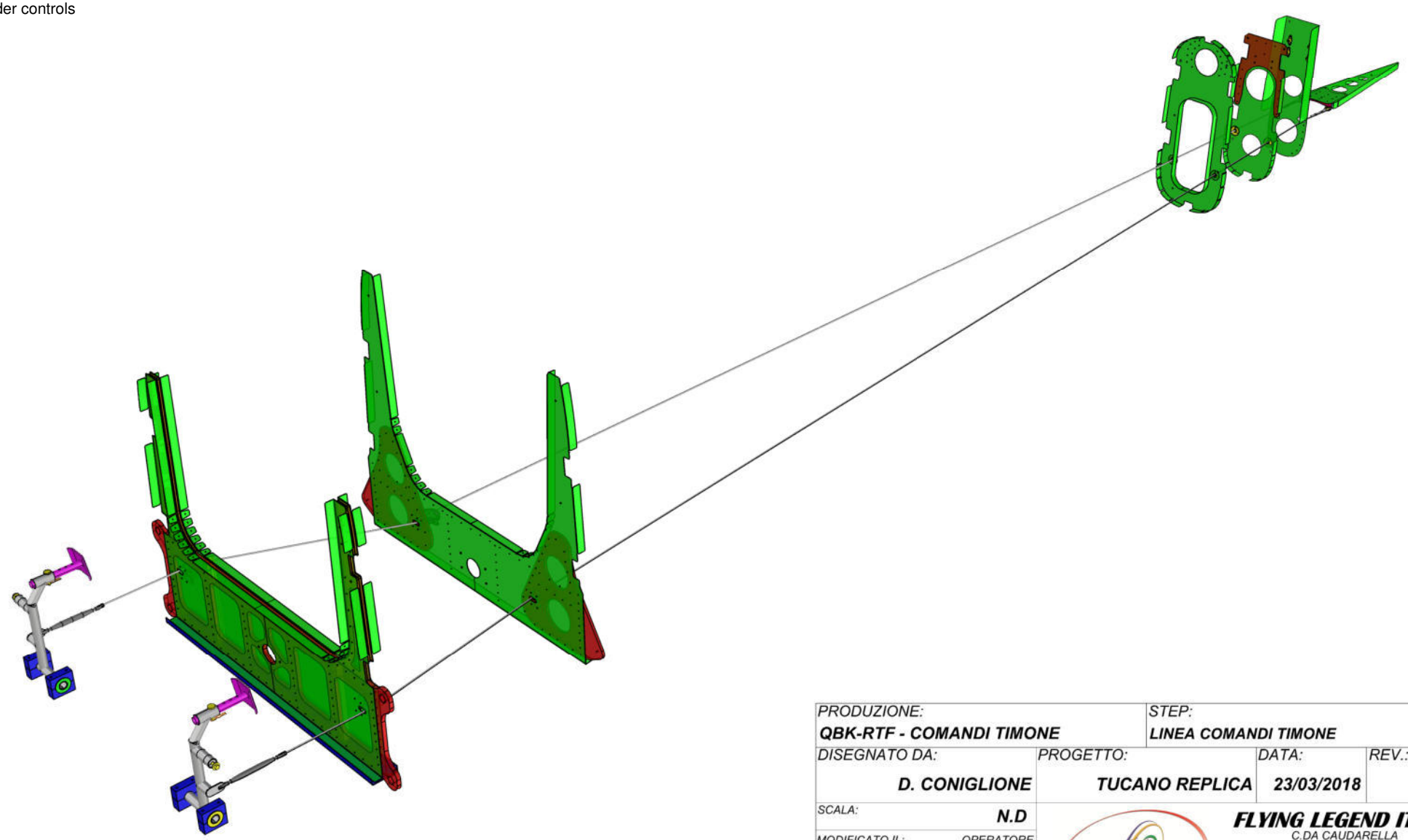
REV.1

N° PAGINE: 227

27/06/2018

COMANDI TIMONE

Rudder controls



PRODUZIONE: **QBK-RTF - COMANDI TIMONE**		STEP: **LINEA COMANDI TIMONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **23/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **1**

FLYING LEGEND ITALIA
C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

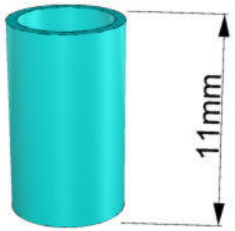
SITO WEB: www.flyinglegend.it
E-MAIL: info@flyinglegend.it

Brass bushing
External diameter: ø6mm
Internal diameter: ø4mm

REALIZZARE 2 CARRUCOLE DESTRE E 2 CARRUCOLE SINISTRE

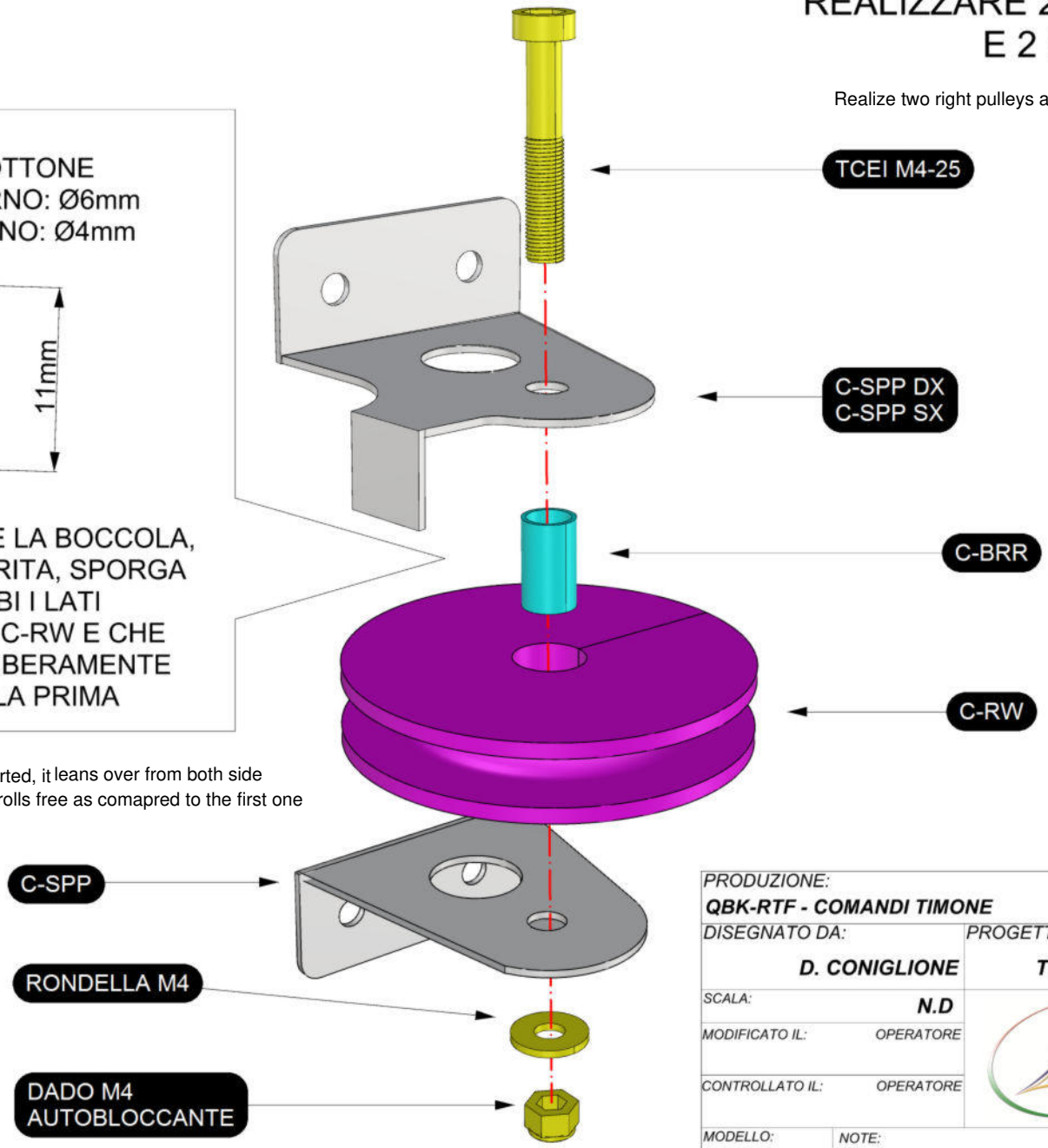
Realize two right pulleys and two left pulleys

BOCCOLA IN OTTONE
DIAMETRO ESTERNO: Ø6mm
DIAMETRO INTERNO: Ø4mm



FARE IN MODO CHE LA BOCCOLA, UNA VOLTA INSESRITA, SPORGA DA ENTRAMBI I LATI DELL'ELEMENTO C-RW E CHE QUESTO RUOTI LIBERAMENTE RISPETTO ALLA PRIMA

Make sure once the bushing is inserted, it leans over from both side of the item C-RW and that this one rolls free as comapred to the first one



PRODUZIONE: QBK-RTF - COMANDI TIMONE		STEP: CARRUCOLE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 2

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95041 CALTAGIRONE (CT)
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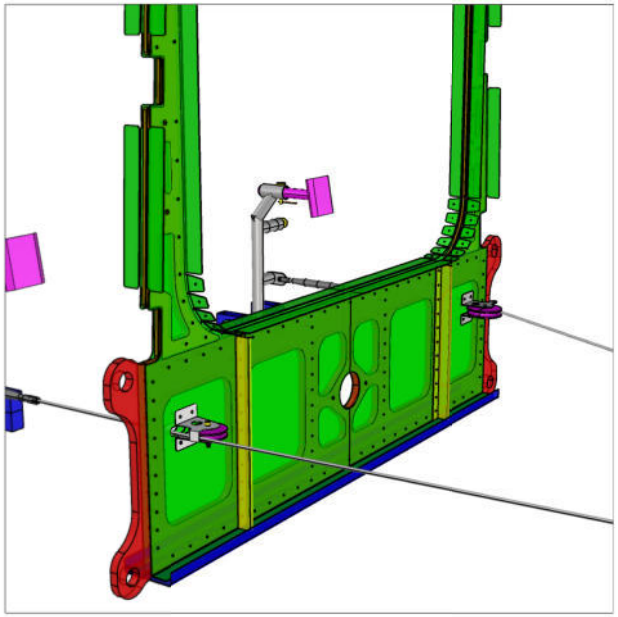
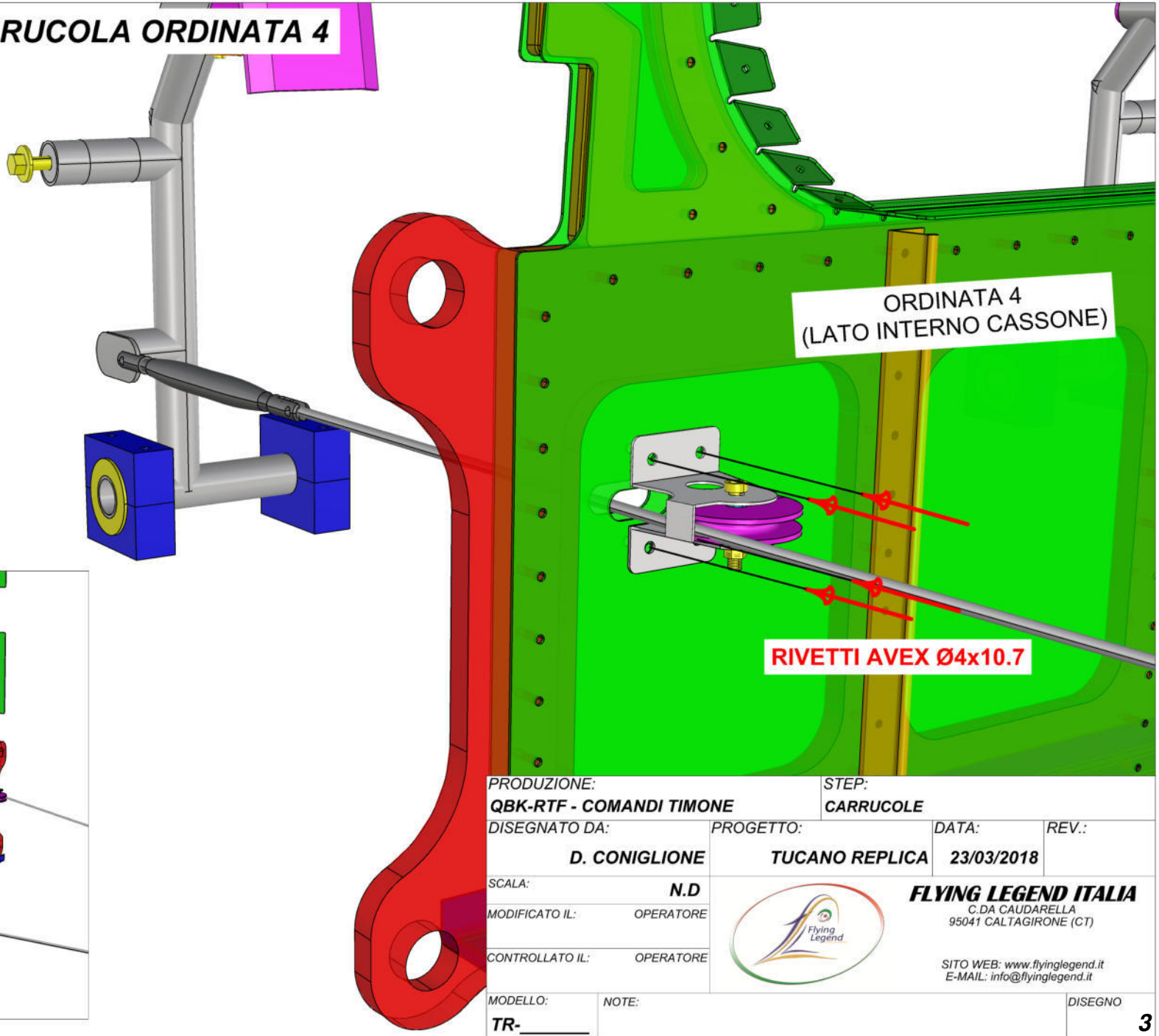
COMANDI TIMONE - CARRUCOLA ORDINATA 4

Rudder controls - pulley bulkhead 4





PRODUZIONE: QBK-RTF - COMANDI TIMONE		STEP: CARRUCOLE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 3

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95041 CALTAGIRONE (CT)
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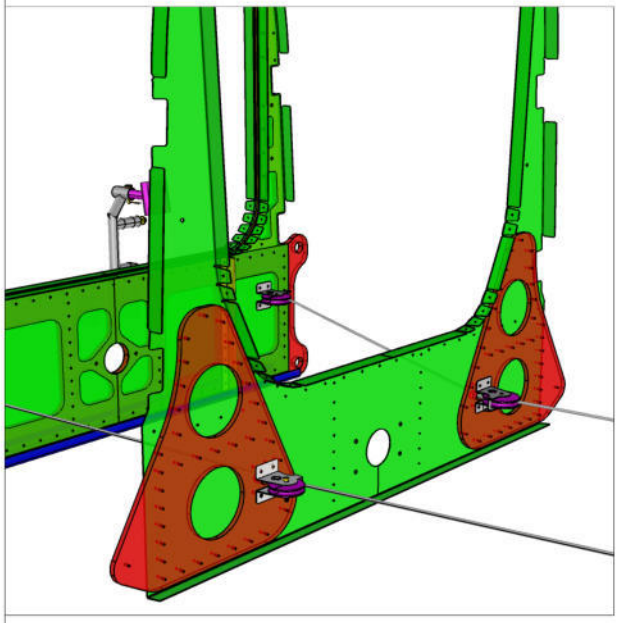
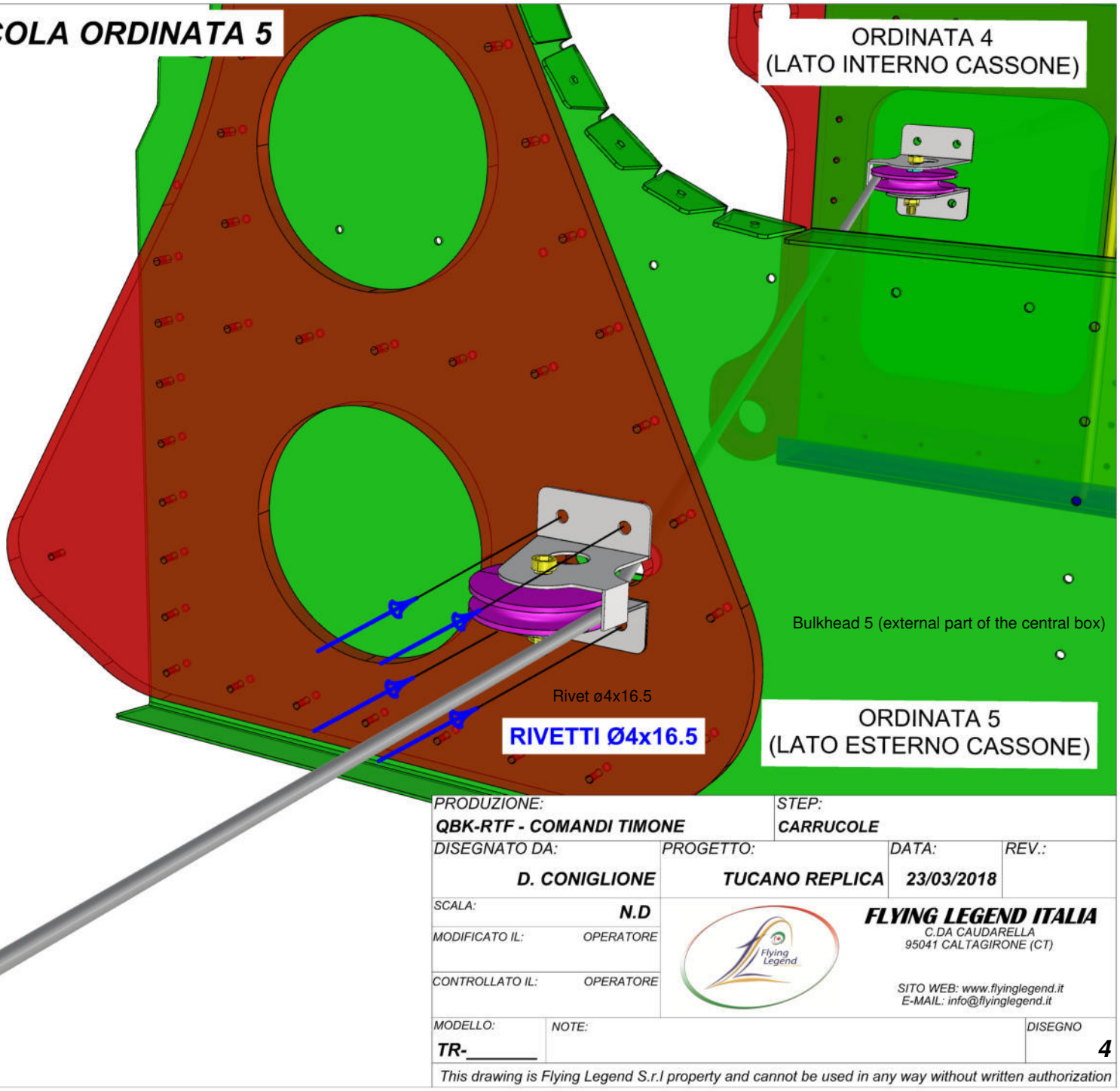
COMANDI TIMONE - CARRUCOLA ORDINATA 5

Rudder controls - pulley bulkhead 5





PRODUZIONE: QBK-RTF - COMANDI TIMONE		STEP: CARRUCOLE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 4

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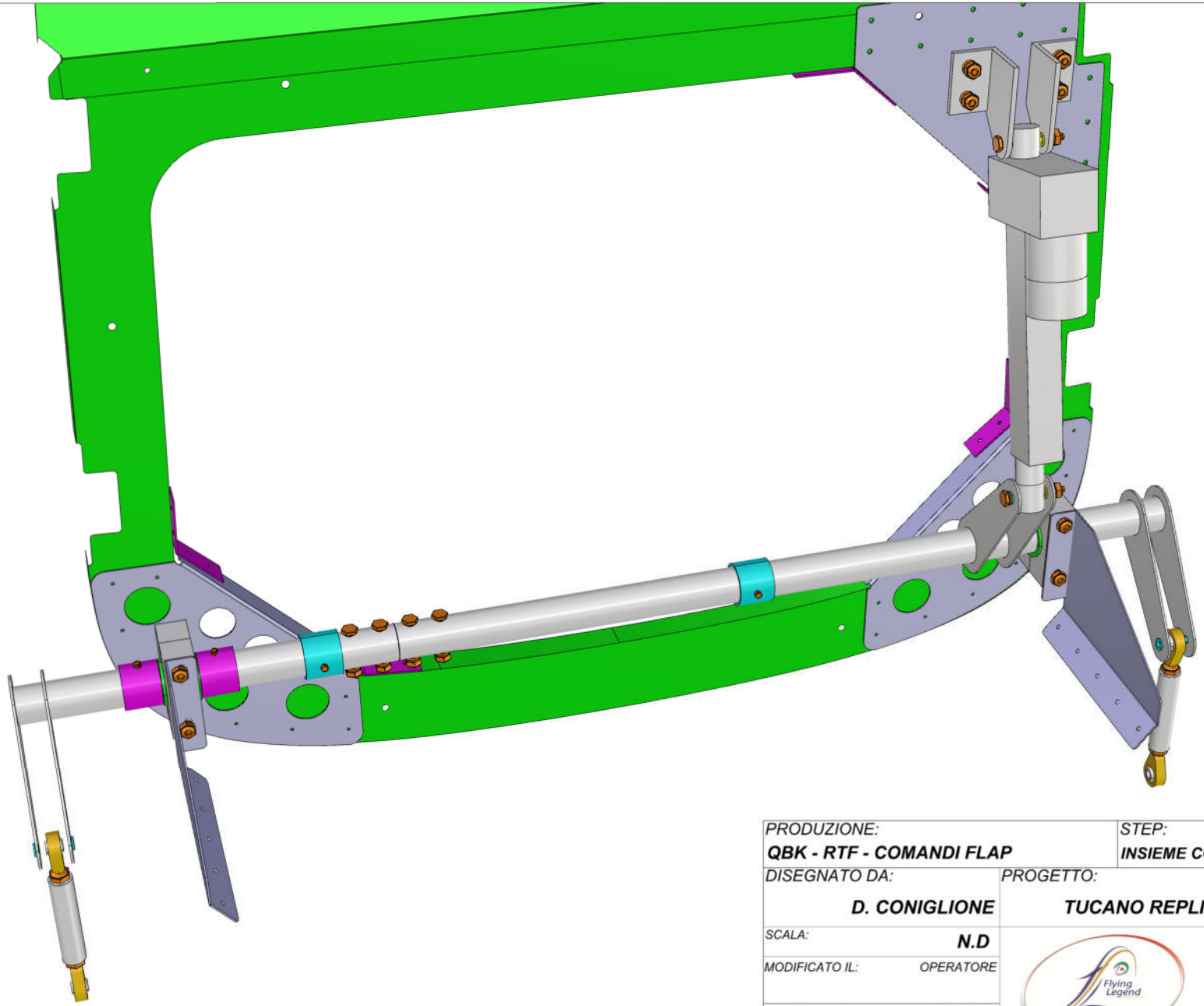

PRODUZIONE: **QBK - RTF - COMANDI FLAP**		STEP: **INSIEME COMANDI FLAP**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **05/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **5**

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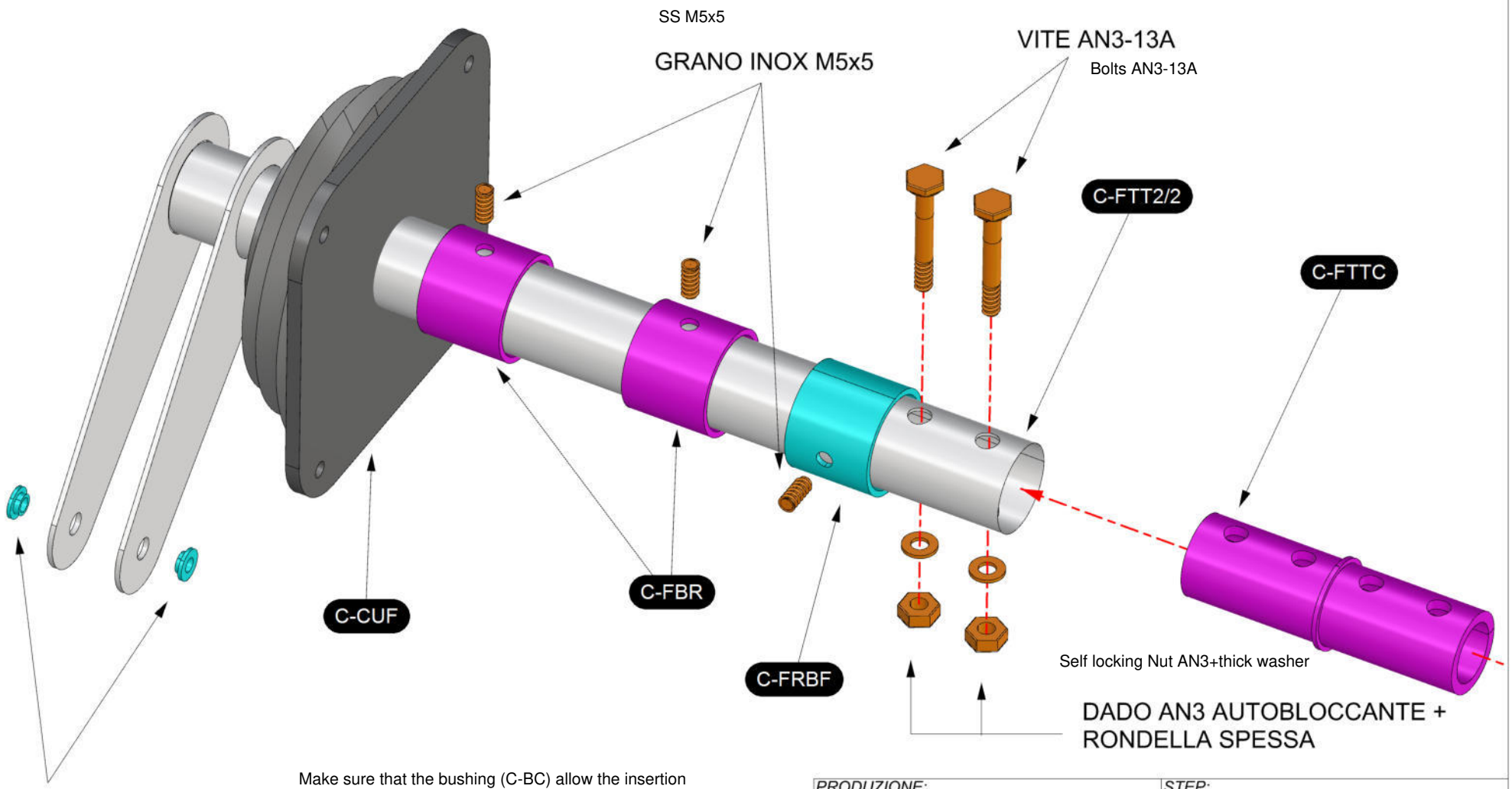

BOCCOLE (C-BC)

Bushing

Make sure that the bushing (C-BC) allow the insertion of a bolt AN4

ASSICURARSI CHE LE BOCCOLE (C-BC) PERMETTANO L'INSERIMENTO DI UNA VITE AN4

PRODUZIONE: **QBK - RTF - COMANDI FLAP**		STEP: **MINUTERIA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **26/01/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **6**

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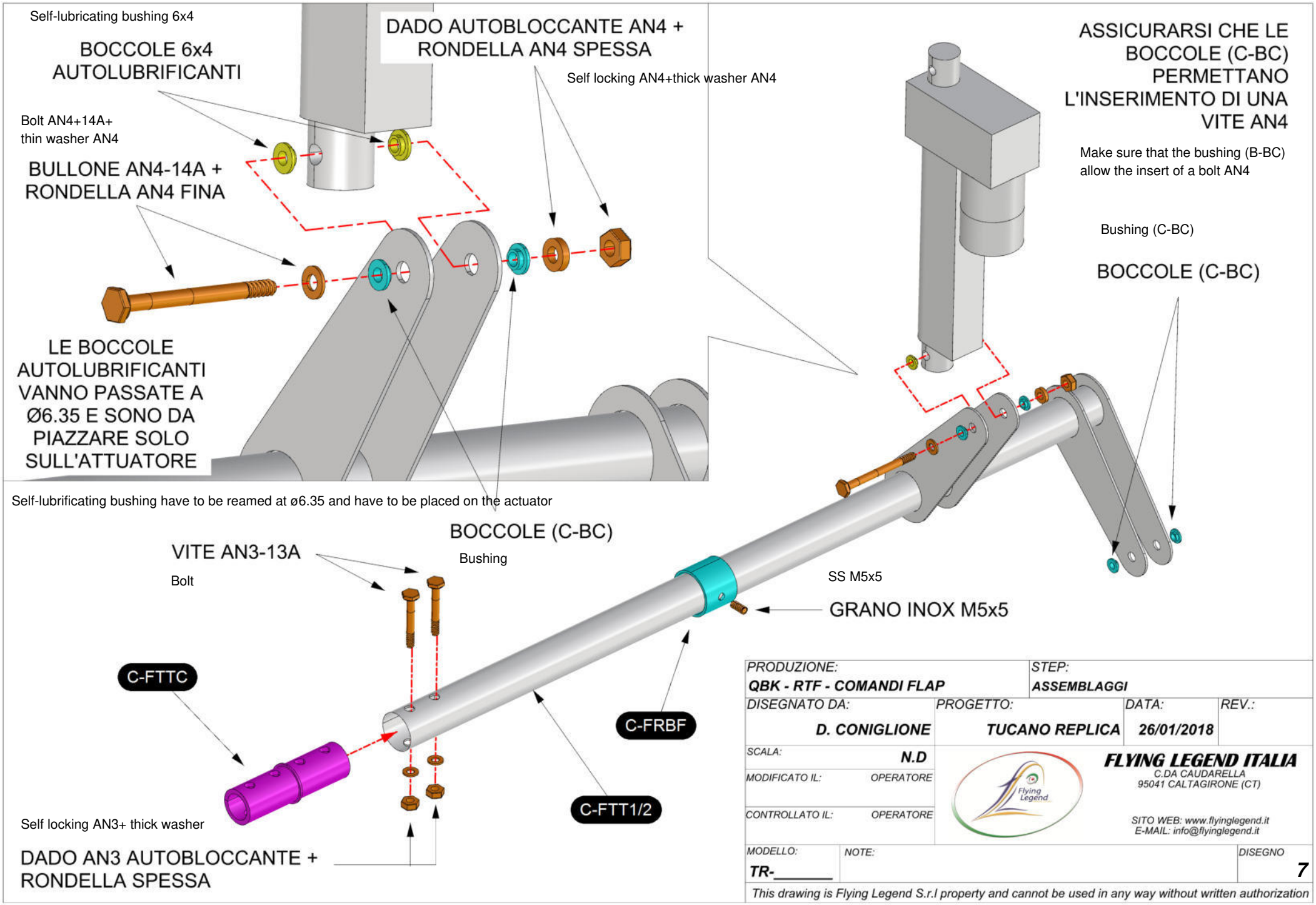
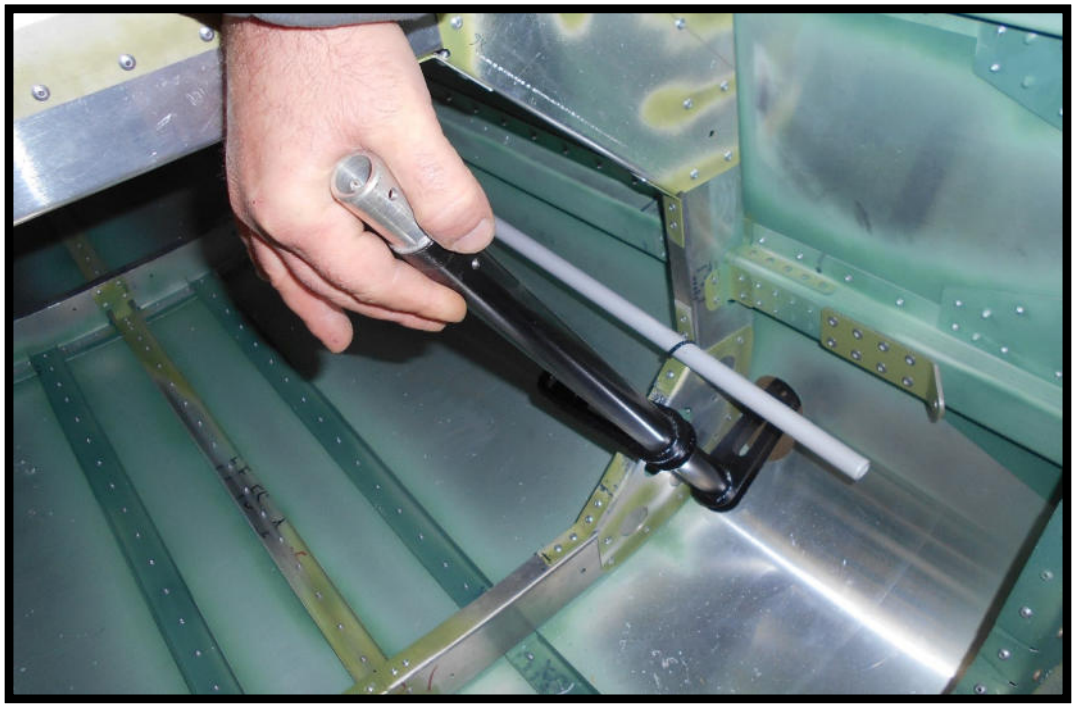
Self lubricating nut AN4+ AN4 thick washer

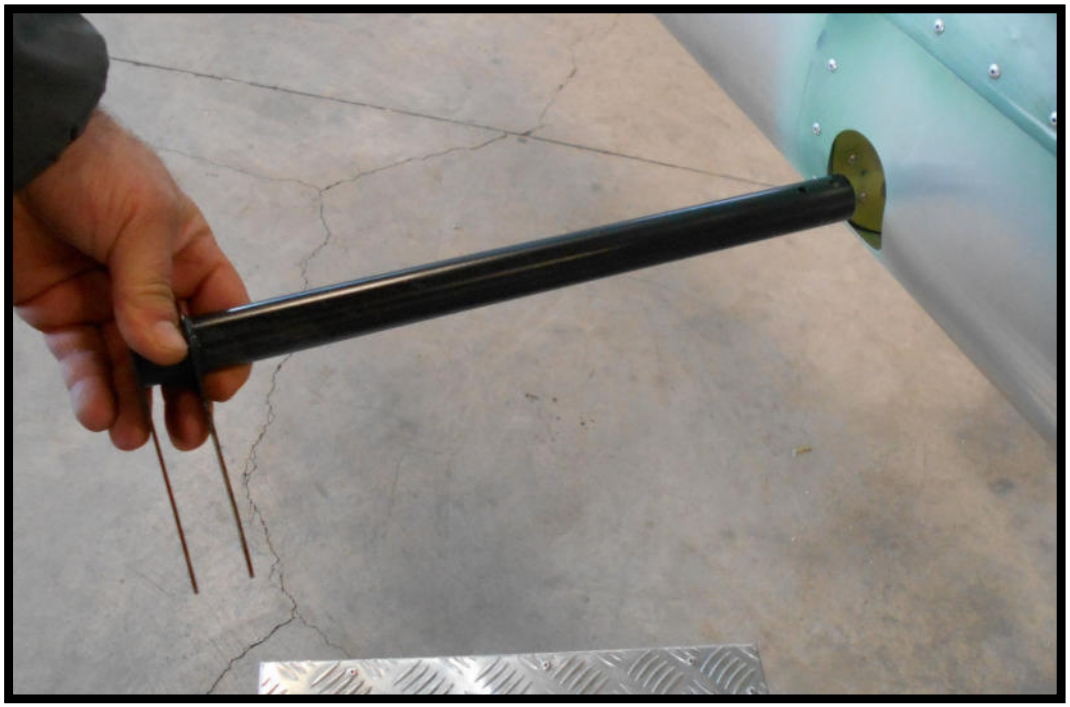


PRODUZIONE: QBK - RTF - COMANDI FLAP		STEP: ASSEMBLAGGI	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 26/01/2018	REV.:
SCALA: N.D		FLYING LEGEND ITALIA C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: TR-_____	NOTE:		DISEGNO 7



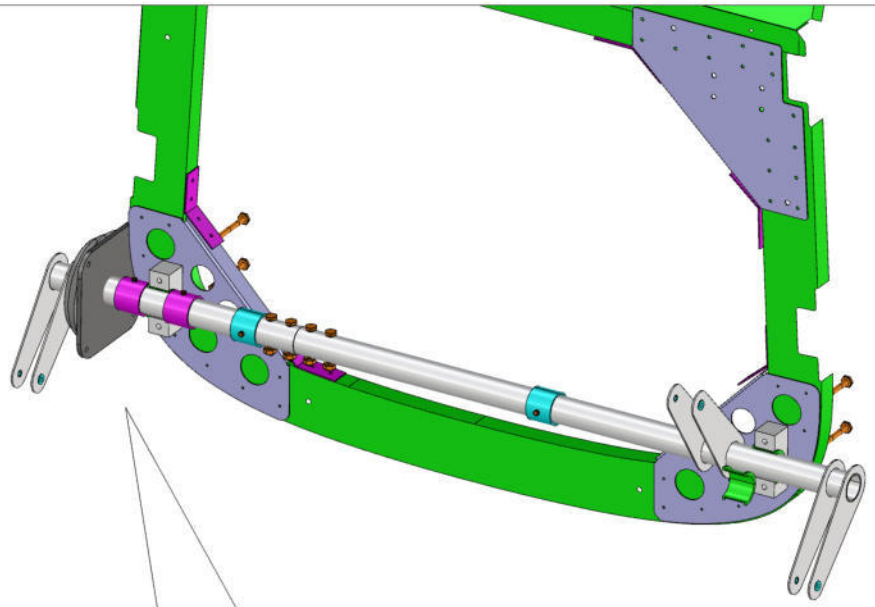
Barra sinistra: introdurre dall'interno con la boccola in POM (C-FRBF)

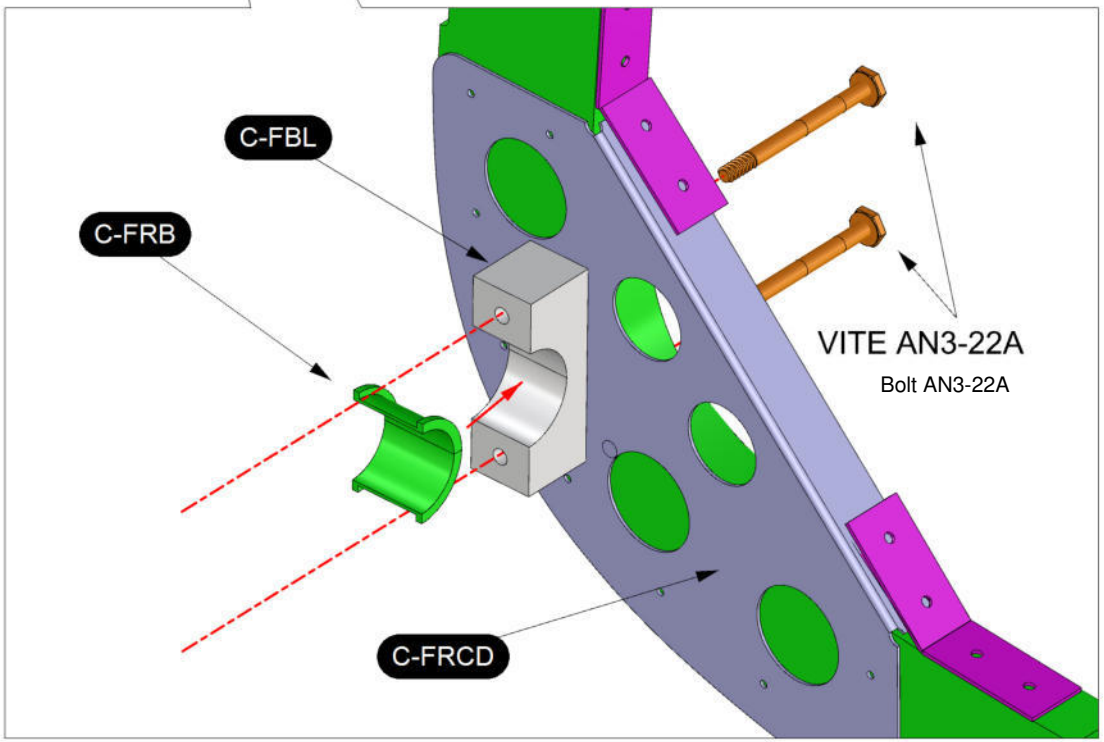
Left rod: to be introduced from the inner side with the POM bushing (C-FRBF)

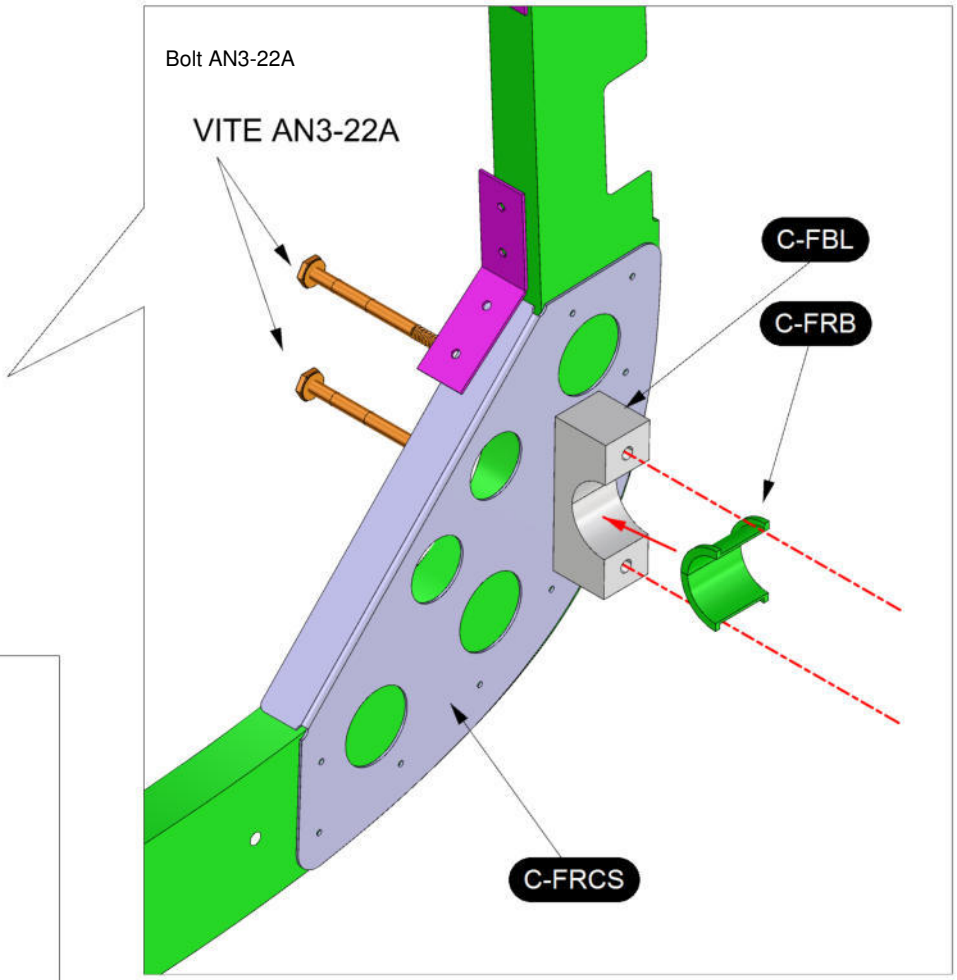


Barra destra: introdurre dall'esterno con la boccola in POM (C-FRBF), la cuffia in gomma (C-CUF), le boccole di bloccaggio (C-FBR)

Right rod: to be introduced from the outer side with the POM bushing (C-FRBF), the rubber cuff (C-CUF), and the stopping bushing (C-FBR)







PRODUZIONE: **QBK - RTF - COMANDI FLAP**		STEP: **FISSAGGIO BARRA FLAP**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **26/01/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **9**

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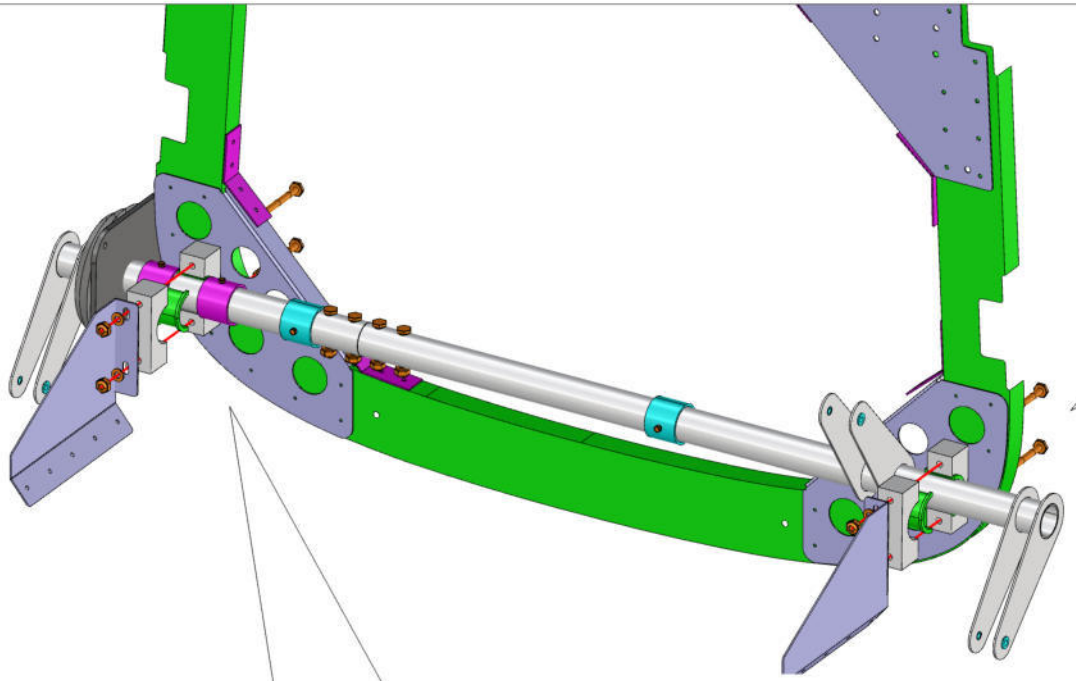
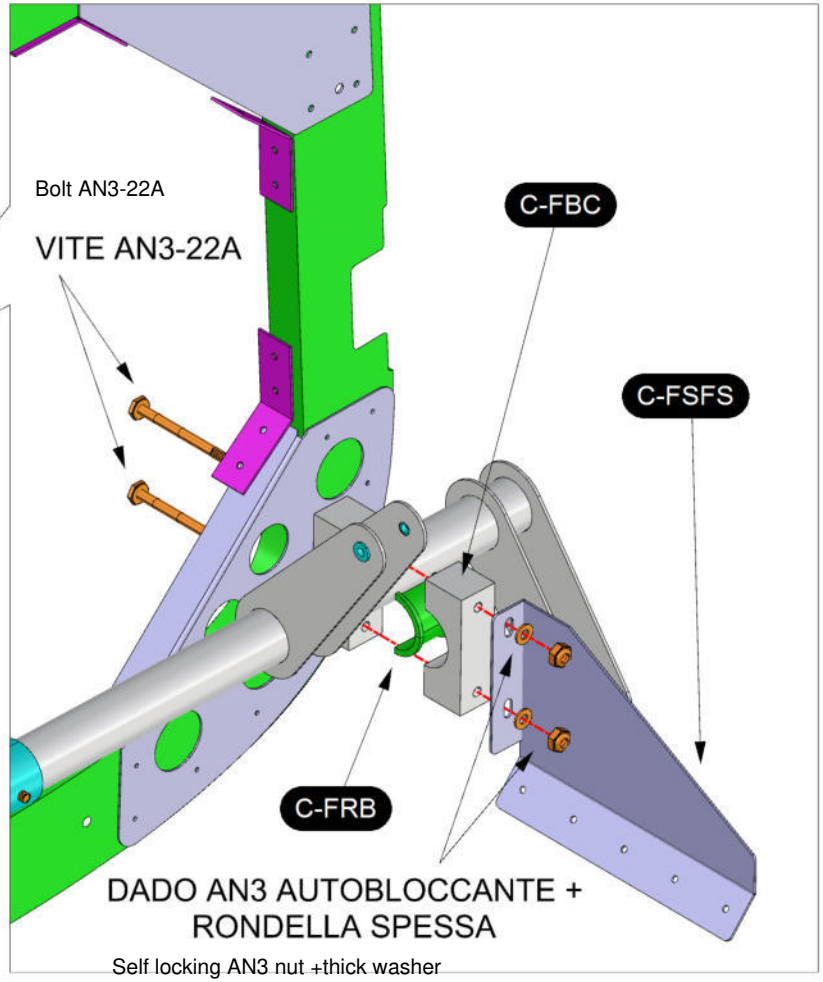
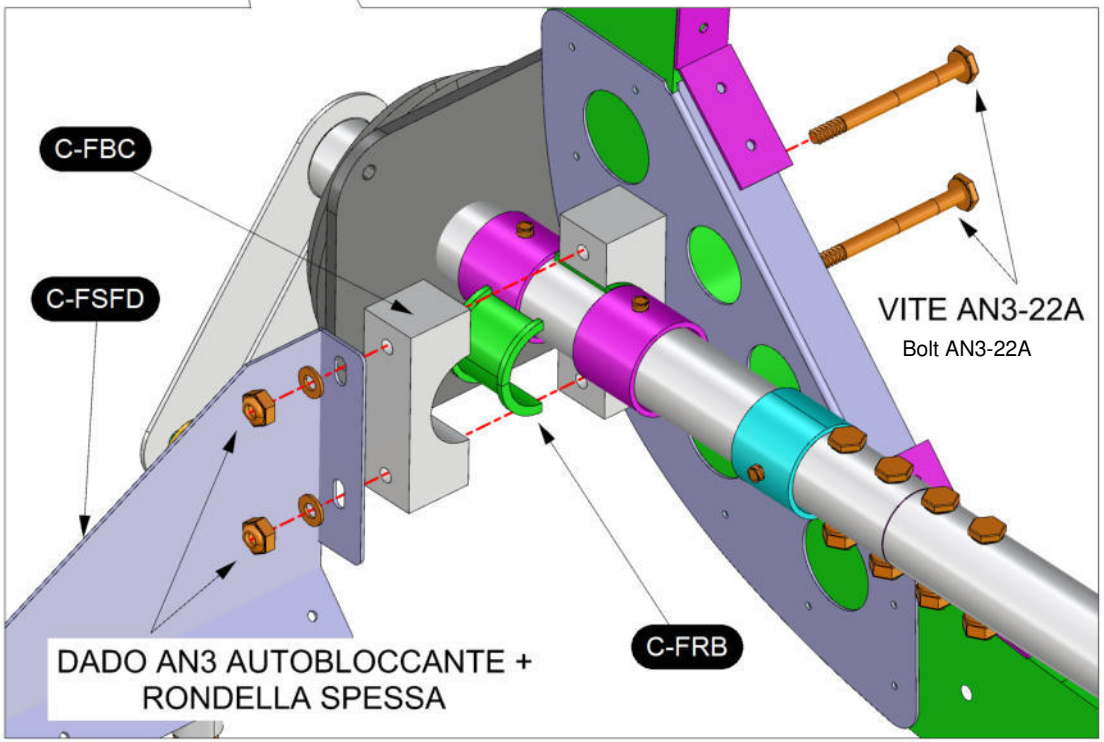




Self locking AN3 nut +thick washer



Self locking nut AN3 + thick washer

PRODUZIONE: QBK - RTF - COMANDI FLAP		STEP: FISSAGGIO BARRA FLAP	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 26/01/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 10

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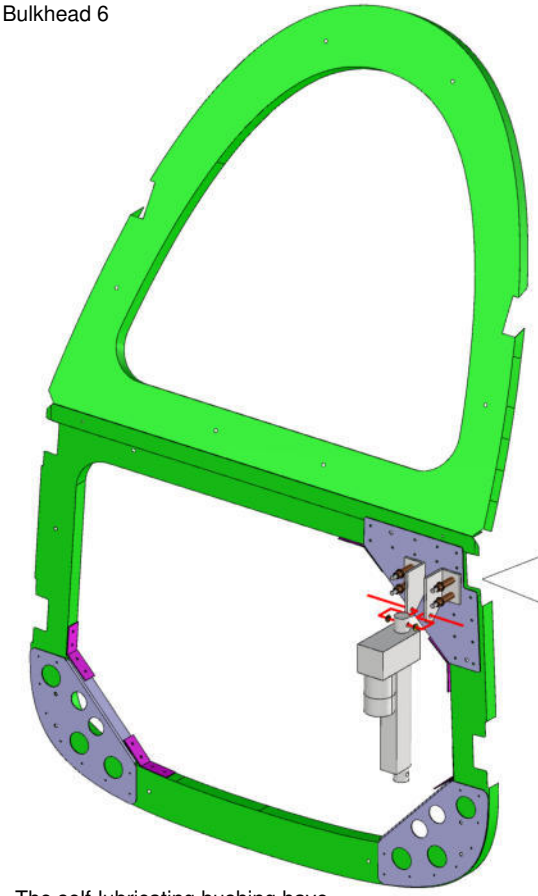
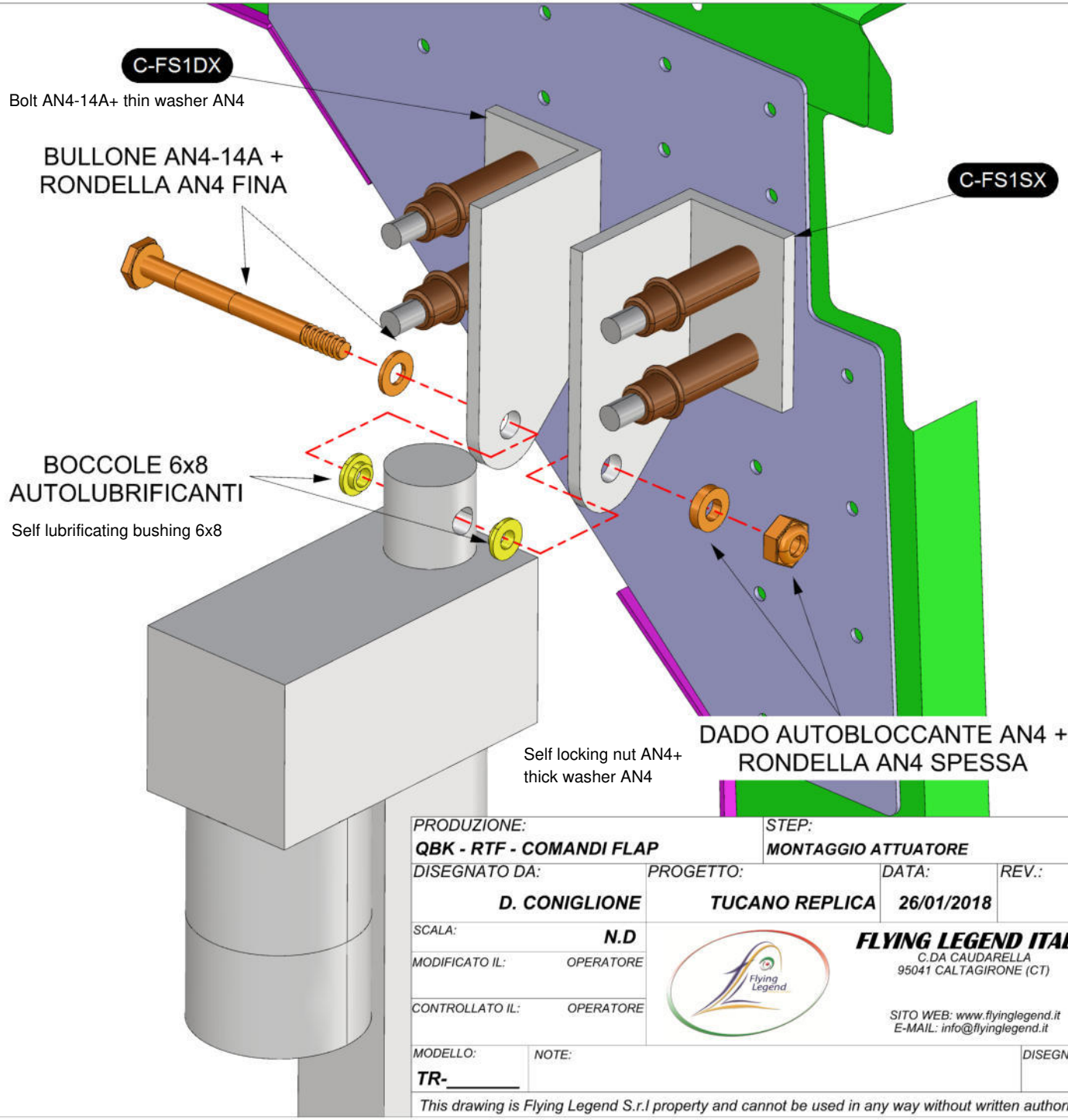
ORDINATA 6

Bulkhead 6



The self-lubricating bushing have
to be reamed at ø 6.35 and placed on the actuator

LE BOCCOLE
AUTOLUBRIFICANTI
VANNO PASSATE A
Ø6.35 E SONO DA
PIAZZARE SOLO
SULL'ATTUATORE



PRODUZIONE: QBK - RTF - COMANDI FLAP		STEP: MONTAGGIO ATTUATORE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 26/01/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 11

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95041 CALTAGIRONE (CT)
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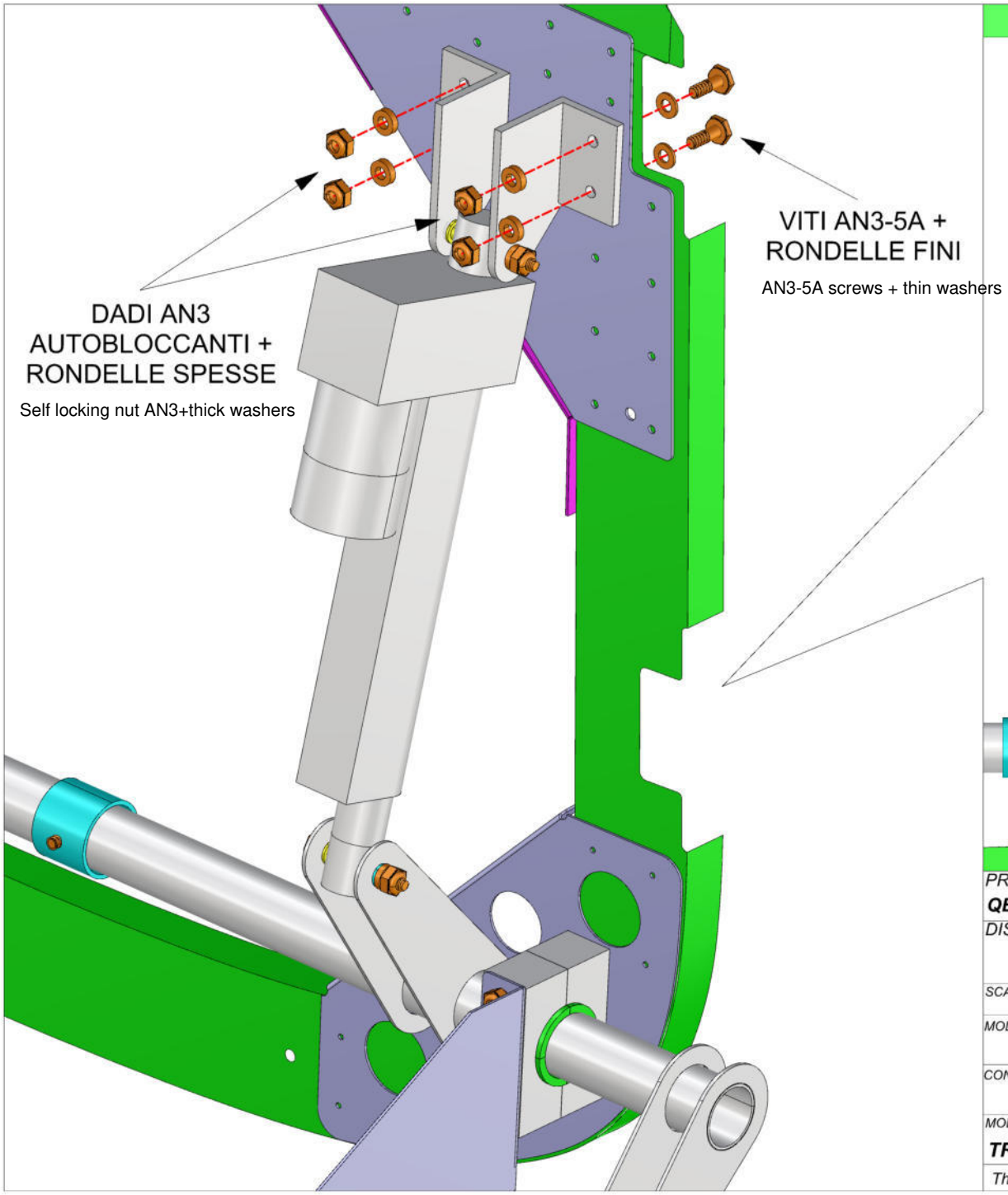

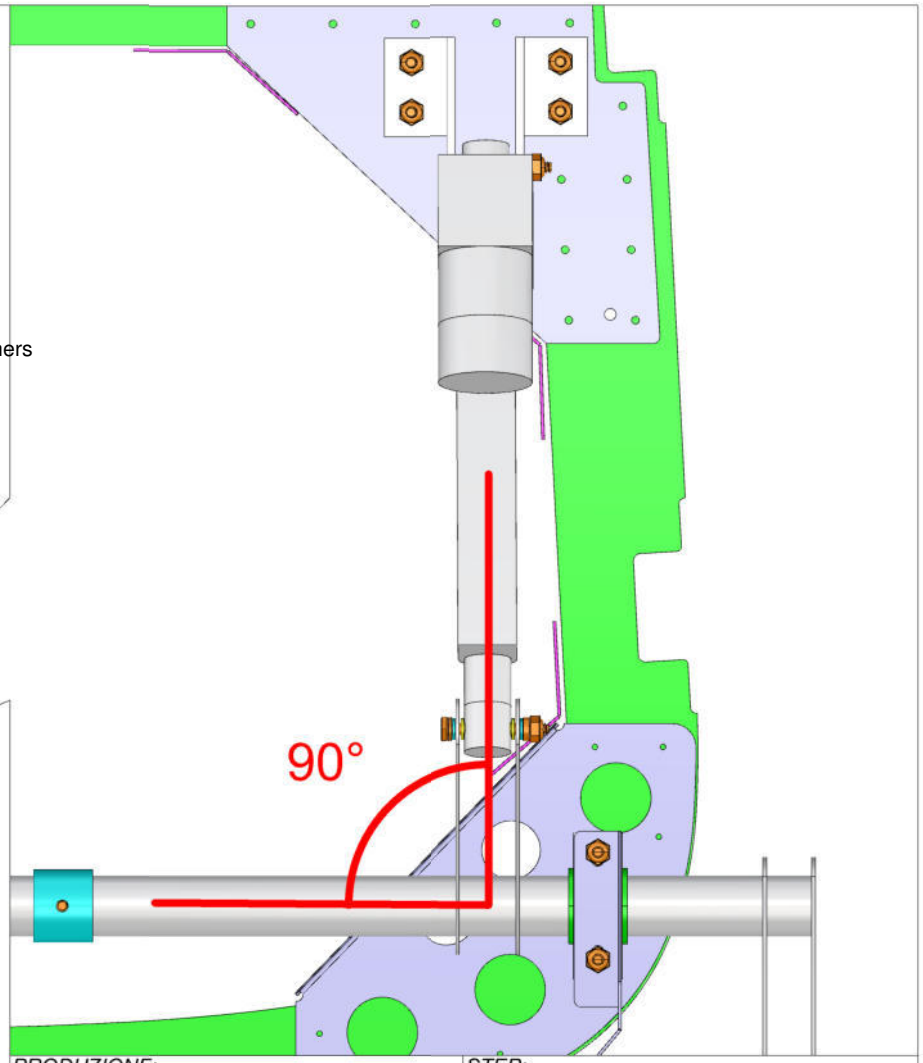

PRODUZIONE: **QBK - RTF - COMANDI FLAP**		STEP: **SQUADRETTE SU RINFORZO FLAP**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **09/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **12**

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95041 CALTAGIRONE (CT)
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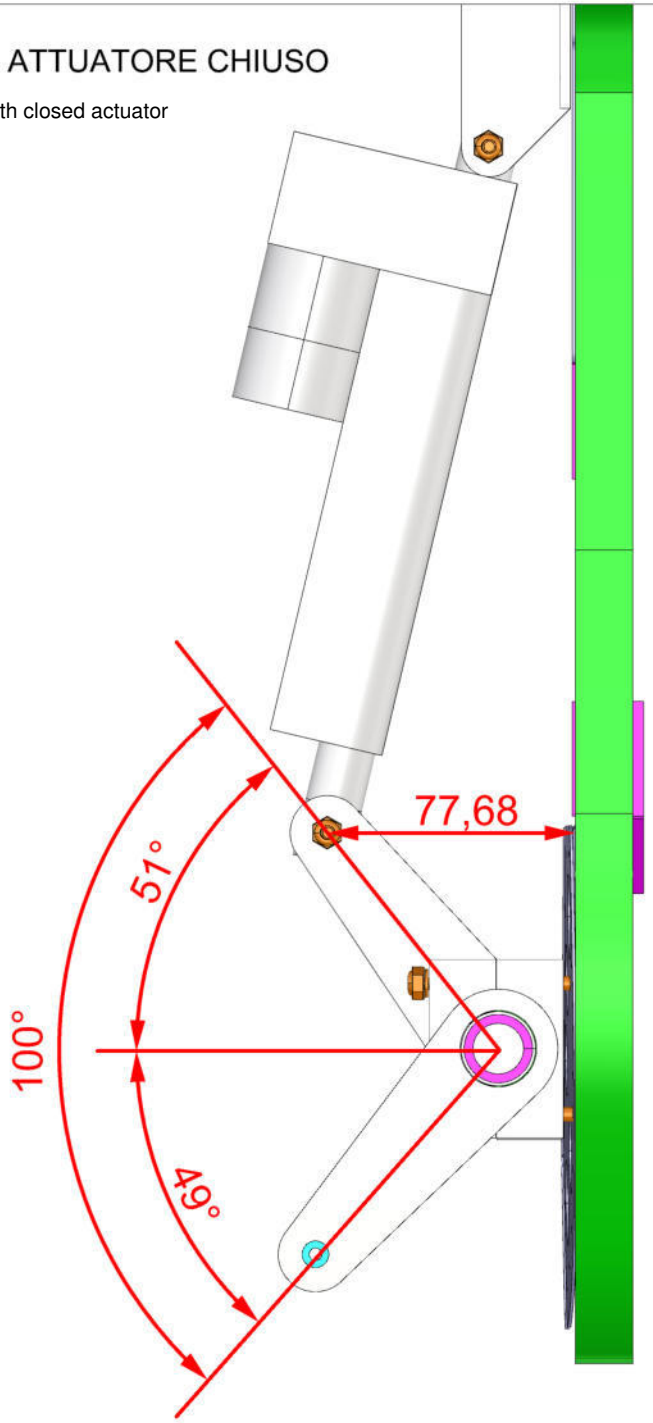
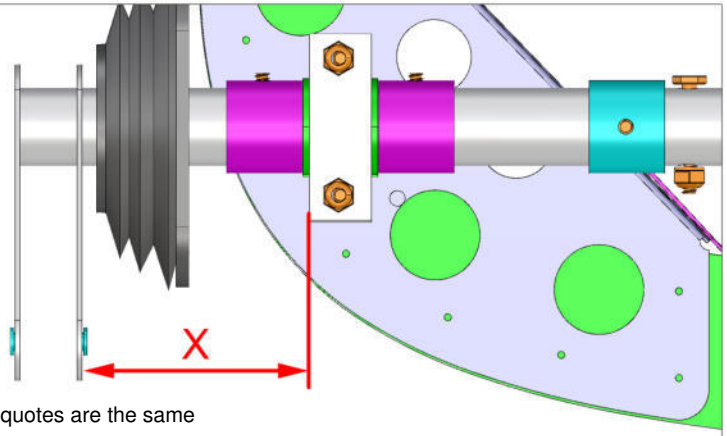
MISURE AD ATTUATORE CHIUSO

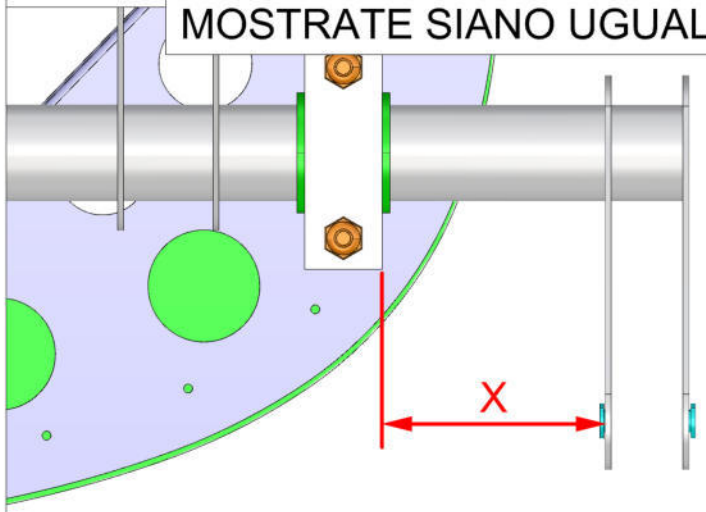
To be measured with closed actuator





Check that the quotes are the same

VERIFICARE CHE LE QUOTE MOSTRATE SIANO UGUALI



PRODUZIONE: **QBK - RTF - COMANDI FLAP**		STEP: **MISURE FLAP**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **26/01/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **13**

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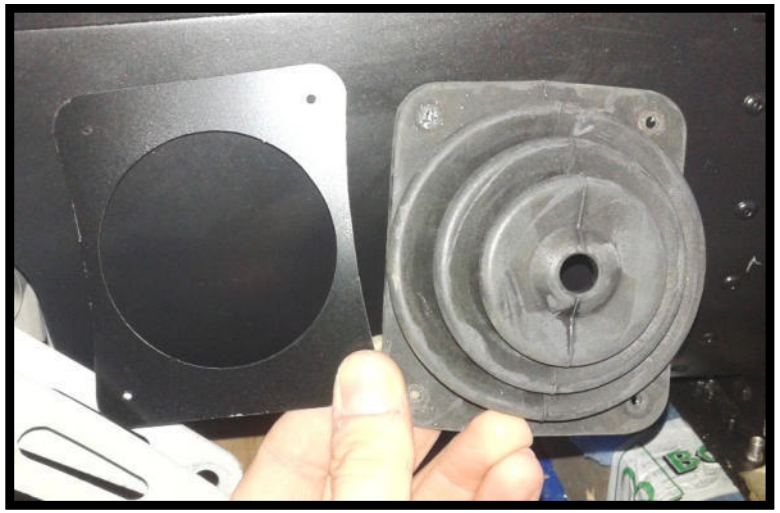


Tagliare per inserire SOLO DAL LATO SINISTRO

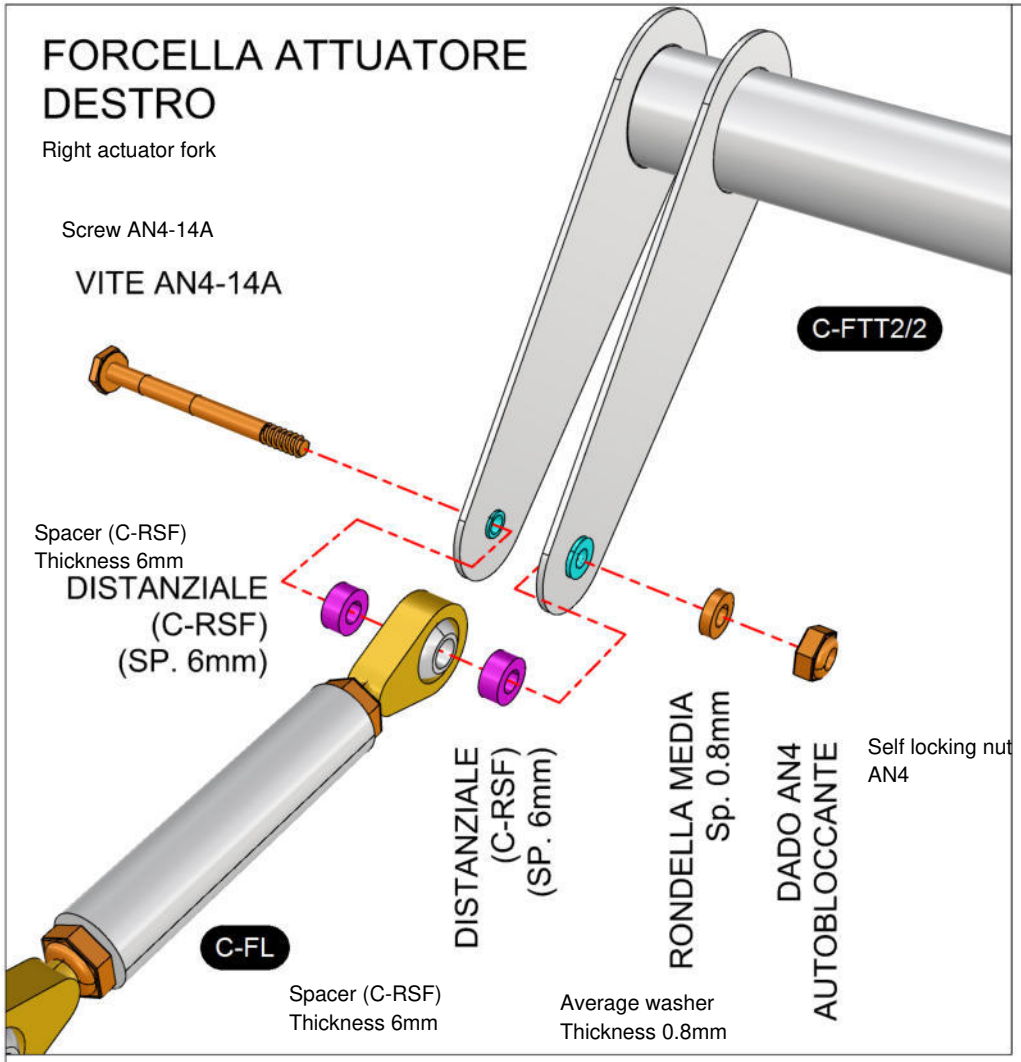
Cut only to insert from the left side

Rivettare a Ø3,2 cuffia e flangia per entrambi i lati. Valutare se eseguire prima o dopo la verniciatura.

Rivet at ø.,2, cuff and flange from both side. Evaluate to do it before or after the painting

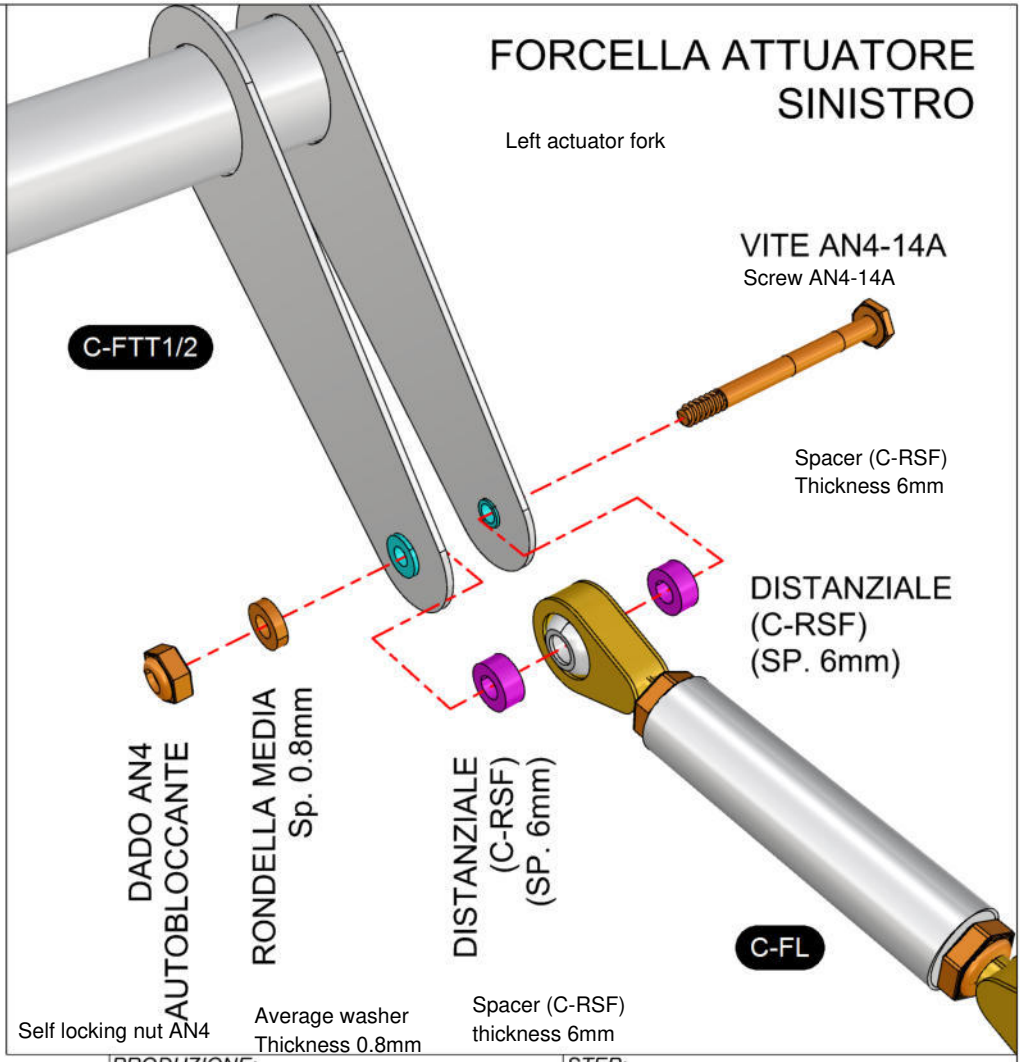
FORCELLA ATTUATORE DESTRO

Right actuator fork



FORCELLA ATTUATORE SINISTRO

Left actuator fork



PRODUZIONE: **QBK - RTF - COMANDI FLAP**		STEP: **MONTAGGIO ELEMENTI C-FL**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **05/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **15**

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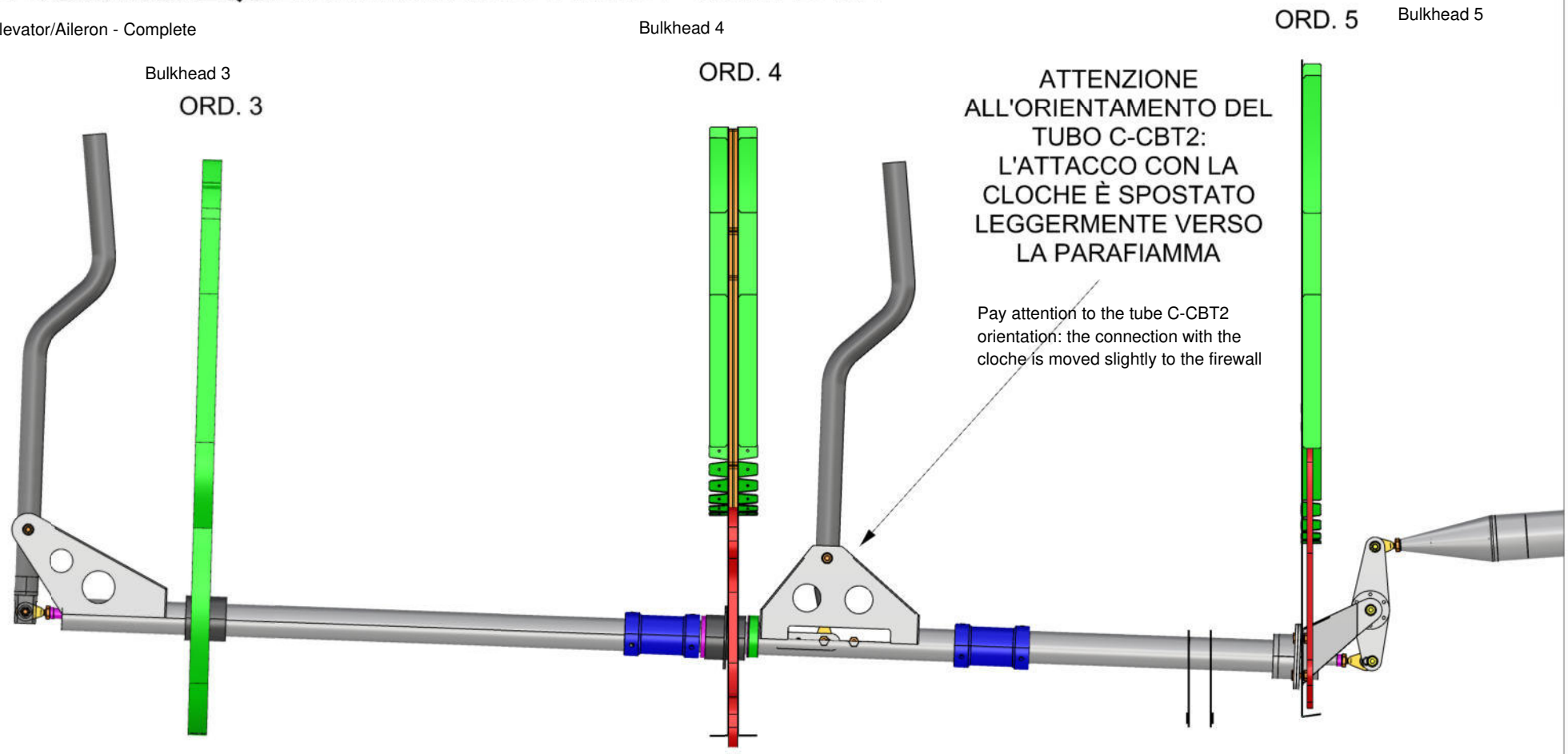
BARRA COMANDI EQUILIBRATORE/ALETTONE - COMPLETA

Control rod elevator/Aileron - Complete



PRODUZIONE: **QBK-RTF - BARRA COMANDI ELEVATORE**		STEP: **ASSIEME BARRA COMANDI**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **14/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **16**

FLYING LEGEND ITALIA
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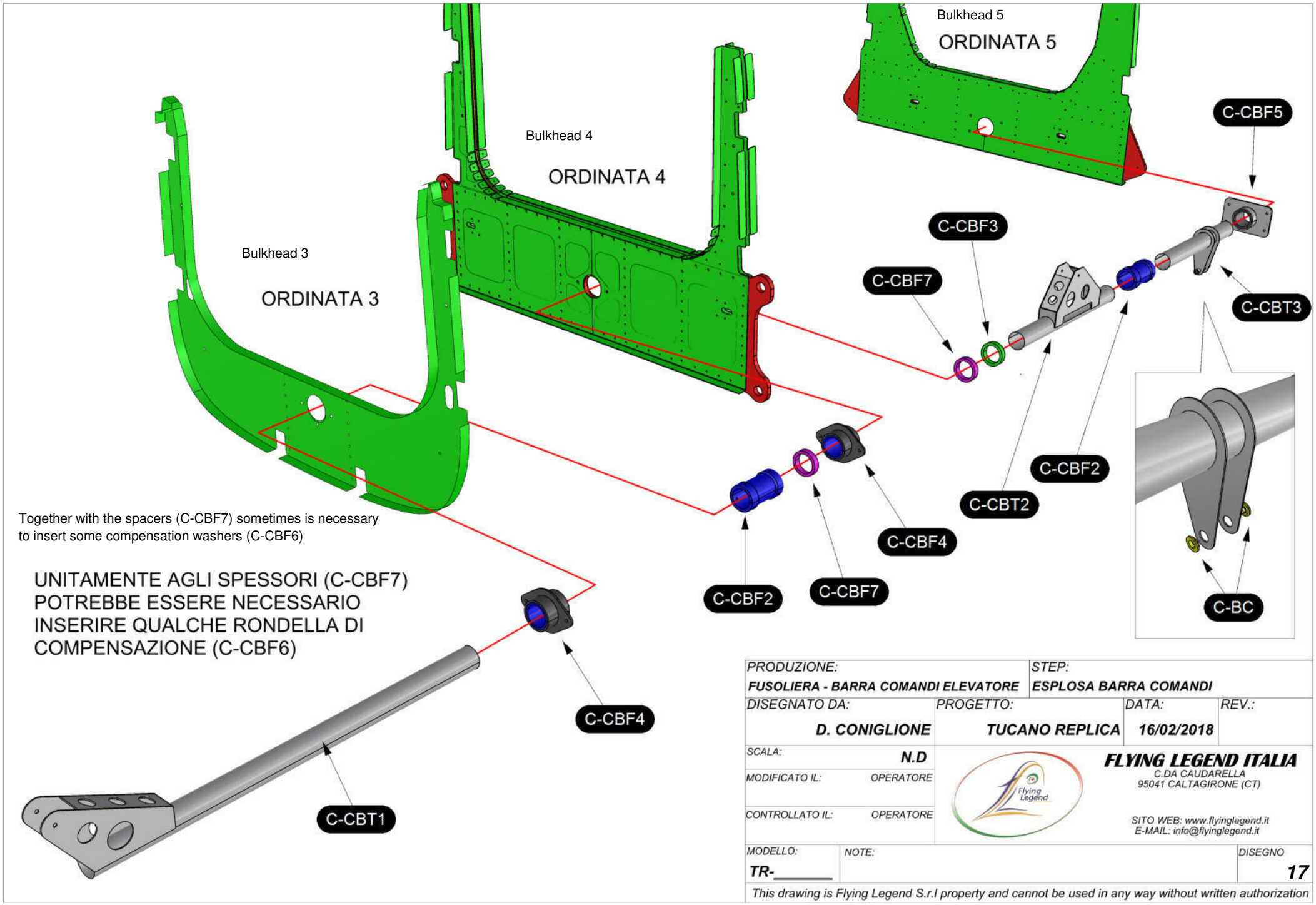
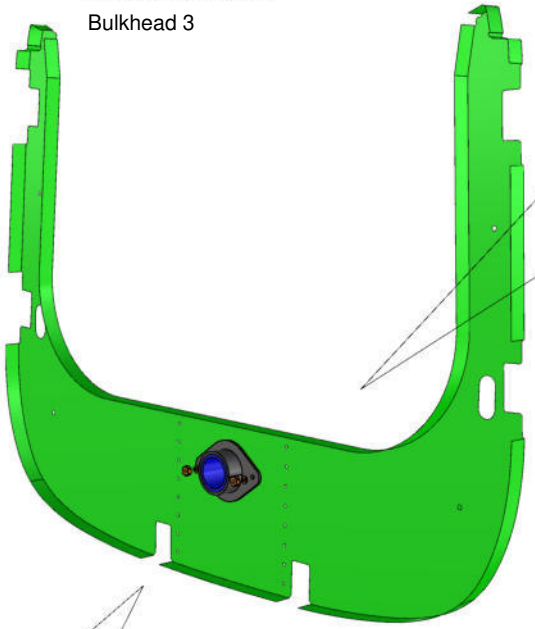


Together with the spacers (C-CBF7) sometimes is necessary to insert some compensation washers (C-CBF6)

PRODUZIONE: **FUSOLIERA - BARRA COMANDI ELEVATORE**		STEP: **ESPLOSA BARRA COMANDI**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **16/02/2018**	REV.:
SCALA: **N.D**		**FLYING LEGEND ITALIA**	
MODIFICATO IL: OPERATORE		C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: **TR-_____**	NOTE:		DISEGNO **17**

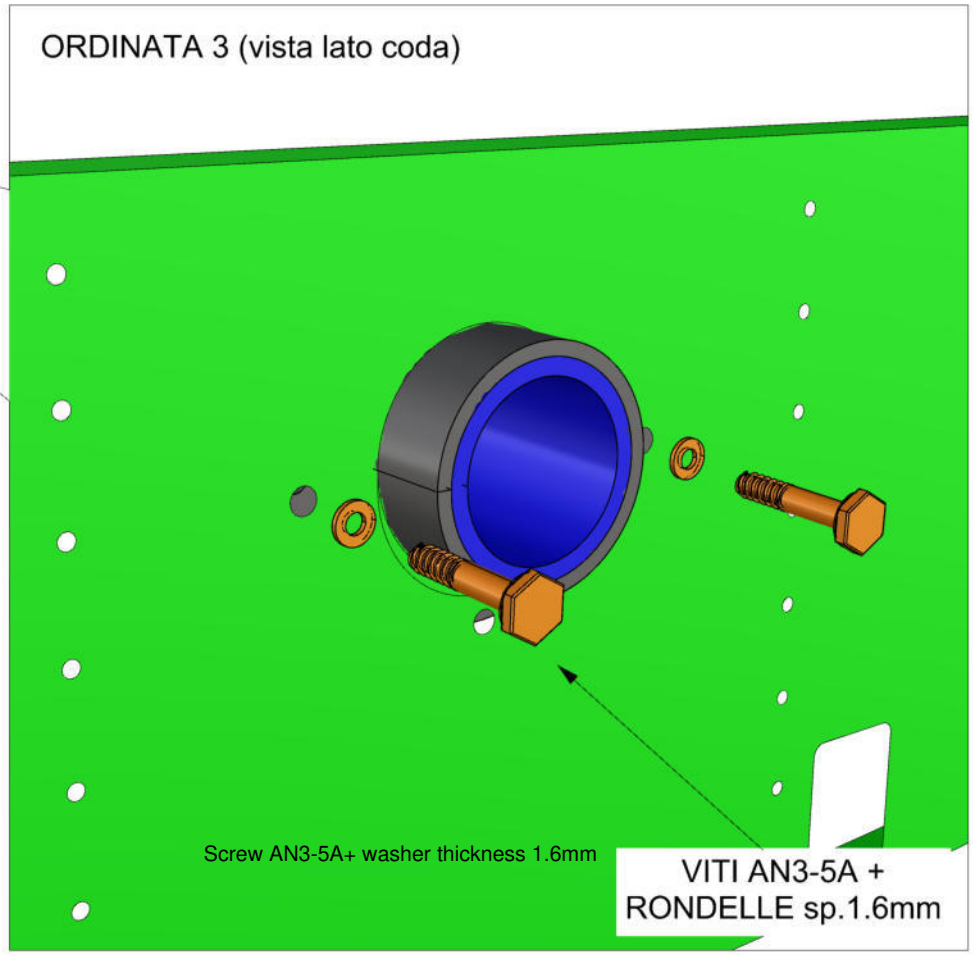
ORDINATA 3

Bulkhead 3

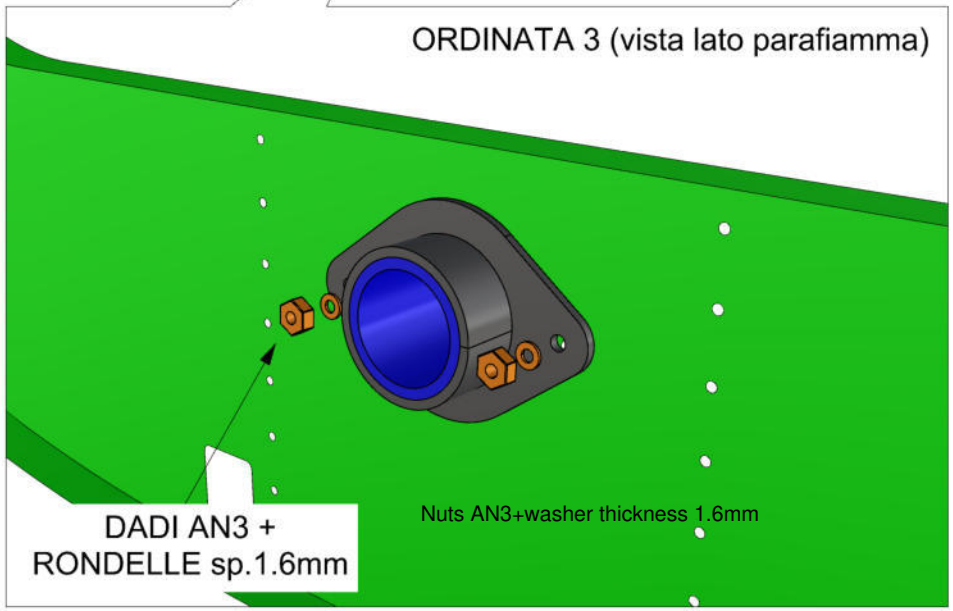


Bulkhead 3 (from the firewall side)

ORDINATA 3 (vista lato coda)



ORDINATA 3 (vista lato parafiamma)



PRODUZIONE: **FUSOLIERA - BARRA COMANDI ELEVATORE**		STEP: **ORDINATA 3**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **16/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **18**

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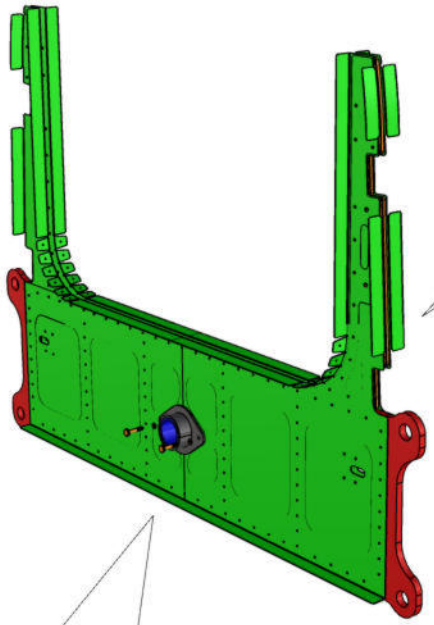
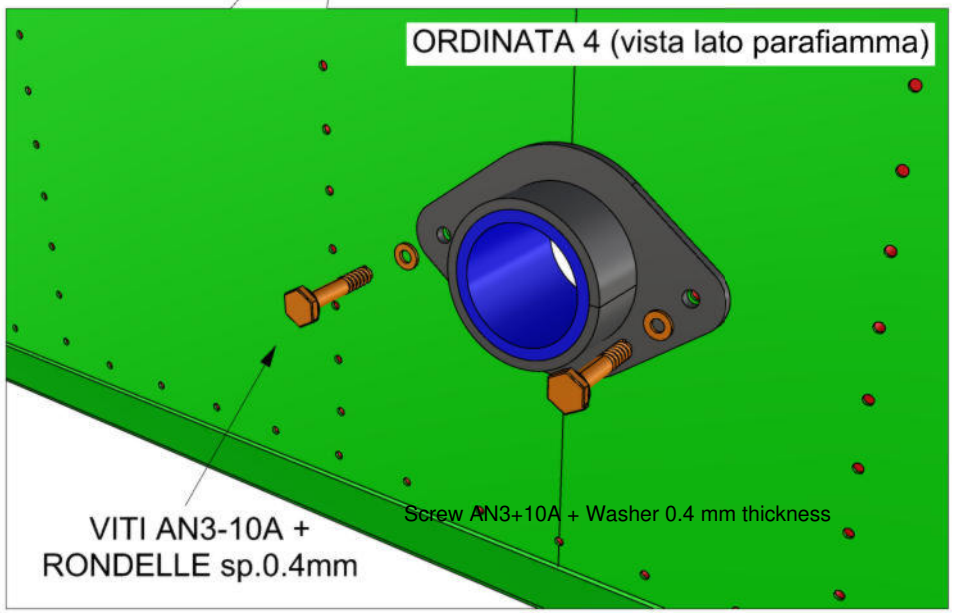
ORDINATA 4

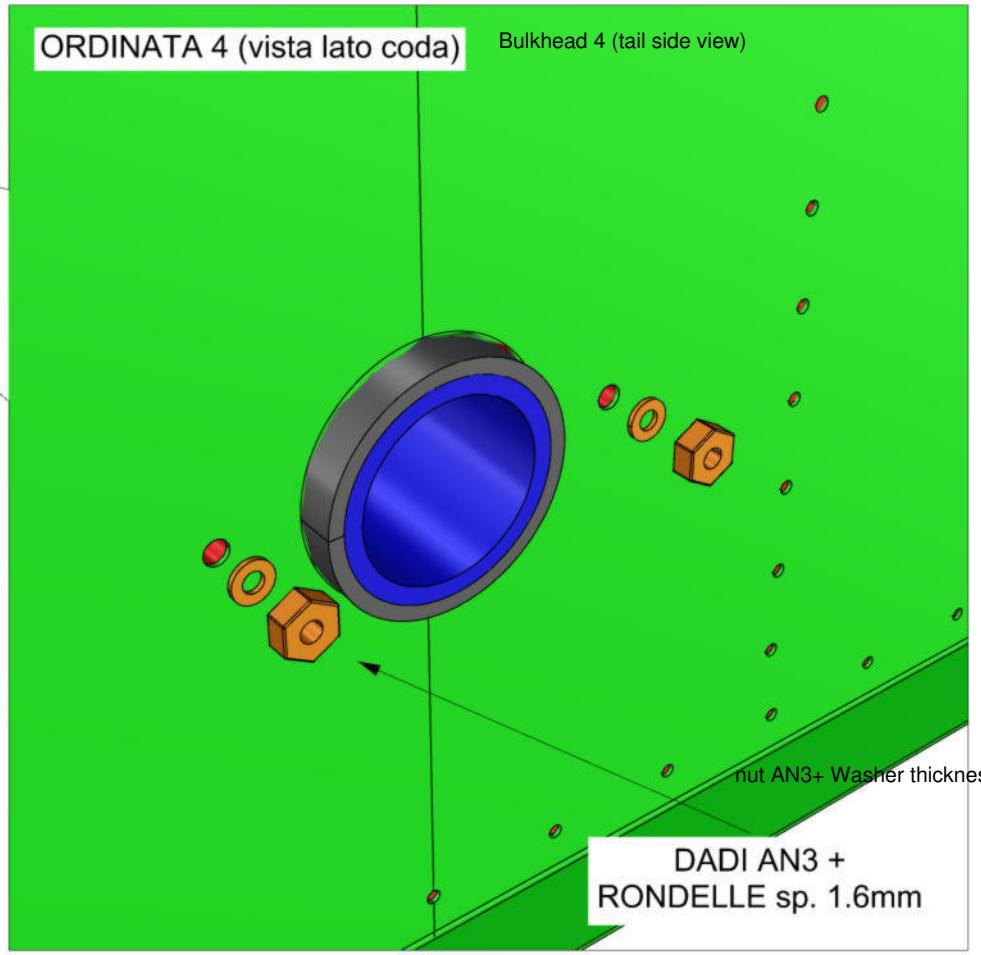
Bulkhead 4



Bulkhead 4 (firewall side view)



Screw AN3+10A + Washer 0.4 mm thickness



nut AN3+ Washer thickness 1.6mm

PRODUZIONE: QBK-RTF - BARRA COMANDI ELEVATORE		STEP: ORDINATA 4	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 16/02/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 19

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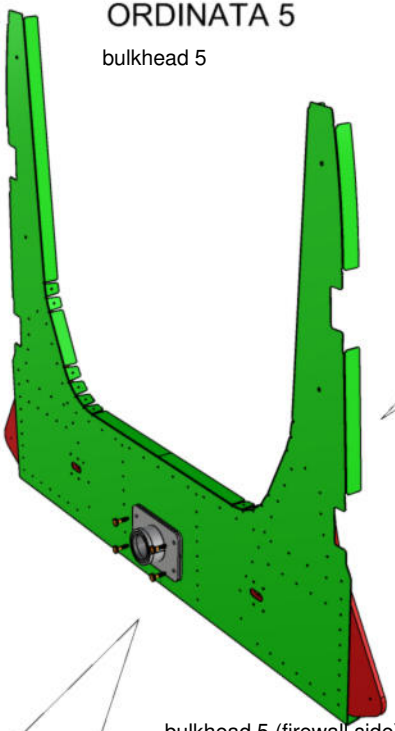
ORDINATA 5

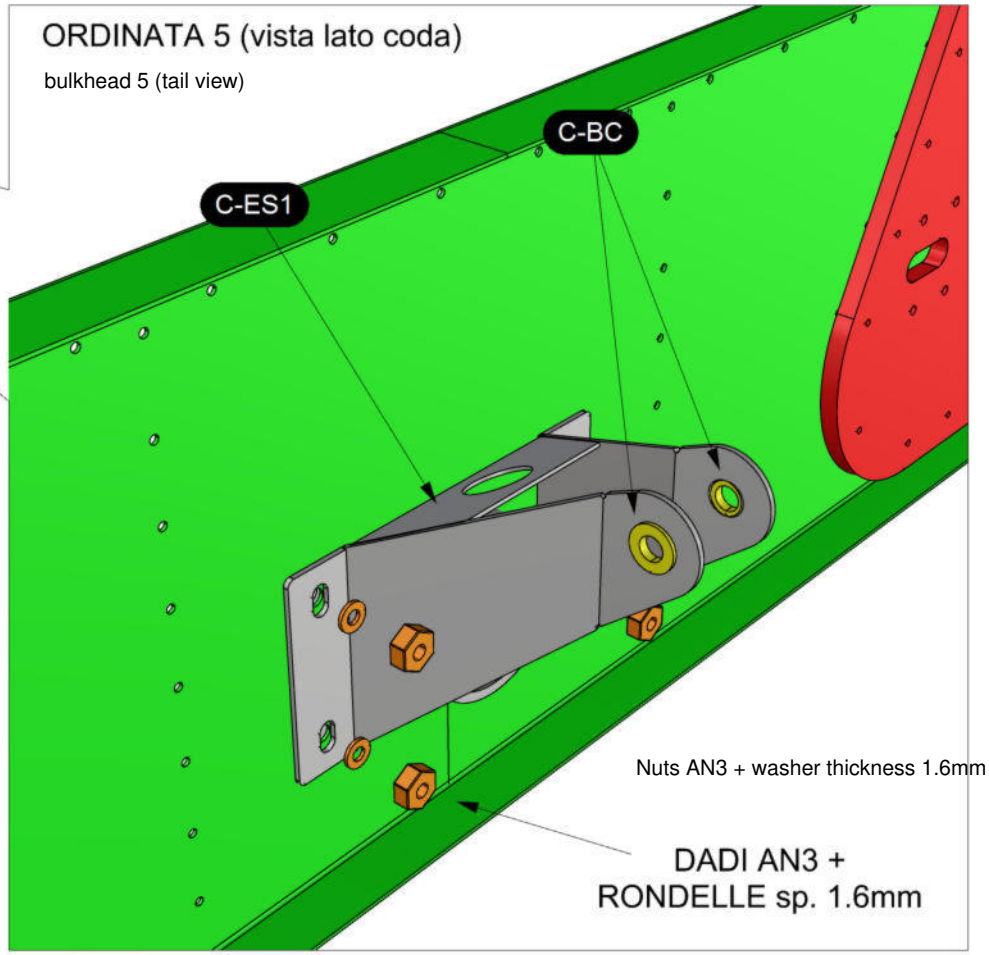
bulkhead 5



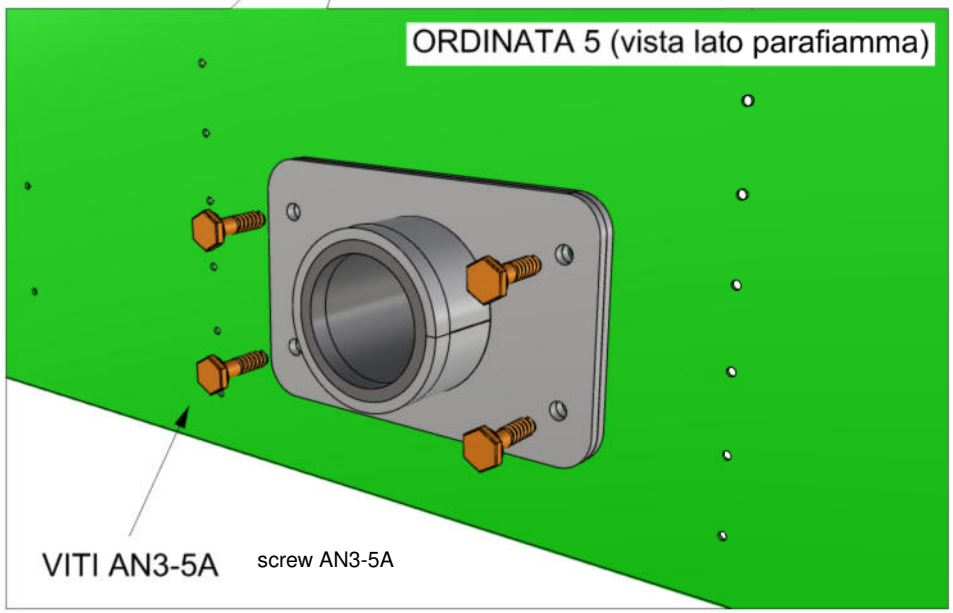
bulkhead 5 (firewall side)

ORDINATA 5 (vista lato coda)

bulkhead 5 (tail view)



ORDINATA 5 (vista lato parafiamma)



PRODUZIONE: **FUSOLIERA - BARRA COMANDI ELEVATORE**		STEP: **ORDINATA 5**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **16/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **20**

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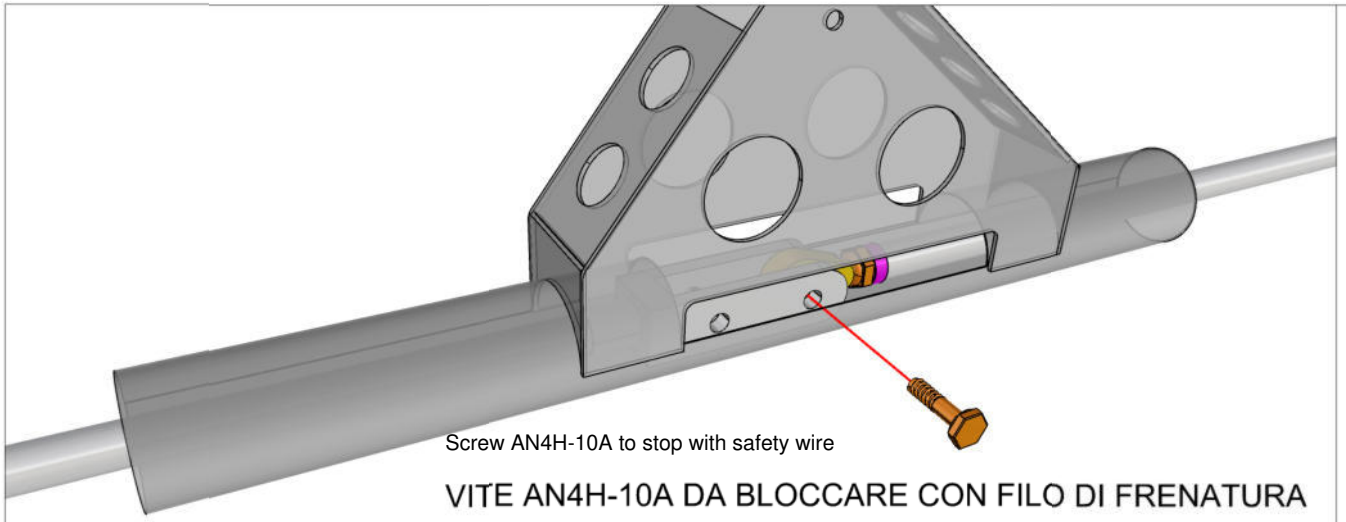
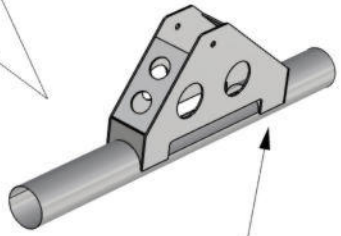
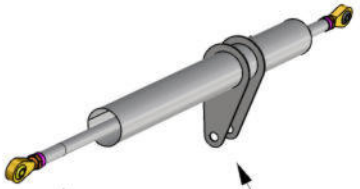




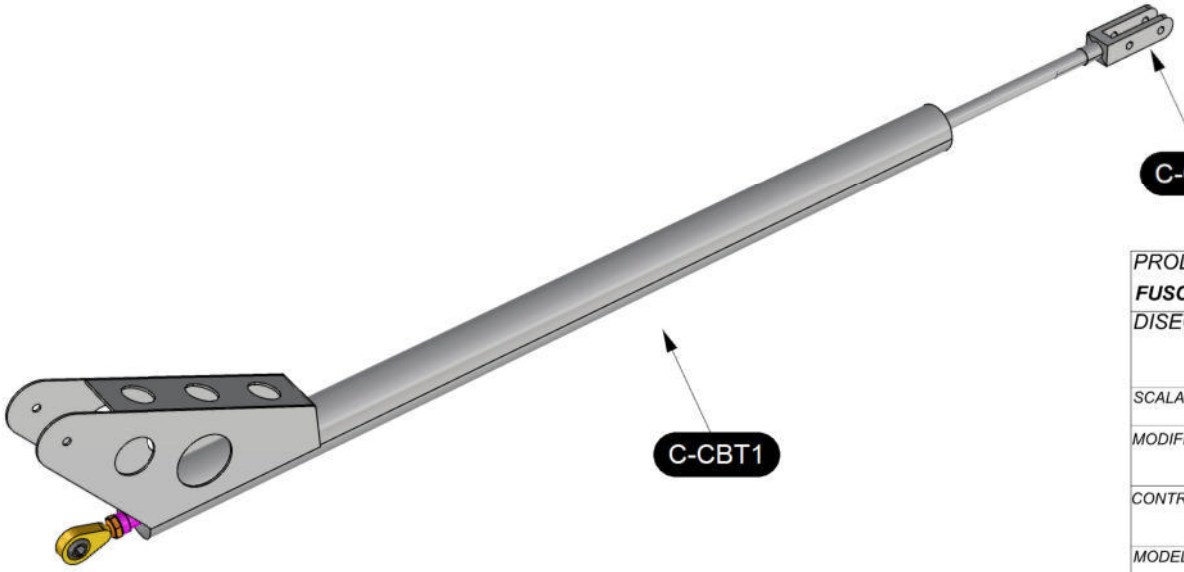


C-CBT3

C-CBR2

C-CBR1

C-CBT2



C-CBT1

PRODUZIONE: **FUSOLIERA - BARRA COMANDI ELEVATORE**		STEP: **TUBI BARRA COMANDI**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **16/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **21**

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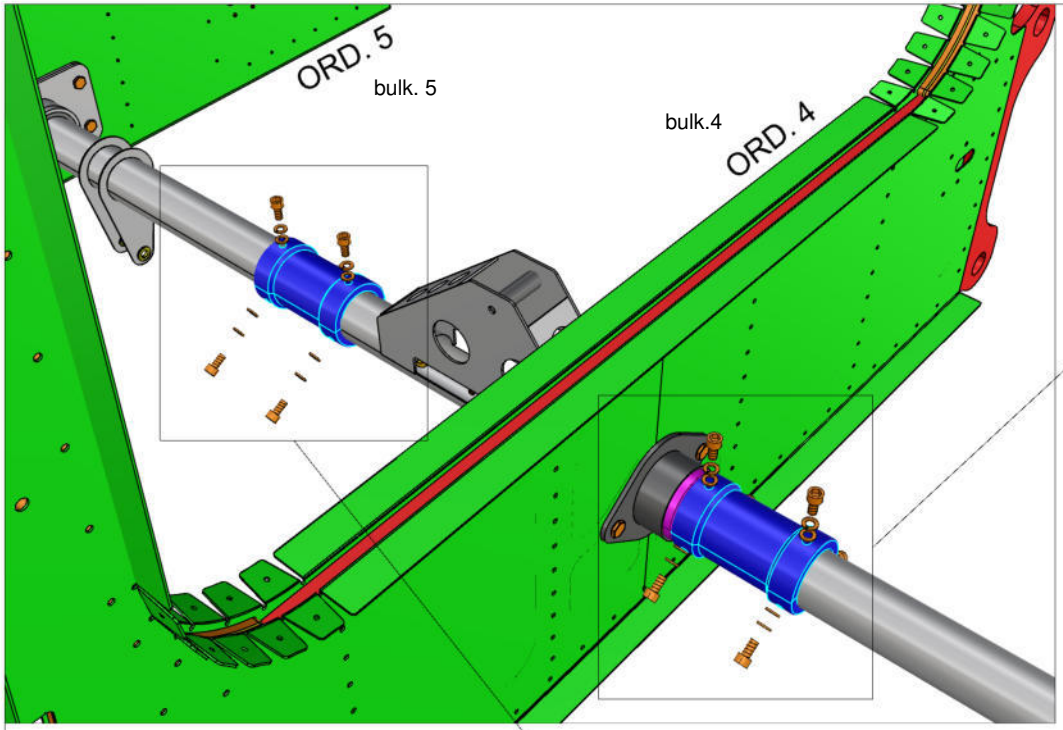
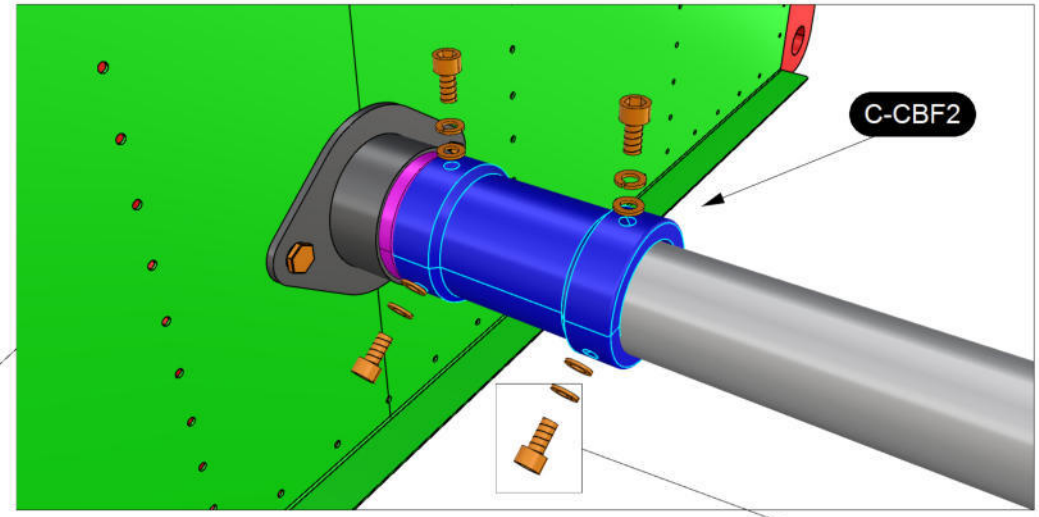




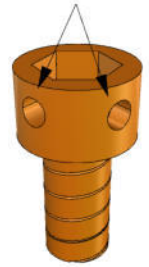
Pay attention to the pounching of the coupling and of the tube to identify the correct assemblage

ATTENZIONARE LA PUNZONATURA NEI MANICOTTI E NEI TUBI PER IDENTIFICARE IL CORRETTO MONTAGGIO.

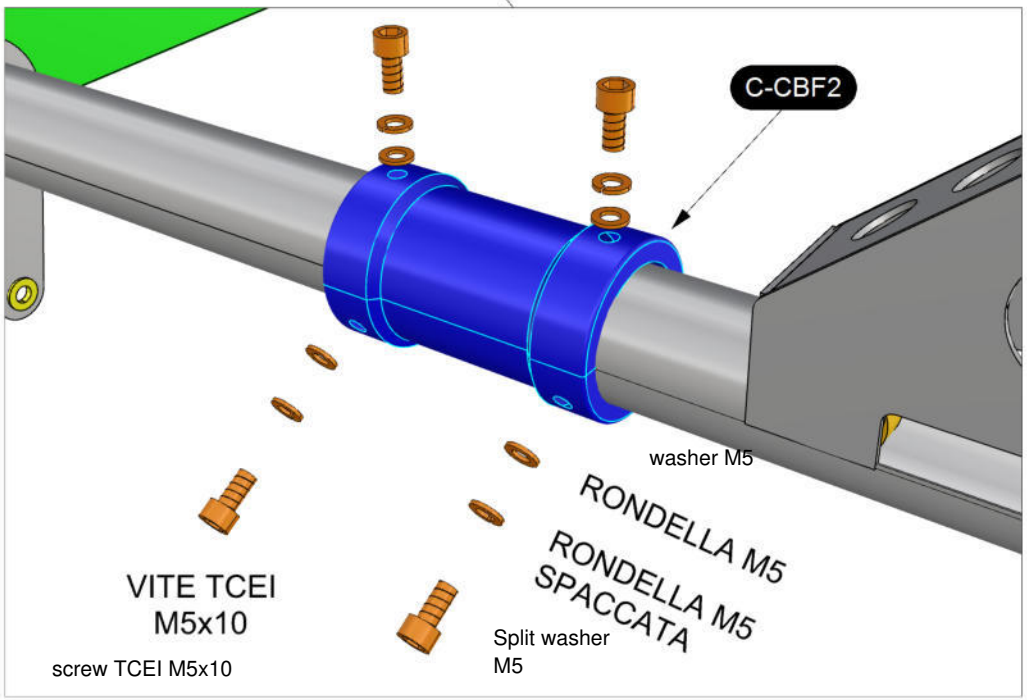
The coupling (C-CBF2) use the same hardware:
6 screws TCEI M5x10 each
6 split lock washers M5 each
6 washer M5 each

I MANICOTTI (C-CBF2) MONTANO LO STESSO TIPO DI MINUTERIA:
6 VITI TCEI M5X10 CIASCUNO
6 RONDELLE SPACCATE M5 CIASCUNO
6 RONDELLE M5 CIASCUNO

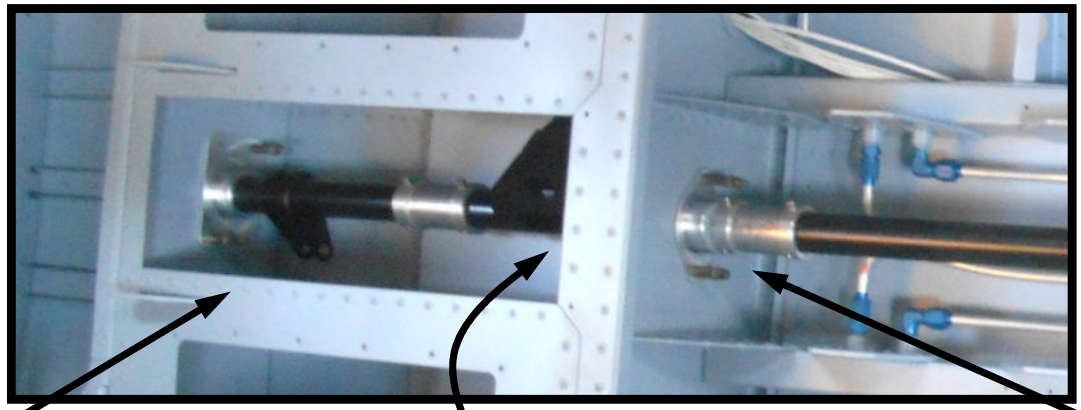
EFFETTUARE FORI DI FRENATURA E BLOCCARE LE VITI TRA LORO

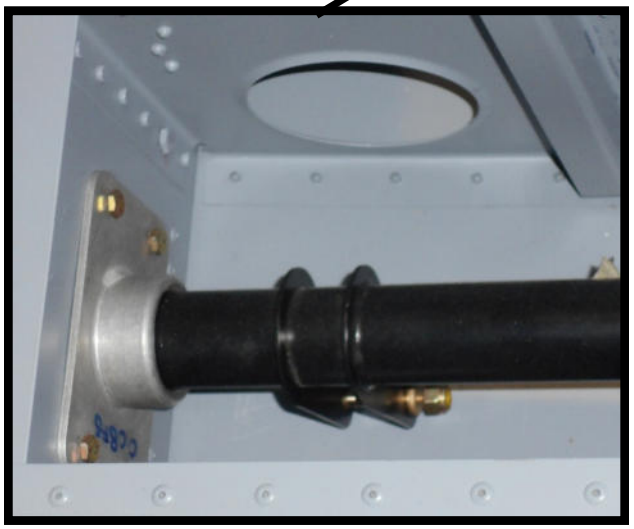


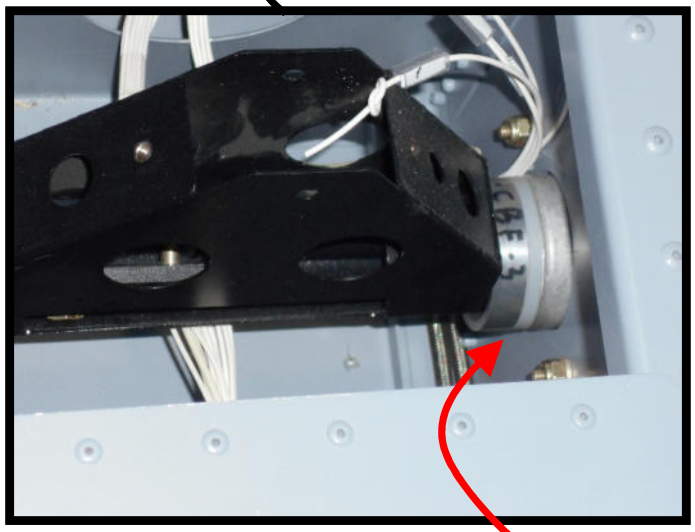
Drill braking holes and stop the screw between them

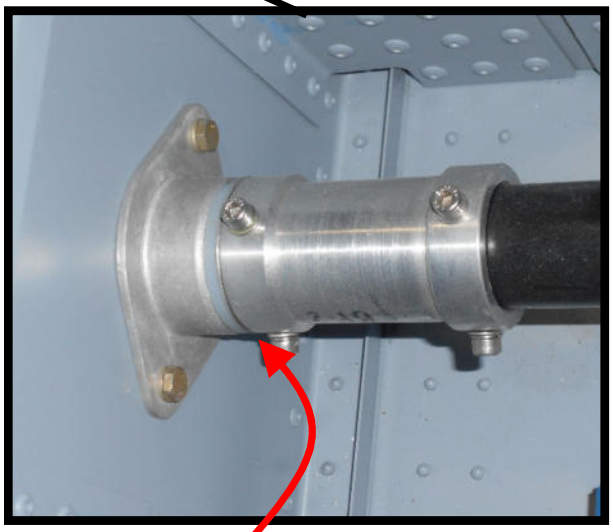


PRODUZIONE: **FUSOLIERA - BARRA COMANDI ELEVATORE**		STEP: **TUBI BARRA COMANDI**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **16/02/2018**	REV.:
SCALA: **N.D**		**FLYING LEGEND ITALIA** C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: **TR-_____**	NOTE:		DISEGNO **22**







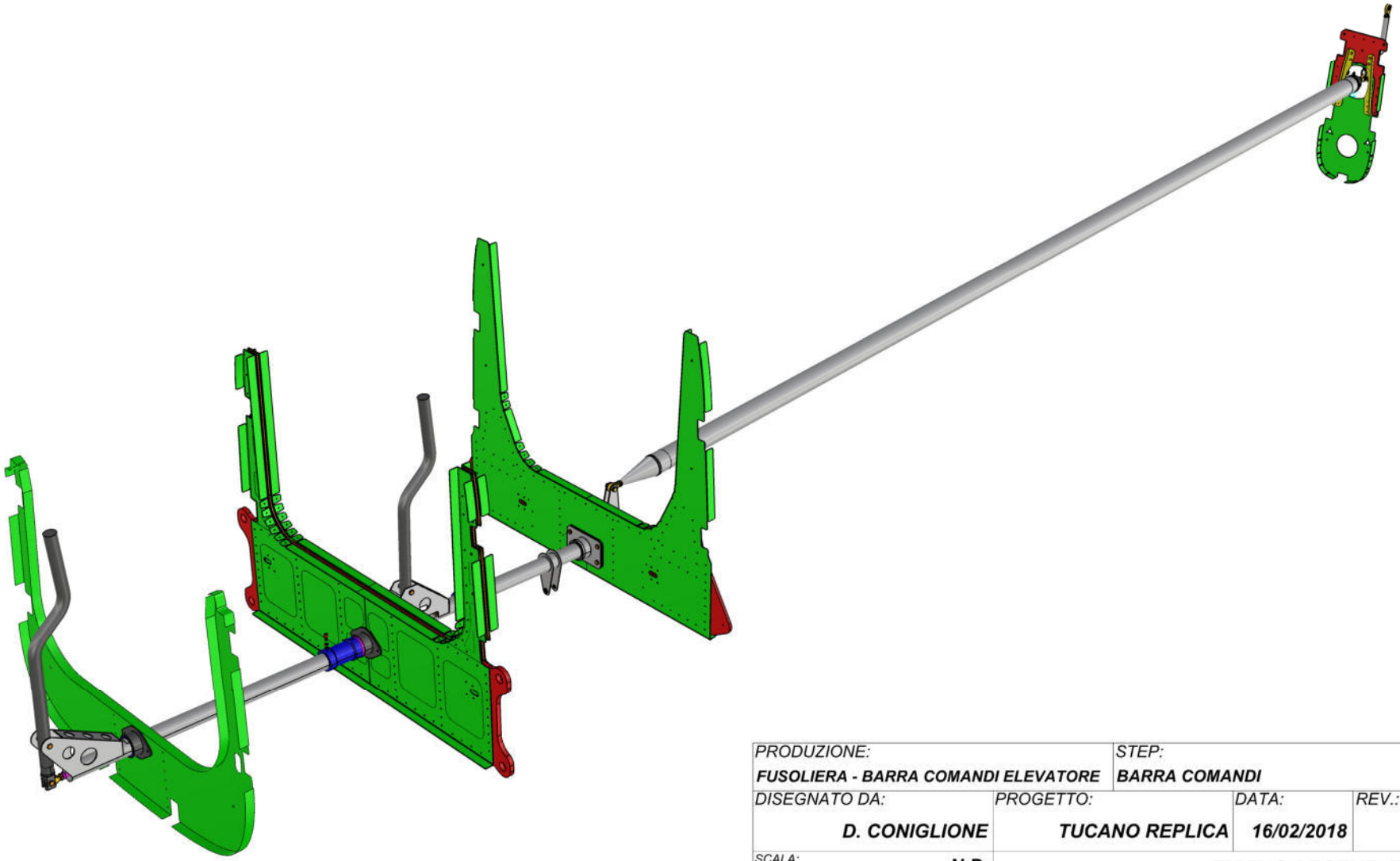


Centrare la forcella del rinvio con i fori delle centine del cassone centrale

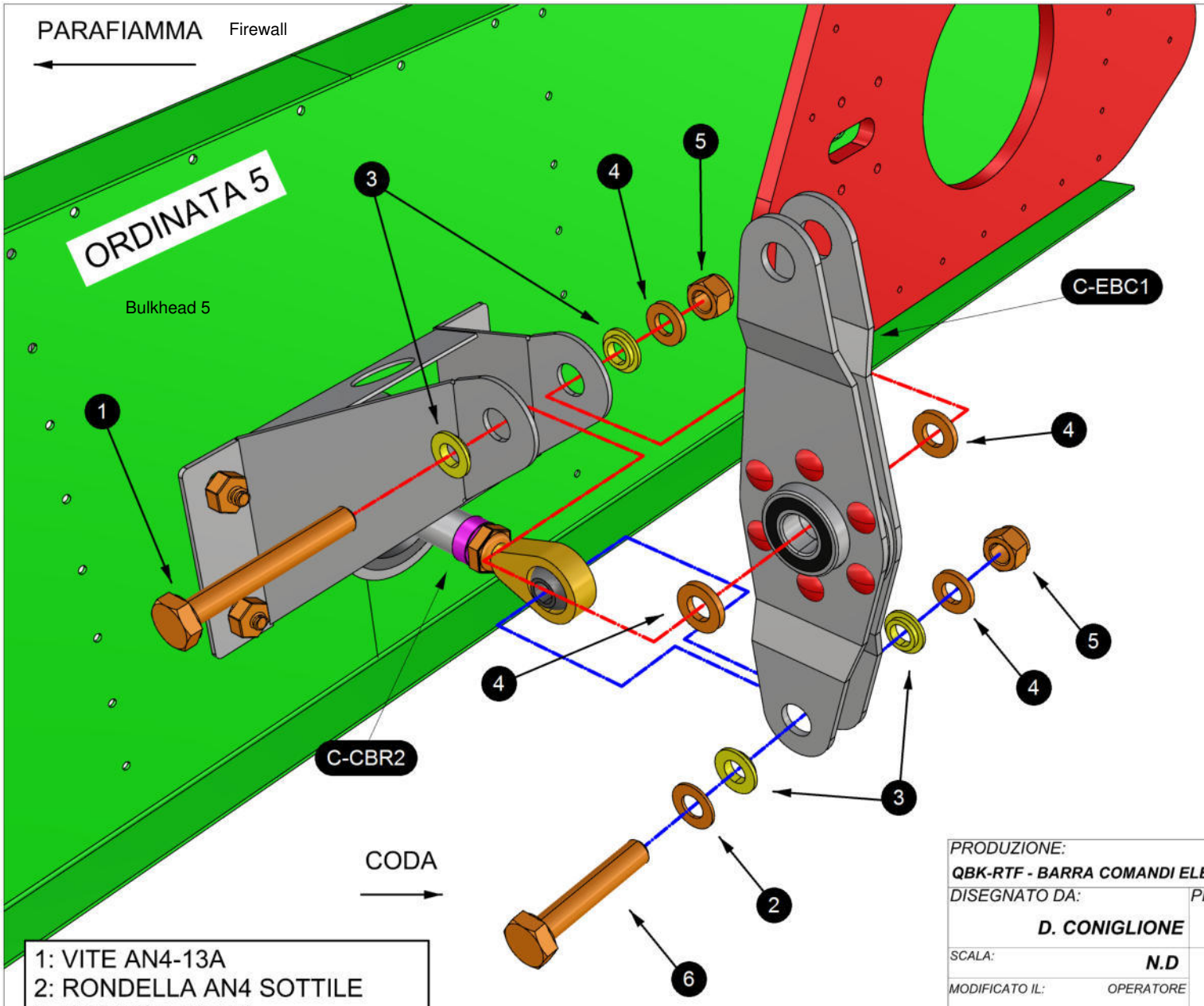
Centre the bellcrank fork with the bulkheads holes of the central box

Valutare il numero e la collocazione delle rondelle di compensazione (C-CBF6) per tenere fissa la barra comandi. Inserirle tra il distanziale in alluminio (C-CBF3) ed il relativo POM e/o tra il manicotto (C-CBF2) ed il relativo POM

Evaluate the number and the position of the compensation washer (C-CBF6) to hold tigh the control rod. Insert between the aluminium spacer (C-CBF3) anf the POM and/pr the coupling (C-CBF) and the relative POM



PRODUZIONE: **FUSOLIERA - BARRA COMANDI ELEVATORE**		STEP: **BARRA COMANDI**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **16/02/2018**	REV.:
SCALA: **N.D**		**FLYING LEGEND ITALIA**	
MODIFICATO IL: OPERATORE		C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: **TR-_____**	NOTE:		DISEGNO **24**

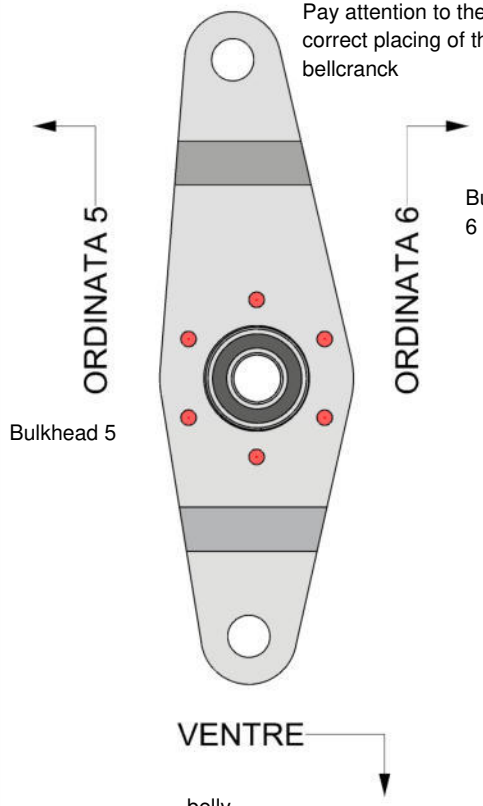


1: VITE AN4-13A
2: RONDELLA AN4 SOTTILE
3: BOCCOLE C-BC
4: RONDELLA AN4 SPESSA
5: DADO AN4 AUTOBLOCCANTE
6: VITE AN4-11A

1: Bolt AN4-13A
2: Washer AN4 thin
3: Bushing C-BC
4: Washer AN4 Thick
5: self locking nut AN4
6: Bolt AN4-11A

ATTENZIONE AL CORRETTO ORIENTAMENTO DEL RINVIO

Pay attention to the correct placing of the bellcranck



PRODUZIONE: QBK-RTF - BARRA COMANDI ELEVATORE		STEP: RINVII BARRA COMANDI	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/02/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 25

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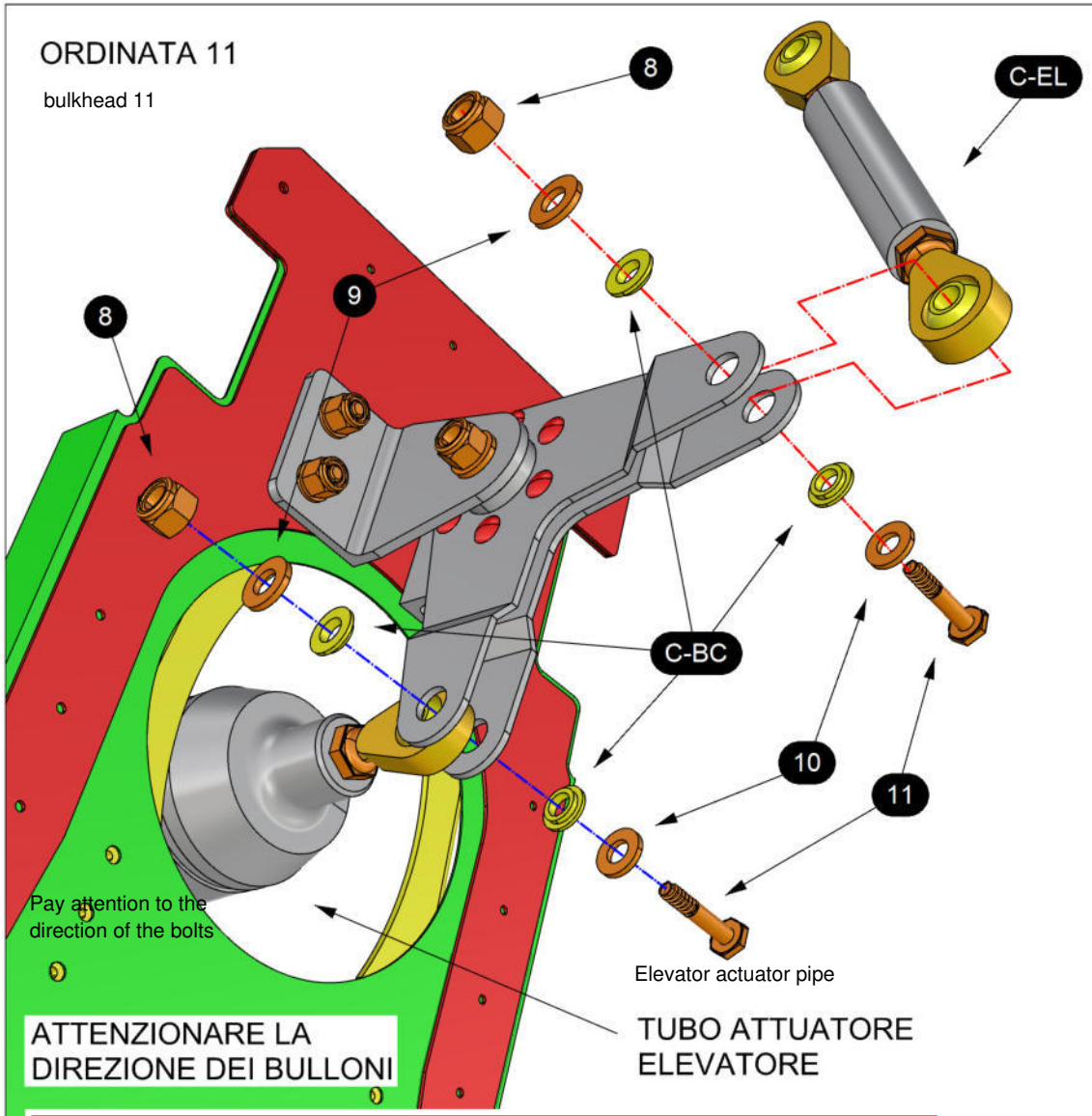
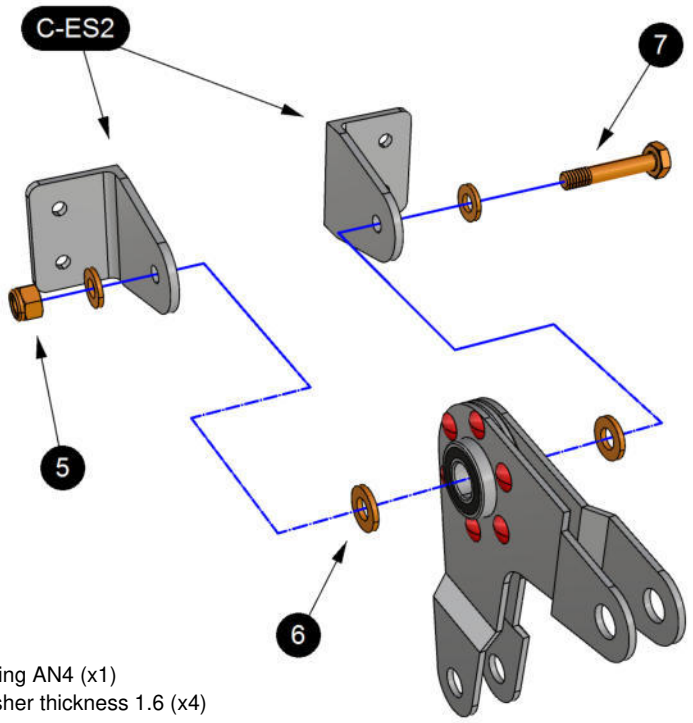
ORDINATA 11

bulkhead 11



Below we refer to only one of the two connections of the bellcranck. The hardware used is the same for both the rod-end bearing.
8: self locking AN4 (x1)
9: washer AN4 thickness 1.6mm (x1)
10: washer AN4 thin thickness 0.4mm (x1)
11: bolt AN4-11A (x1)



5: Self locking AN4 (x1)
6: AN4 washer thickness 1.6 (x4)
7: bolt AN4-14A (x1)

5: DADO AUTOBLOCCANTE AN4 (x1)
6: RONDELLA AN4 sp.1.6 (x4)
7: VITE AN4-14A (x1)

PRODUZIONE: **QBK-RTF - BARRA COMANDI ELEVATORE**		STEP: **RINVII BARRA COMANDI**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **23/02/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **26**

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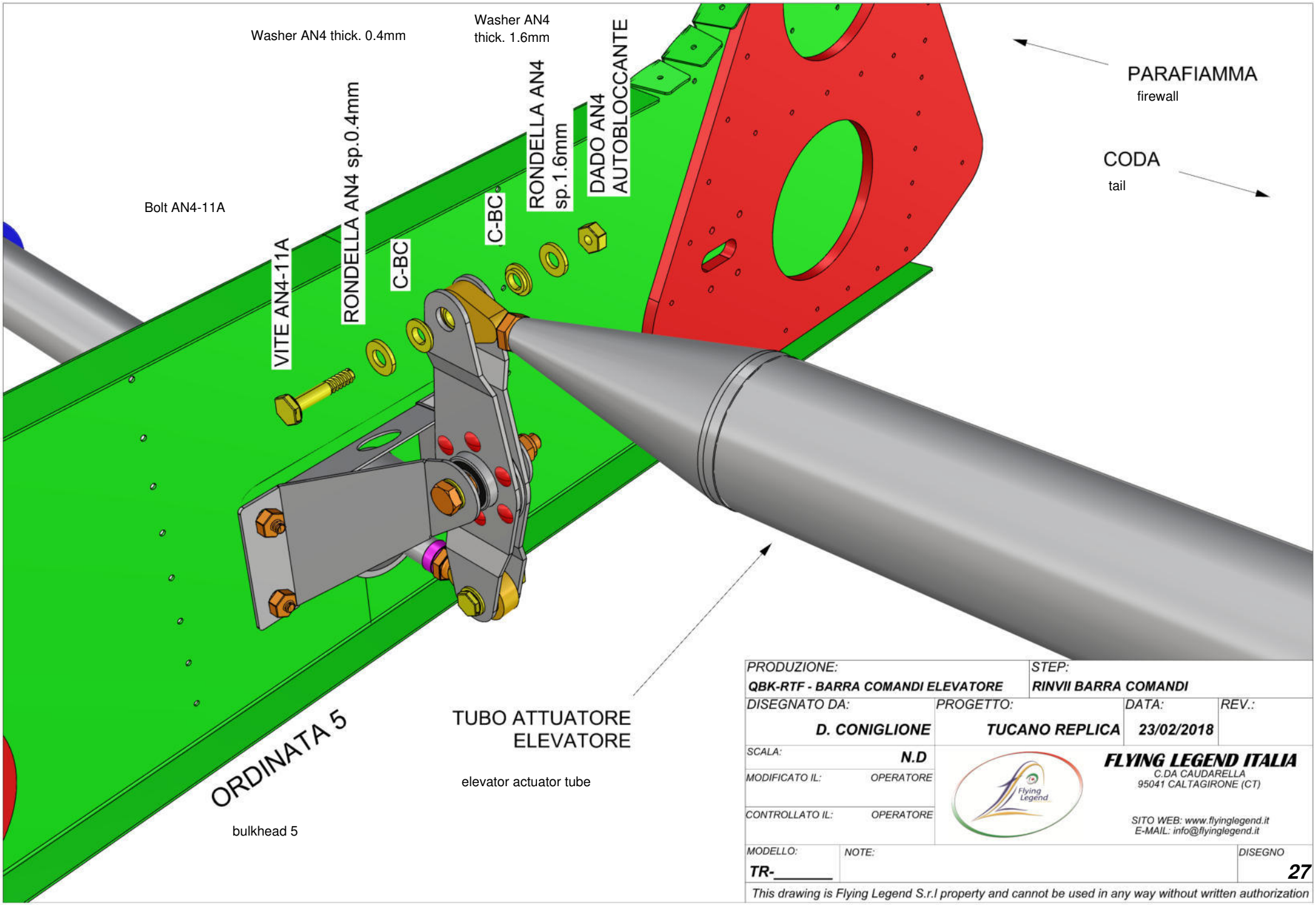
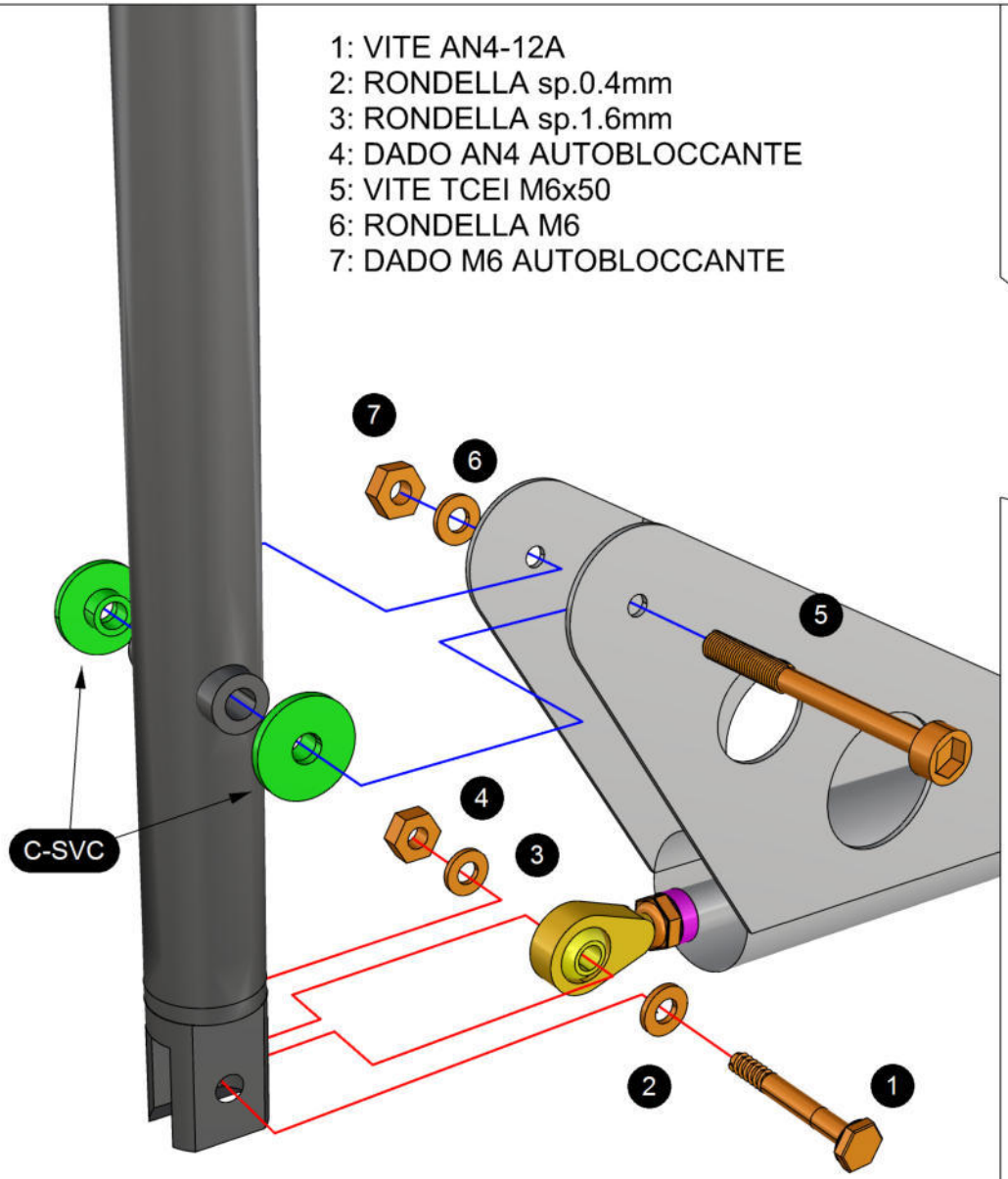


PRODUZIONE: QBK-RTF - BARRA COMANDI ELEVATORE		STEP: RINVII BARRA COMANDI	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/02/2018	REV.:
SCALA: N.D		FLYING LEGEND ITALIA C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: TR-_____	NOTE:		DISEGNO 27

Aileron/elevator control rod
Front-stick

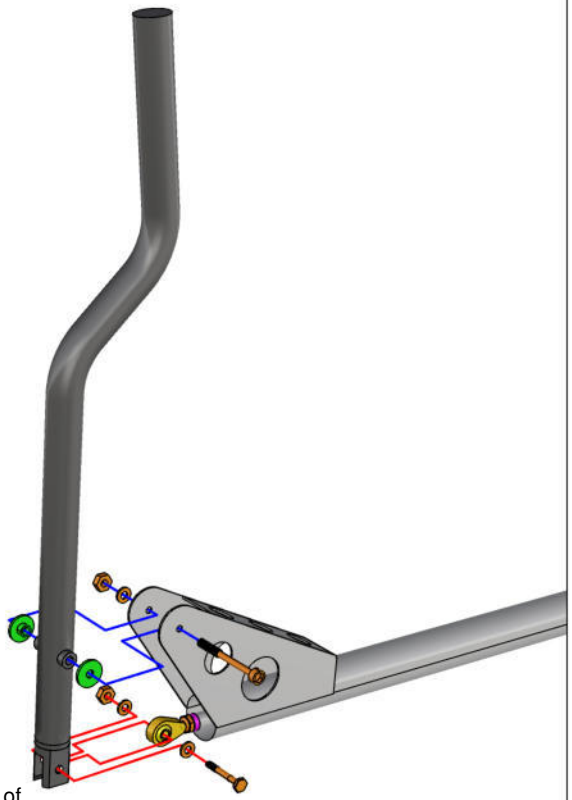
1: VITE AN4-12A
2: RONDELLA sp.0.4mm
3: RONDELLA sp.1.6mm
4: DADO AN4 AUTOBLOCCANTE
5: VITE TCEI M6x50
6: RONDELLA M6
7: DADO M6 AUTOBLOCCANTE



RICORDARSI, PRIMA DI MONTARE LE CLOCHES, DI VALUTARE L'ALTEZZA ED IL SUCCESSIVO TAGLIO DEL TUBO IN BASE ALLO STICK.
RICORDARSI INOLTRE DI PASSARE AL LORO INTERNO I CAVI E DI EFFETTUARE LE CONNESSIONI ELETTRICHE

BARRA COMANDI ALETTONE/EQUILIBRATORE CLOCHE - ANTERIORE

1: Bolt AN4-12A
2:washer thick. 0.4mm
3: washer thick: 1.6mm
4: self locking nut AN4
5:TCEI screw M6x50
6: washer M6
7: self locking nut M6



Remember, before assemblying the stick, evaluate the hight and the subsequent cut of the tube based on the stick.
Remember also to pass the cables and to do the electric wiring.

PRODUZIONE: QBK-RTF - BARRA COMANDI ELEVATORE		STEP: CLOCHE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/02/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 28

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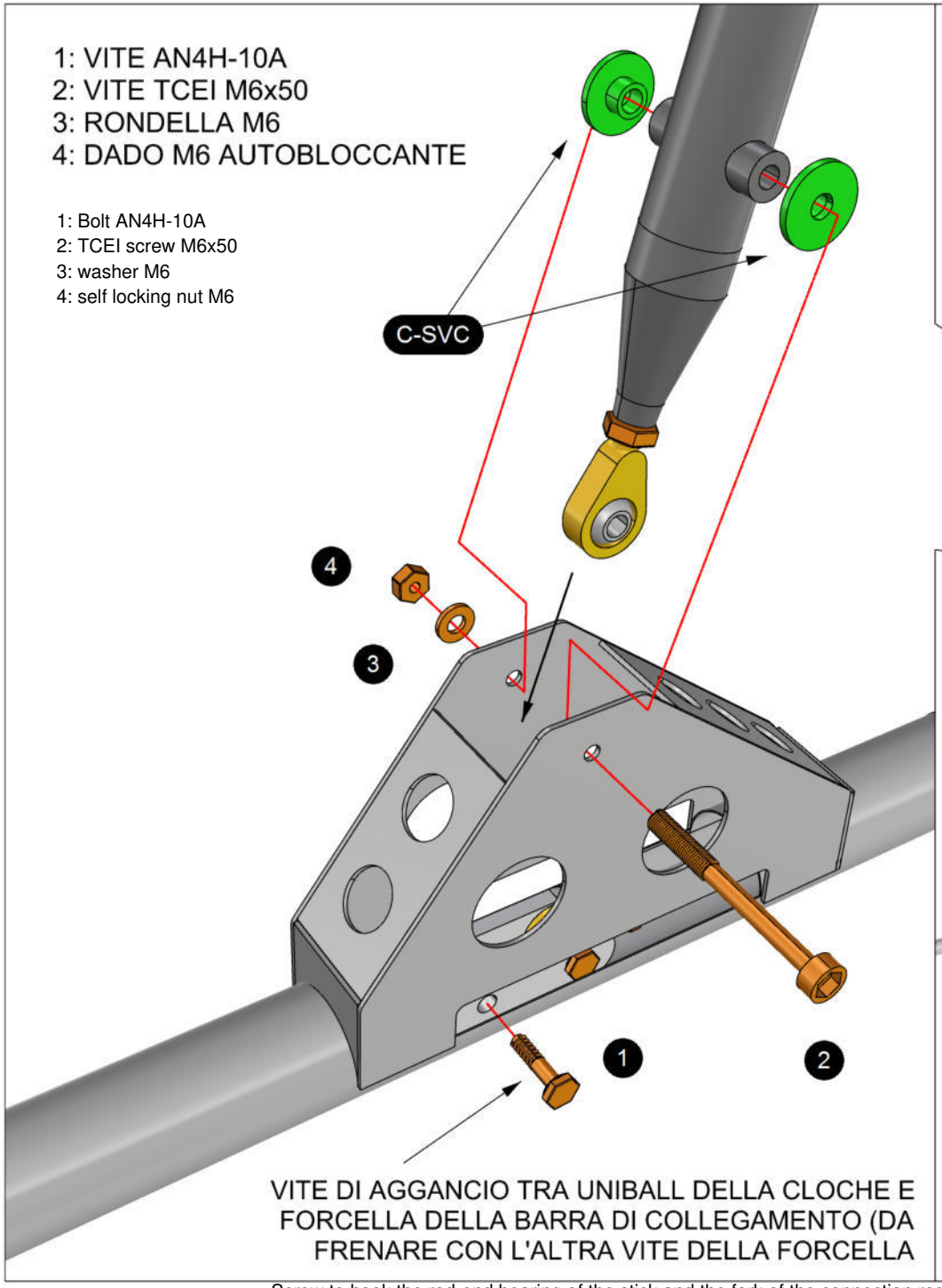
Aileron/Elevator control
rear- stick

1: VITE AN4H-10A
2: VITE TCEI M6x50
3: RONDELLA M6
4: DADO M6 AUTOBLOCCANTE

1: Bolt AN4H-10A
2: TCEI screw M6x50
3: washer M6
4: self locking nut M6

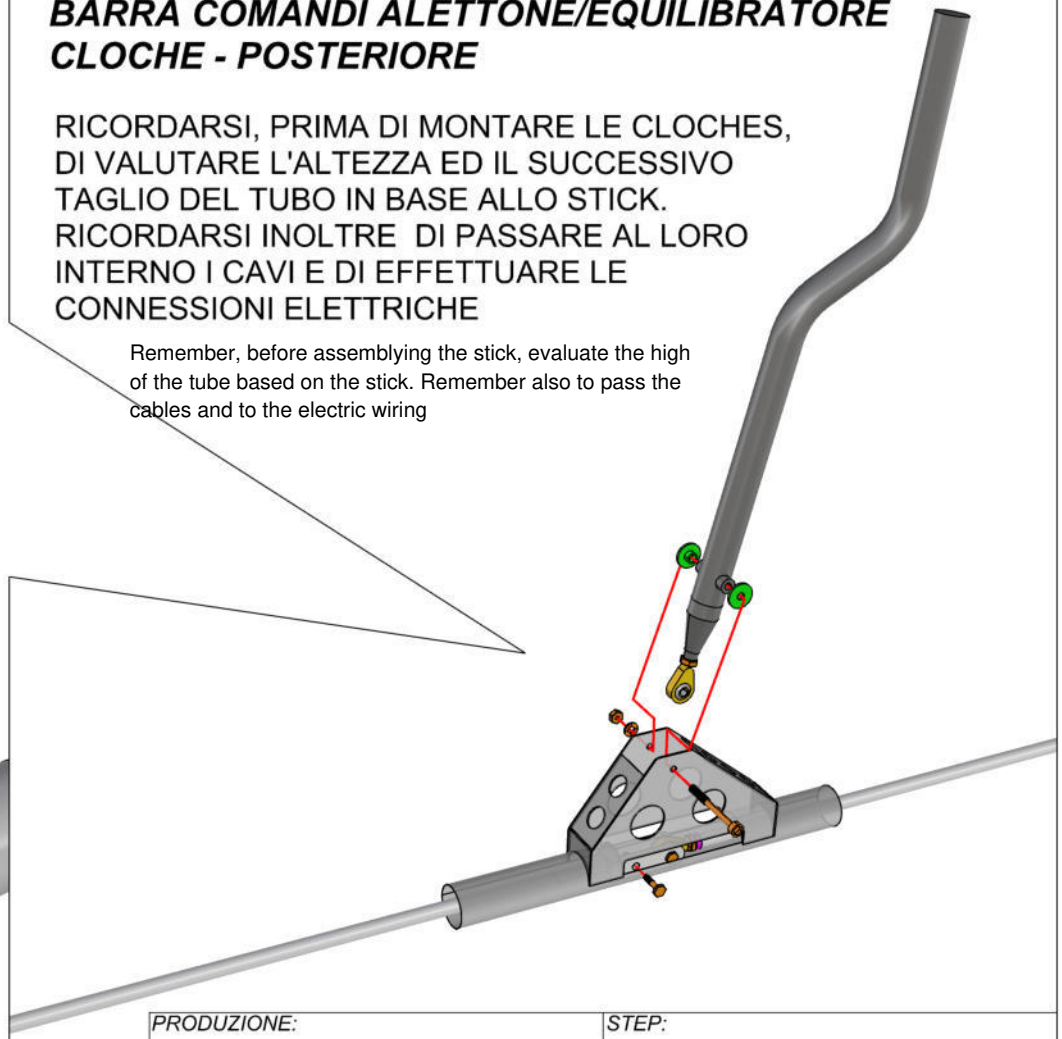


VITE DI AGGANCIO TRA UNIBALL DELLA CLOCHE E FORCELLA DELLA BARRA DI COLLEGAMENTO (DA FRENARE CON L'ALTRA VITE DELLA FORCELLA

BARRA COMANDI ALETTONE/EQUILIBRATORE CLOCHE - POSTERIORE

RICORDARSI, PRIMA DI MONTARE LE CLOCHES, DI VALUTARE L'ALTEZZA ED IL SUCCESSIVO TAGLIO DEL TUBO IN BASE ALLO STICK. RICORDARSI INOLTRE DI PASSARE AL LORO INTERNO I CAVI E DI EFFETTUARE LE CONNESSIONI ELETTRICHE

Remember, before assemblying the stick, evaluate the high of the tube based on the stick. Remember also to pass the cables and to the electric wiring



PRODUZIONE: QBK-RTF - BARRA COMANDI ELEVATORE		STEP: CLOCHE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/02/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 29

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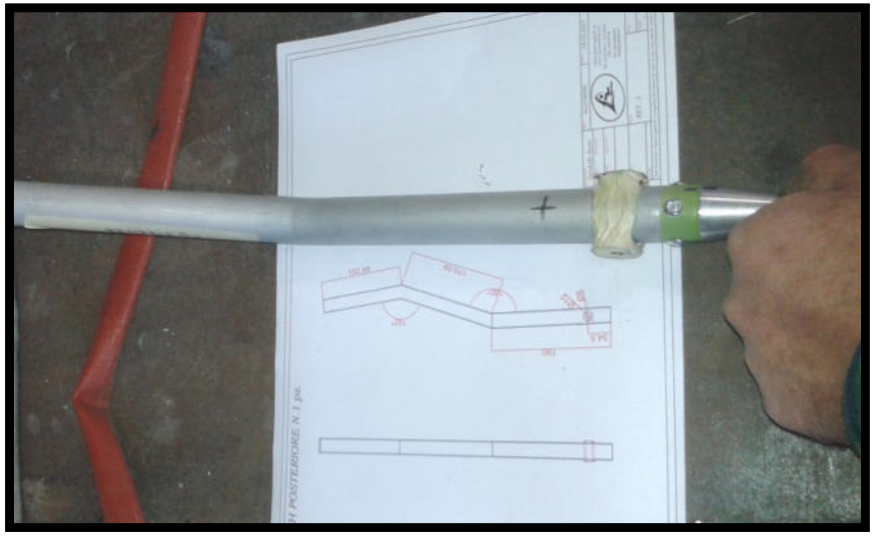
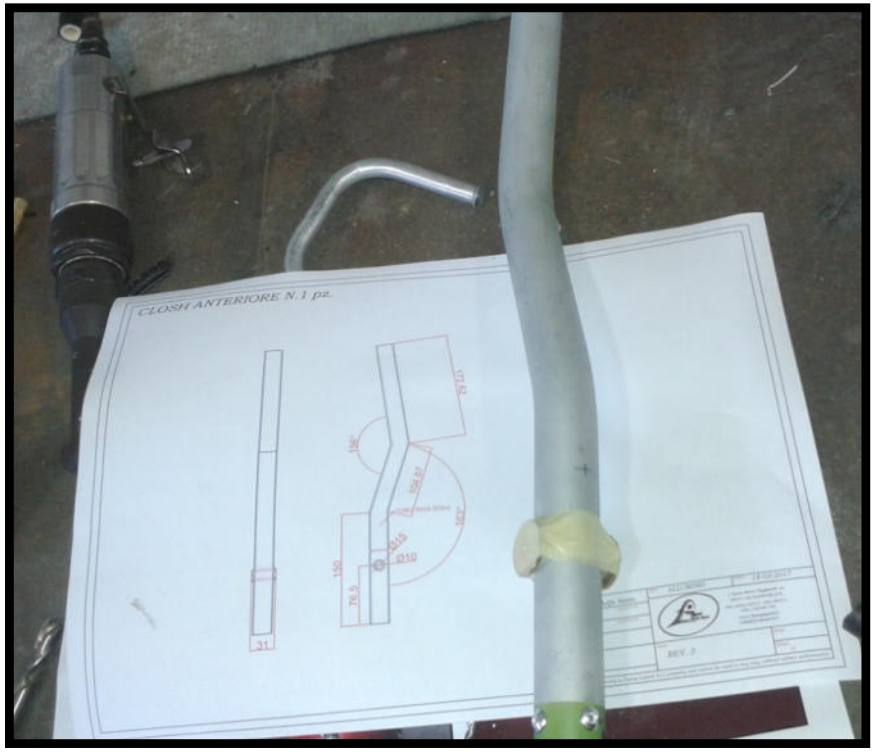
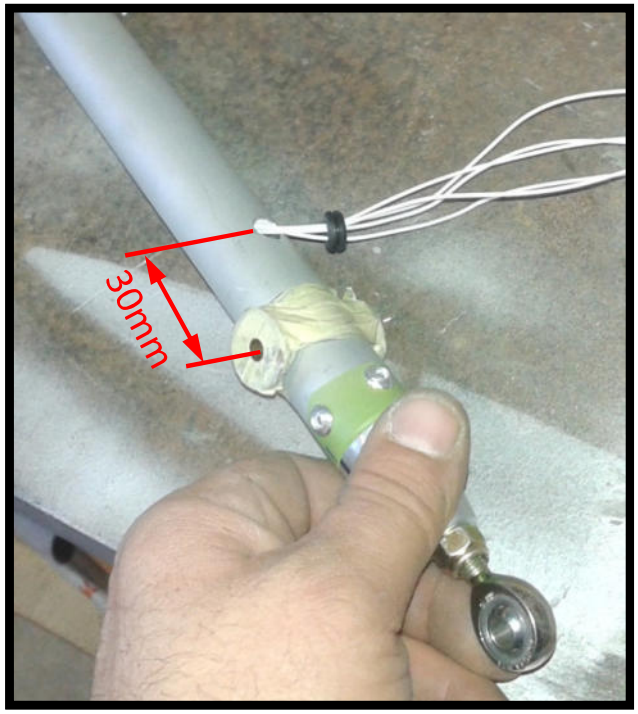
Screw to hook the rod-end bearing of the stick and the fork of the connection rod (to stop with the other screw of the fork)



Drill a hole of ø8 on the stick to pass the cables. Pay attention to its position on the stick: if front, drill from the firewall side, if back, drill from the tail side.
The size shown is equal for both sticks.

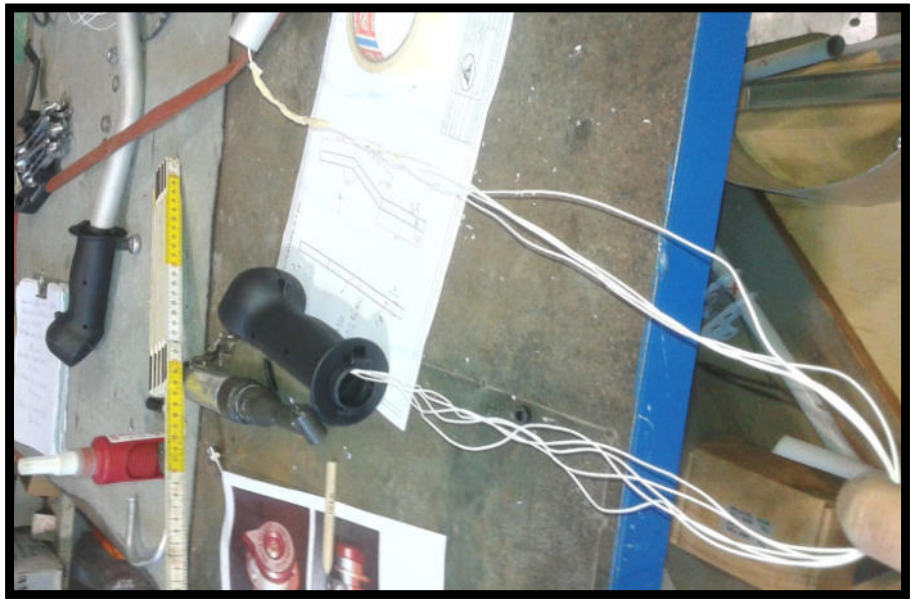


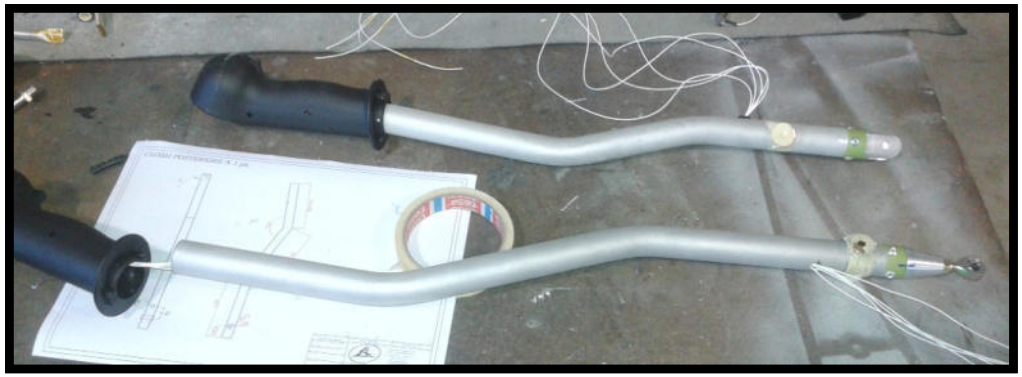
Effettuare foro Ø8 sulle cloches per passaggio cavi. Attenzione alla collocazione di questo sulle cloche: se anteriore forare lato parafiamma, se posteriore forare lato coda.
La misura mostrata è valida per entrambe le cloches



Una volta passati i cavi all'interno del tubo, inserire nel foro delle cloches un passapareti in gomma

Once the cables are passed inside, insert in the hole of the stick a plastic washer cable protection



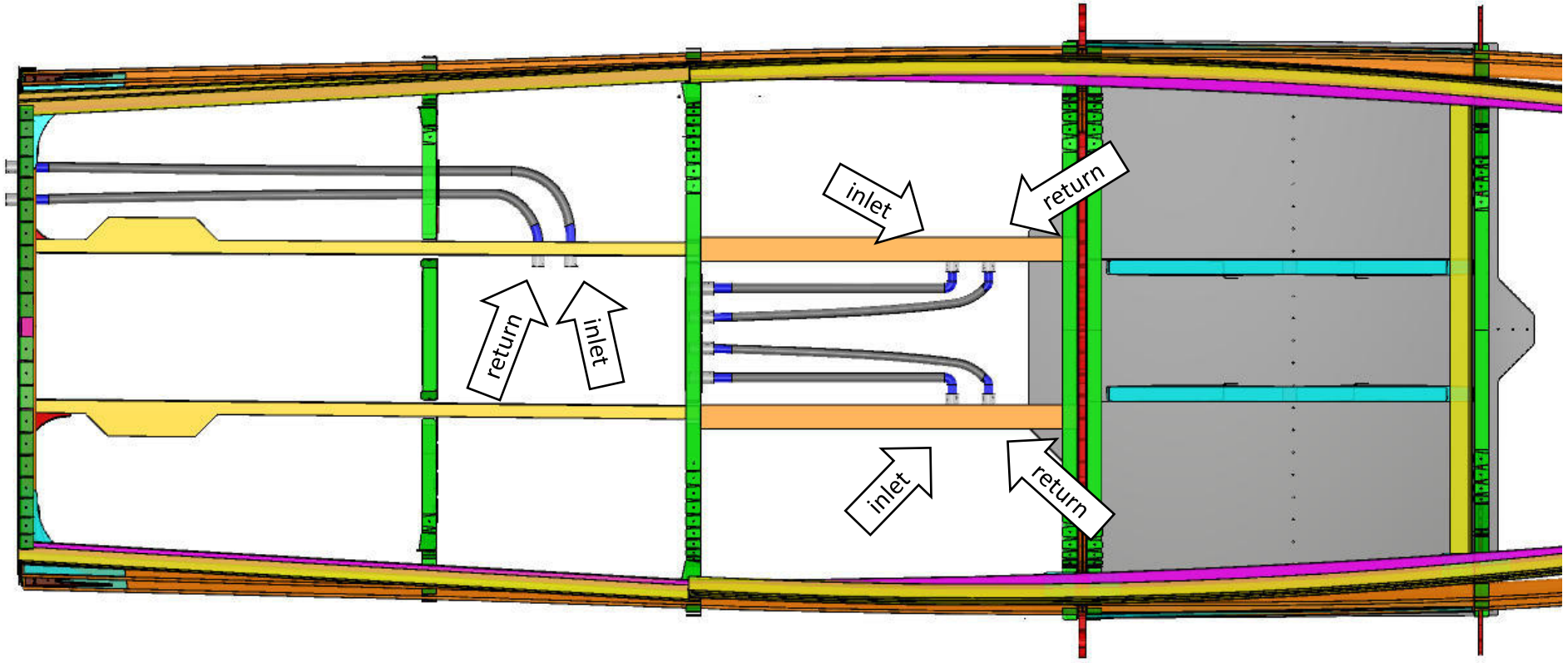


Prima di montare lo stick sulle cloches, valutarne l'altezza ed il successivo taglio del tubo

Before assembling the stick on the tube, evaluate the height and the subsequent cut of the tube

Impianto carburante già esistente in fusoliera

Existing fuel system already in the fuselage



Parafiamma

Ordinata 2

Ordinata 3

Ordinata 4

Ordinata 5

Firewall

Bulkhead 2

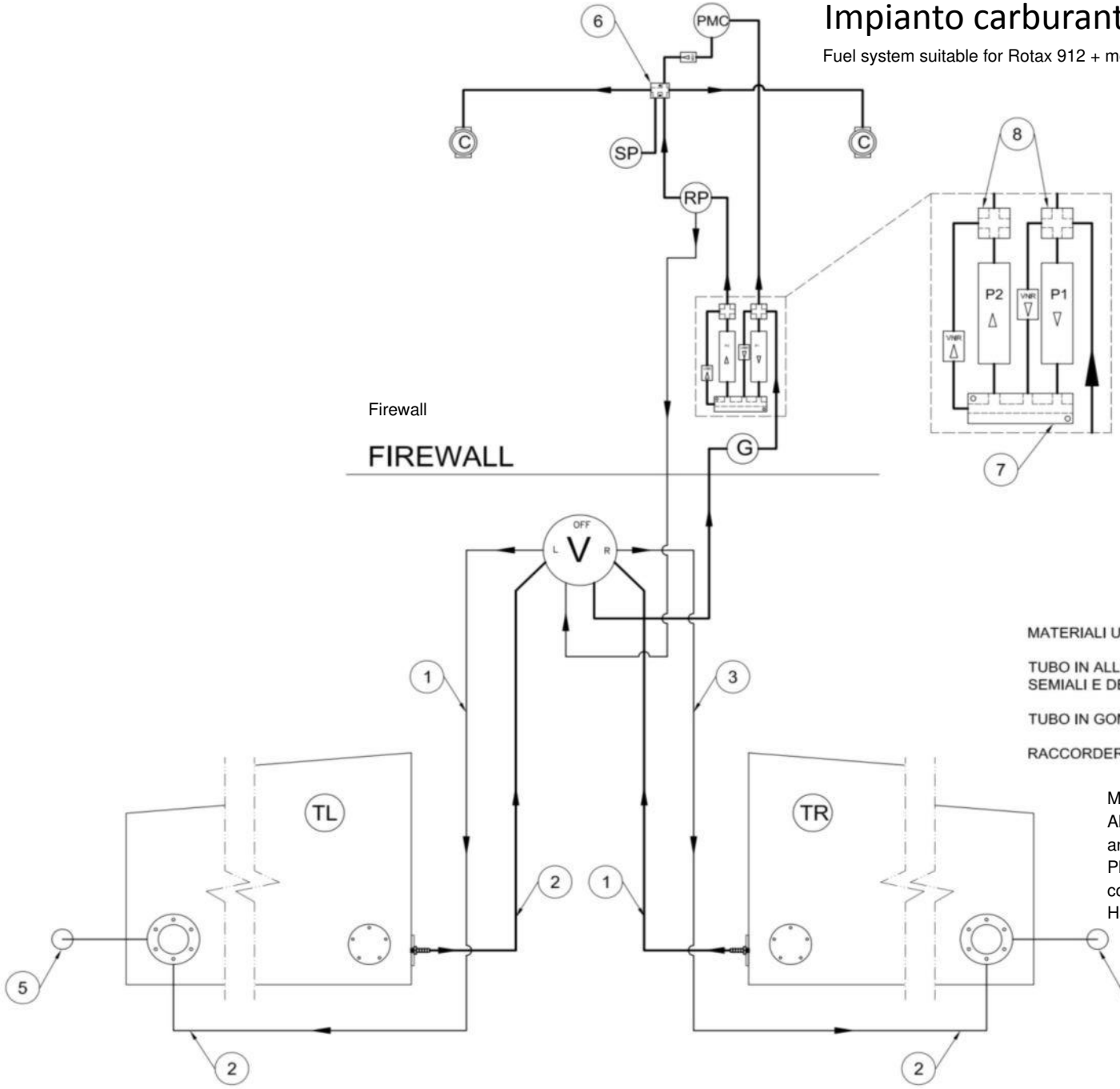
Bulkhead 3

Bulkhead 4

Bulkhead 5

Impianto carburante per Rotax 912 + compressore

Fuel system suitable for Rotax 912 + mechnaical compressor



COMPONENT MARKING	
TR	RIGHT TANK
TL	LEFT TANK
V	DUPLEX FUEL VALVE
G	GAS COLETOR
P1	ELECTRIC FUEL PUMP
P2	ELECTRIC FUEL PUMP
RP	FUEL PRESSURE REGULATOR
PML	ENGINE DRIVEN FUEL PUMP
VNR	ONE WAY VALVE
SP	FUEL PRESSURE PROBE
C	BING CARBURETOR
1	RIGHT FUEL INLET
2	LEFT FUEL INLET
3	RIGHT TANK FUEL RETURN
4	LEFT TANK FUEL RETURN
5	TANK VENT
6	DISRIBUTOR 5 WAY
7	DISTRIBUTOR 5 WAY
8	DISTRIBUTOR 4 WAY

MATERIALI UTILIZZATI

TUBO IN ALLUMINIO NELLE PARTI NON ISPEZIONABILI ALLINTERNO DELLE SEMIALI E DELLA FUSOLIERA

TUBO IN GOMMA NELLE PARTI ISPEZIONABILI (VANO MOTORE E VANO VALVOLA)

RACCORDERIA IN ALLUMNIO DI TIPO "AN" PER TUBI DI ALLUMINIO

Material used

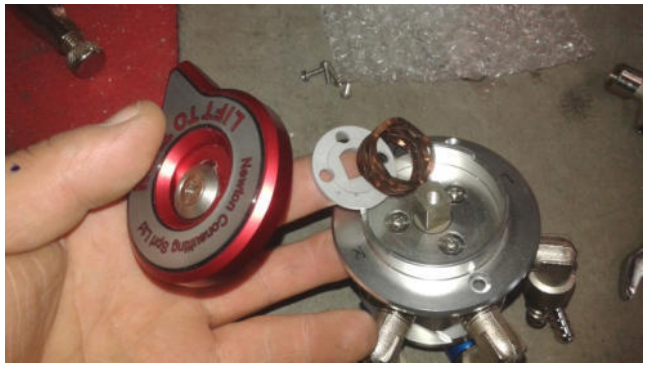
Aluminium pipe in the not inspected area inside the half wings and the fuselage

Plastic pipes in the areas which can be inspected (engine compartment and valve compartment)

Hardware in aluminium, AN type for aluminium pipes.

INSERIRE LOCTITE "5400" SULLE FILETTATURE E FISSARE RIDUZIONI NELLA PARTE INFERIORE

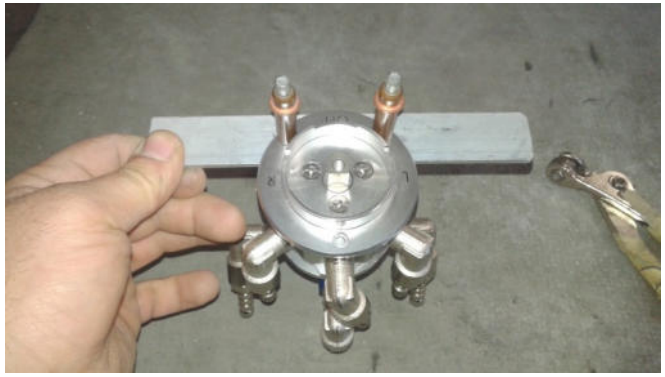
Apply some Loctite "5400" on the thread and stop the reduction on the lower part

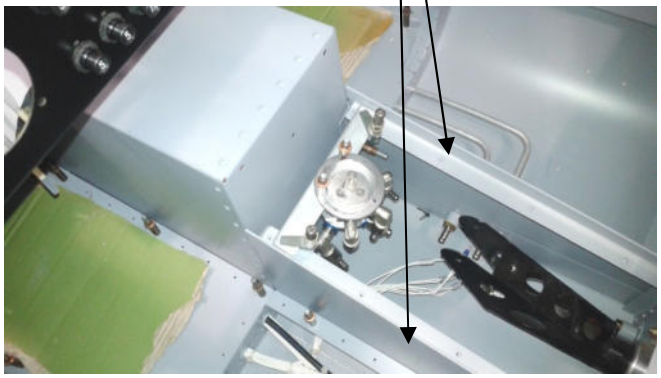


Rimuovere la leva Valvola e predisporre quest'ultima con i vari raccordi, senza sigillare, al fine di poterla posizionare alla distanza adeguata dalla parete del Tunnel affinche non si abbiano contatti o sfregamenti; si consiglia di realizzare un supporto temporaneo da poggiare sulle alzate piano valvola carburante (F-PCV) che ti servirà per mantenere fissa la valvola al fine di rilevare le misure per poter effettuare la foratura sul piano superiore del vano (F-TPVC)

F-PCV (D-S)

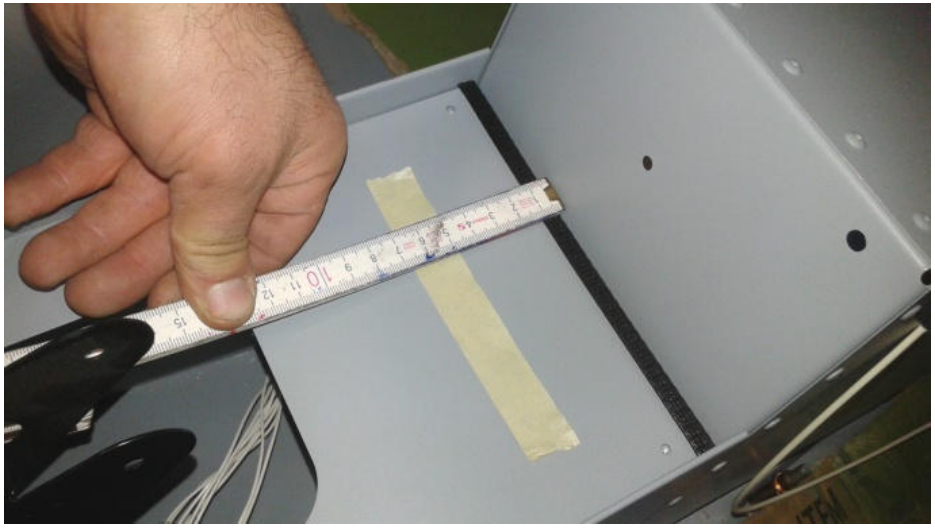
Le indicazioni sulla GHIERA
"L"-"R" saranno INVERTITE



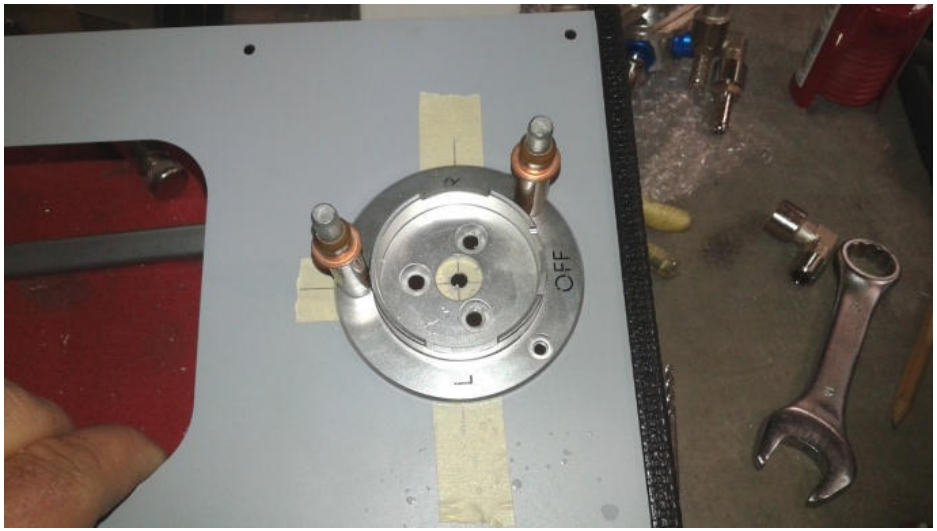


Remove the valve handle and apply to it the fittings without sealing so that it can be placed to the right distance from the tunnel wall in order to avoid any contacts or rubbing. We suggest to use a temporary support to be applied on the valve level (F-PCV) allowing you to mantain the valve fixed in order to take the measures to later drill the upper level of the compartment (F-TPVC)

The indications on the nut "L" and "R" are going to be swaped



Riportare le misure rilevate sul piano Valvola (F-TPVC) ricordandosi di inserire una guarnizione nella parte a contatto con il Tunnel, ed effetture foratura tramite la ghiera valvola (si può fare anche su un piano esterno).

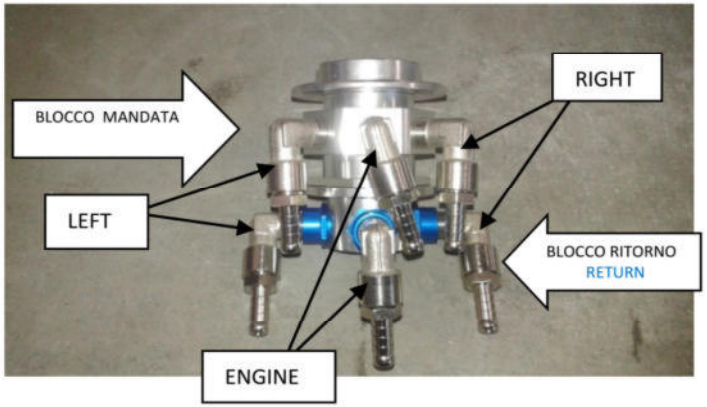


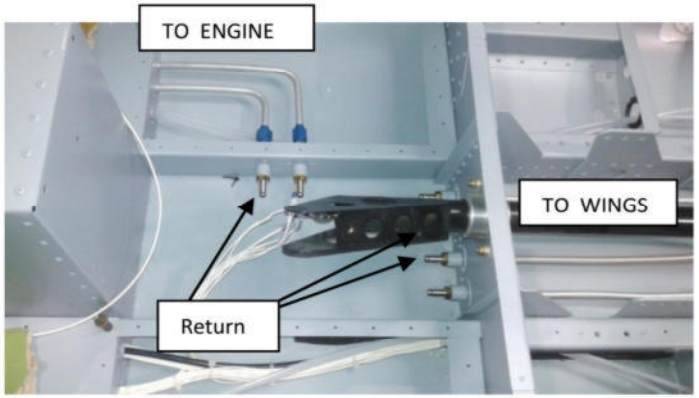
Mark the measures taken from the valve level (F-TPVC) and do not forget to apply a seal beween the contacting surfaces with the tunnel and do the drill through the valve nut (it can be done also from an external surface)

Once the valve is placed with the temporary support, organize the pipe scheme to connect them with the aluminium system already in the fuselage

Una volta posizionata la valvola tramite il supporto temporaneo, predisporre il percorso dei tubi per collegarli nell'impianto in alluminio presente in fusoliera,

Attenzionare che Mandata e Ritorno carburante siano opportunamente separati, Pay attention that the inlet and return of the fuel are separate





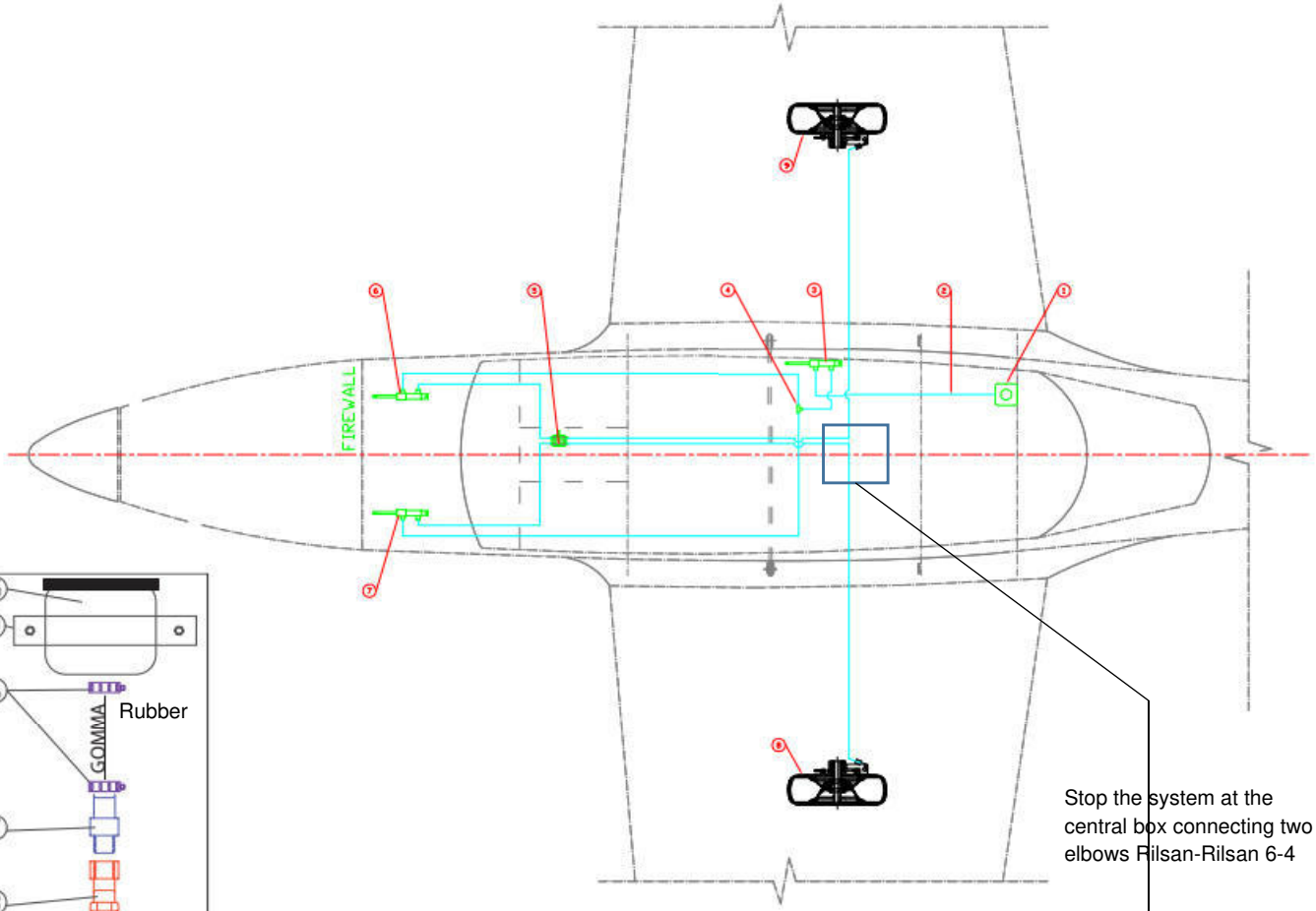
Solo dopo essersi accertati della posizione dei raccordi sulla valvola e che l'istallazione avviene senza deformazioni dei tubi che possono ostacolare il corretto flusso del carburante; Procedere alla sigillatura di tutti i Raccordi (valvola e fusoliera) tramite Loctite "5400" e la crimpatura dei tubi sulla Valvola (questa operazione va fatta all'esterno del vano), immediatamente dopo crimpare il tutto in fusoliera, mantenendo la valvola con il supporto temporaneo e quindi non inserendo il tappo vano valvola (F-TPVC)

Once the fittings on the valve have been checked and the assemblage happens without deforming the pipes which can prevent the right flow of the fuel, you can start to seal the fittings (valve and fuselage) by using Loctite "5400" and crmp the pipes on the valve (this operation has to be done outside the compartment). Once this is done, crimp everything in the fuselage and maintain the valve with the temporary support and do not insert the cap on the valve compartment (F-TPVC)

impianto freni standard

	DESCRIZIONE
1	VASCHETTA OLIO
2	TUBO RILSAN ø6x4
3	POMPA FRENO MANUALE POSTERIORE
4	RACCORDO A T DI SMISTAMENTO
5	FRENO PARCHEGGIO
6	POMPA FRENO SU PEDALE DESTRO
7	POMPA FRENO SU PEDALE SINISTRO
8	PINZA FRENO RUOTA SINISTRA
9	PINZA FRENO RUOTA DESTRA

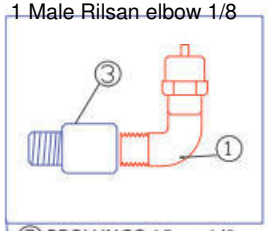
1. Oil box
2 Rilsan hose ø 6x4
3 Manual rear brake pump
4. Tee fittings
5.Parking brake
6. Brake pump on right pedal
7. Brake pump on left pedal
8. Brake pliers left wheel
9. Brake pliers for right wheel



Stop the system at the central box connecting two 90° elbows Rilsan-Rilsan 6-4

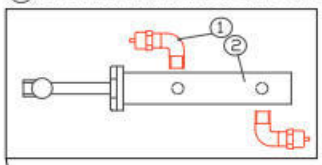
Interrompere l'impianto al cassone centrale collegando due curve a 90° Rilsan-Rilsan 6-4

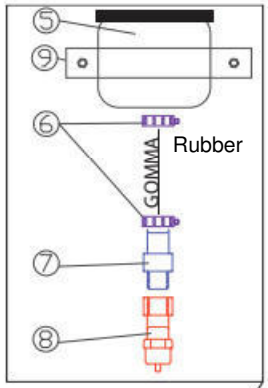
3. Extension 15mm 1/8
1 Male Rilsan elbow 1/8



③ PROLUNGO 15mm1/8
① CURVA RILSAN 1/8 MASCHIO

2 Pump of the right pedal
1 2x male rilsan elbow 1/8
② POMPA PEDALE DX
① 2x CURVE RILSAN MASCHIO 1/8



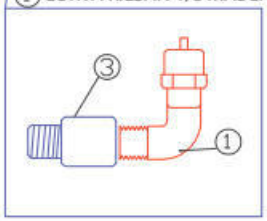


RILSAN

Parking brake
FRENO PARCHEGGIO

RILSAN

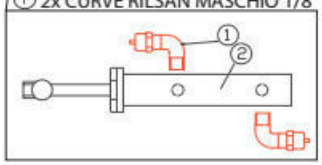
3. extension 15mm 1/8
1. Male rilsan elbow 1/8



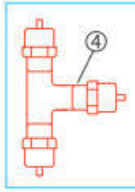
③ PROLUNGO 15mm1/8
① CURVA RILSAN 1/8 MASCHIO

RILSAN

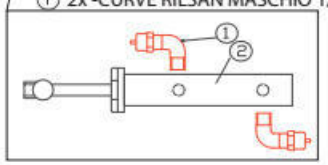
2. Pump of the left pedal
1 2x male rilsan elbow 1/8
② POMPA PEDALE SX
① 2x CURVE RILSAN MASCHIO 1/8



4 Rilsan tee
④ TES RILSAN

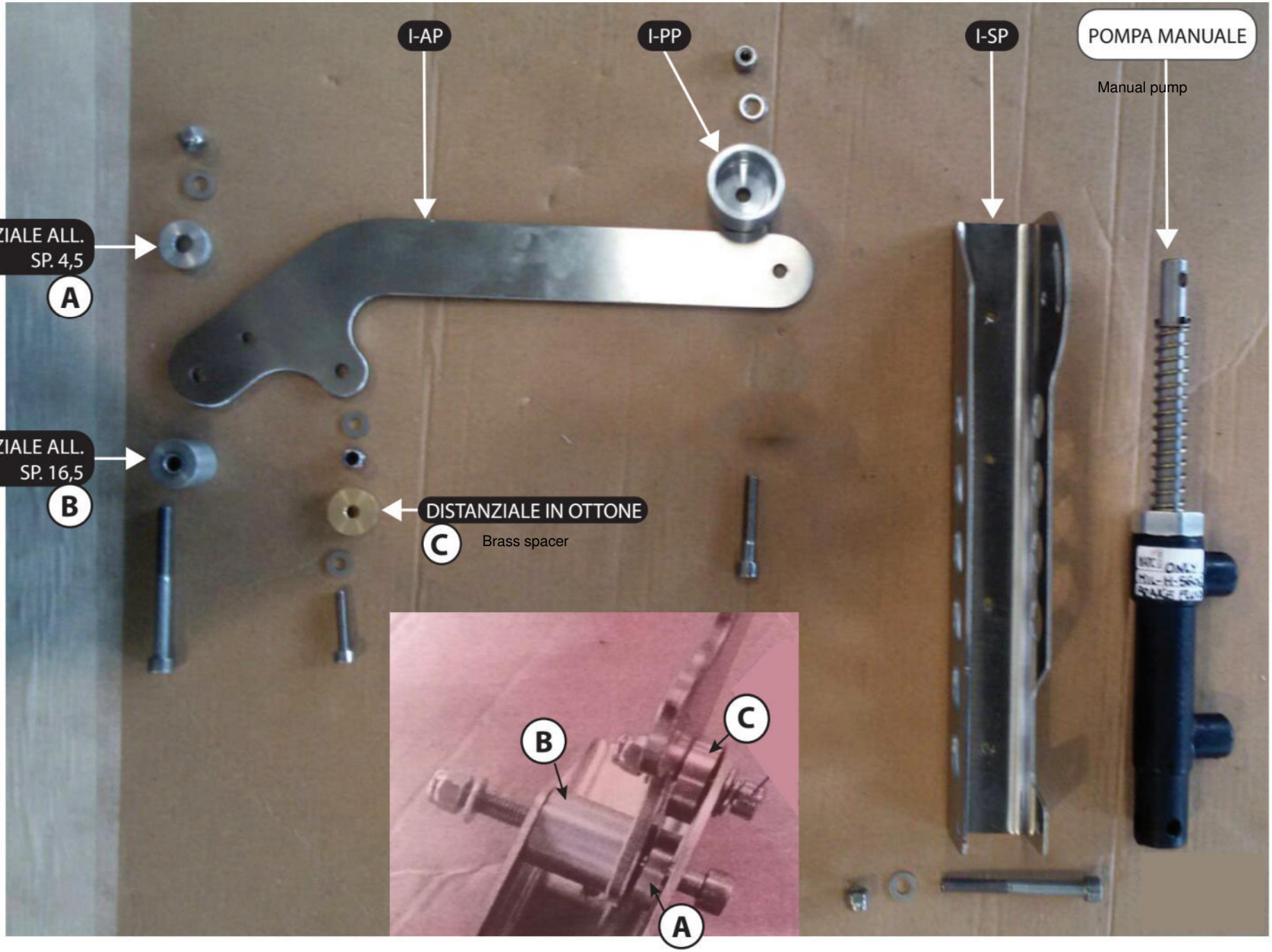


2. Manual brake
1 2x Male rilsan elbow 1/8
② POMPA MANUALE
① 2x -CURVE RILSAN MASCHIO 1/8



⑨ COLLARE REGGI VASCHETTA
2x INSERTI FILETTATI M4
2x VITE M4X16
⑤ VASCHETTA
⑥ 2x FASCETTA A STRINGERE 14mm
GOMMA 60mm
⑦ PORTA GOMME
⑧ RACCORDO RILSAN FEMMINA

Impianto freni standard



Impianto freni standard

Assembly the pump support to the "Z" pump support (I-ZP)

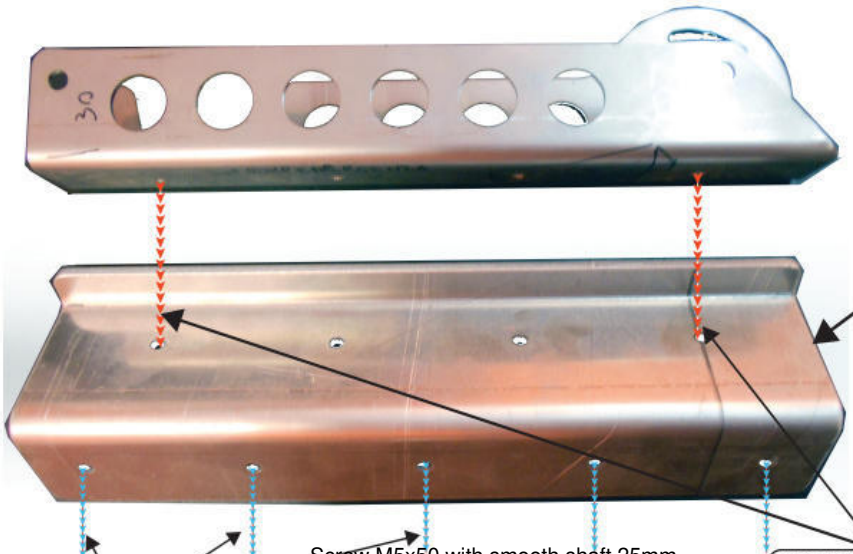
Agganciare supporto pompa a zeta supporto pompa (I-ZP)

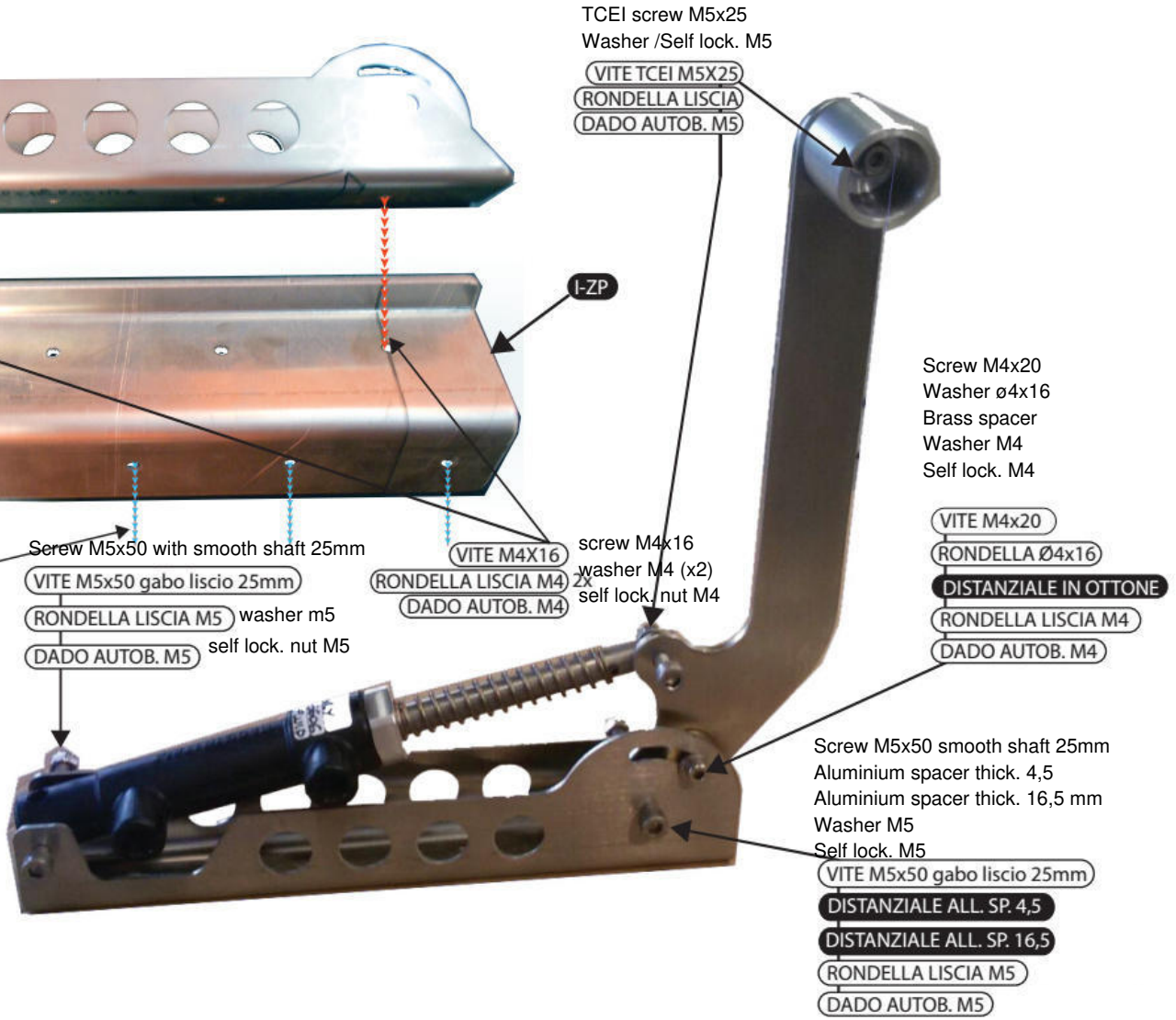
Assembly the pump with bends and beam to the support

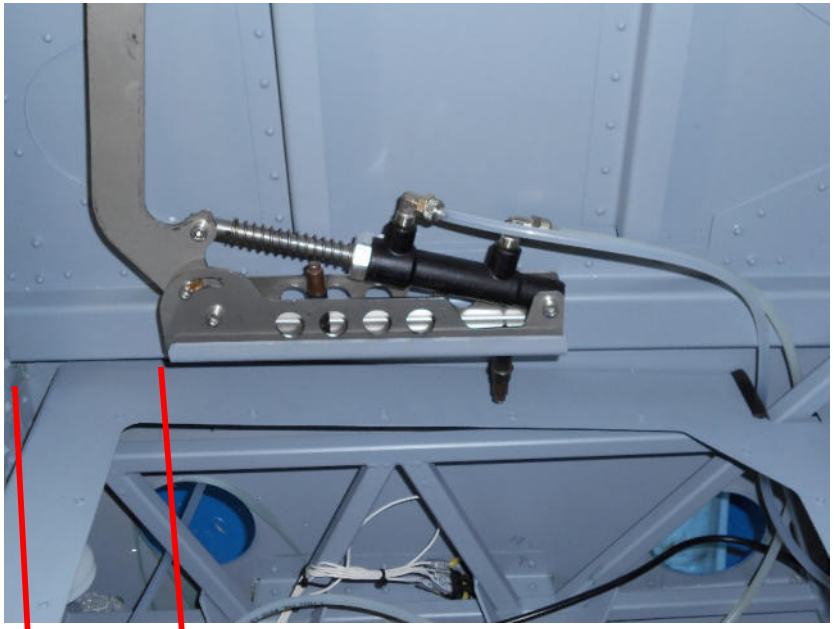
Assemblare pompa con curve e asta al supporto.

Place the pump, the "Z" and the support on the lower omerga of the fuselage between bulk. 4 and 5

Posizionare pompa, zeta e supporto sull'omega inferiore di fusoliera tra ordinata 4 e 5





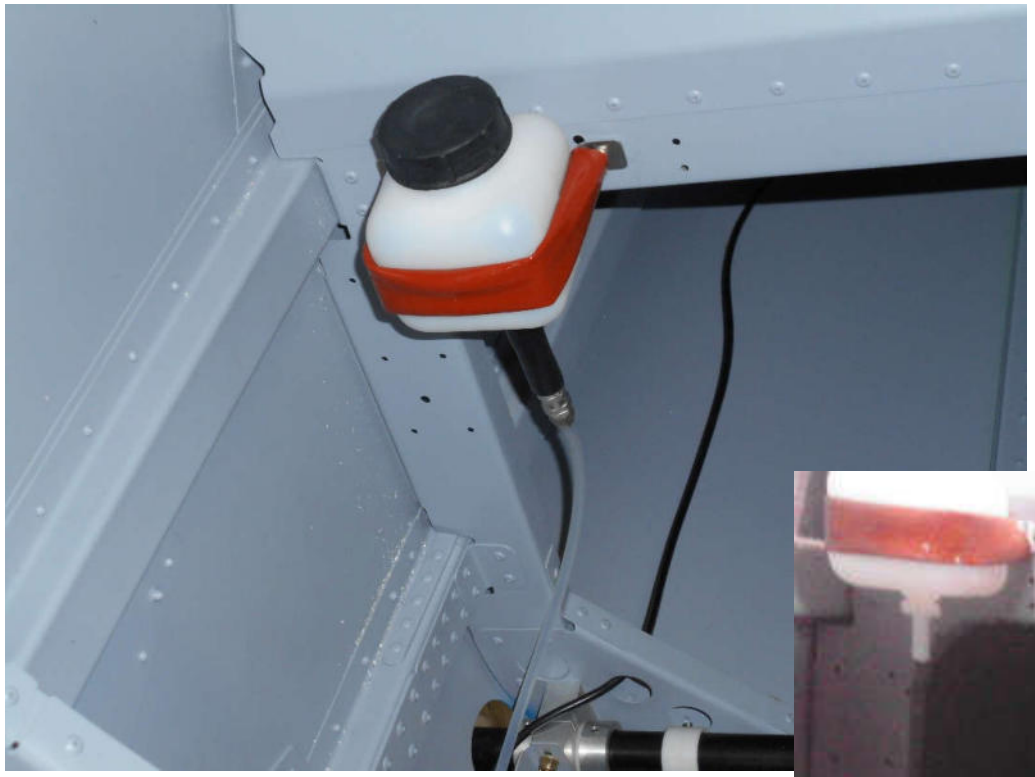


Misura presa da battuta ord.4

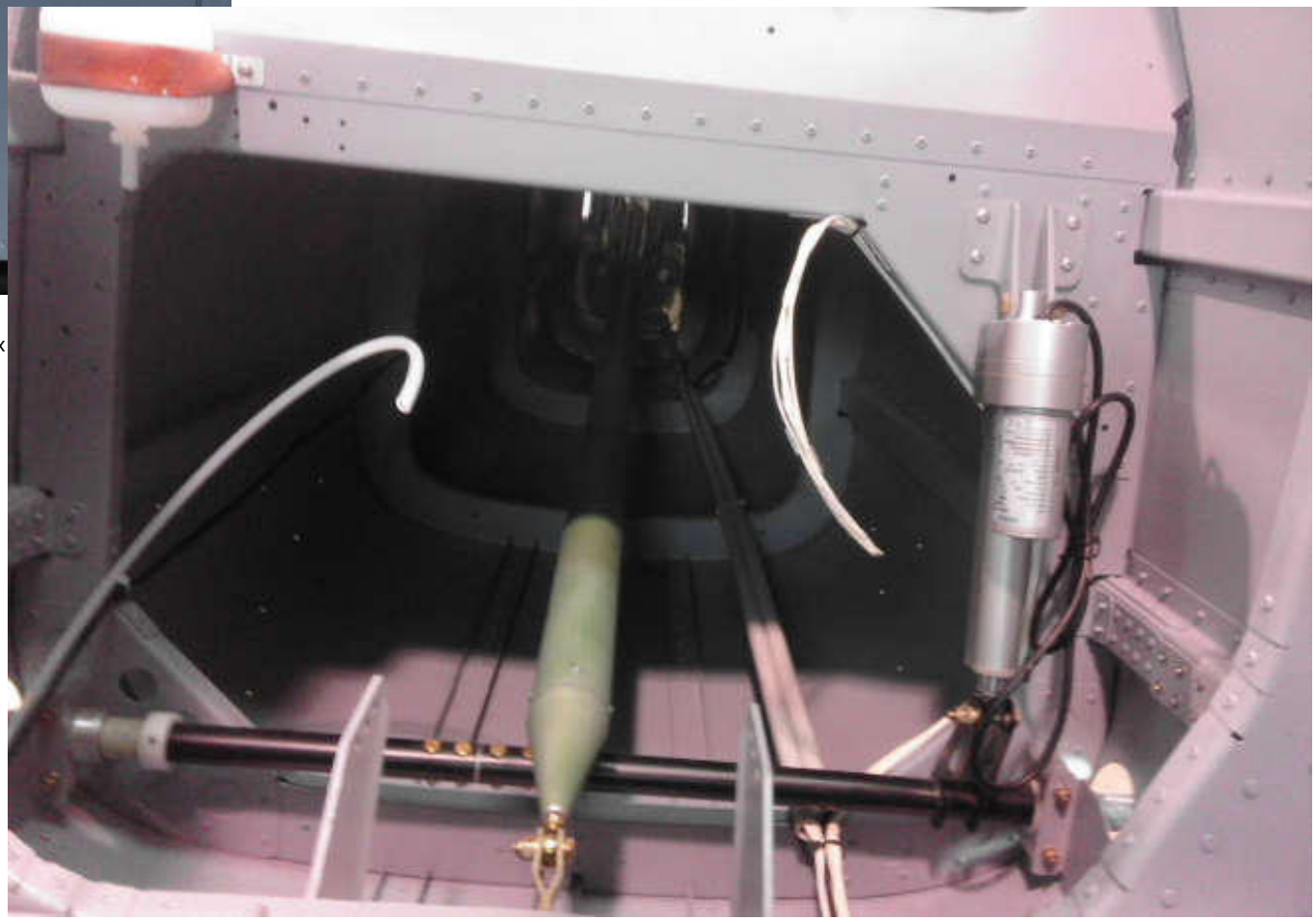
Measure taken from bulk. 4

Prima del fissaggio definitivo, valutare se verniciare il supporto I-ZP

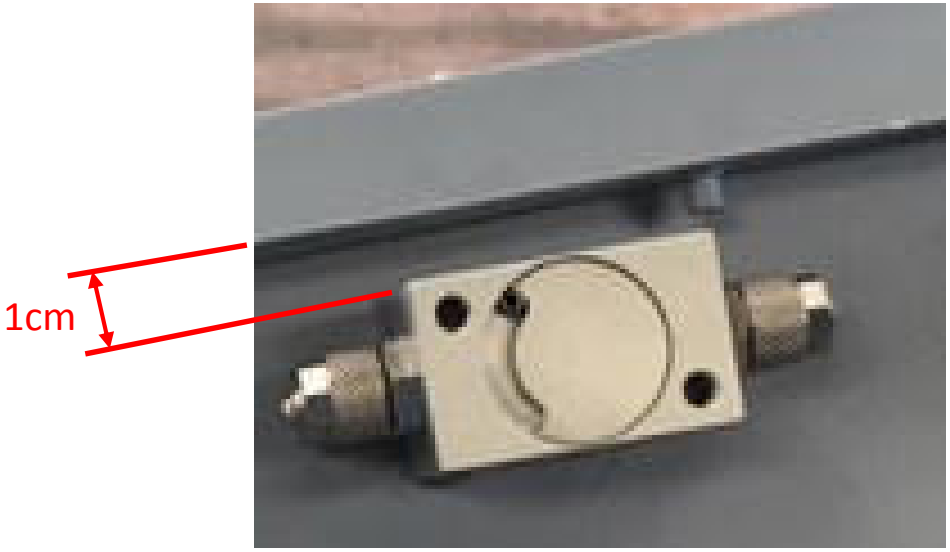
Before fixing it definitively, evaluate to paint the support I-ZP



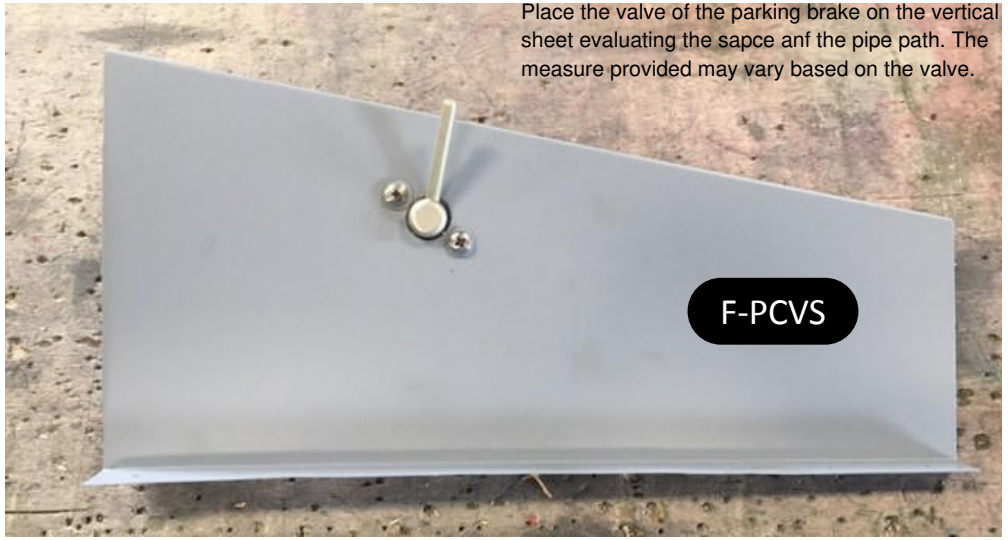
Assemblare raccordi vaschetta e posizionarla sull’ordinata 6, riportare fori dal reggivaschetta sull’ordinata; inserire inserti filettati M4 su ordinata e fissare la vaschetta con viti M4x16 e rondelle di plastica Ø4.



Assembly the fittings to the box and place it on the bulk. 6. Copy the holes of the box support to the bulkhead; insert treaded fittings M4 on the bulkhead and fix the box with screw M4x16 and plastic washer ø4.



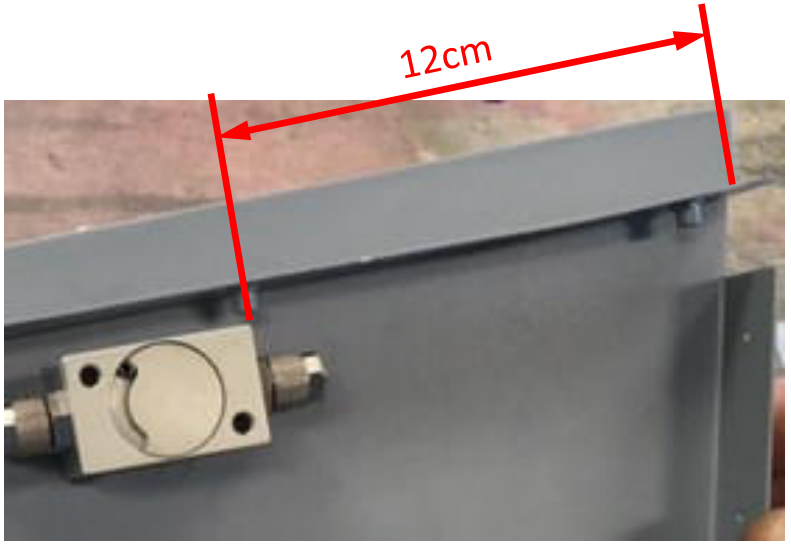
Posizionare valvola freno parcheggio sull'alzata carburante sinistro valutando gli ingombri e il percorso dei tubi. Le misure indicate in figura possono variare in base alla valvola.



Viti M5 da accorciare + rondella di plastica.
Se necessario ripassare maschio M5 sul blocchetto

Se necessario, inserire due rondelle in plastica fra blocchetto ed alzata. Controllare la rotazione della leva

If necessary,insert two plastic washer between the sqare and the vertical sheet. Control the handle rotation

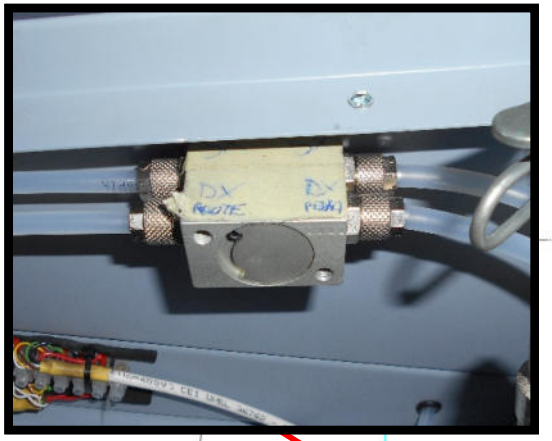


Connect inside the central box

Connessione all’interno del cassone centrale

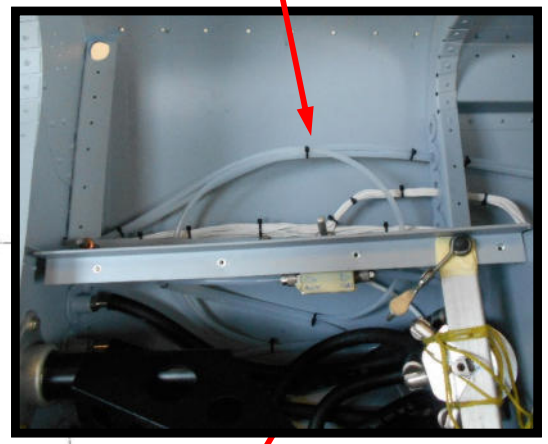
Parking brake

Freno parcheggio



Inlet parking brake

Ingresso freno parcheggio

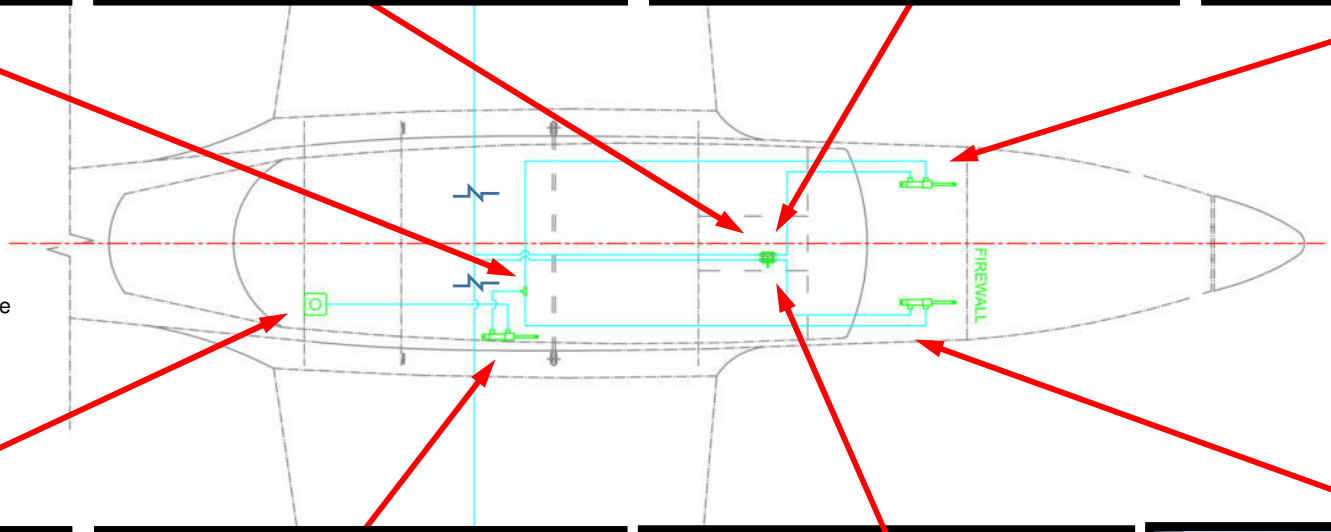


Pipes under front platform left

Tubi sotto pedana anteriore SX

Passare il tubo rilsan in fusoliera come indicato nello schema in foto e ricordarsi di segnare i tubi

Pass the rilsan hose in the fuselage as shown in the picture and remember to sign the pipes



Giunzione impianto per collegamento con ali

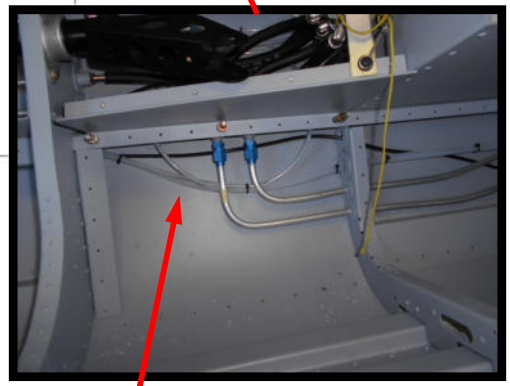
system connection to connect the wings

Vaschetta olio freni

oil brake box

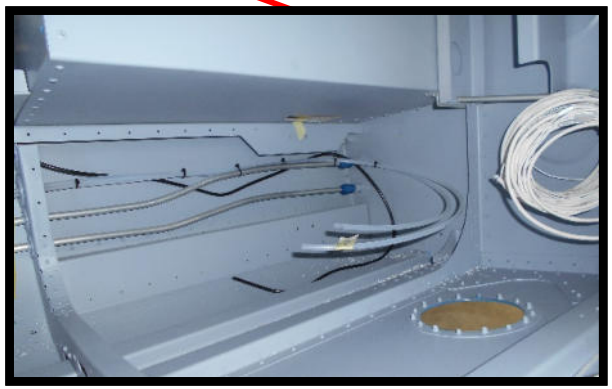
Freno posteriore

rear brake



Ingresso freno parcheggio

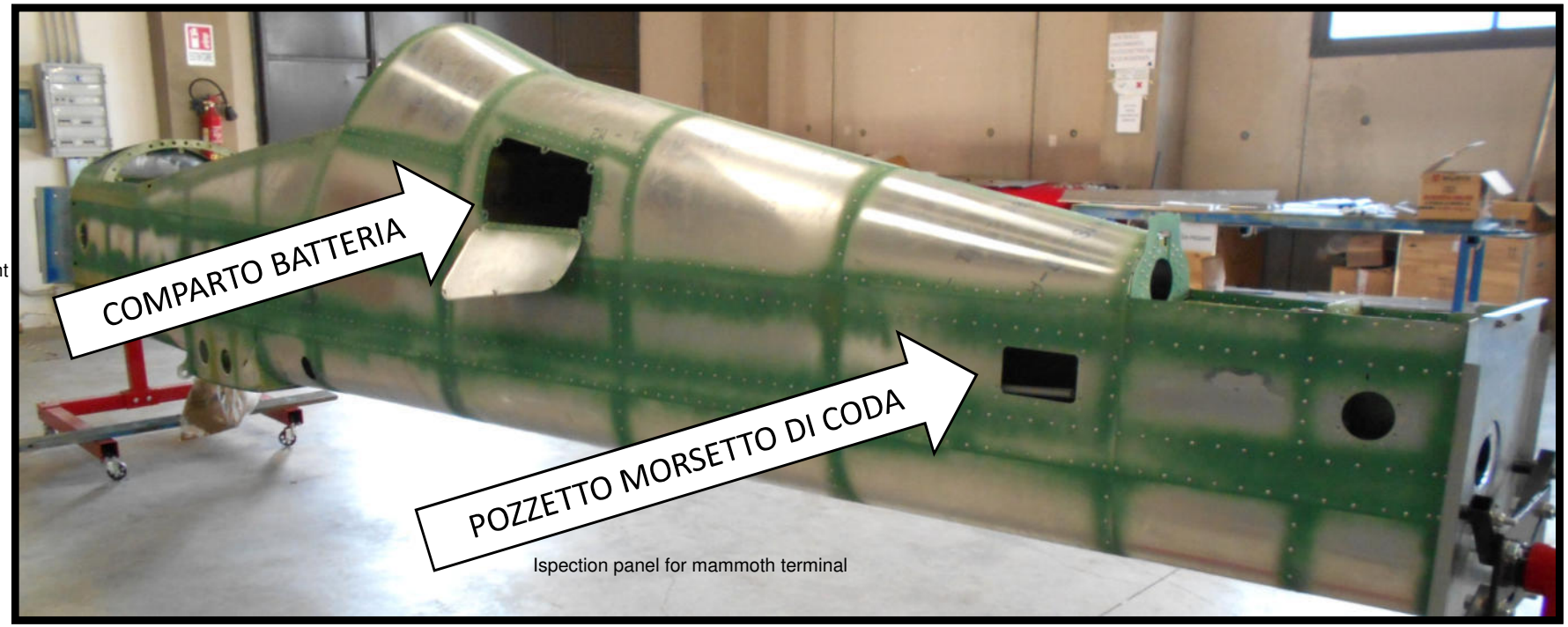
inlet parking brake



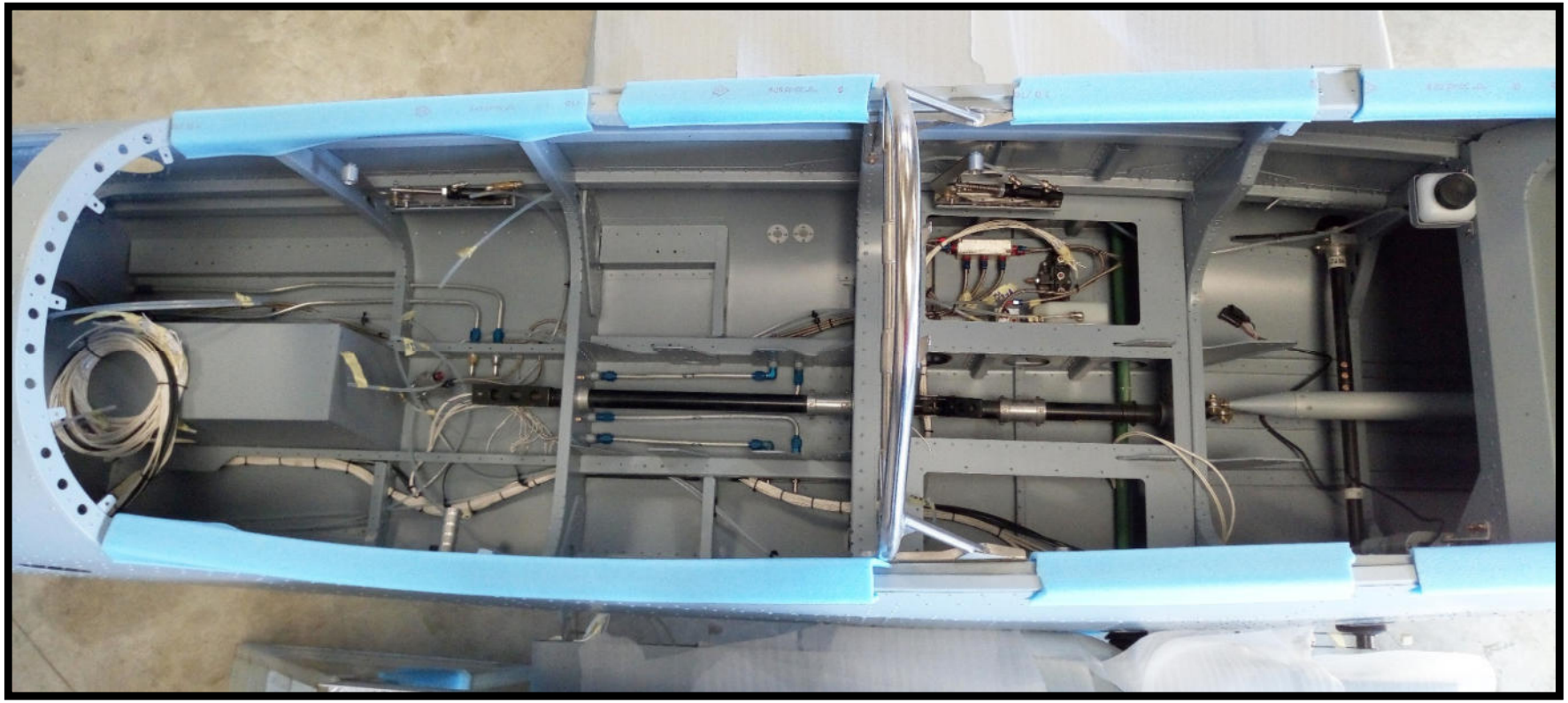
Tubi sotto pedana anteriore DX

pipe under front platform right

battery compartment

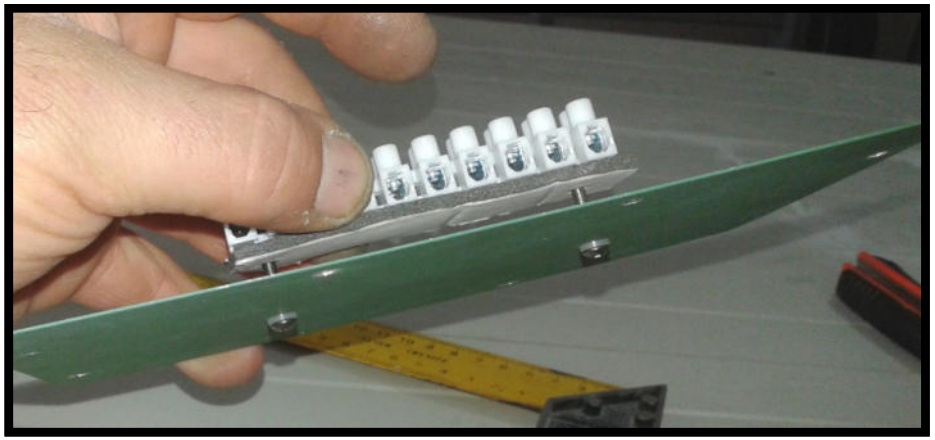


Ispection panel for mammoth terminal



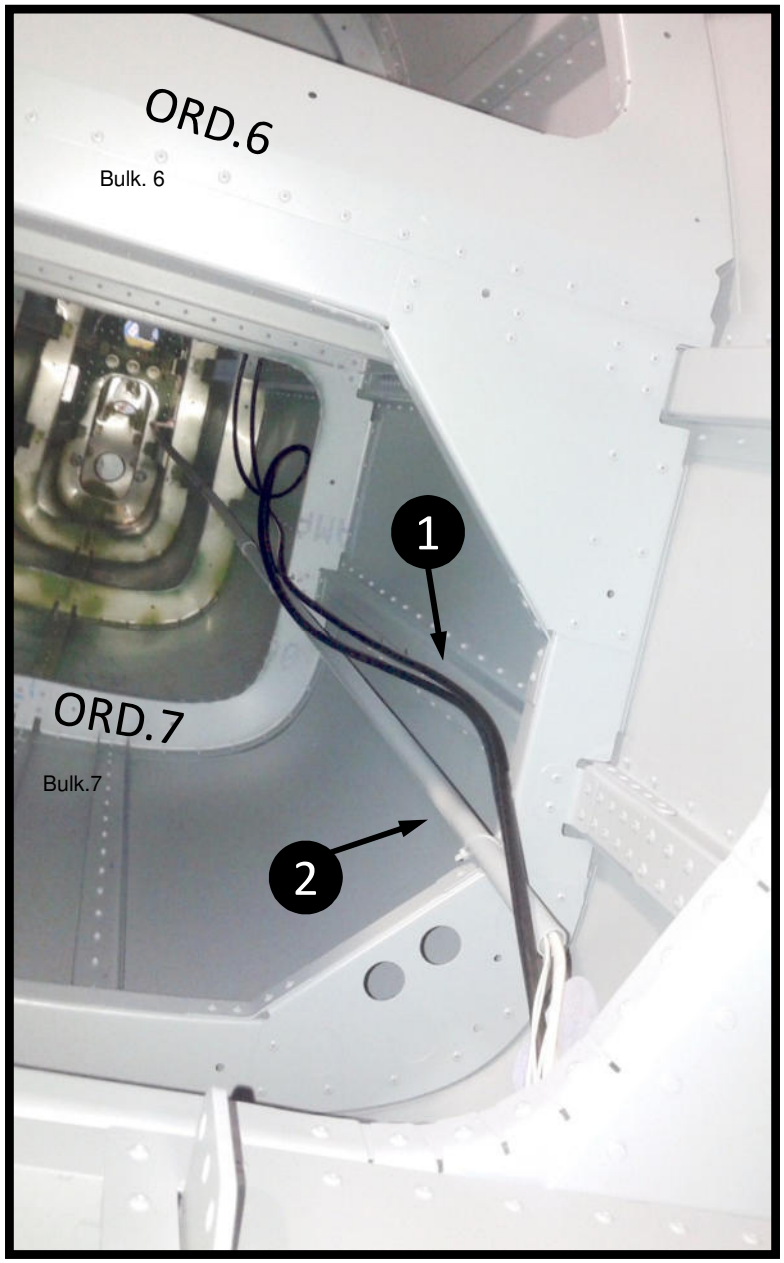
Mammoth for fin electric wiring and trim motor on the left inspection panel close to bulkhead 10

MORSETTIERA PER LUCI DERIVA E MOTORINO TRIM SU POZZETTO LATO SINISTRO IN PROSSIMITÀ DELL'ORDINATA 10

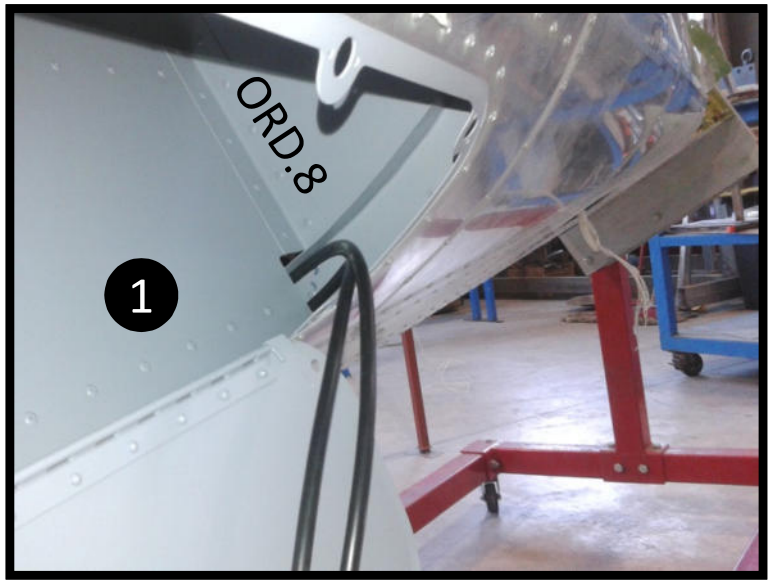


Drill the panel, insert the adhesive sponge and stop with two screws M3x20 with countersunk slotted raised head screw with plastic washer and self locking nut

FORARE LO SPORTELLO, INSERIRE SPUGNETTA ADESIVA E BLOCCARE CON DUE VITI M3x20 CON TESTA A CALOTTA CON RONDELLA DI PLASTICA E DADO AUTOBLOCCANTE



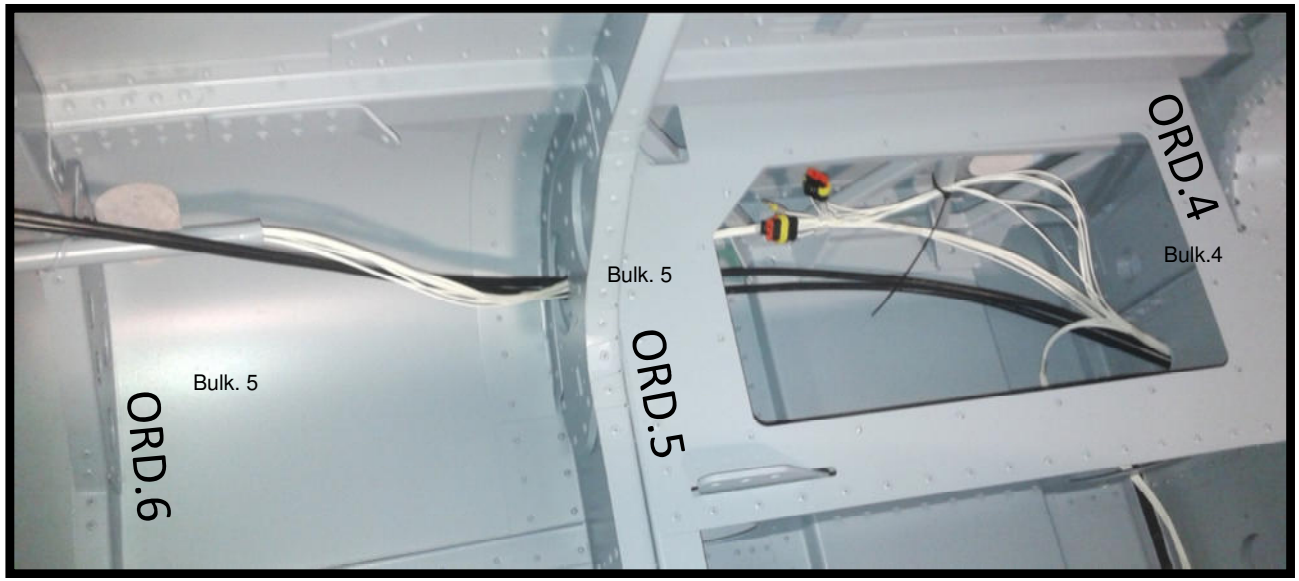
1. PERCORSO INDICATO PER CAVI BATTERIA (CAVI NERI) DA ORD. 8 A ORD. 4
2. PERCORSO INDICATO PER CAVI LUCI DERIVA E MOTORINO TRIM (CAVI BIANCHI) DA POZZETTO DI CODA (ORD. 10) A ORD. 4

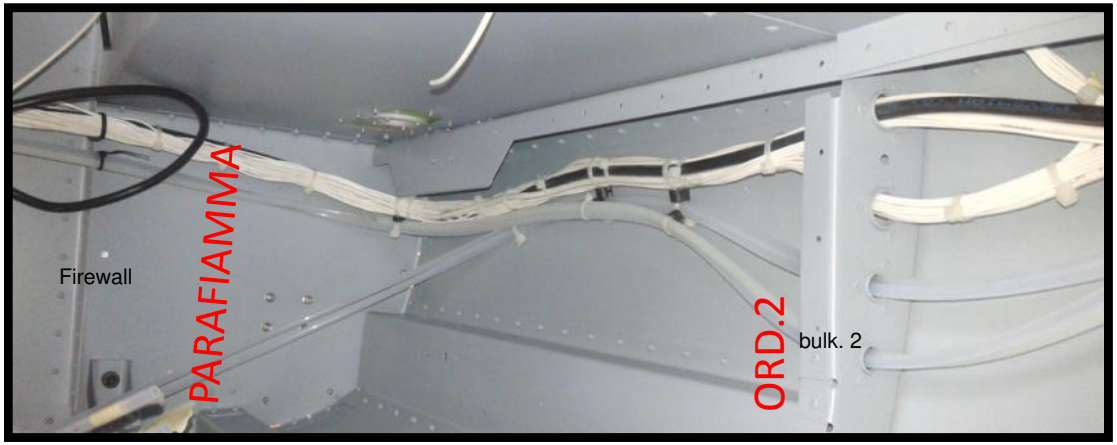


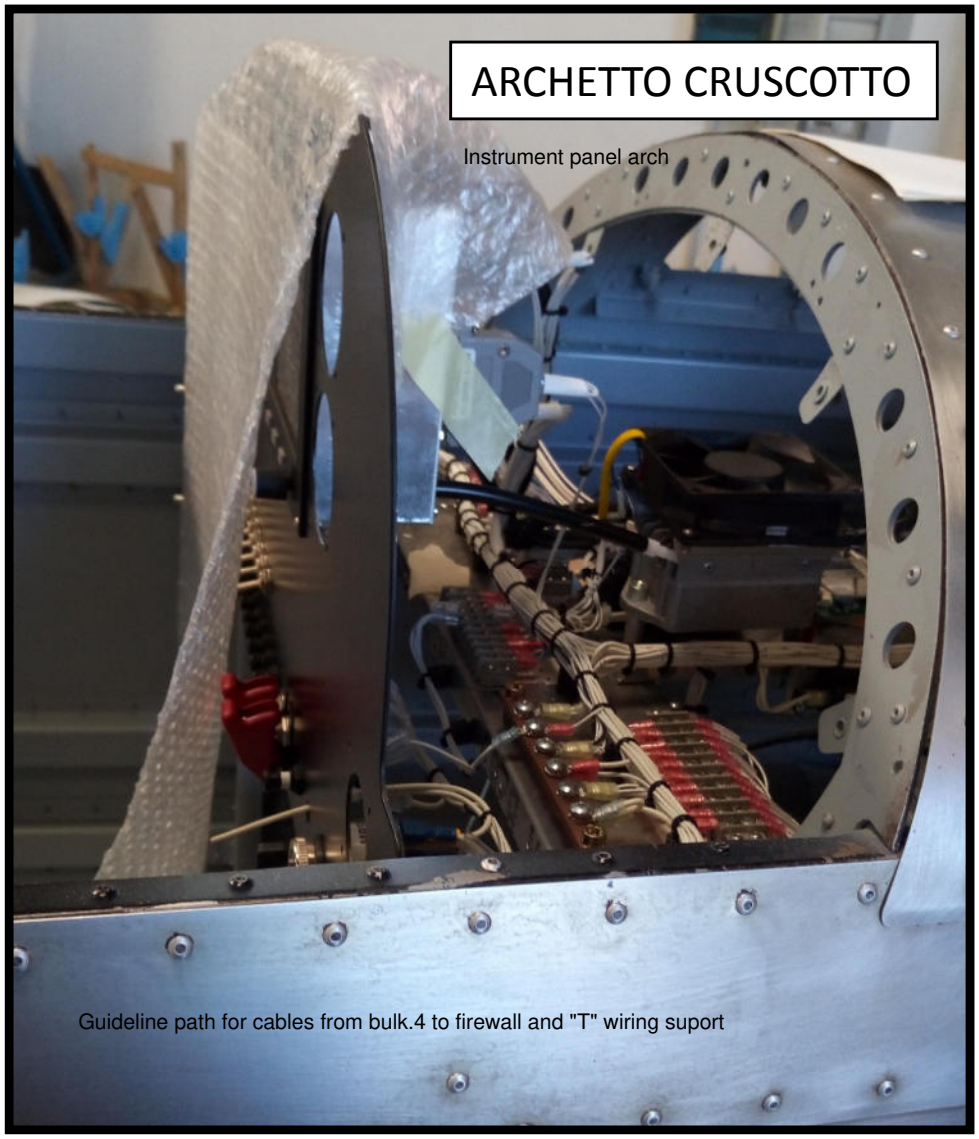
1. Guideline path for battery cables (black cables) from bulk. 8 to bulk. 4
2. Guideline path for light cables for fin and trim motors (white cables) from inspection tail window (bulk. 10) to bulk. 4

The electric wiring of the elements on the wing are going to be inside the central box

LE CONNESSIONI ELETTRICHE DEGLI ELEMENTI PRESENTI SULLE ALI SARANNO ALL'INTERNO DEL CASSONE CENTRALE





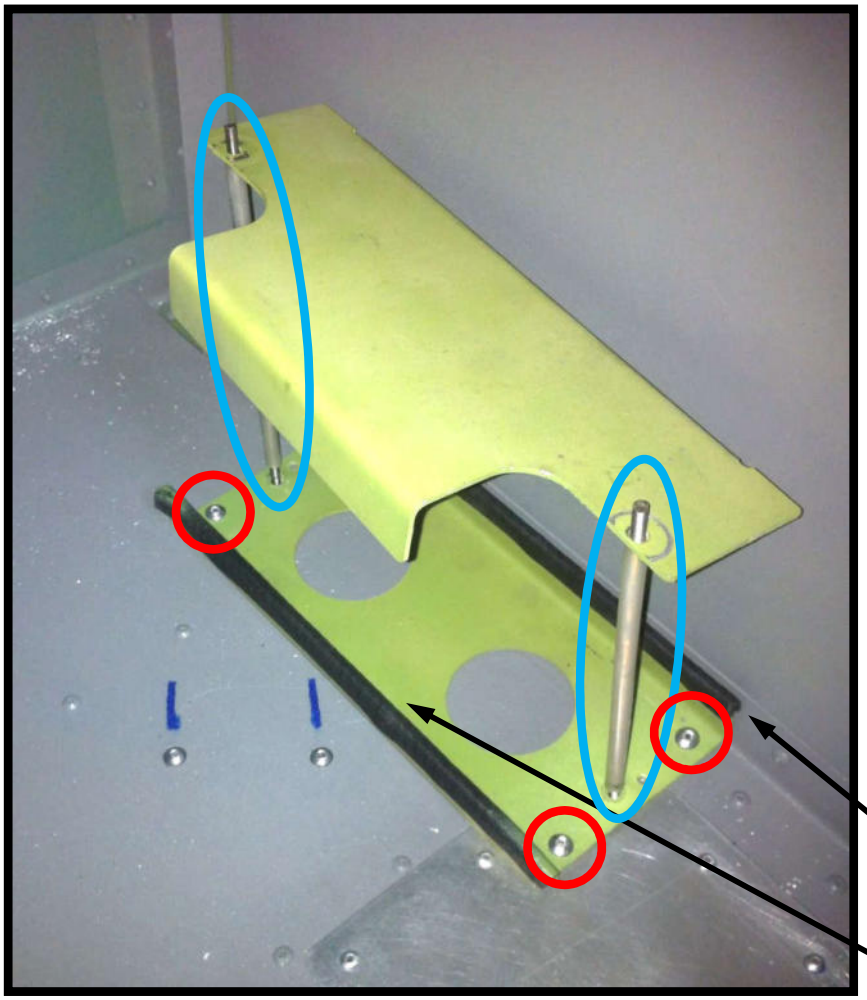


PERCORSO CAVI IN FUSOLIERA DA ORD. 4 A PARAFIAMMA E «T» DI SUPPORTO CABLAGGI.

INSERIRE GUARNIZIONI SU LAMIERE A CONTATTO CON I CAVI

Insert the gasket on the metal sheet which are in contact with the cables

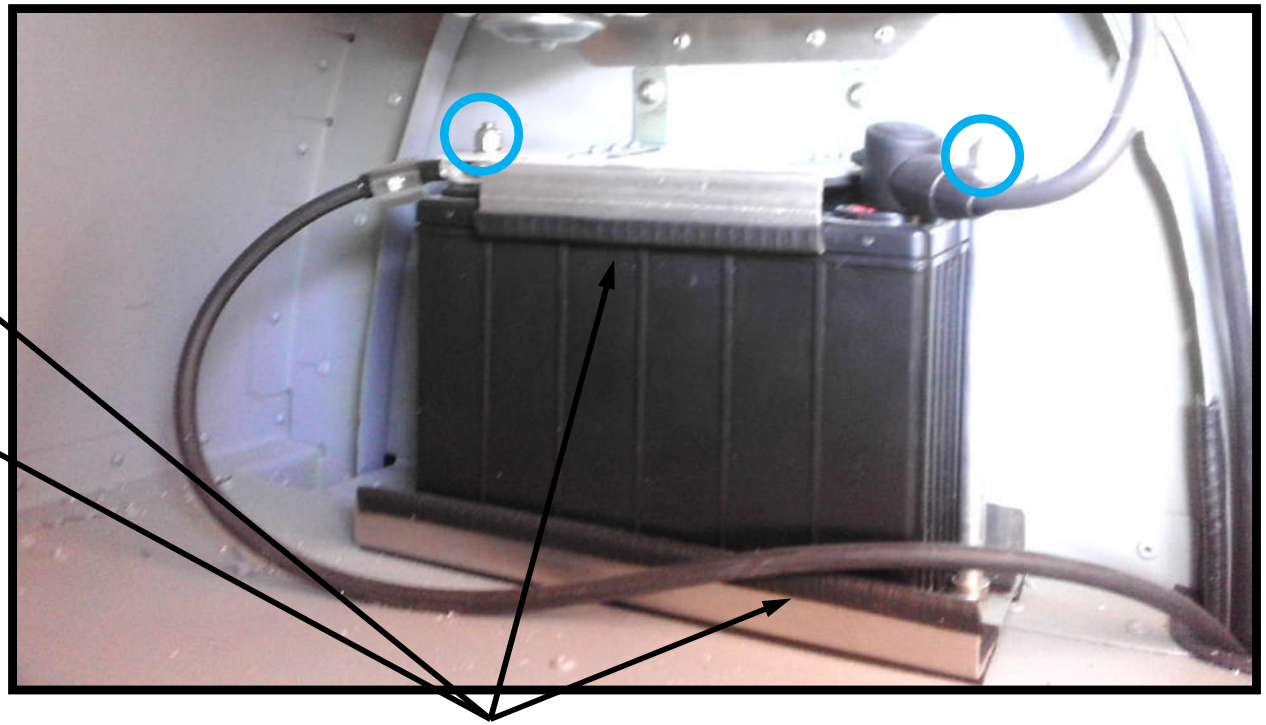
Aluminium Spacer pipe ø8, inside ø 6, lenght 131mm (x2)
Threaded rod M5, lenght 155mm + self locking nut M5 (x2)



- Tubo distanziale in alluminio Ø8, int. Ø6 lunghezza 131mm (x2)
- Barra filettata M5 di lunghezza 155mm + dado autobloccante M5 (x2)

Measure valid only for Spark battery 500

Misure valide per batteria Spark 500

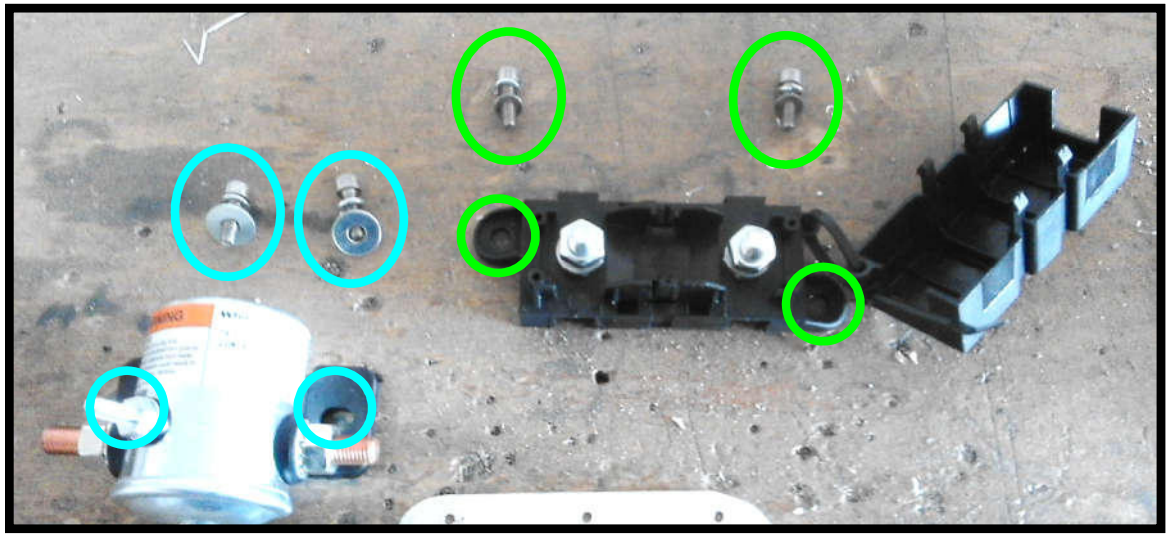


Rivetti AVDEL Ø3,2x8 (x4)

AVDEL Rivets ø 3,2x8 (x4)

Inserire spugnette e guarnizioni dove appoggia la batteria

Insert sponge and gasket where the battery is located



TCEI M6X25 + RONDELLA SPACCATA M6 + RONDELLA LISCIA LARGA M6X16 SU INSERTO FILETTATO M6

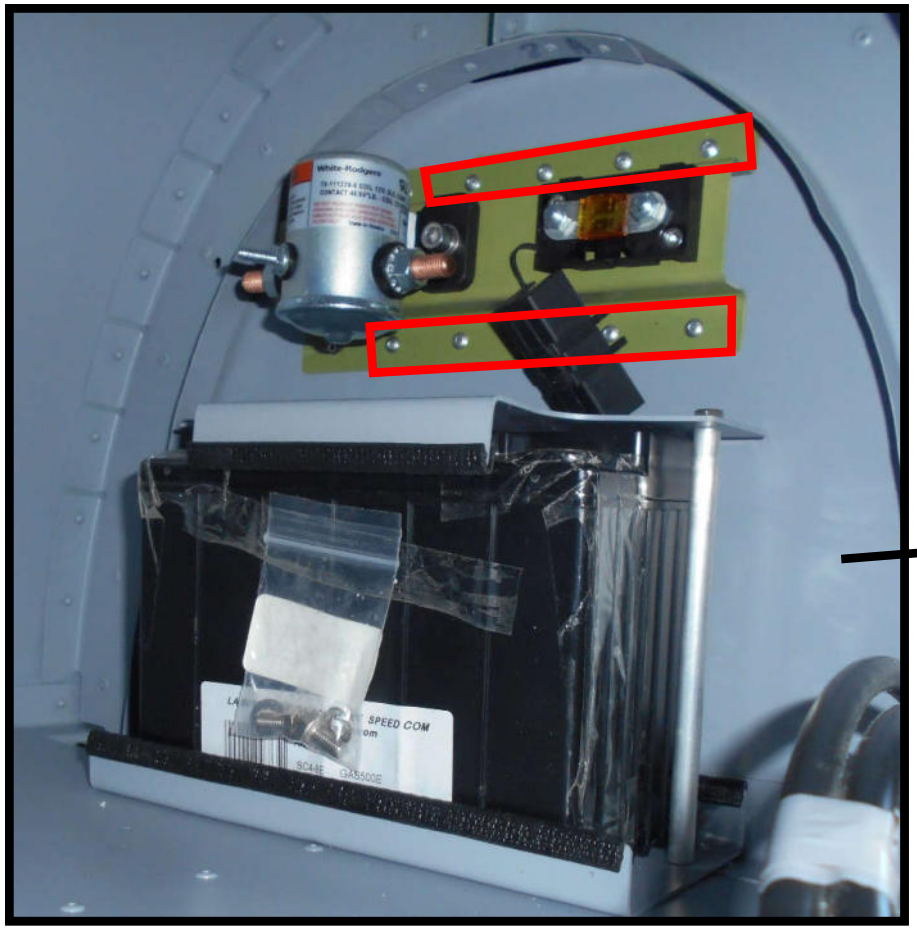
TCEI M4X20 + RONDELLA SPACCATA M4 + RONDELLA LISCIA M4 SU INSERTO FILETTATO M4

RIVETTI Ø3,2

M6x25 TCEI + SPLIT LOCKING WASHER M6 + LARGE SMOOTH WASHER M6x16 ON THREADED FITTING M6

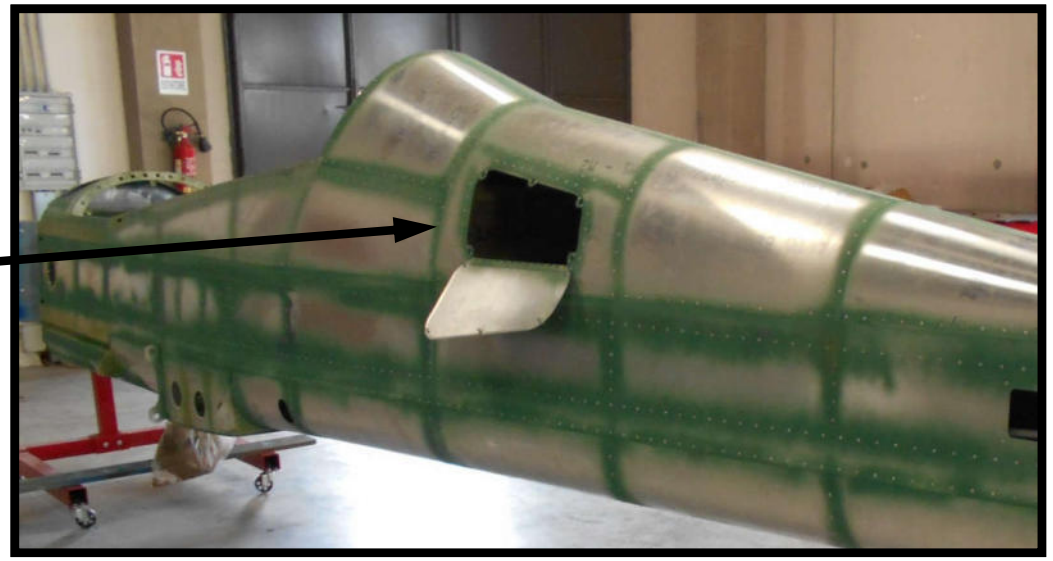
M4X20 TCEI + SPLIT WASHER M4 + SMOOTH WASHER M4 ON THREADED FITTING M4

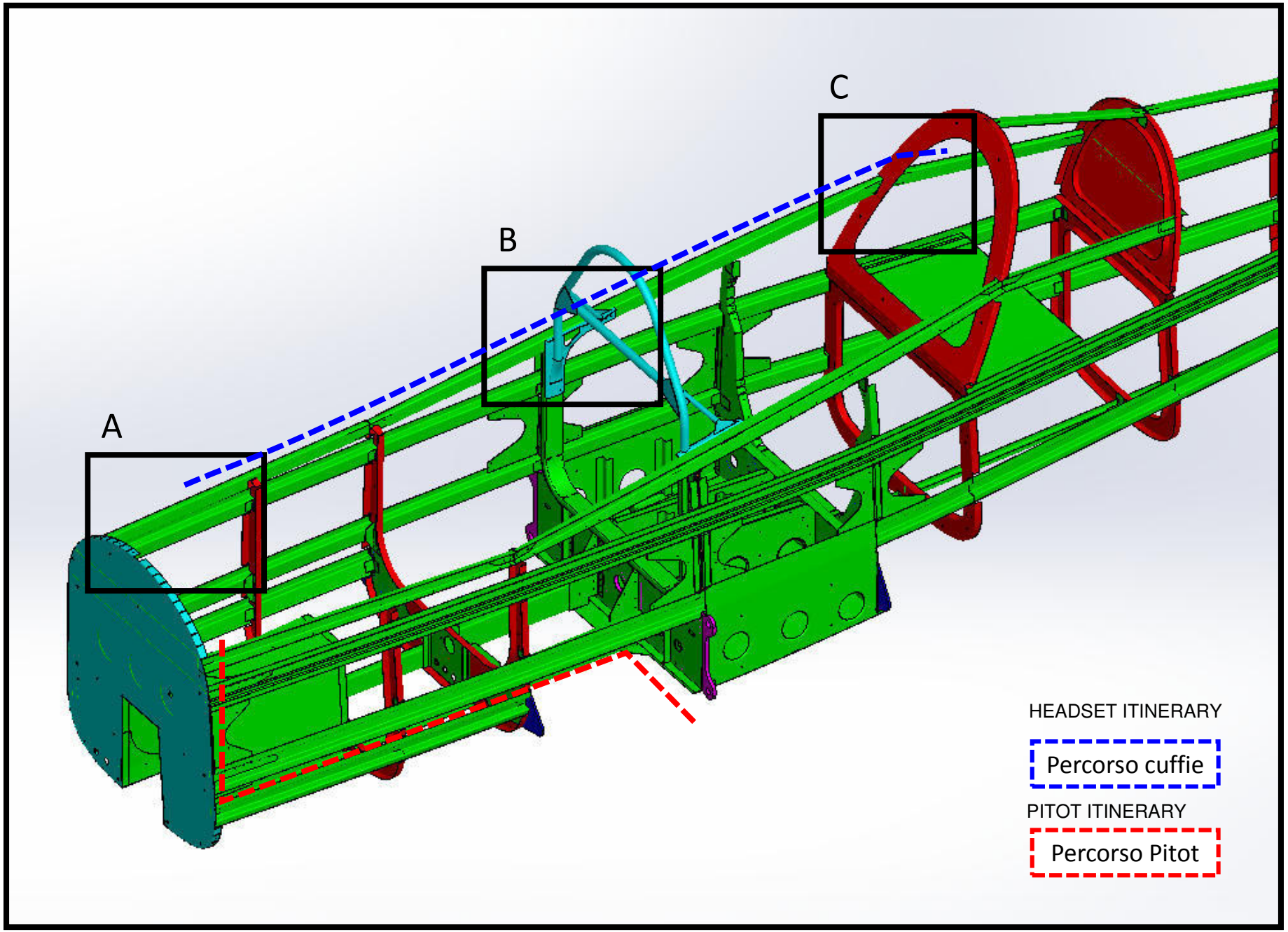
RIVETS ø3,2



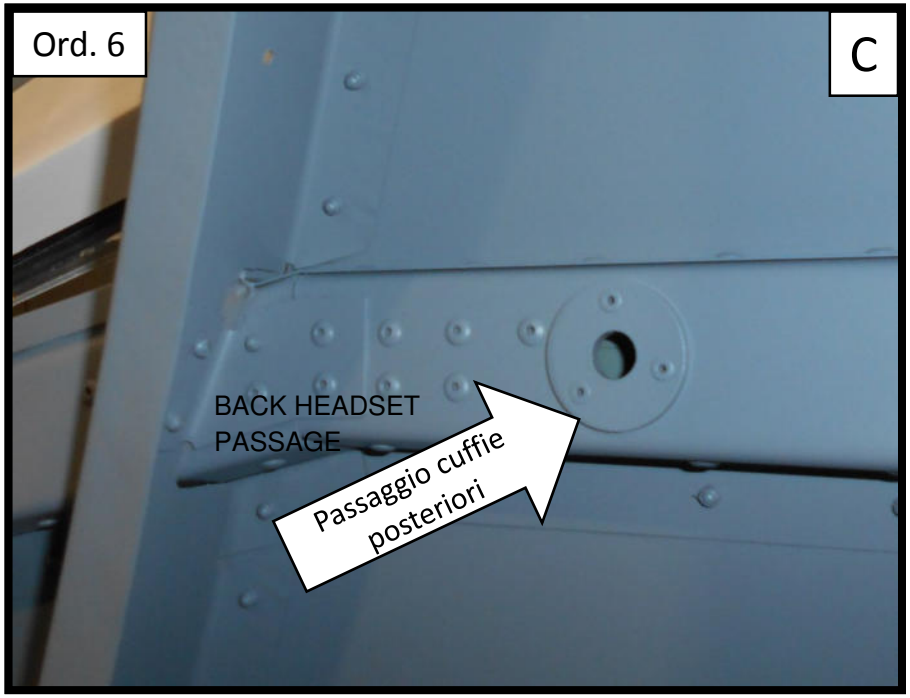
INSIDE THE ADDITIONAL BAGGAGE COMPARTMENT, ON THE CLOSURE OF THE BULK. 8

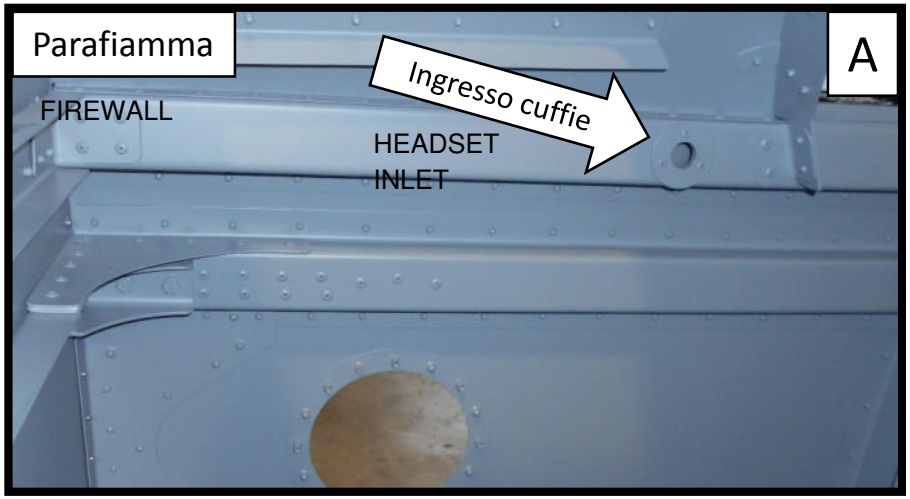
ALL'INTERNO DEL VANO BAGAGLI AGGIUNTIVO, SULLA CHIUSURA DELL'ORDINATA 8




A
B
C
HEADSET ITINERARY
Percorso cuffie
PITOT ITINERARY
Percorso Pitot

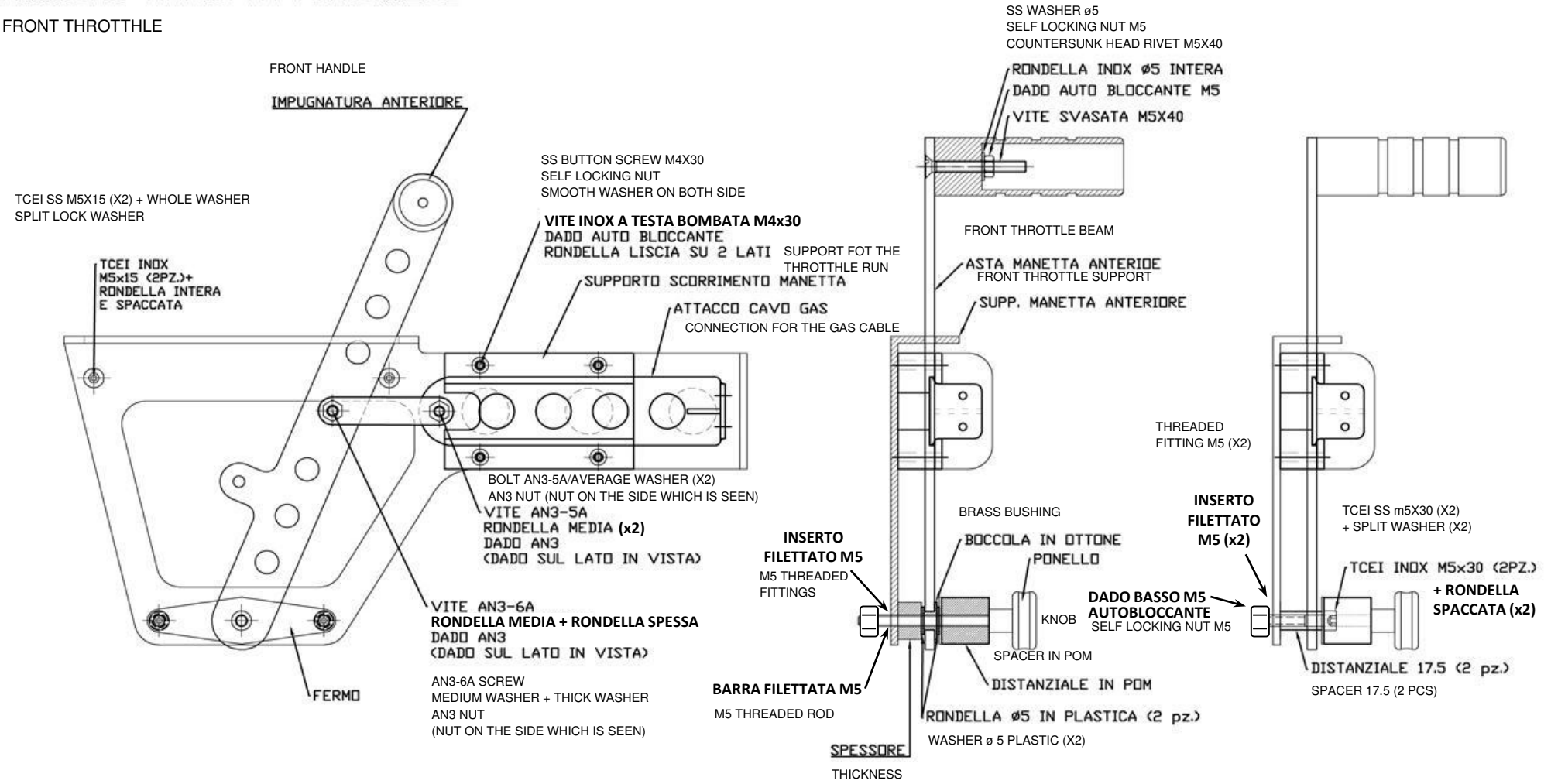

B
Passaggio cuffie anteriori
FRONT HEADSET PASSAGE
Ord. 4


Ord. 6
C
BACK HEADSET PASSAGE
Passaggio cuffie posteriori


Parafiamma
A
Ingresso cuffie
FIREWALL
HEADSET INLET

ASSIEME MANETTA ANTERIORE

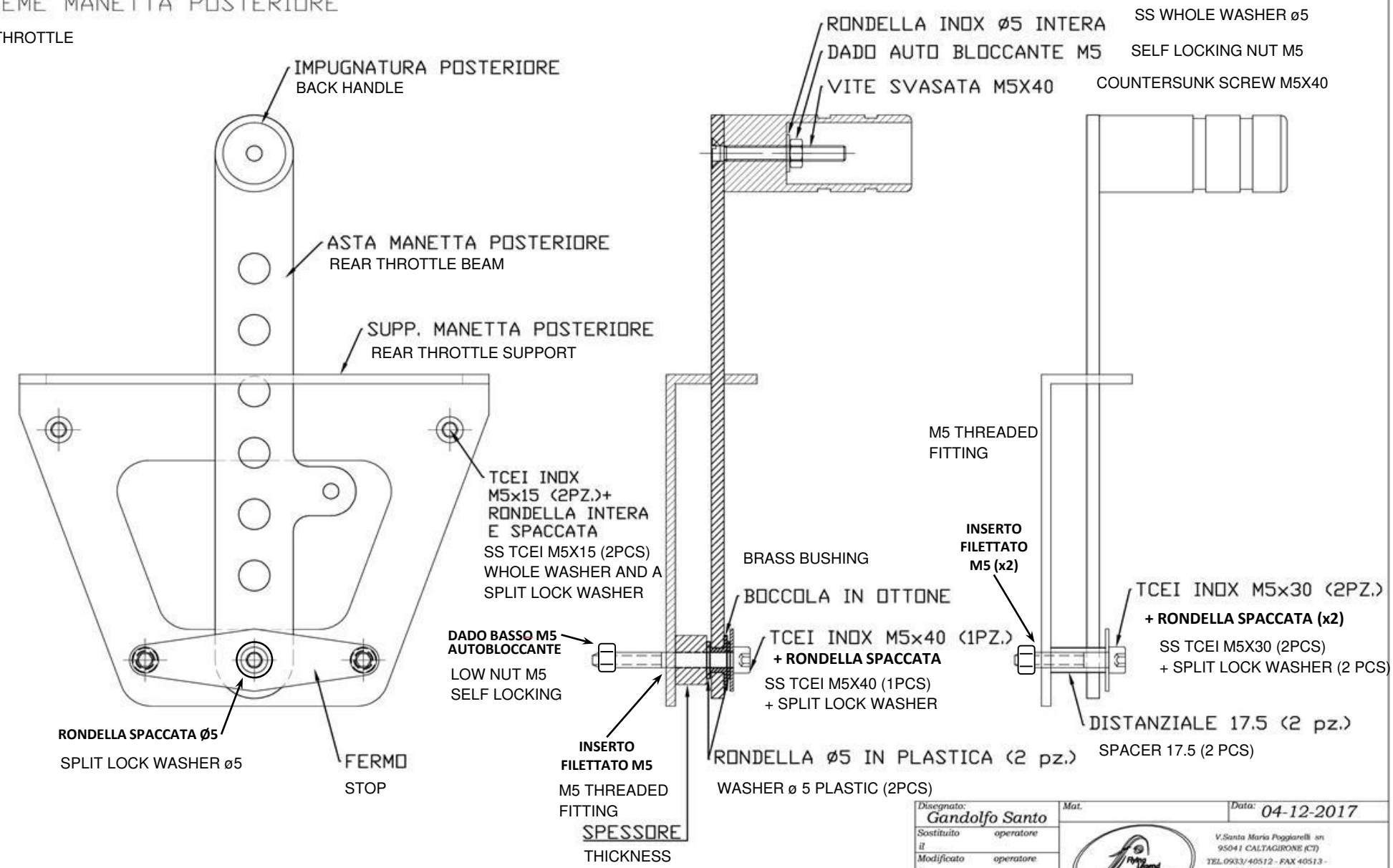
FRONT THROTTHLE



Disegnato: Gandolfo Santo	Mat.	Data: 30-01-2017
Sostituito operatore il		V.Santa Maria Poggiarelli sn 95041 CALTAGIRONE (CT) TEL.0933/40512 - FAX 40513 - 335/1269347-48 www.flyinglegend.it info@flyinglegend.it
Modificato operatore il		
Titolo:		
Modello: Tucano +6 -3	Note:	Step
Scala:		Sheet of 52

ASSIEME MANETTA POSTERIORE

REAR THROTTLE

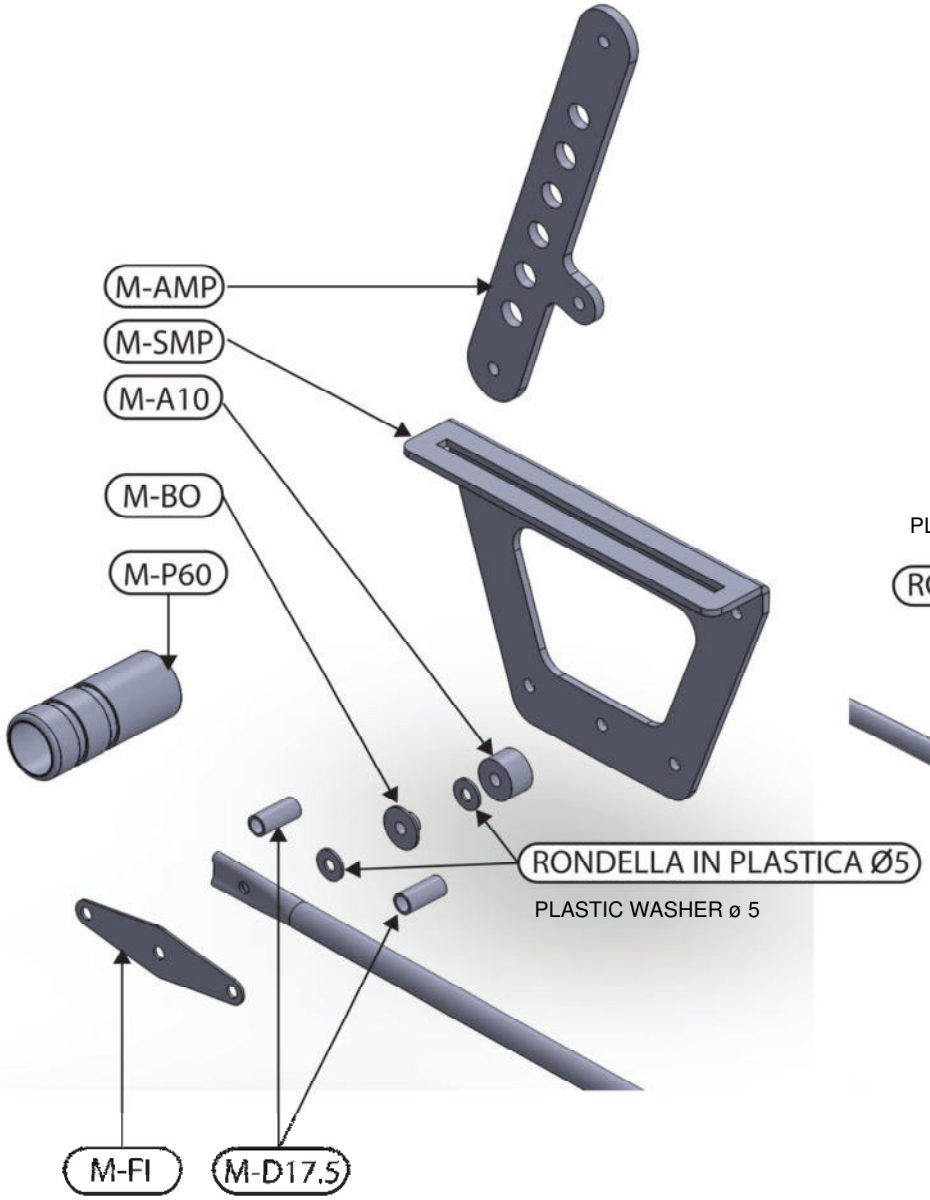


Disegnato: Gandolfo Santo	Mat.	Data: 04-12-2017
Sostituito operatore il		
Modificato operatore il		
Titolo:		
Modello: Tucano +6 -3	Note:	Step
Scala:		Sheet of 53

V.Santa Maria Poggiarelli sn
95041 CALTAGIRONE (CT)
TEL.0933/40512 - FAX 40513 - 335/1269347-48
www.flyinglegend.it
info@flyinglegend.it

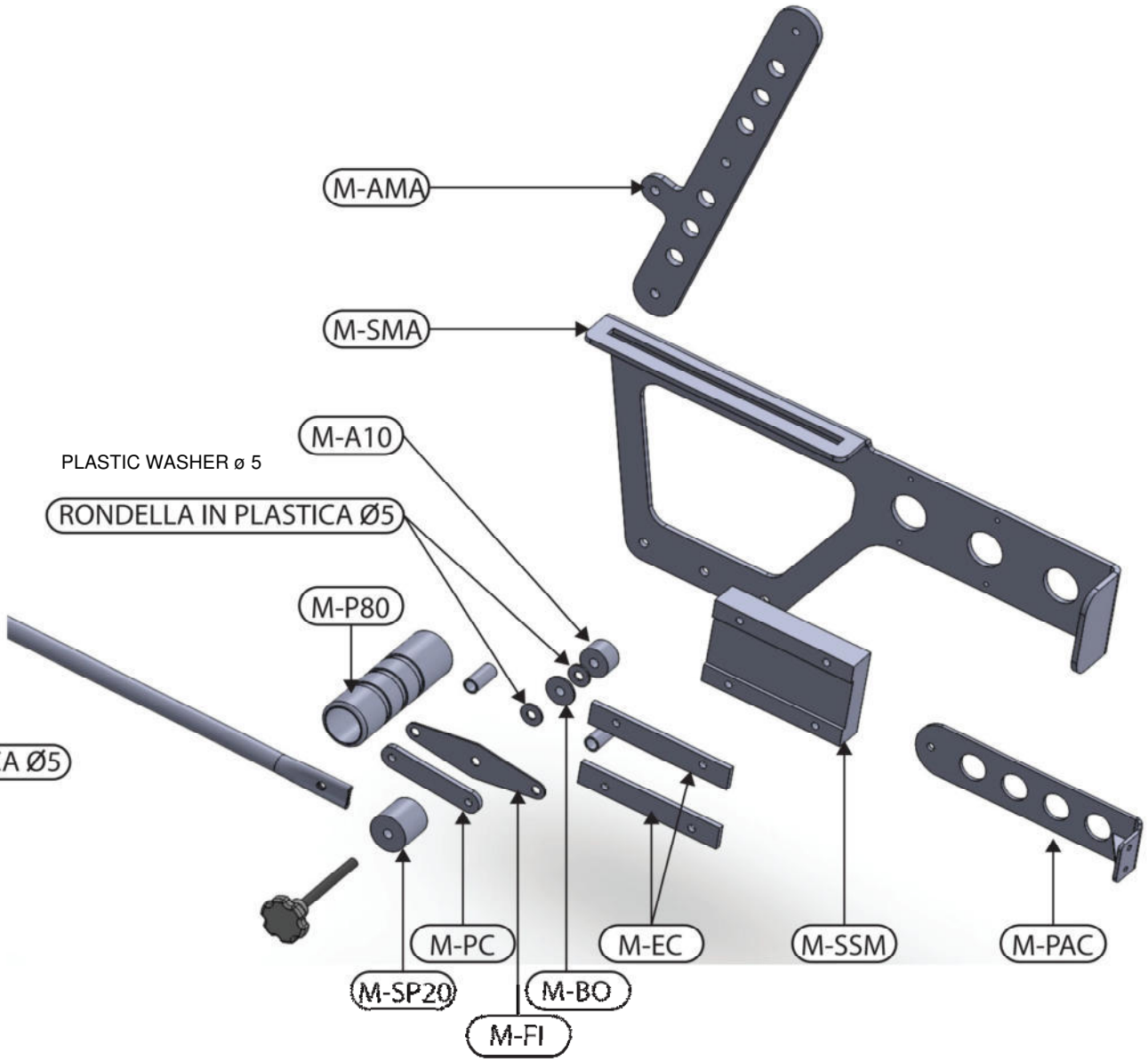
MANETTA POSTERIORE

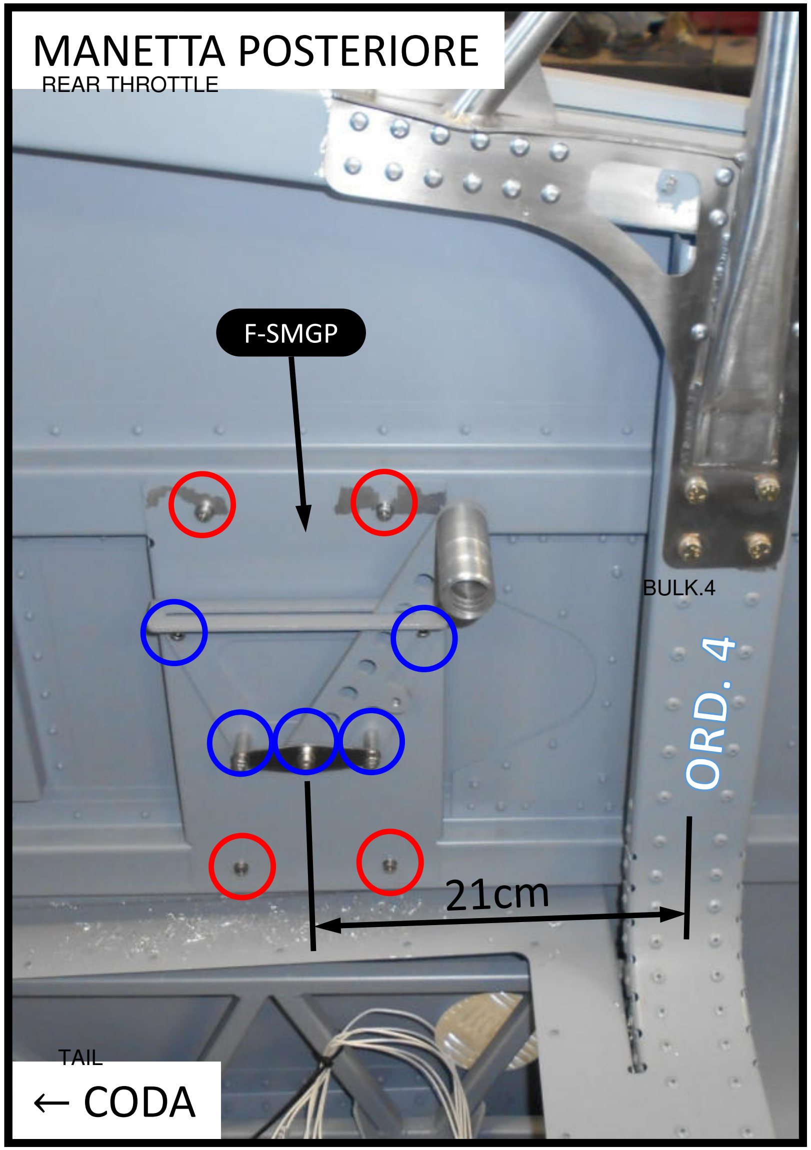
REAR THROTTLE



MANETTA ANTERIORE

FRONT THROTTLE



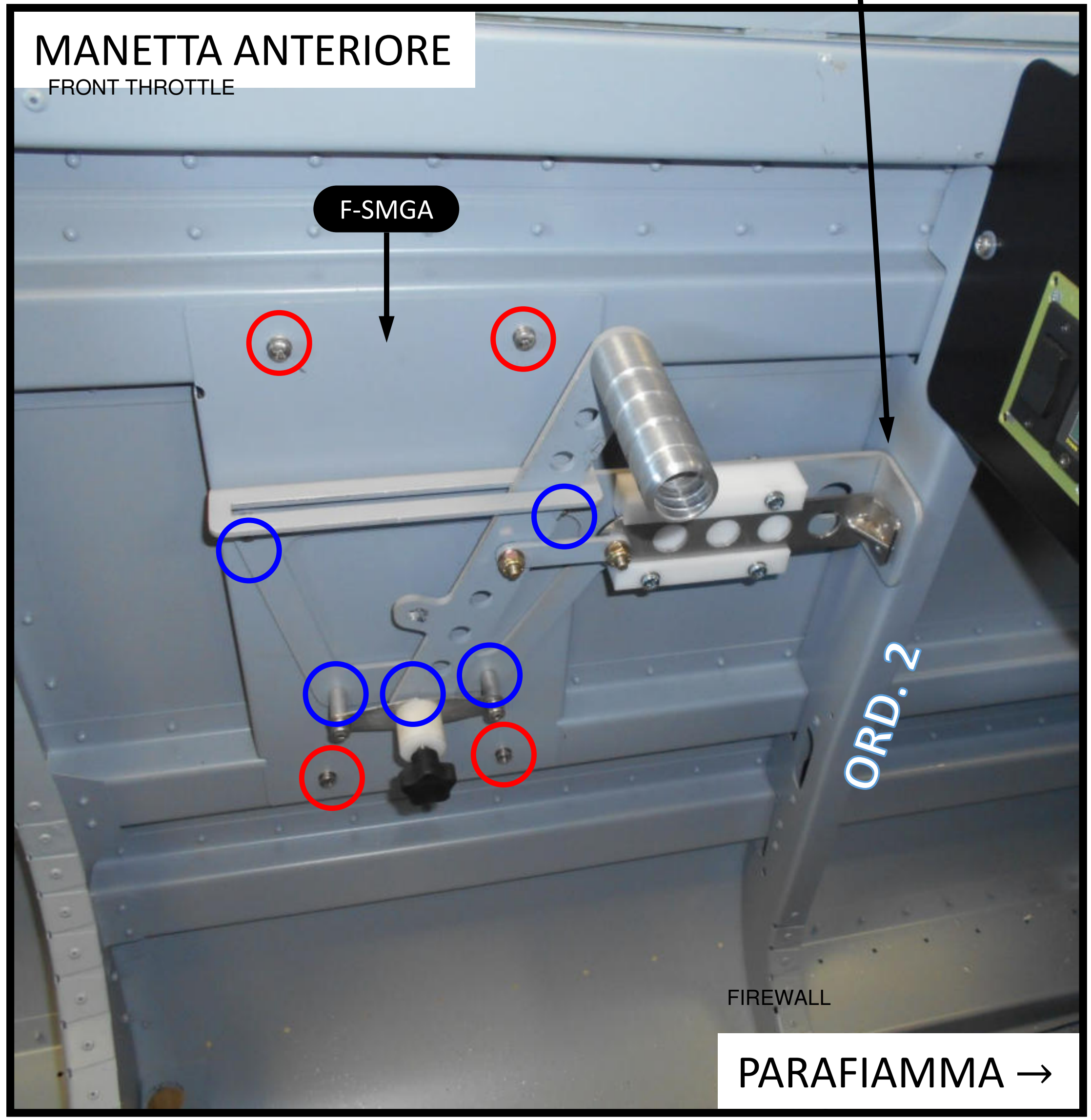


COLLOCAZIONE INSERTI M5 SU PIANETTI

COLLOCAZIONE INSERTI M4 SU LONGHERONI

NEXT TO THE BULK 2

A BATTUTA E A FILO CON L'ORDINATA 2



LA MISURA È PRESA DALL'ANIMA DELL'ORDINATA 4 AL PERNO DI ROTAZIONE DELLA MANETTA (CHE SI DEVE TROVARE SULL'ASSE VERTICALE CENTRALE DEL PIANETTO)

THE MEASURE IS TAKEN FROM THE BULK.4 TO THE ROTATION PIN OF THE THROTTLE (WHICH HAS TO BE ON THE VERTICAL CENTRAL AXIS OF THE METAL SHEET)

M5 FITTINGS ON THE METAL SHEET

M4 FITTINGS ON THE SPAR

MANETTA ANTERIORE

tcei ss screw m5x15 (2pcs) — VITE TICEI INOX M5X15 2x
whole washer ø (2pcs) — RONDELLA INTERA Ø5 2x
split lock washer ø 5)2pcs) — RONDELLA SPACCATA Ø5 2x
threaded fitting M5 (2) — INSERTO FILETTATO M5 2x

count.sunk screw m5x40 — VITE A TESTA SVASATA M5X40
ss washer ø 5 — RONDELLA INOX Ø5
self locking nut ø5 — DADO AUTOB. M5

bolt an3-6aù — VITE AN3-6A
medium washer — RONDELLA MEDIA
thick washer — RONDELLA SPESSA
self locking num an3 — DADO AUTOB. AN3

bolt an3-5a — VITE AN3-5A
medium washer (2) — RONDELLA MEDIA 2x
self locking an3 — DADO AUTOB. AN3

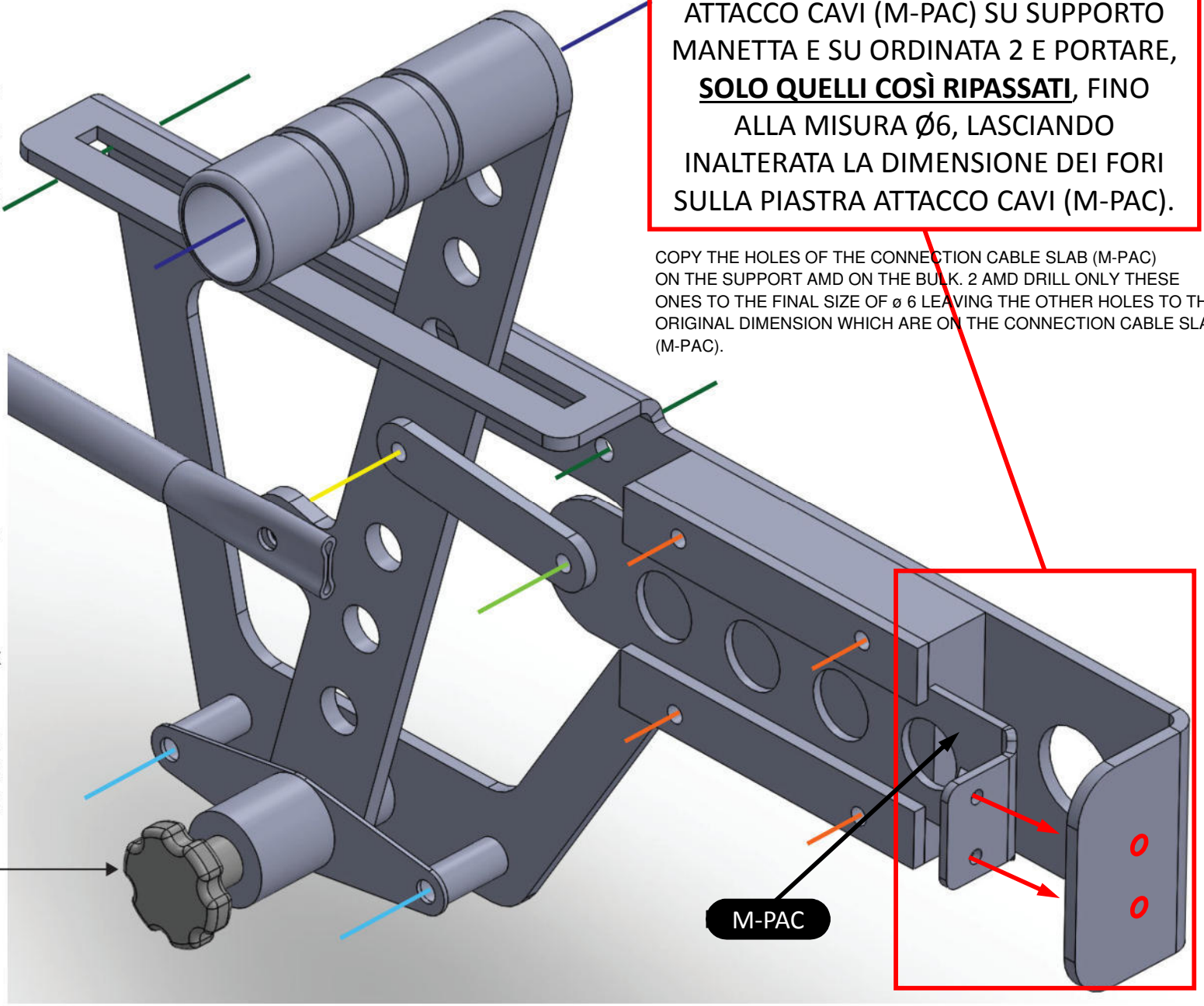
VITE INOX A TESTA BOMBATA M4x30
ss pan button screw m4x30 — RONDELLA LISCIA Ø4 2x
smooth washer ø 4 (2) — DADO AUTOB. M4
self locking M4

tcei screw m5x30 (2pcs) — VITE TCEI INOX M5X30 2x
split lock washer ø 5 (2) — RONDELLA SPACCATA Ø5 2x
threaded fitting m5 (2) — INSERTO FILETTATO M5 2x

handle — POMELLO
threaded rod m5 lenght 70mm — BARRA FILETTATA M5 L.70mm
self lock. low m5 — DADO AUTOB. BASSO M5
threaded fitting m5 — INSERTO FILETTATO M5

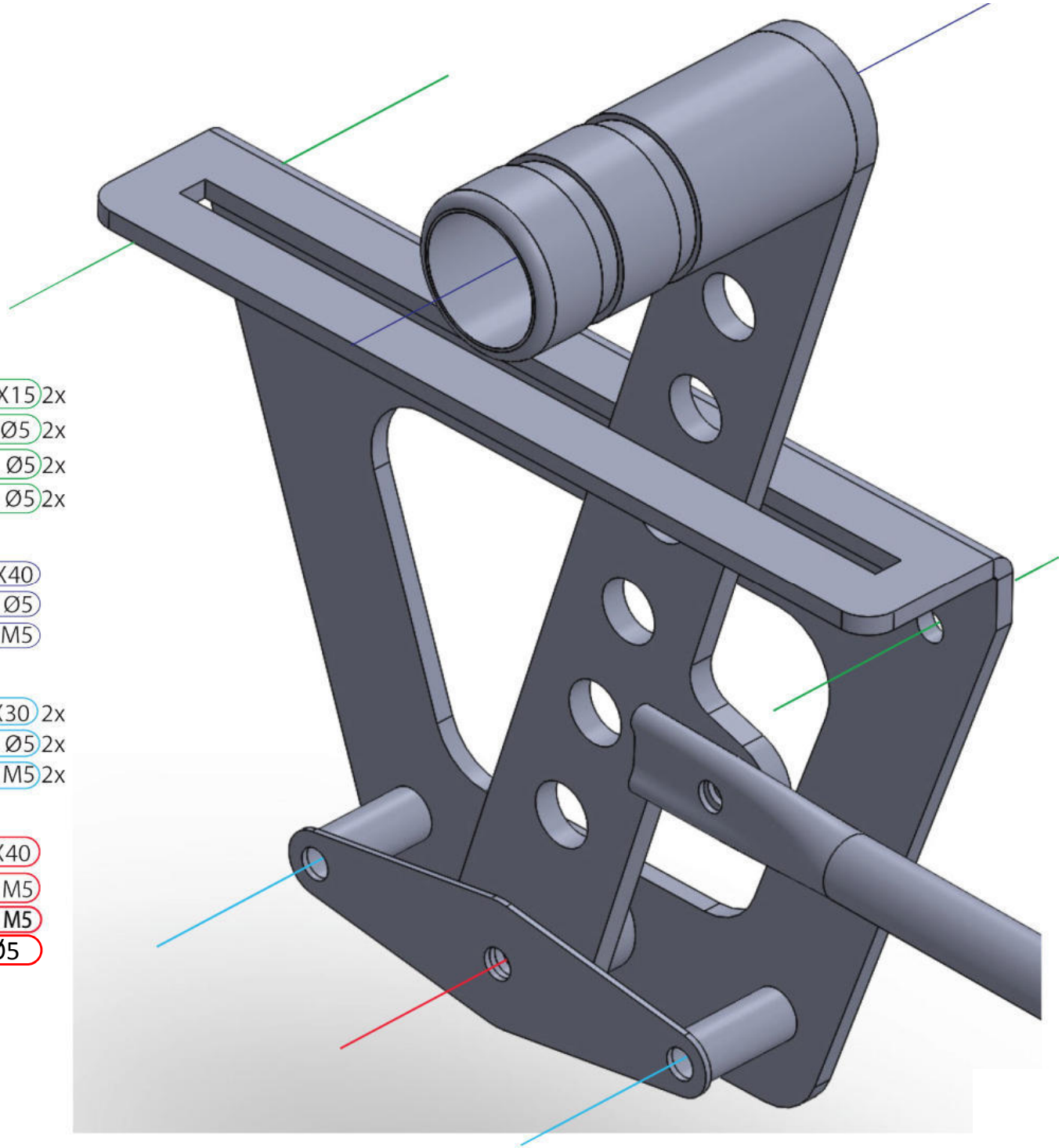
RIPORTARE I FORI DELLA PIASTRA ATTACCO CAVI (M-PAC) SU SUPPORTO MANETTA E SU ORDINATA 2 E PORTARE, **SOLO QUELLI COSÌ RIPASSATI**, FINO ALLA MISURA Ø6, LASCIANDO INALTERATA LA DIMENSIONE DEI FORI SULLA PIASTRA ATTACCO CAVI (M-PAC).

COPY THE HOLES OF THE CONNECTION CABLE SLAB (M-PAC) ON THE SUPPORT AMD ON THE BULK. 2 AMD DRILL ONLY THESE ONES TO THE FINAL SIZE OF ø 6 LEAVING THE OTHER HOLES TO THEIR ORIGINAL DIMENSION WHICH ARE ON THE CONNECTION CABLE SLAB (M-PAC).



MANETTA POSTERIORE

Rear throttle



ticei screw m5x15 (2)
whole washer ø 5 (2)
split lock washer ø 5 (2)
threaded fitting ø 5 (2)

VITE TICEI INOX M5X15 2x
RONDELLA INTERA Ø5 2x
RONDELLA SPACCATA Ø5 2x
INSERTO FILETTATO Ø5 2x

count.sunk screw
m5x40
ss washer ø 5
self locking nut m5

VITE A TESTA SVASATA M5X40
RONDELLA INOX Ø5
DADO AUTOB. M5

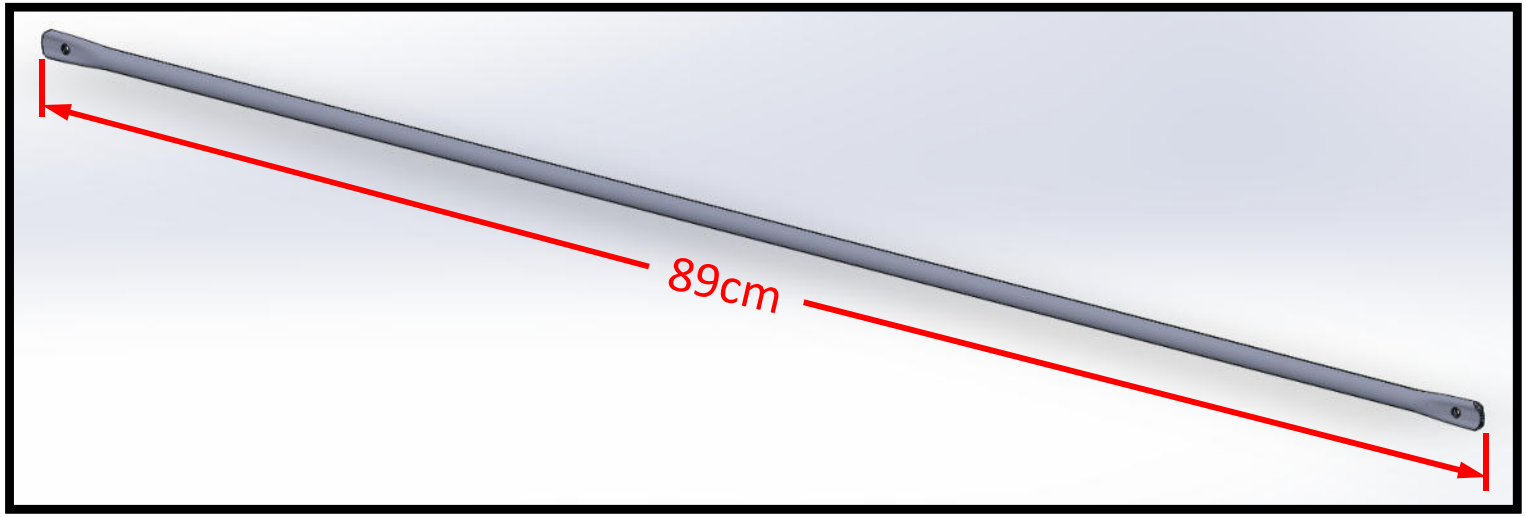
tcei screw m5x30 (2)
split lock washer ø 5 (2)
threaded fitting m5 (2)

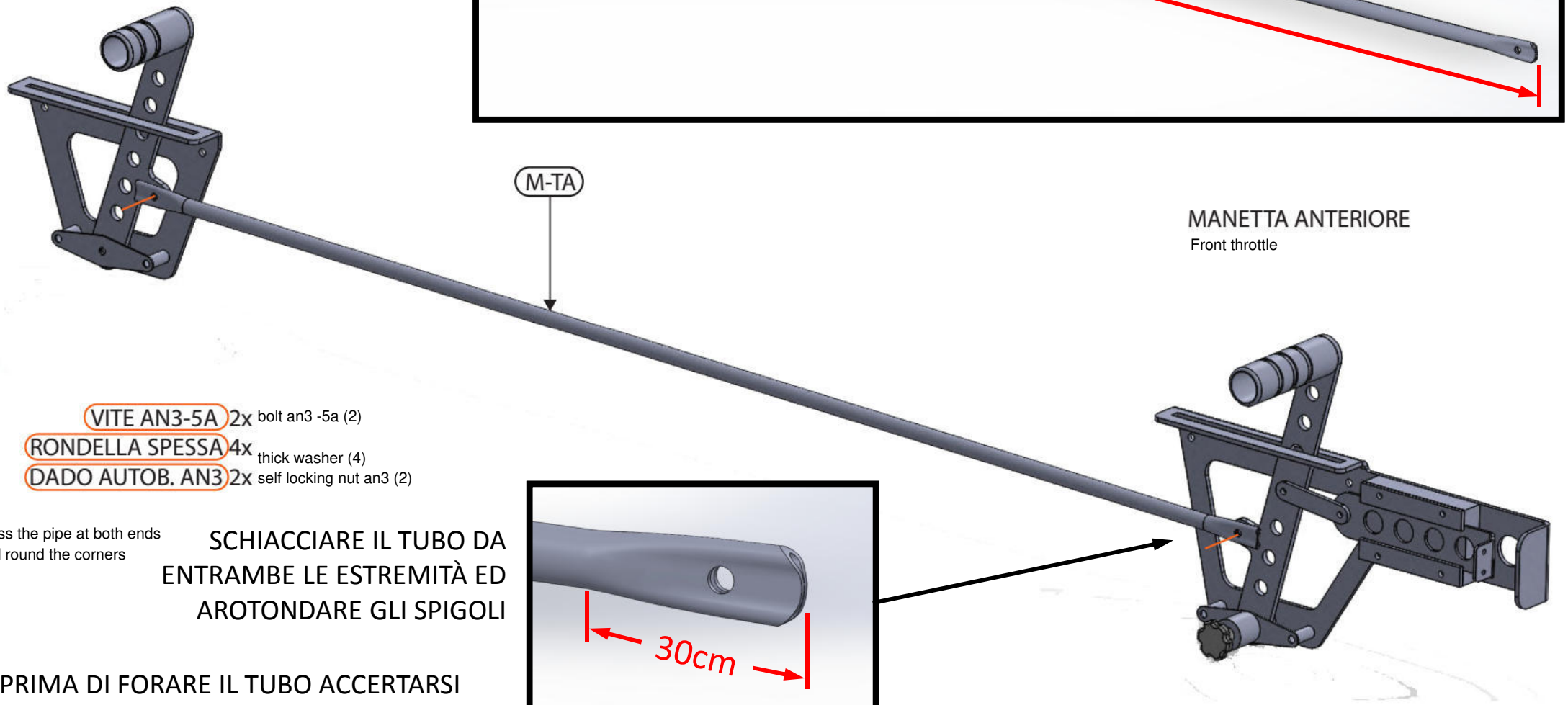
VITE TCEI INOX M5X30 2x
RONDELLA SPACCATA Ø5 2x
INSERTO FILETTATO M5 2x

ss tcei screw m5x40
threaded fitting m5
self lock. low nut m5
split lock washer ø5

VITE TCEI INOX M5X40
INSERTO FILETTATO M5
DADO BASSO AUTOB. M5
RONDELLA SPACCATA Ø5

MANETTA POSTERIORE
Rear throttle



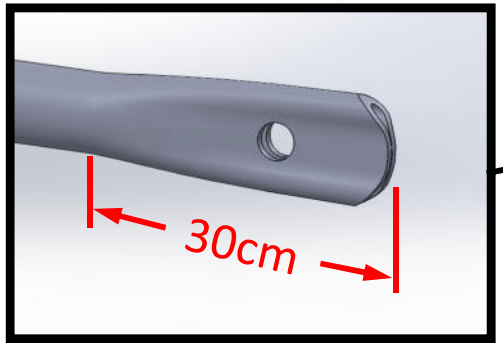


MANETTA ANTERIORE
Front throttle

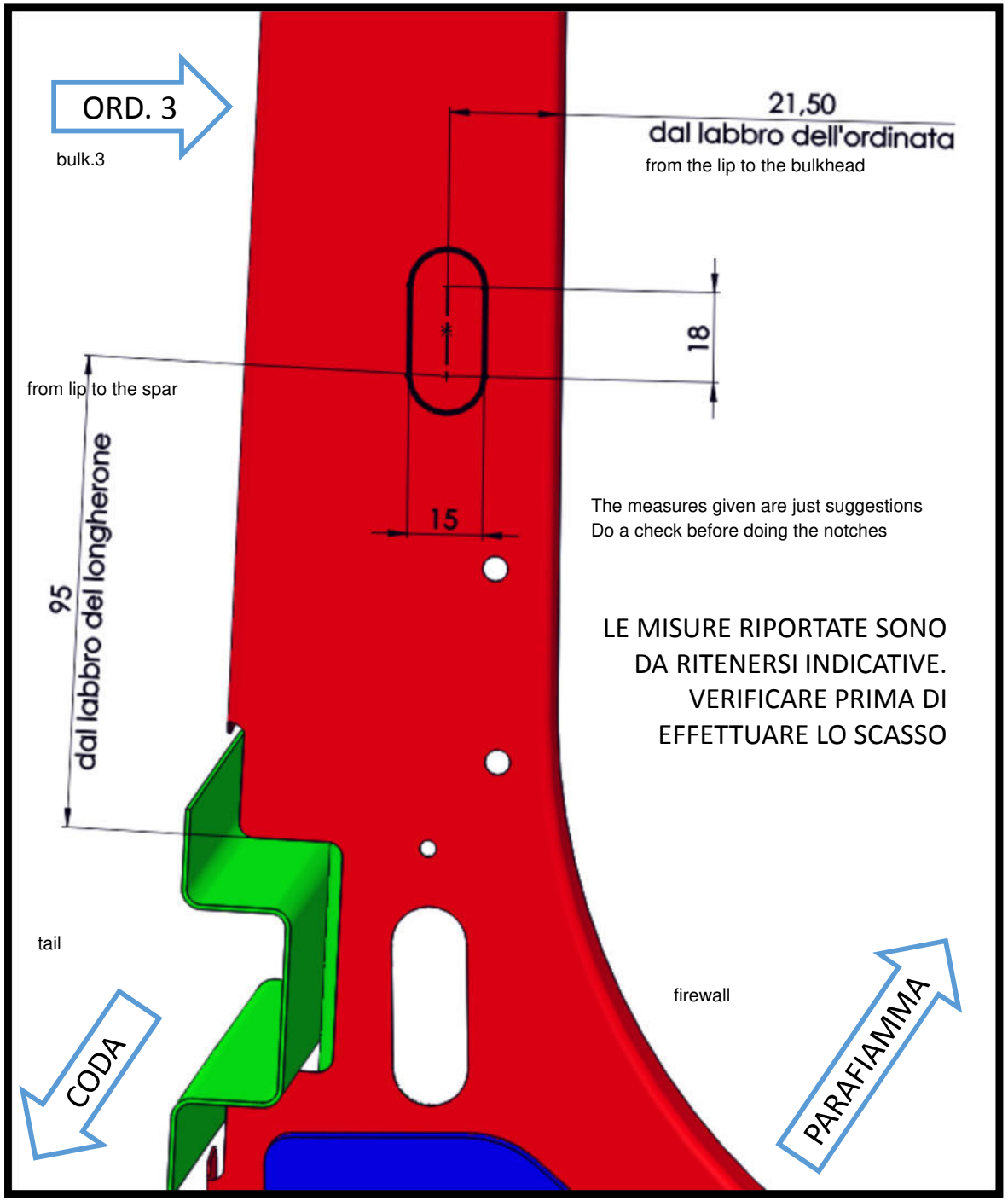
VITE AN3-5A 2x bolt an3 -5a (2)
RONDELLA SPESSA 4x thick washer (4)
DADO AUTOB. AN3 2x self locking nut an3 (2)

press the pipe at both ends
and round the corners

SCHIACCIARE IL TUBO DA
ENTRAMBE LE ESTREMITÀ ED
AROTONDARE GLI SPIGOLI

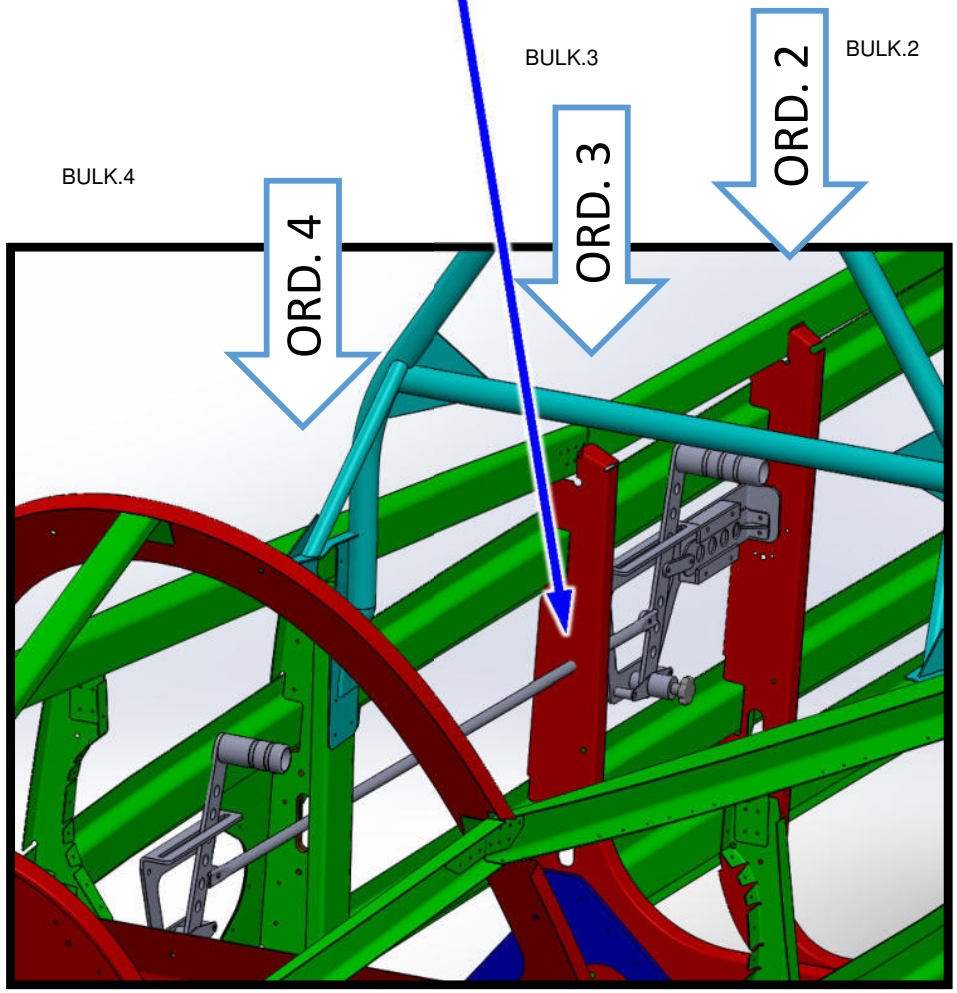


PRIMA DI FORARE IL TUBO ACCERTARSI
CHE LE MANETTE SIANO ENTRAMBE
COMPLETAMENTE SPOSTATE IN AVANTI
before drilling the pipe make sure that both throttle are forward positioned



ESEGUIRE UN'ASOLA SULL'ORDINATA 3 PER PERMETTERE IL PASSAGGIO DEL TUBO CHE COLLEGA LE DUE MANETTE

DO A EYELET ON THE BULK. 3 TO ALLOW THE PASSAGE OF THE PIPE
WHICH CONNECTS THE TWO THROTTLE



Rivet all the metal sheets with rivets avex ø3.2x10.4 jumping the hole couples ø 4 on the metal sheets F-PPD/S

RIVETTARE TUTTE LE PEDANE CON RIVETTI AVEX Ø3.2x10.4 SALTANDO LA COPPIA DI FORI Ø4 SUI PIANETTI F-PPD/S

ATTENZIONE ALLA RIVETTATURA DEL PREDELLINO SULLA ORDINATA 3 IN QUANTO ALCUNI FORI POTREBBERO CADERE A RIDOSSO DELLA PIASTRA DI ATTACCO ALARE. VALUTARE GLI SPESSORI DEI RIVETTI IN CORRISPONDENZA DI TALI FORI

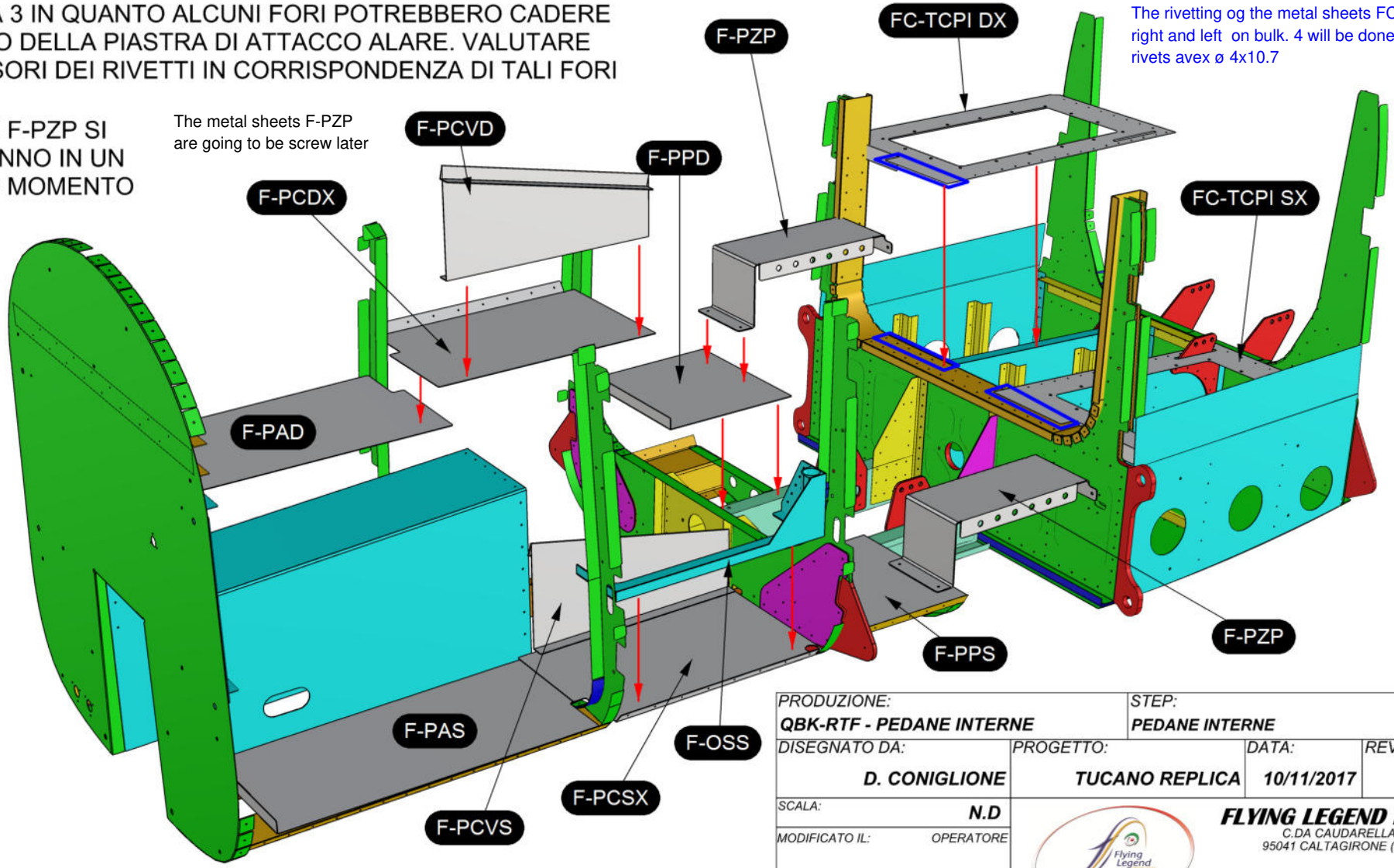
Pay attention while riveting the entry step on the bulk 3 as some holes might fall on the wing connection slab. evaluate the thickness of the rivets close to these holes

LA RIVETTATURA DELLE PEDANE FC-TCPI DX/SX SU ORDINATA 4 SARÀ ESEGUITA CON RIVETTI AVEX Ø4x10.7

The rivetting og the metal sheets FC-TCPI right and left on bulk. 4 will be done with rivets avex ø 4x10.7

I PIANETTI F-PZP SI AVVITERANNO IN UN SECONDO MOMENTO

The metal sheets F-PZP are going to be screw later



VALUTARE SE EFFETTUARE LA RIVETTATURA DEGLI ELEMENTI F-PCVD/S E F-OSS PRIMA O DOPO IL COLLAUDO DEFINITIVO DEGLI IMPIANTI

Evaluate to rivet F-PCVD/S AND F-OSS before or after the final test of the systems.

PRODUZIONE: **QBK-RTF - PEDANE INTERNE**		STEP: **PEDANE INTERNE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **10/11/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **60**

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Back rear metal sheet (C-PPD/S)

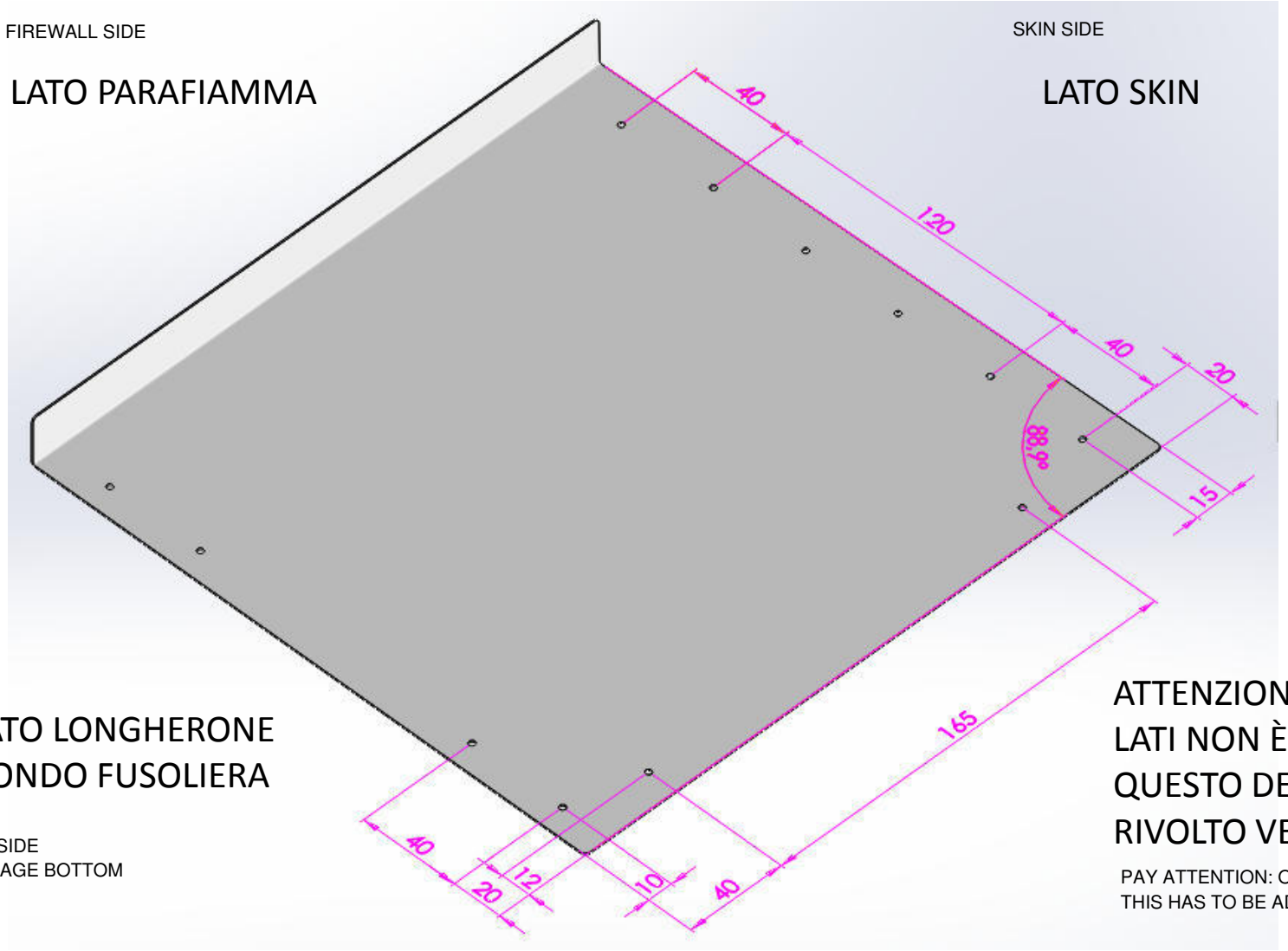
PIANETTO POSTERIORE (C-PPD/S)

FIREWALL SIDE

LATO PARAFIAMMA

SKIN SIDE

LATO SKIN



LATO LONGHERONE
FONDO FUSOLIERA

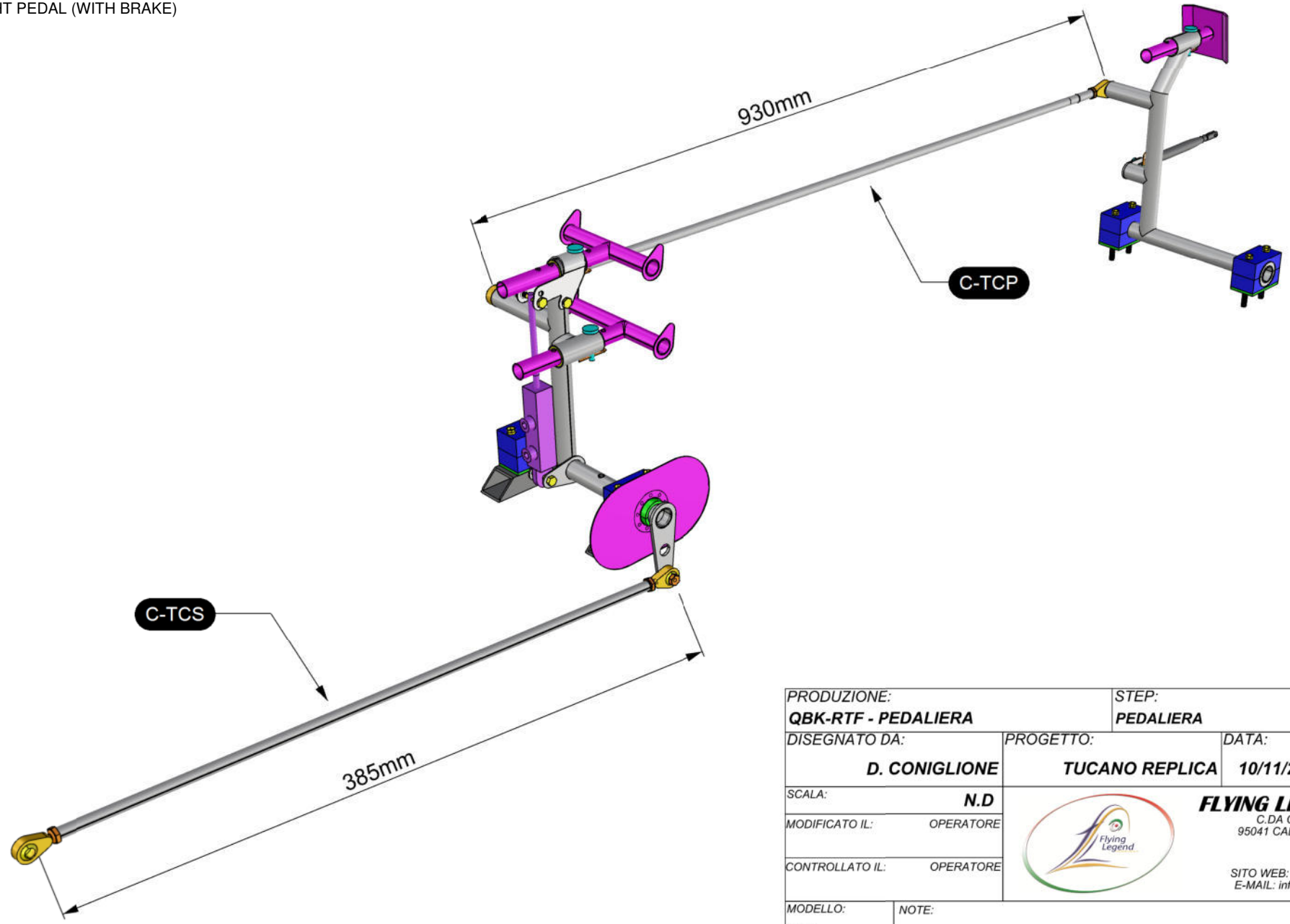
SPAR SIDE
FUSELAGE BOTTOM

ATTENZIONE: UNO DEI LATI NON È A SQUADRA. QUESTO DEVE ESSERE RIVOLTO VERSO LO SKIN

PAY ATTENTION: ONE OF THE SIDES IS NOT SQAURE
THIS HAS TO BE ADDRESSED TOWARDS THE SKIN

ASSIEME PEDALE DX (CON FRENO)

RIGHT PEDAL (WITH BRAKE)



PRODUZIONE: **QBK-RTF - PEDALIERA**		STEP: **PEDALIERA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **10/11/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **62**

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QUICK RELEASE PINS (C-RP)

C-TCP

BOLT M6x50 +
SELF-BLOCKING NUT

BOLT M6x25 +
WASHER M6x16

LOCKPINS

BOLT M5x50 +
(2x) WASHER +
SELF-BLOCKING NUT

BOLT M6x50 +
(3x) WASHER +
SELF-BLOCKING NUT

TCEI 6x70

INSERIRE TRA I BLOCCHETTI RONDELLE Ø6
INSERT BETWEEN THE WASHER BLOCKS ø 6

BOLT M6x30 +
(2x) WASHER +
SELF-BLOCKING NUT

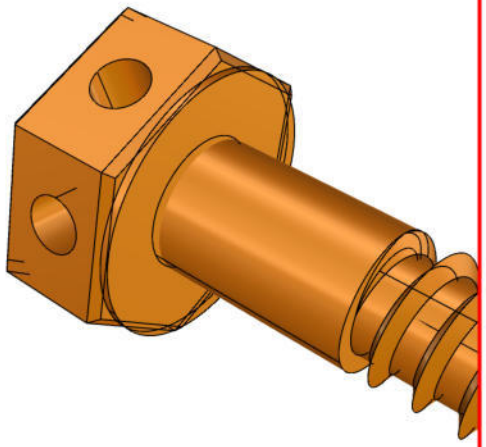
WASHER M6x16 +
SELF-BLOCKING NUT

BOLT M6x25

C-TCS

C-TCS

FORI DI FRENATURA SULLE
TESTE DEI BULLONI
BRAKING HOLES ON THE BOLT HEADS



PRODUZIONE: **QBK-RTF - PEDALIERA**		STEP: **ELEMENTI PEDALIERA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **10/11/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **63**

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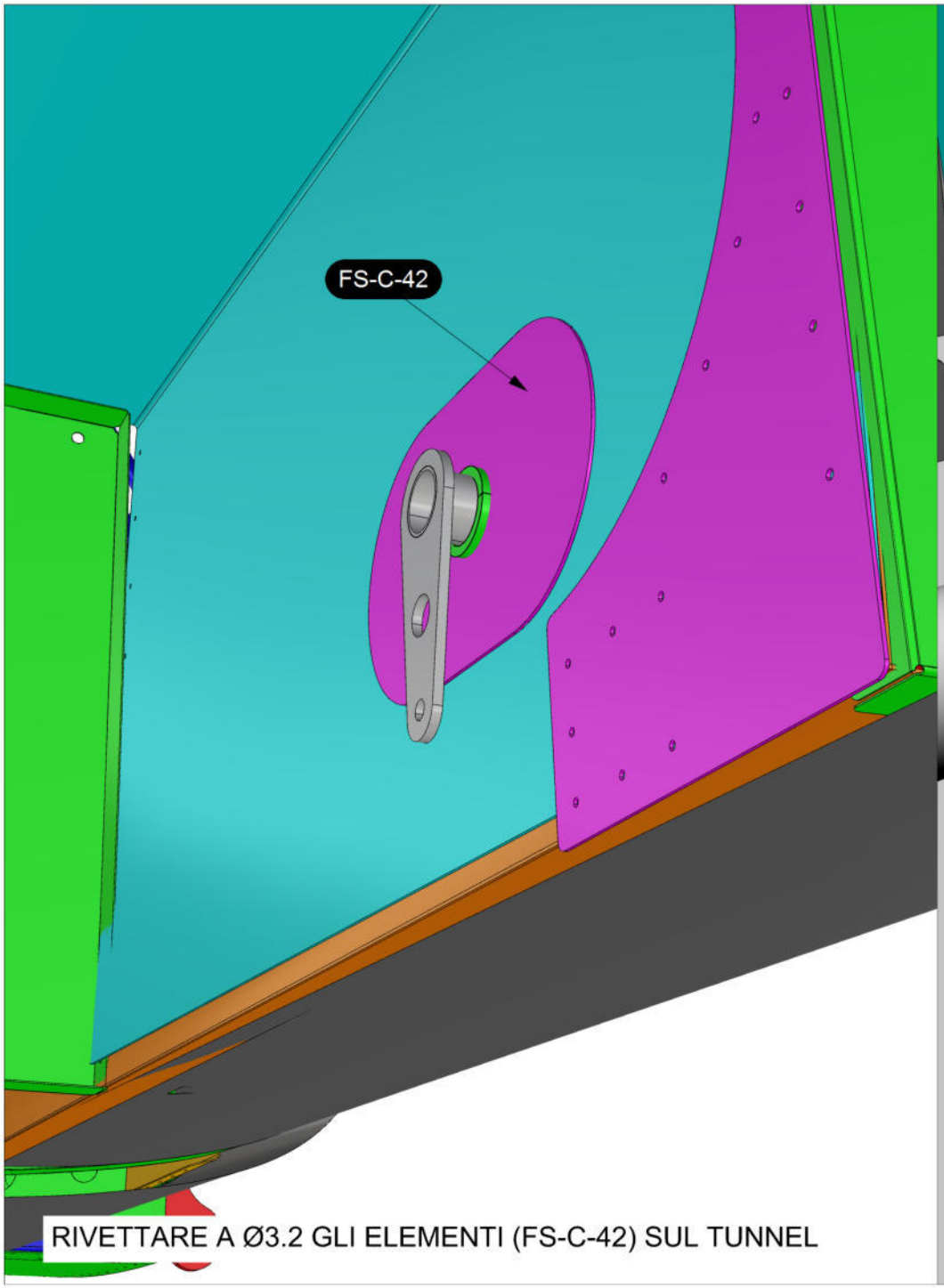
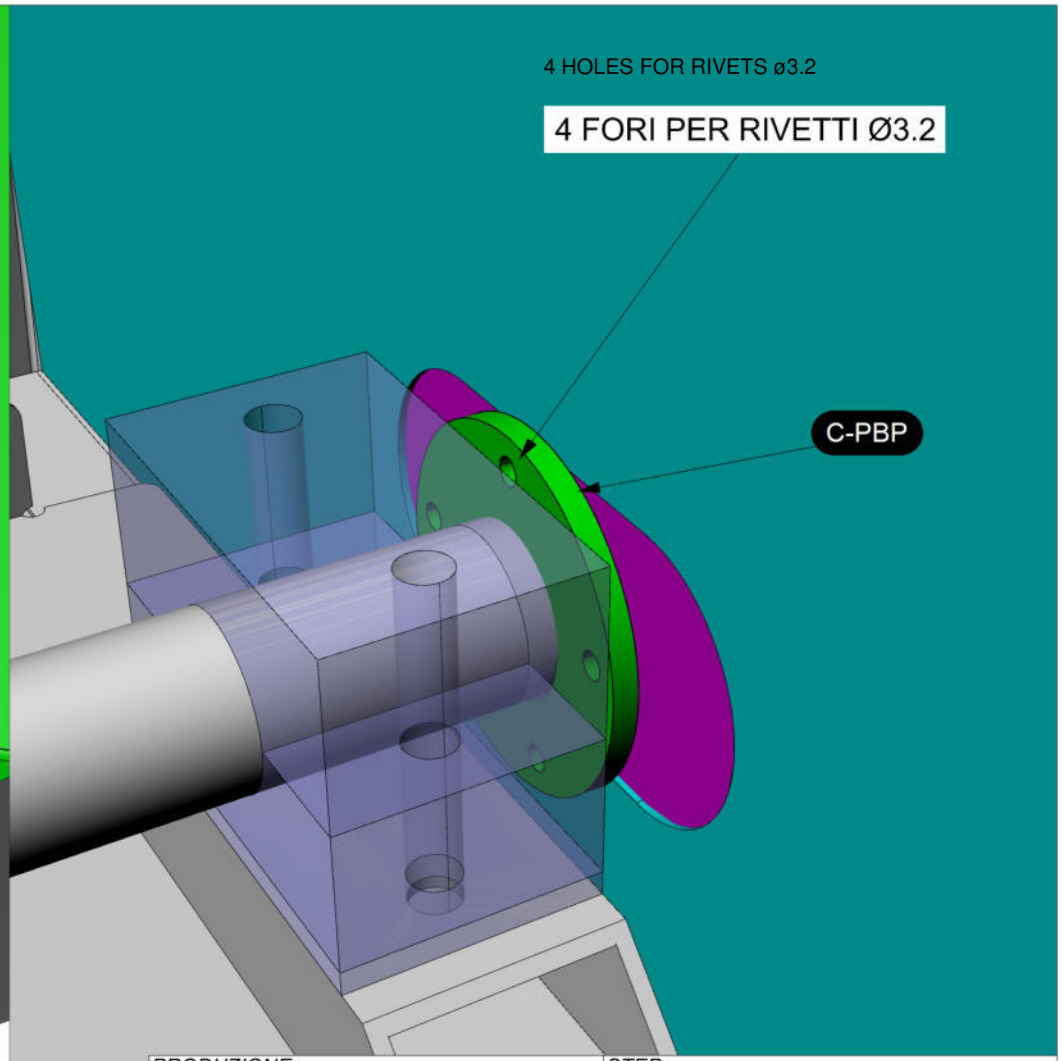


RIVETTARE A Ø3.2 GLI ELEMENTI (FS-C-42) SUL TUNNEL



PRODUZIONE: **QBK-RTF - PEDALIERA**		STEP: **PEDALIERA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **10/11/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **64**

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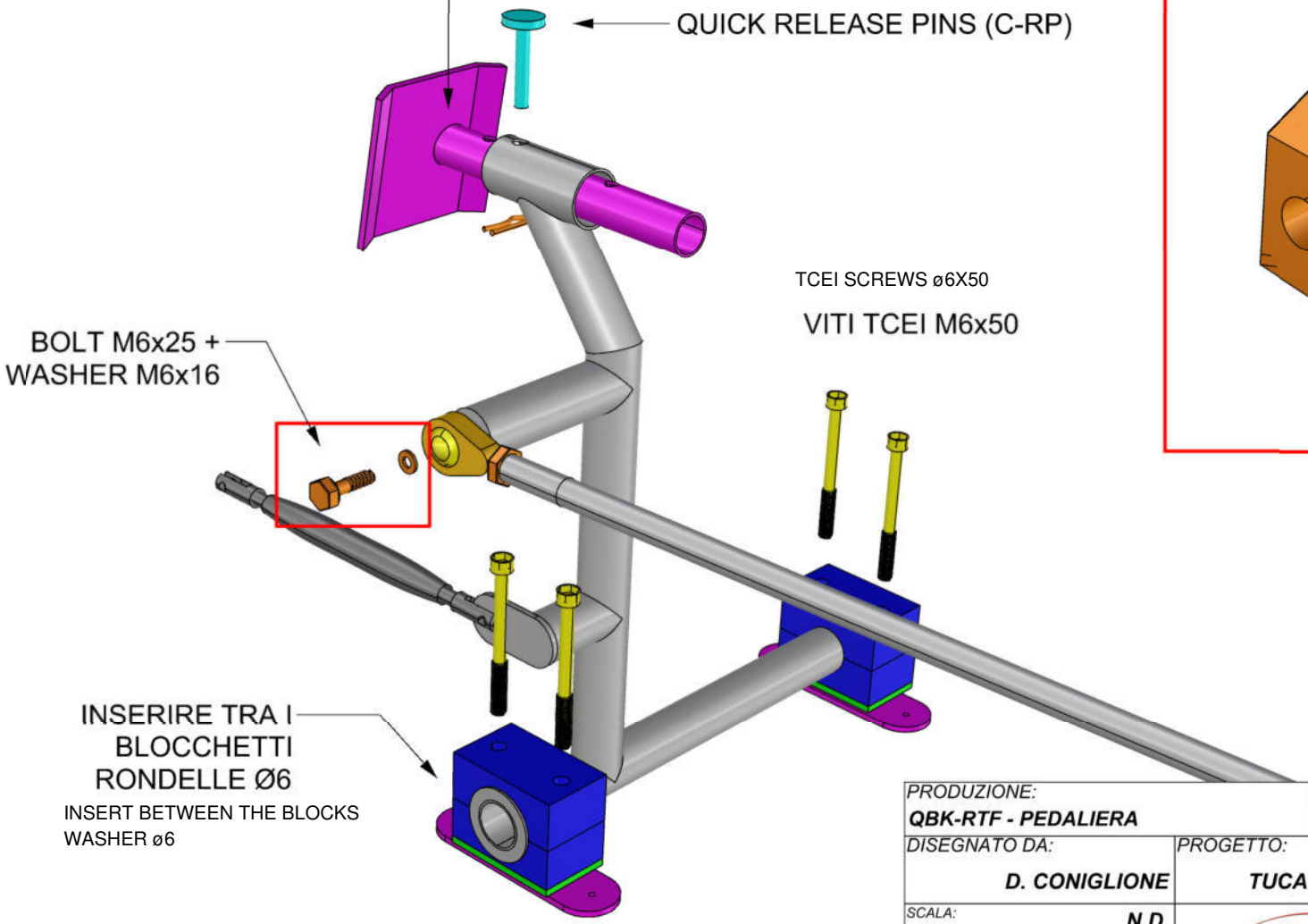
RIVET AT ø 3.2 THE ELEMENTS (FS-C-42) ON THE TUNNEL

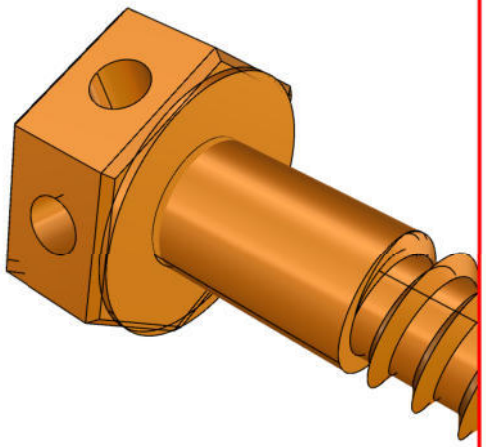
ATTENZIONE: IL PEDALE POSTERIORE È DECENTRATO RISPETTO ALL'ASSE DEL TUBO.
FARE IL MODO CHE AL MONTAGGIO QUESTO TENDA VERSO L'ESTERNO DELLA FUSOLIERA

ATTENTION: THE BACK PEDAL IS DECENTRALIZED COMPARED TO THE PIPE AXIS.DURING THE ASSEMBAGE PHASE MAKE SURE THAT IT STRECHES TOWARD THE EXTERNAL PART OF THE FUSELAGE



FORI DI FRENATURA SULLE TESTE DEI BULLONI

BRAKING HOLES ON THE BOLT HEADS



The slabs C-PMPA are already assembled in the fuselage

N.B.Le piastrine C-PMPA sono già montate in fusoliera

PRODUZIONE: QBK-RTF - PEDALIERA		STEP: ELEMENTI PEDALIERA	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 10/11/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 65

FLYING LEGEND ITALIA
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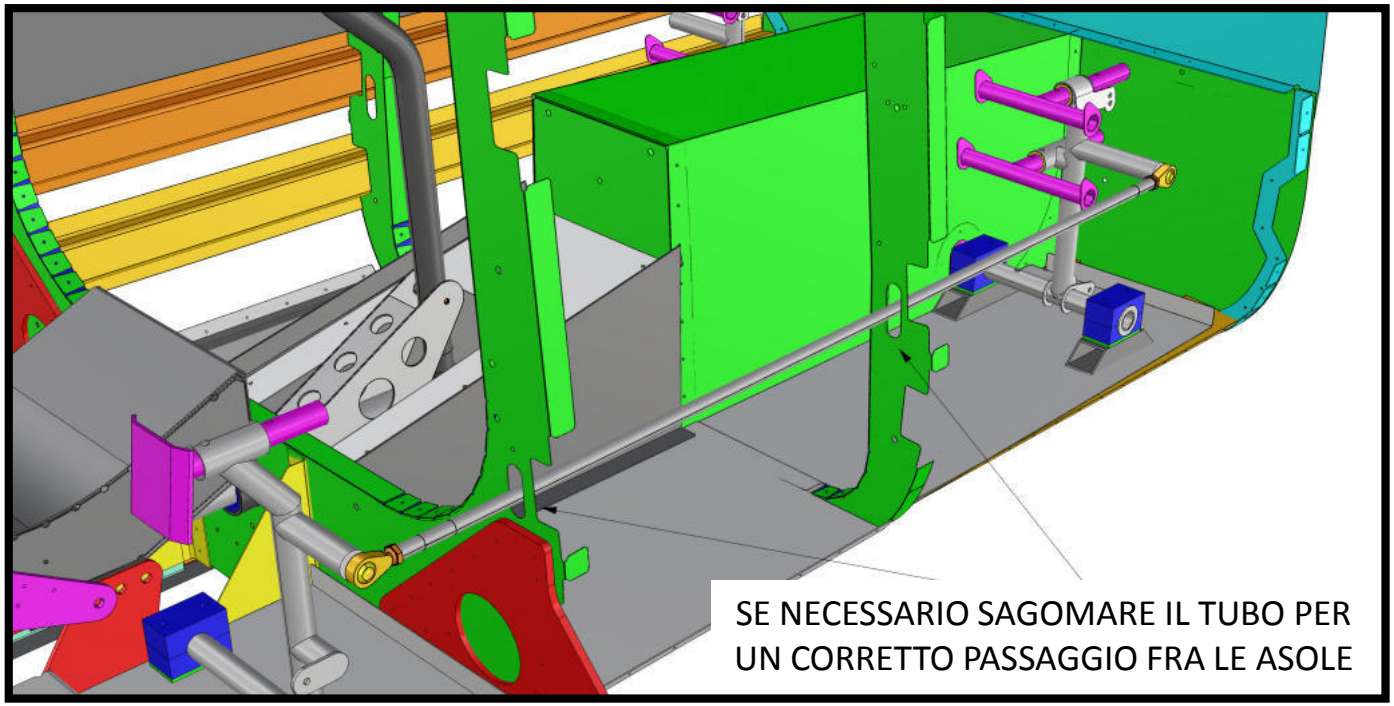
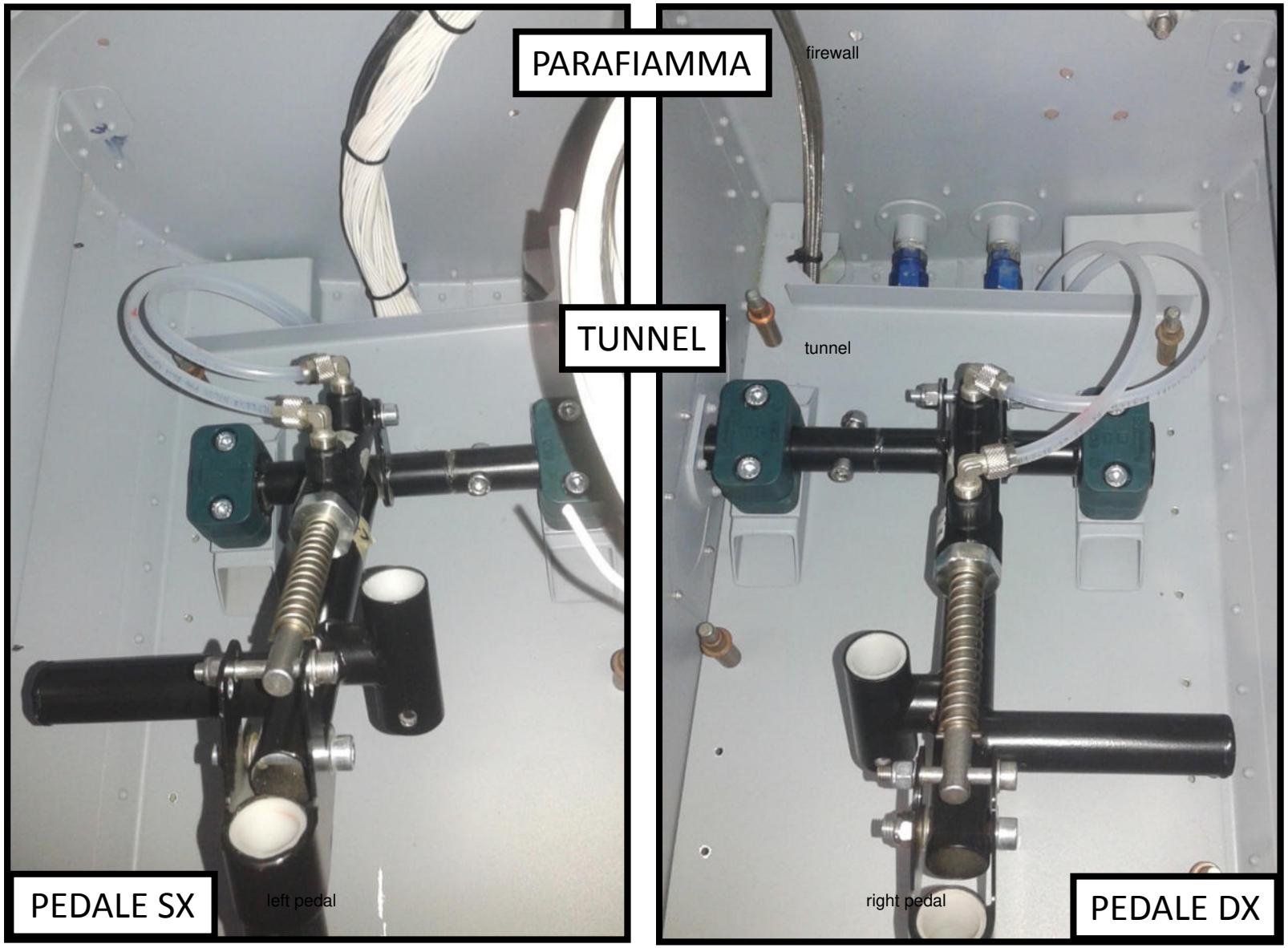


IF NECESSARY SHAPE THE PIPE SO THAT THEY PASS CORRECTLY INSIDE THE EYELETS

Direct the bends towards the side of the fuselage and hook the brake hoses following the braking scheme system and while moving the pedals verify that no constriction occurs. We suggest to drive the lower fittings slightly toward the top and the upper ones slightly to the bottom.

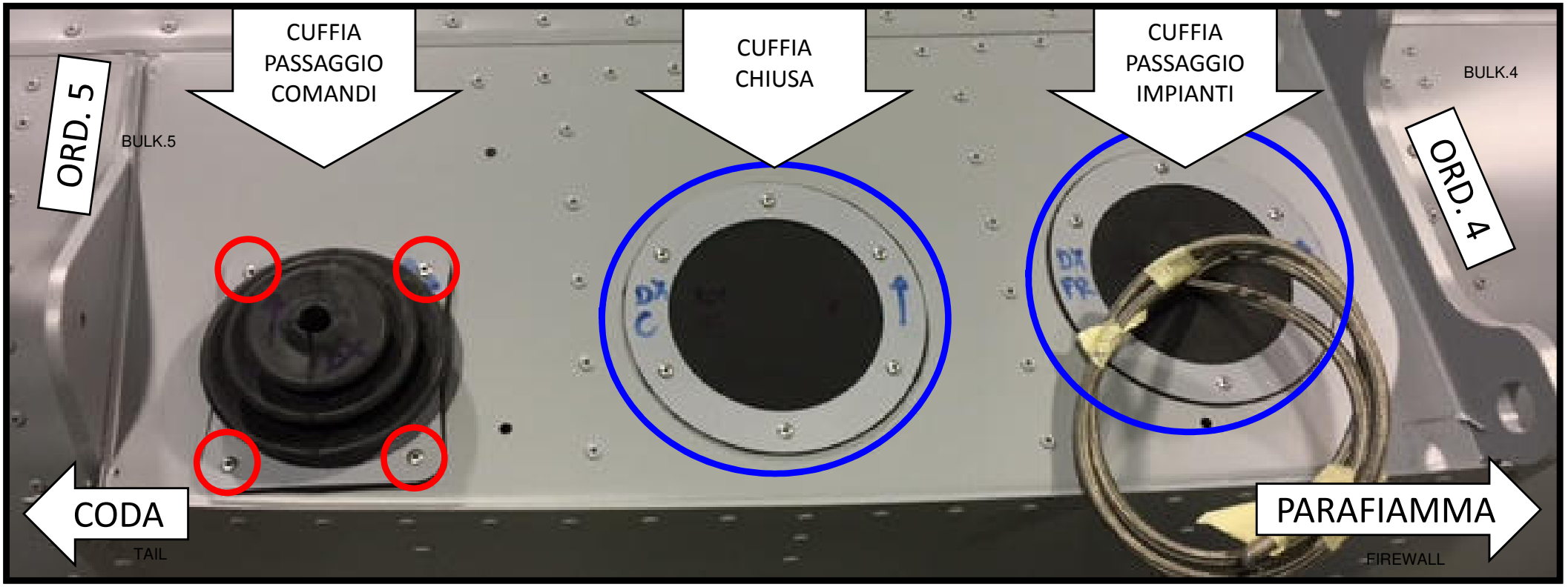
Orientare le curve verso le fiancate della fusoliera ed agganciare i tubi freno secondo lo schema impianto freni e provare che nel movimento del pedale non si creino strozzature. Si consiglia di orientare i raccordi inferiori leggermente verso l'alto e quelli superiori leggermente verso il basso



CAP CONTROL PASSAGE

CLOSE CAP

CAP SYSTEM PASSAGE



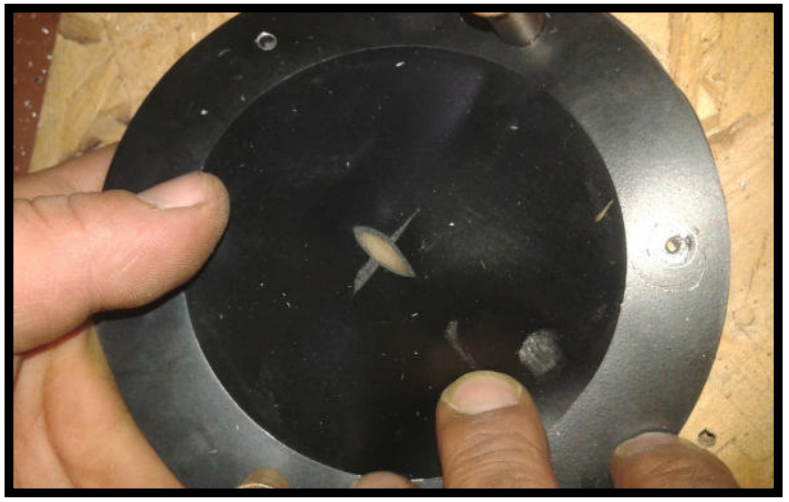
Effettuare tagli sulle cuffie per passaggio impianti e comandi

Centrare le cornici rispetto agli scassi già presenti e ripassare i fori delle prime sulle centine e sulla guarnizione.

Valutare se rivettare prima o dopo la verniciatura

Rivetti AVEX Ø3,2x13,6

Rivetti AVEX Ø3,2x10,4



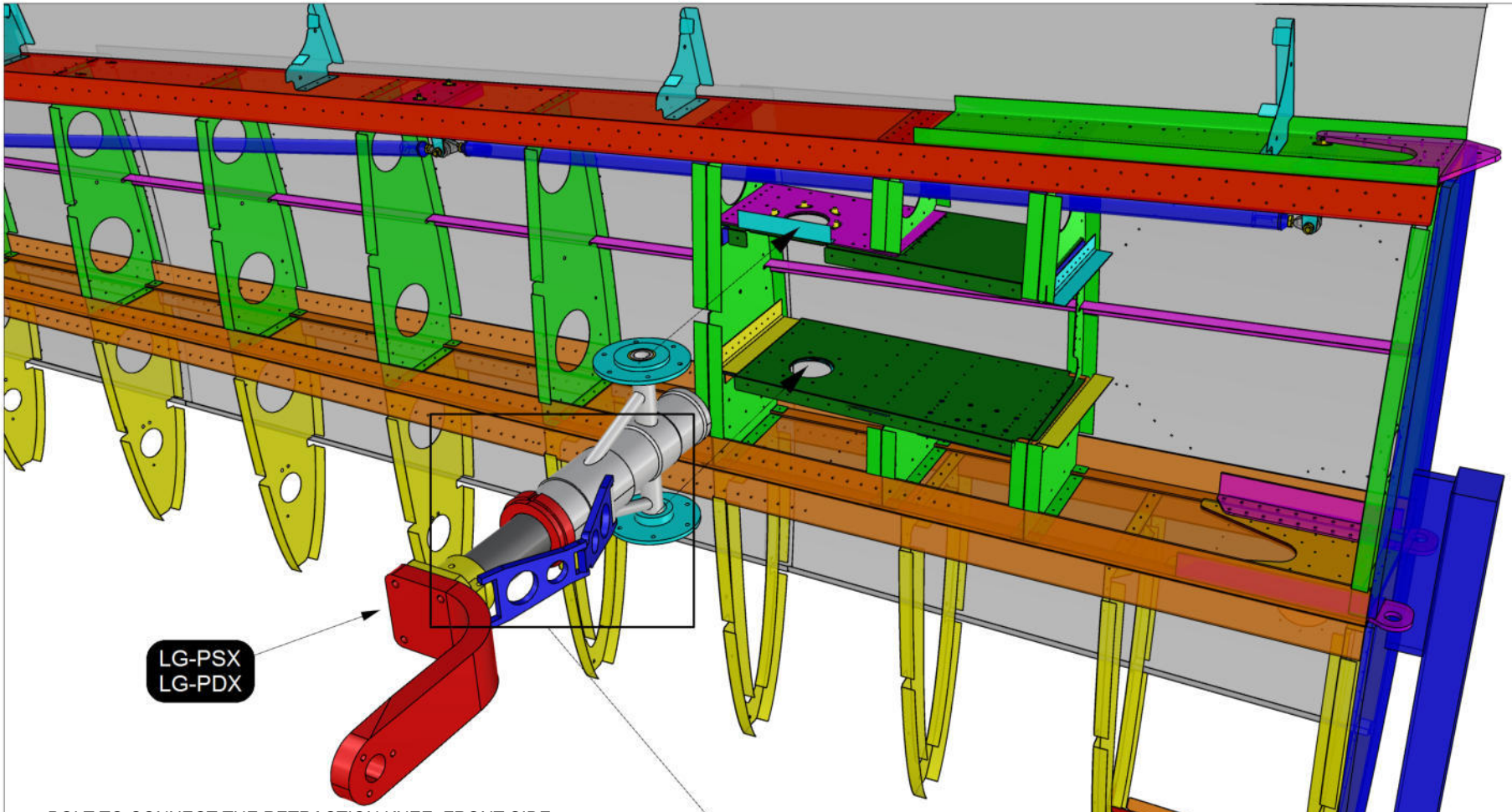
RIVET AVEX ø3,2 X13,6

RIVET AVEX ø3,2X10,4

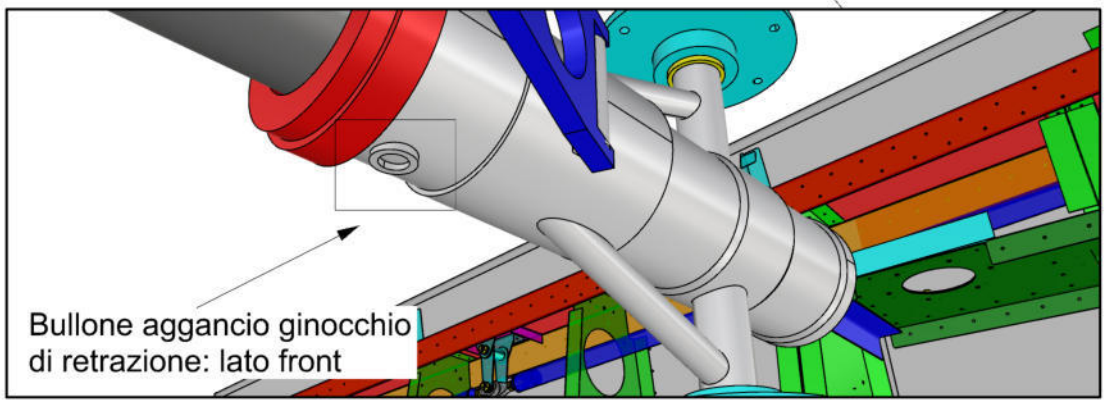
DO SOME CUTS ON THE CAP TO PASS THE SYSTEM AND THE CONTROLS

CENTRE THE FRAME IN CORRESPONDENCE OF THE NOTCHES AND COPY THE HOLES OF THE FIRST ONE ON THE RIBS AND ON THE GASKETS

EVALUATE TO RIVET BEFORE OR AFTER THE PAINTING



BOLT TO CONNECT THE RETRACTION KNEE: FRONT SIDE



PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **CARRELLO PRINCIPALE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

SITO WEB: www.flyinglegend.it
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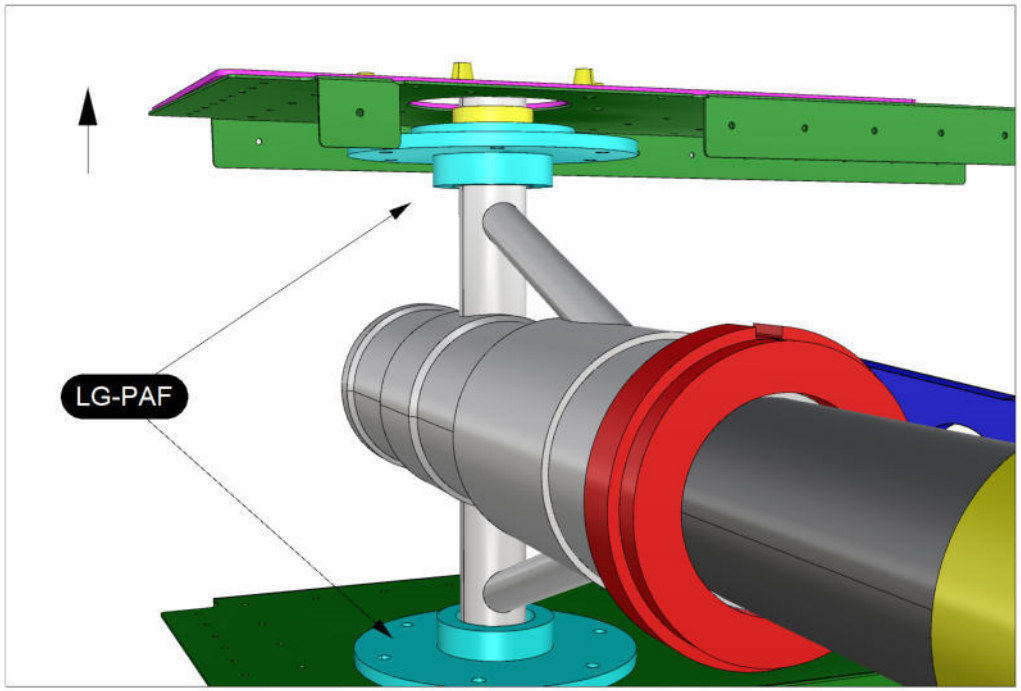
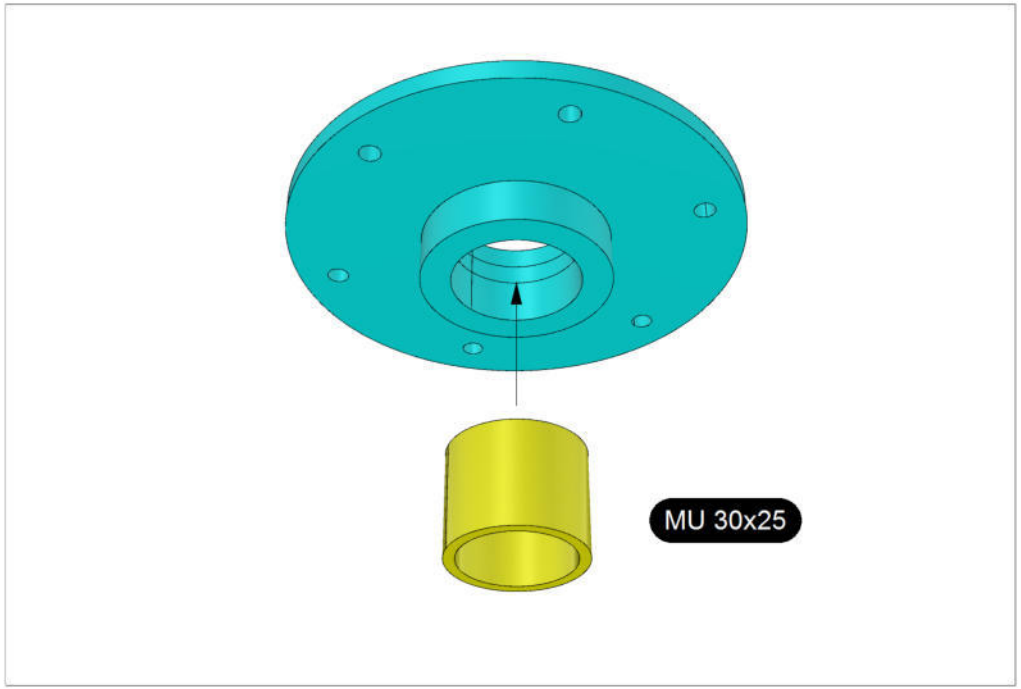
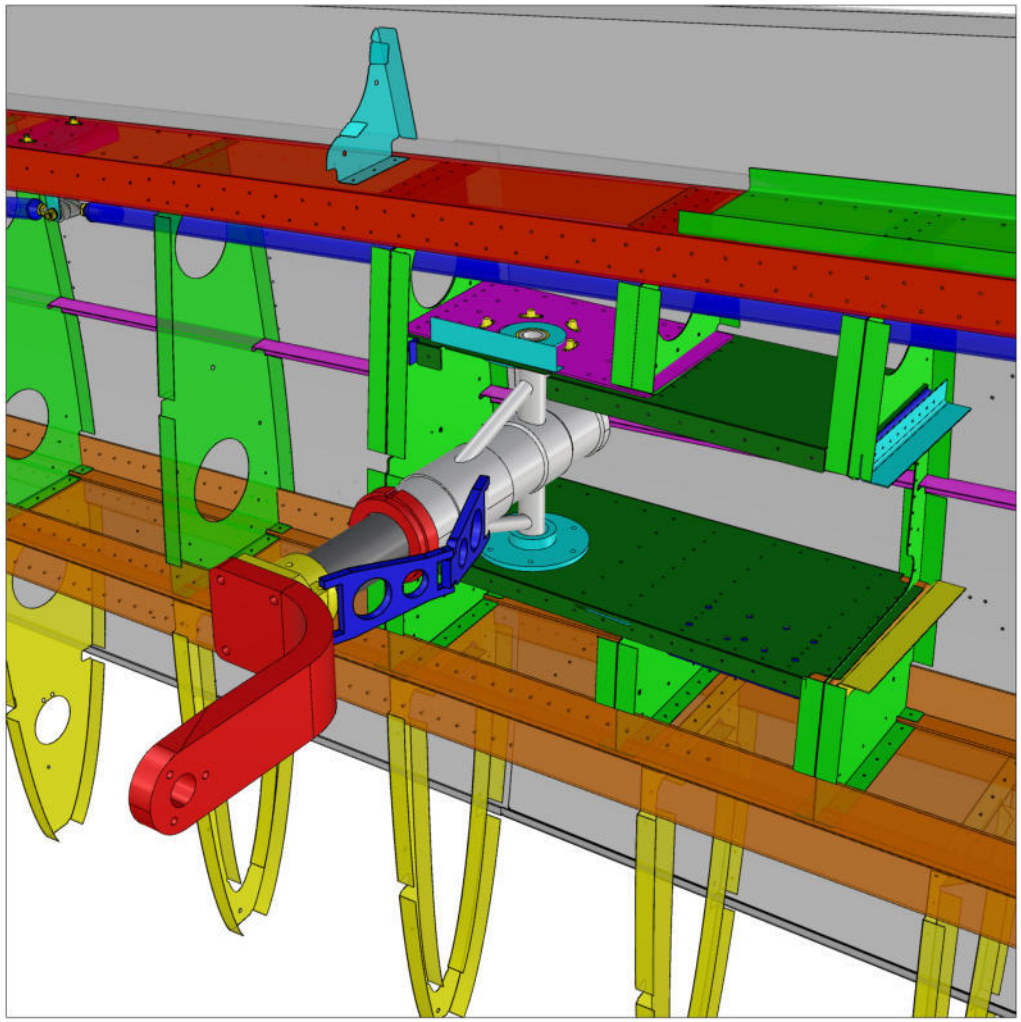
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **69**







PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **CARRELLO PRINCIPALE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
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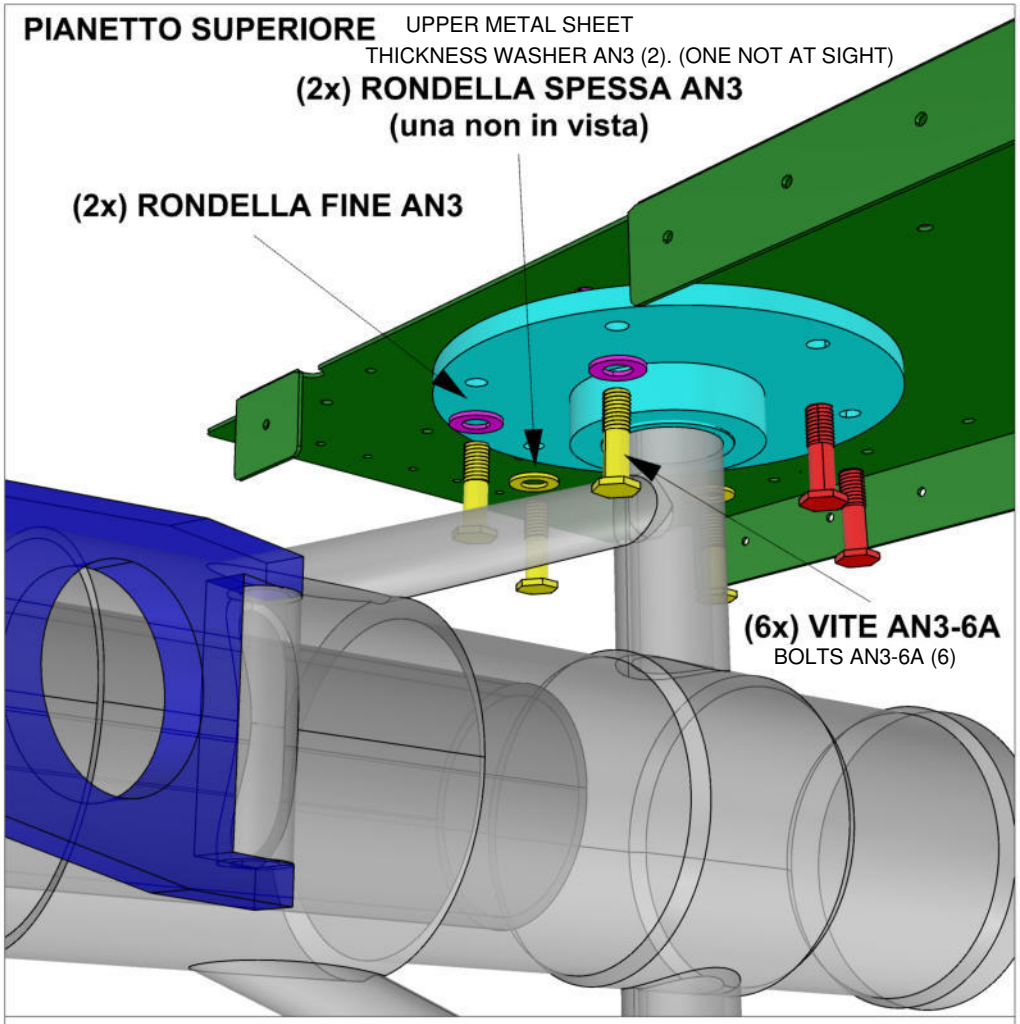
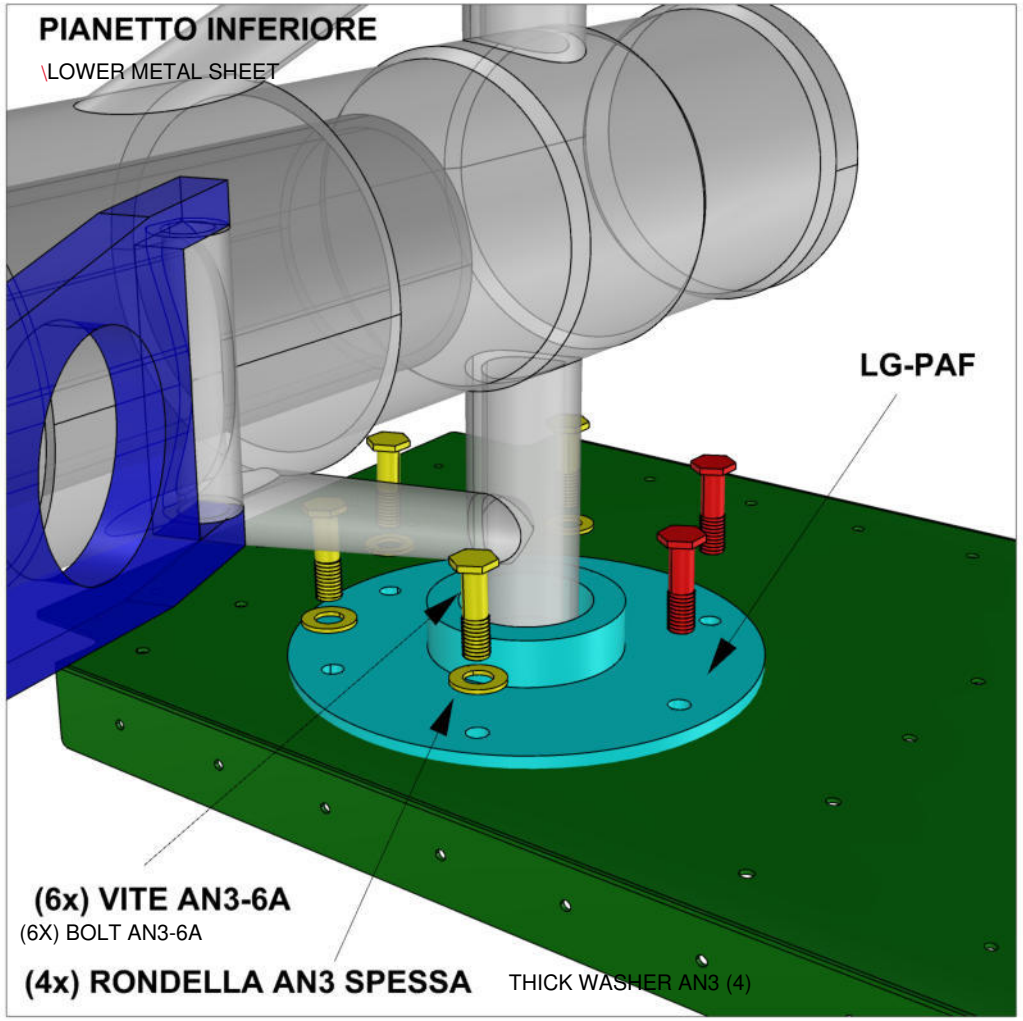
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **70**





Prestare attenzione alle due rondelle fini. PAY ATTENTION TO THE THIN WASHER

Non inserire le due viti rosse nè sul pianetto superiore nè in quello inferiore

DO NOT INSERT THE TWO RED RIVETS BOTH ON THE UPPER AND BOTTOM METAL SHEET

PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: CARRELLO PRINCIPALE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA		PAGINA 71

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95041 CALTAGIRONE (CT)
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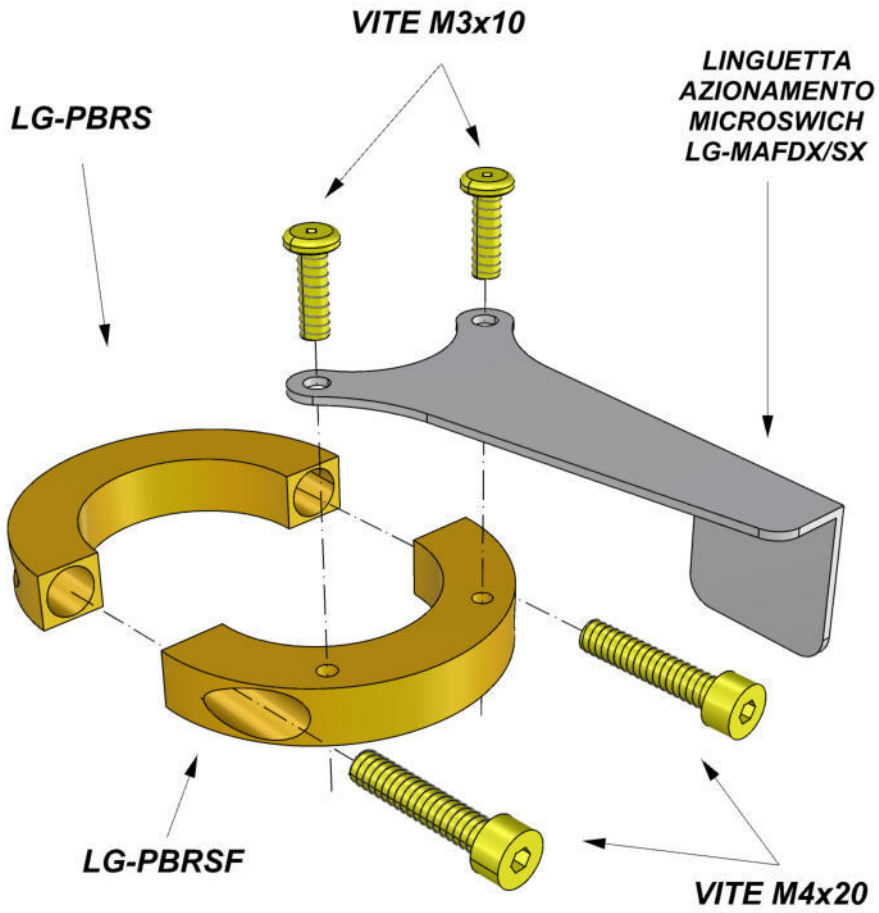
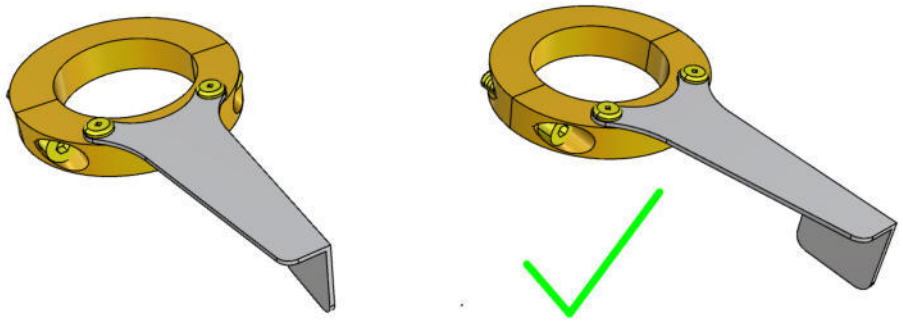


IF THE SHAFT OF THE BOLTS ARE EXITING THEIR PLACE AND INTERFERE WITH THE GEAR ROTATION, IT IS NECESSARY TO CUT THE EXCEEDING PART

Se i gambi delle viti fuoriescono dalle rispettive sedi creando interferenza alla rotazione del carrello, è necessario segnare le parti in eccesso e accorciare le viti

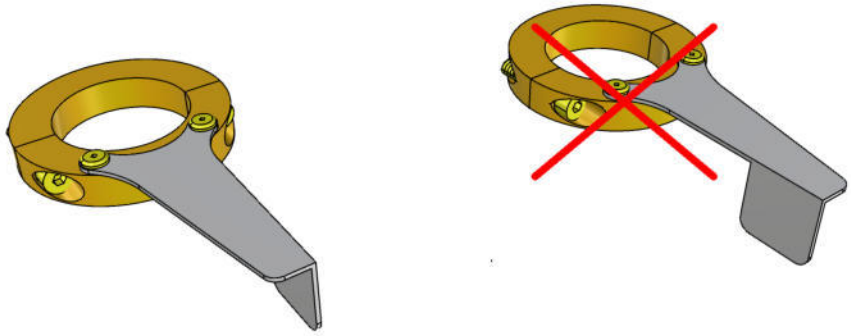
ONCE THE REGULATION ARE TESTED, THE FINAL LOCK OF THE BOLTS HAS TO DONE WITH LOCTITE

Dopo avere eseguito tutte le regolazioni il serraggio definitivo di tutte le viti deve avvenire con Loctite



NELLA STESSA SEMIALA LE LINGUETTE DI ENTRAMBI GLI ANELLI, SIA LATO FRONT CHE LATO REAR, DEVONO ESSERE MONTATE ALLO STESSO MODO. NON MONTARE IN MANIERA SPECULARE

IN THE SAME HALFWING THE TABS OF BOTH THE RINGS, BOTH FRONT SIDE AND REAR SIDE, HAVE TO ASSEMBLED IN THE SAME WAY AND NOT SPECULAR



PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **CARRELLO PRINCIPALE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
SITO WEB: www.flyinglegend.it
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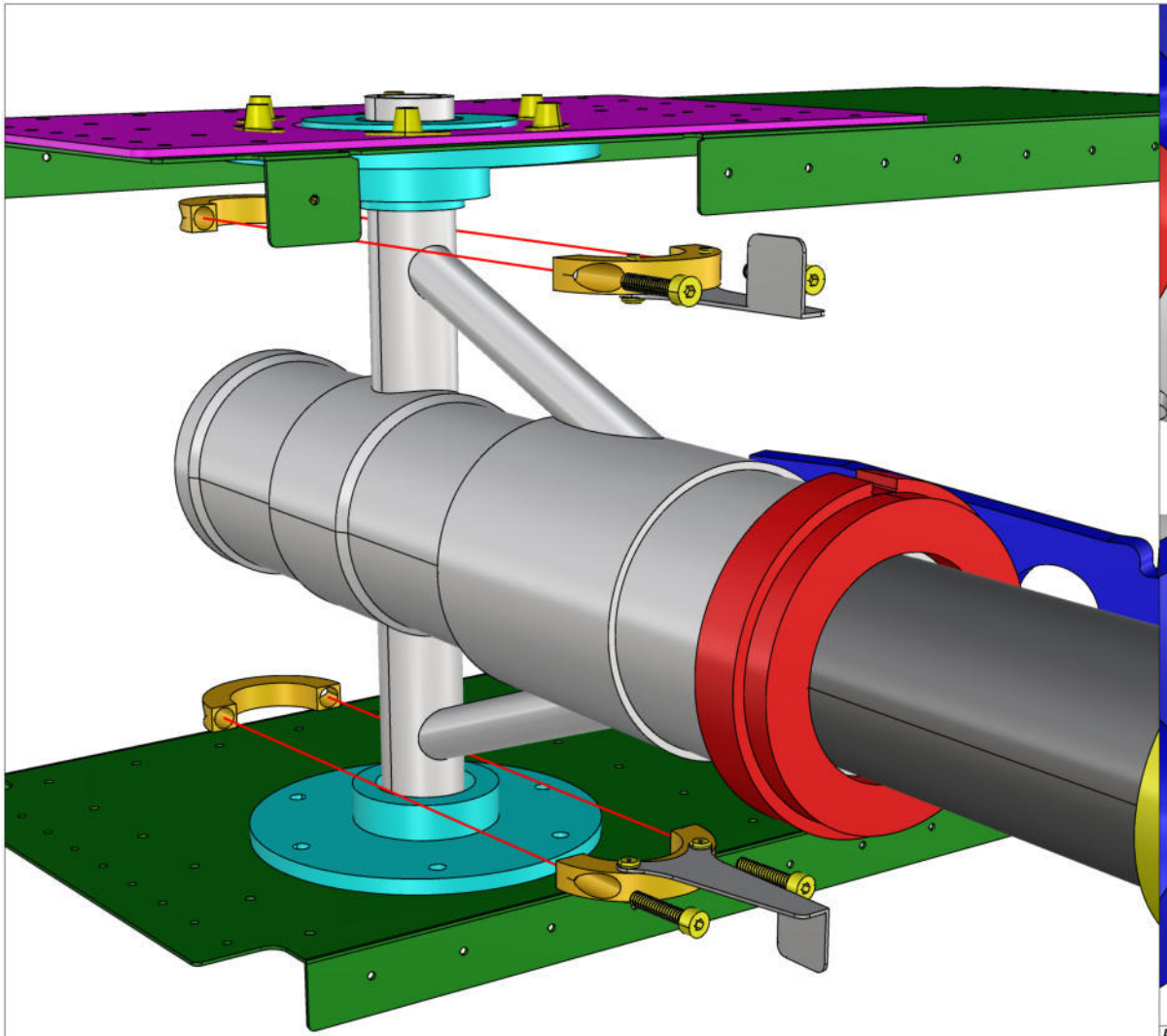
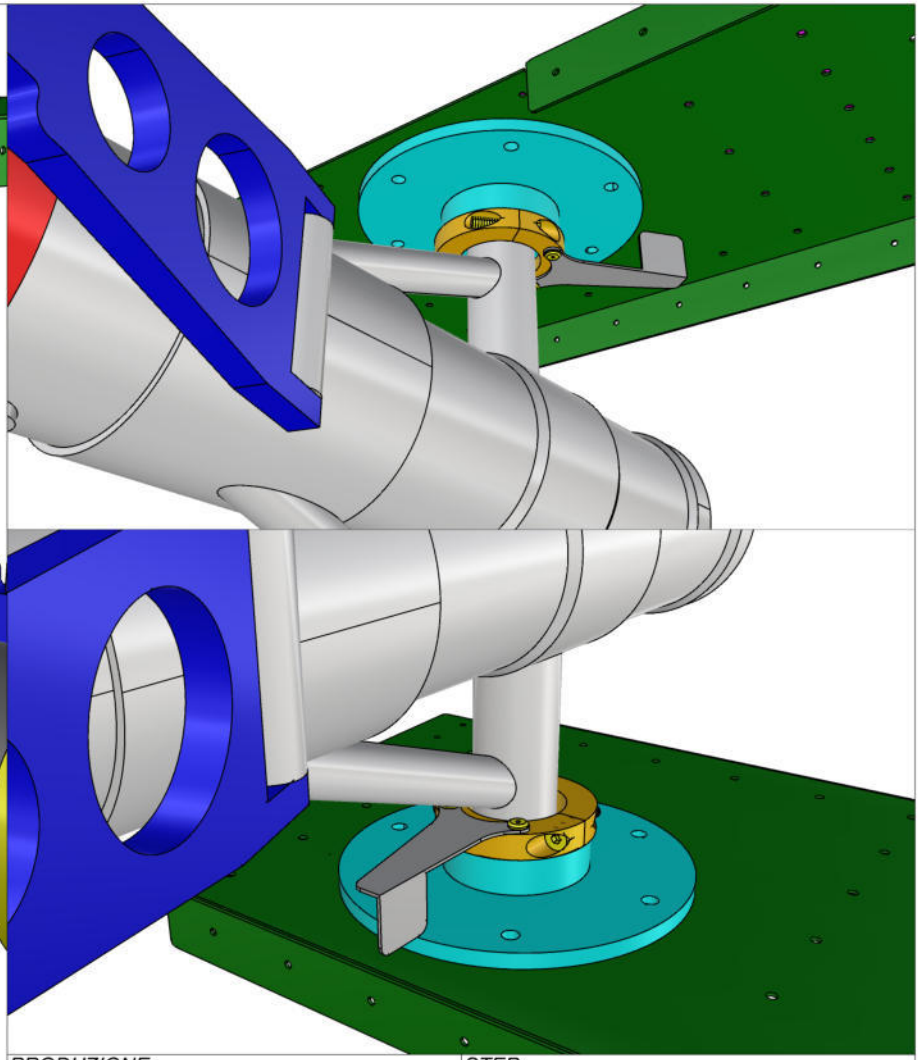
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **72**





PAY ATTENTION TO THE TABS POSITION: THE ONE OF THE LOWER METAL SHEET (FRONT SIDE) WILL FOLLOW THE GEAR LEG WHILE THE ONE OF THE UPPER METAL SHEET (REAR SIDE) POINT THE INTERNAL SIDE OF THIS LAST ONE. THE REGULATION OF THESE WILL BE DONE LATER

Prestare attenzione alla collocazione delle due linguette: quella del pianetto inferiore (lato front) seguirà la gamba del carrello, mentre quella del pianetto superiore (lato rear) sarà rivolta all'interno di quest'ultimo. La regolazione di queste avverrà in seguito

PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **CARRELLO PRINCIPALE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

SITO WEB: www.flyinglegend.it
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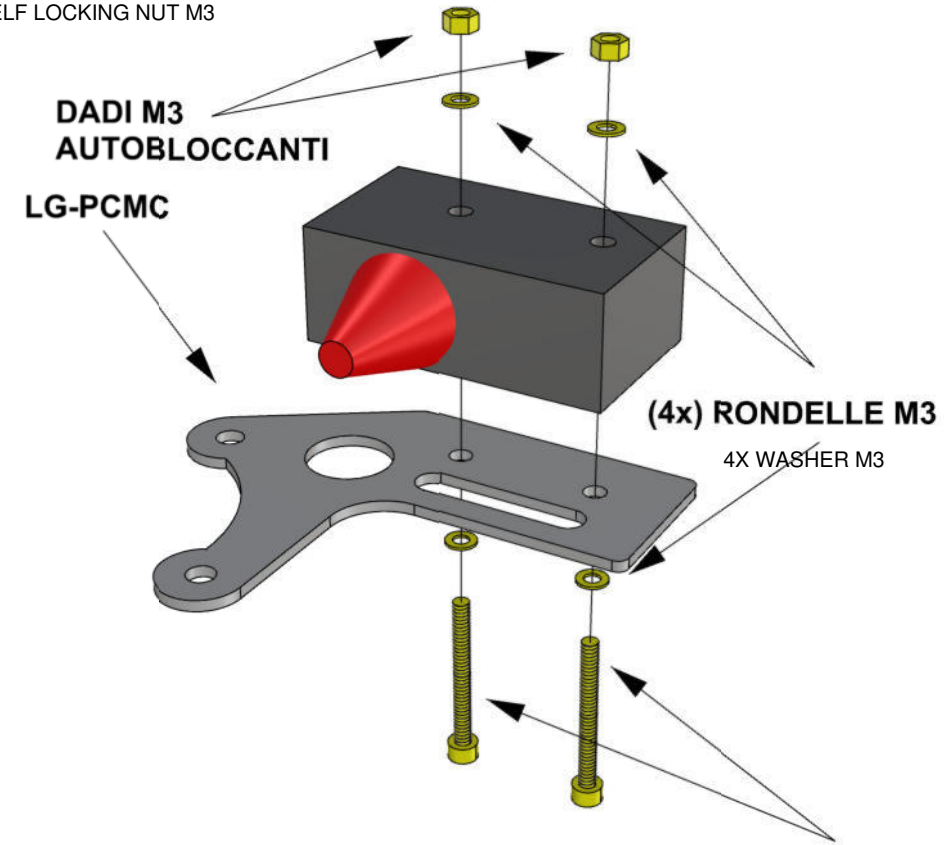
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **73**

MICROSWITCH INSTALLED ON THE ROTATION FLANGE

MICROSWITCH ON LOWER ROTATION FLANGE

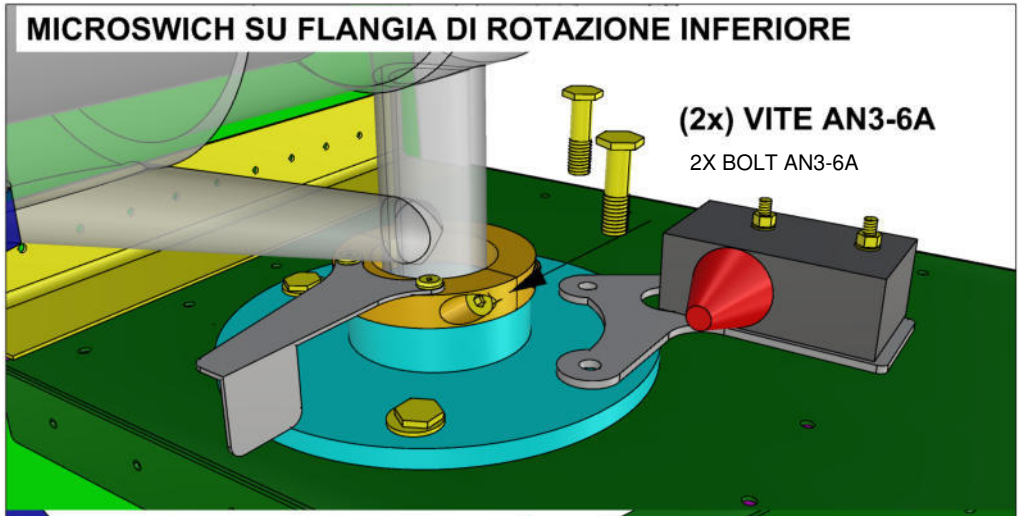
MICROSWICH INSTALLATO SU FLANGIA DI ROTAZIONE

SELF LOCKING NUT M3

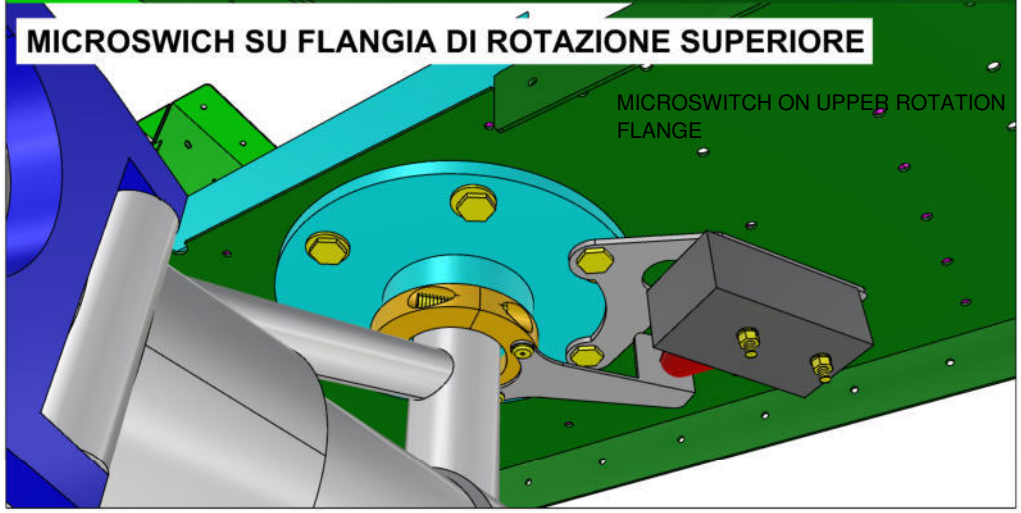


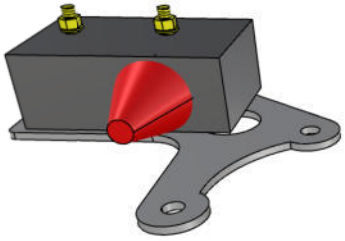
TCEI SCREW M3X30

MICROSWICH SU FLANGIA DI ROTAZIONE INFERIORE



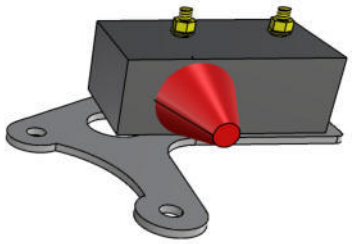
MICROSWICH SU FLANGIA DI ROTAZIONE SUPERIORE





x2 LATO DESTRO

2 X RIGHT SIDE



x2 LATO SINISTRO

2X LEFT SIDE

PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: CARRELLO PRINCIPALE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
SITO WEB: www.flyinglegend.it
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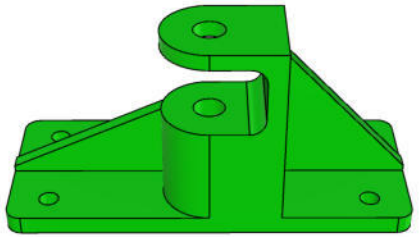
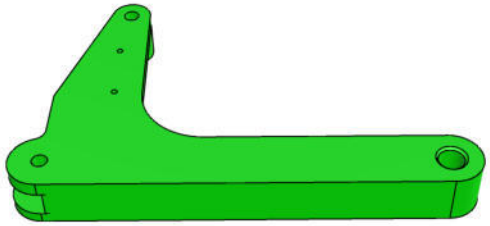
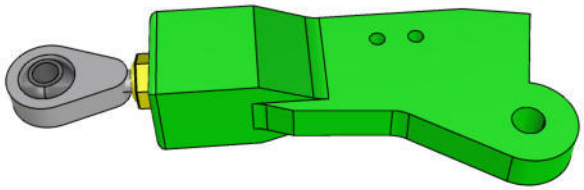
MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA 74



LG-PSZDX
LG-PSZSX



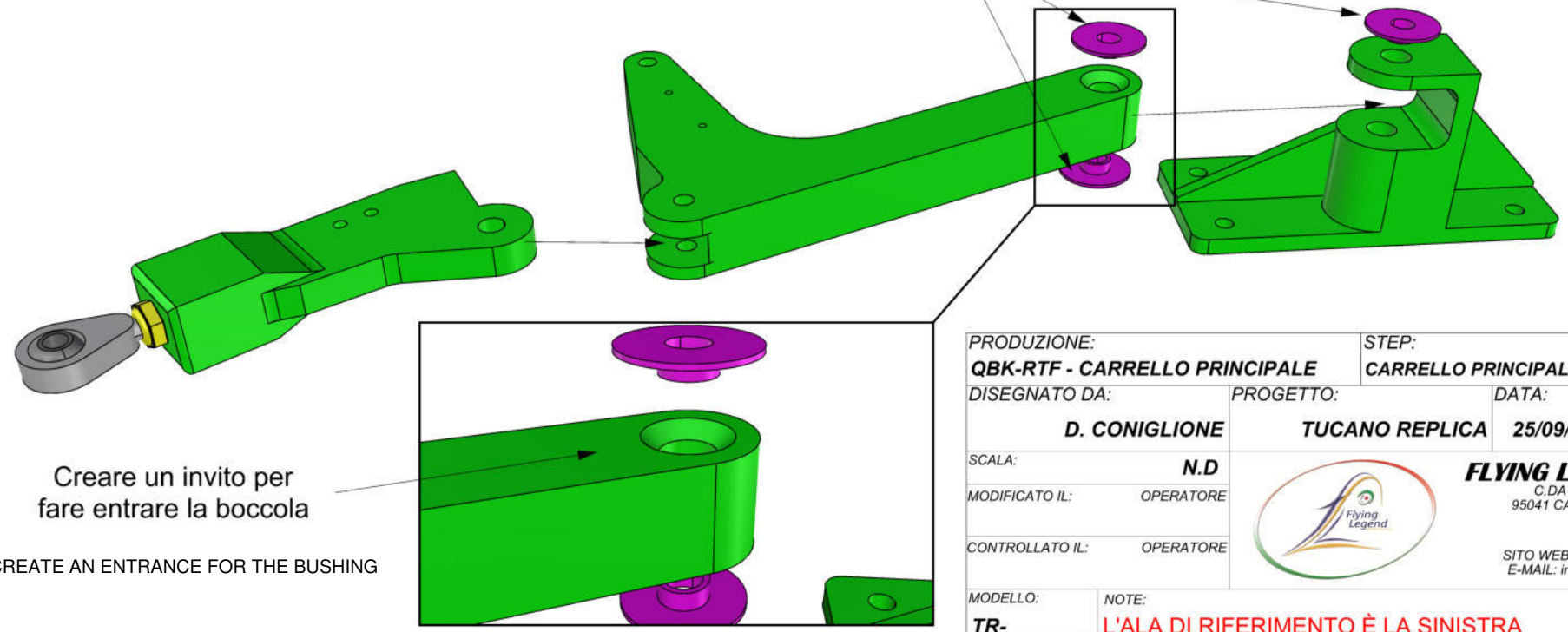
LG-PRMDX
LG-PRMSX



LG-PRMI

BOCCOLE AUTOLUBRIFICANTI
MUF 8x3.5

SELF LUBRIFICATING BUSHING
MUF 8X3.5



CREATE AN ENTRANCE FOR THE BUSHING

PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: CARRELLO PRINCIPALE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

FLYING LEGEND ITALIA
C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

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MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA 75

INTERFERENCE BOLT 12.9
ø6X20MM

VITE 12.9 GAMBO RETTIFICATO Ø6x20mm

SCREW 8,8 M8X60

VITE 8.8 M8x60

SCREW AN4-7A (4X)

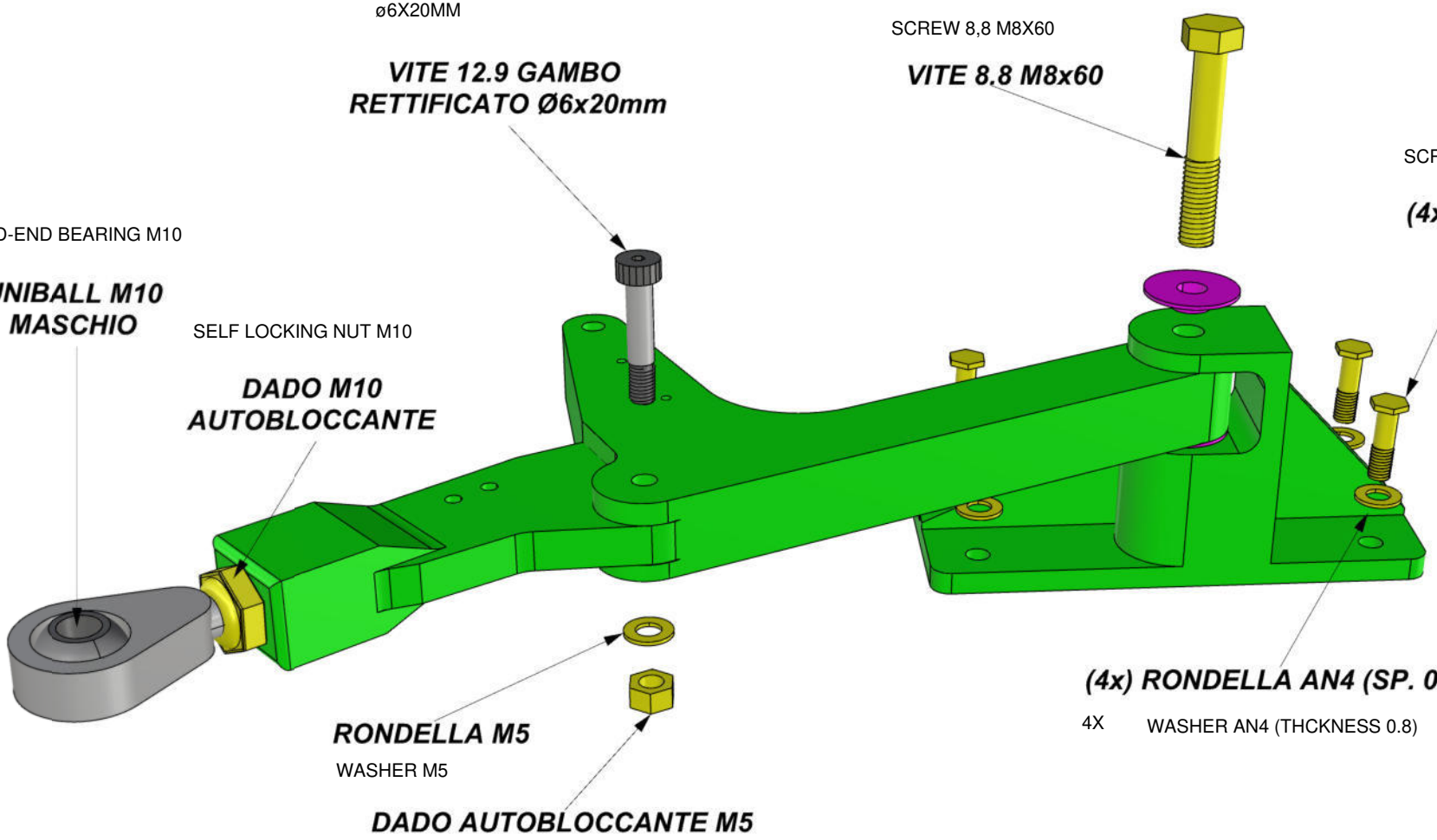
(4x) VITE AN4-7A

MALE ROD-END BEARING M10

UNIBALL M10 MASCHIO

SELF LOCKING NUT M10

DADO M10 AUTOBLOCCANTE



RONDELLA M5

WASHER M5

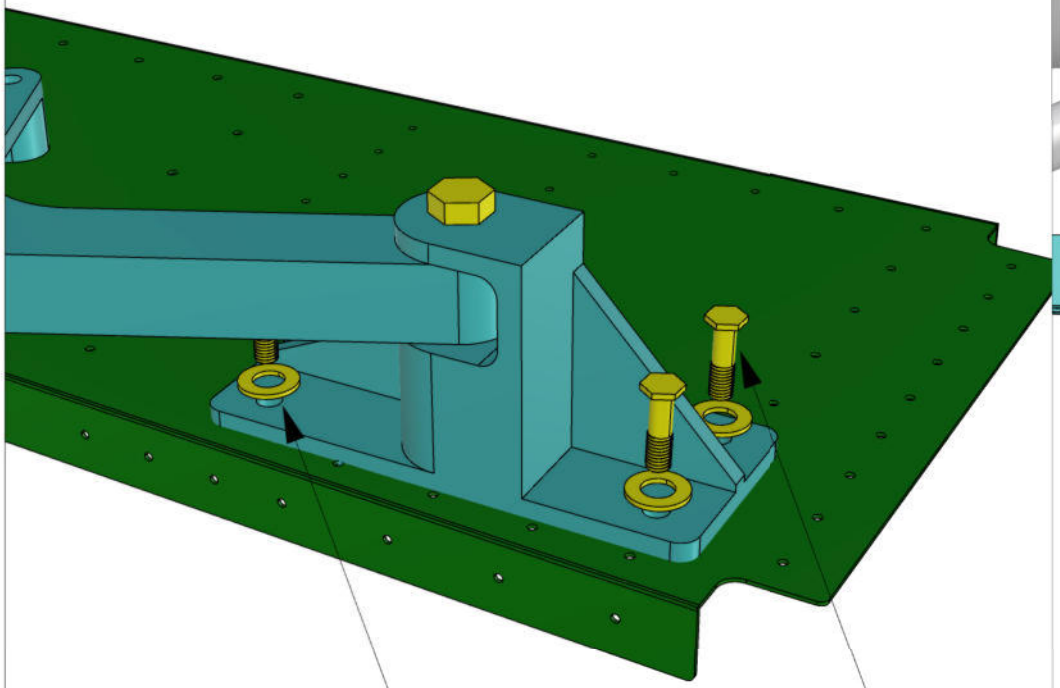
DADO AUTOBLOCCANTE M5

SELF LOCKING NUT M5

(4x) RONDELLA AN4 (SP. 0.8)

4X WASHER AN4 (THCKNESS 0.8)

PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **CARRELLO PRINCIPALE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**		**FLYING LEGEND ITALIA** C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA		PAGINA **76**

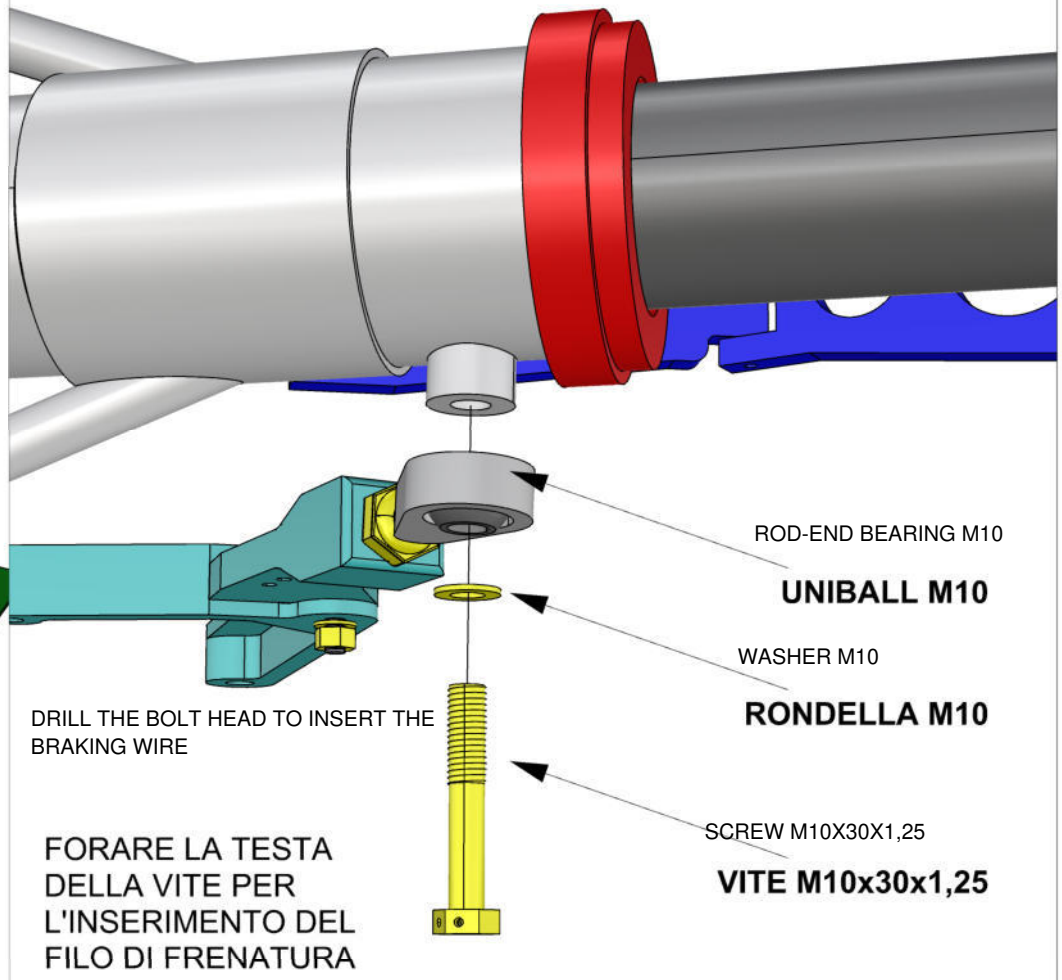


(4x) RONDELLA sp. 0.8

(4X) WASHER TICKNESS 0.8

(4x) VITE AN4-7A

(4X) BOLT AN4-7A



PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: CARRELLO PRINCIPALE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA		PAGINA 77

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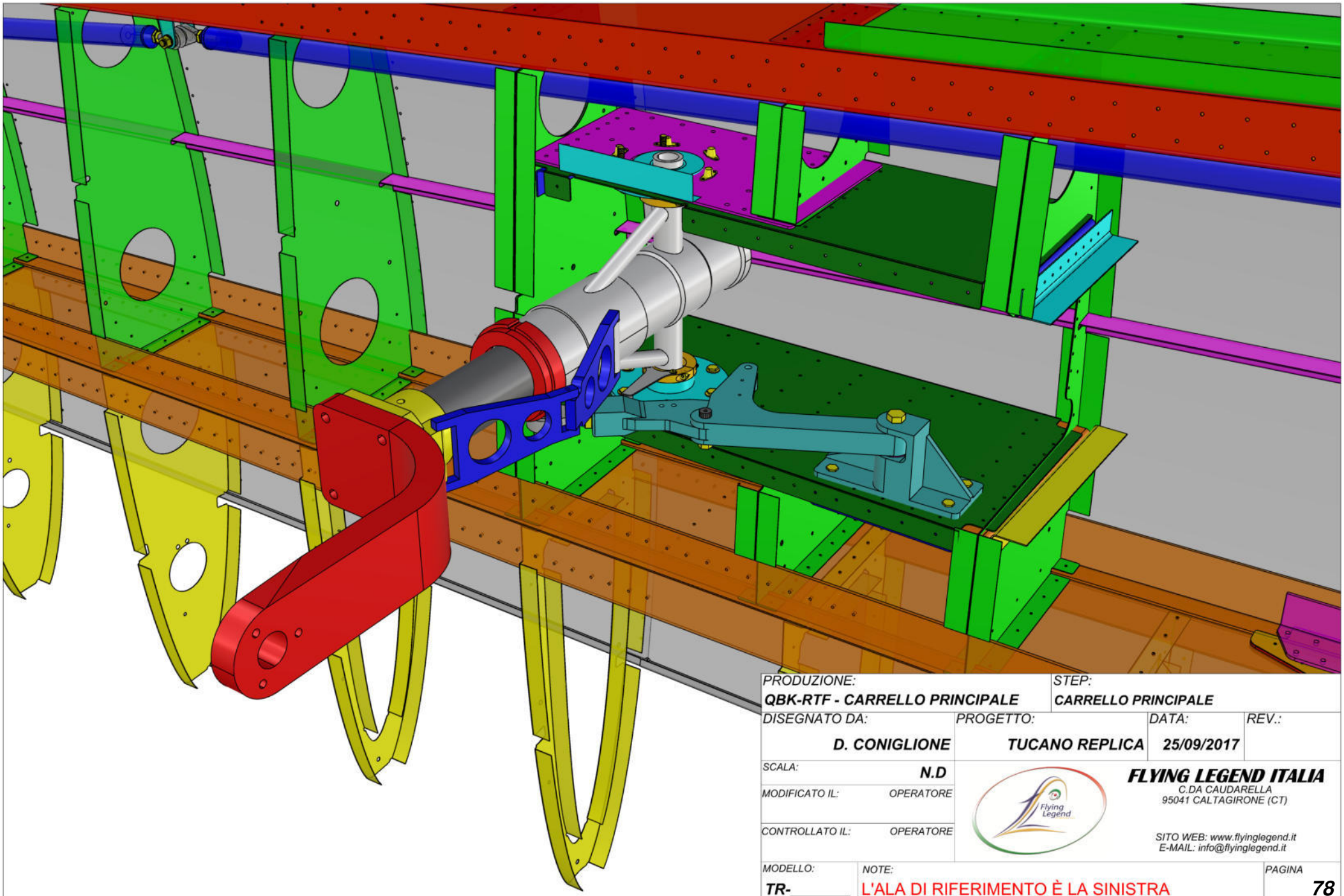

PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **CARRELLO PRINCIPALE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

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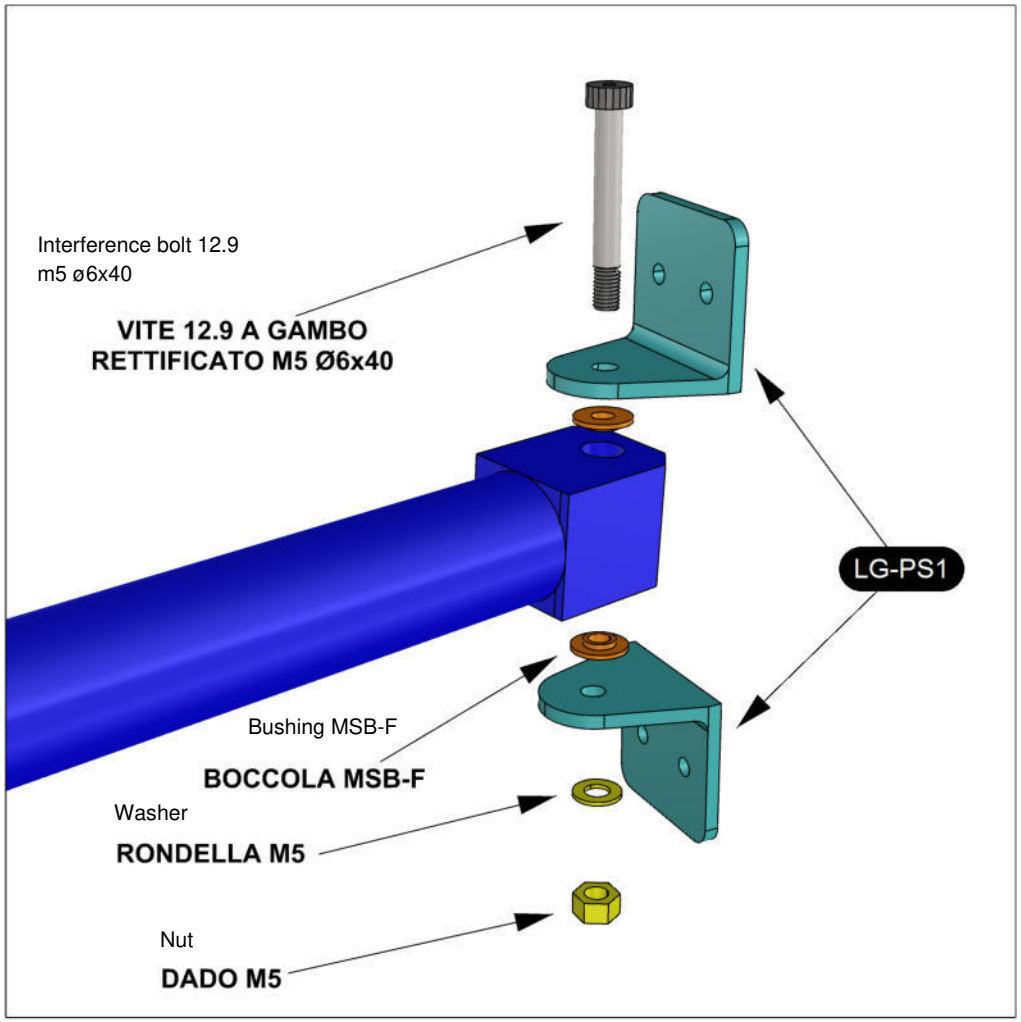
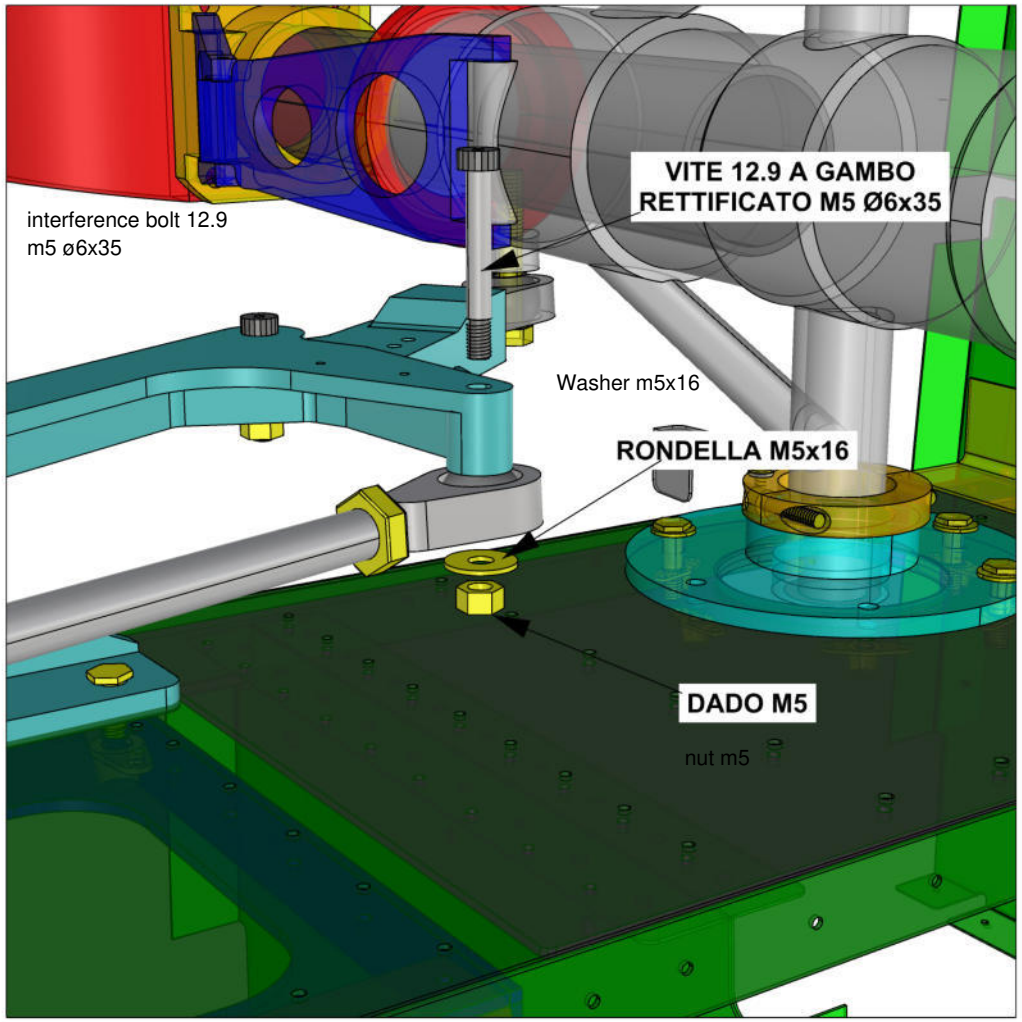
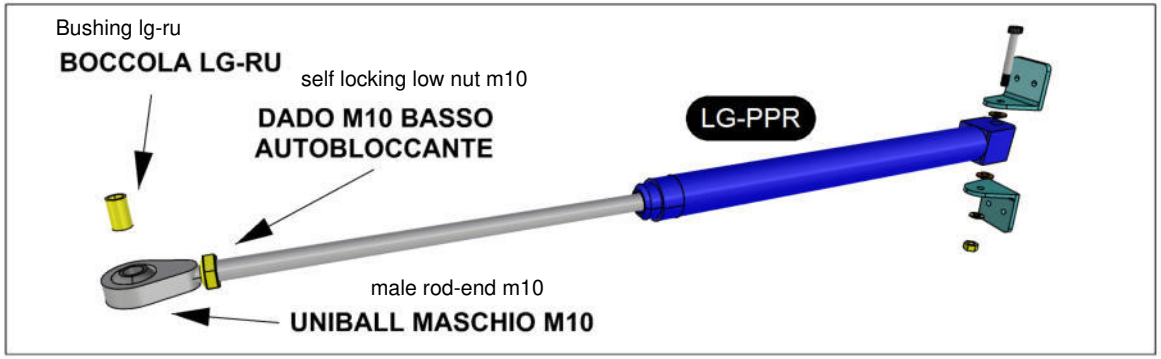
MODELLO:	NOTE:	PAGINA
TR-_____	L'ALA DI RIFERIMENTO È LA SINISTRA	**78**







PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: CARRELLO PRINCIPALE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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95041 CALTAGIRONE (CT)
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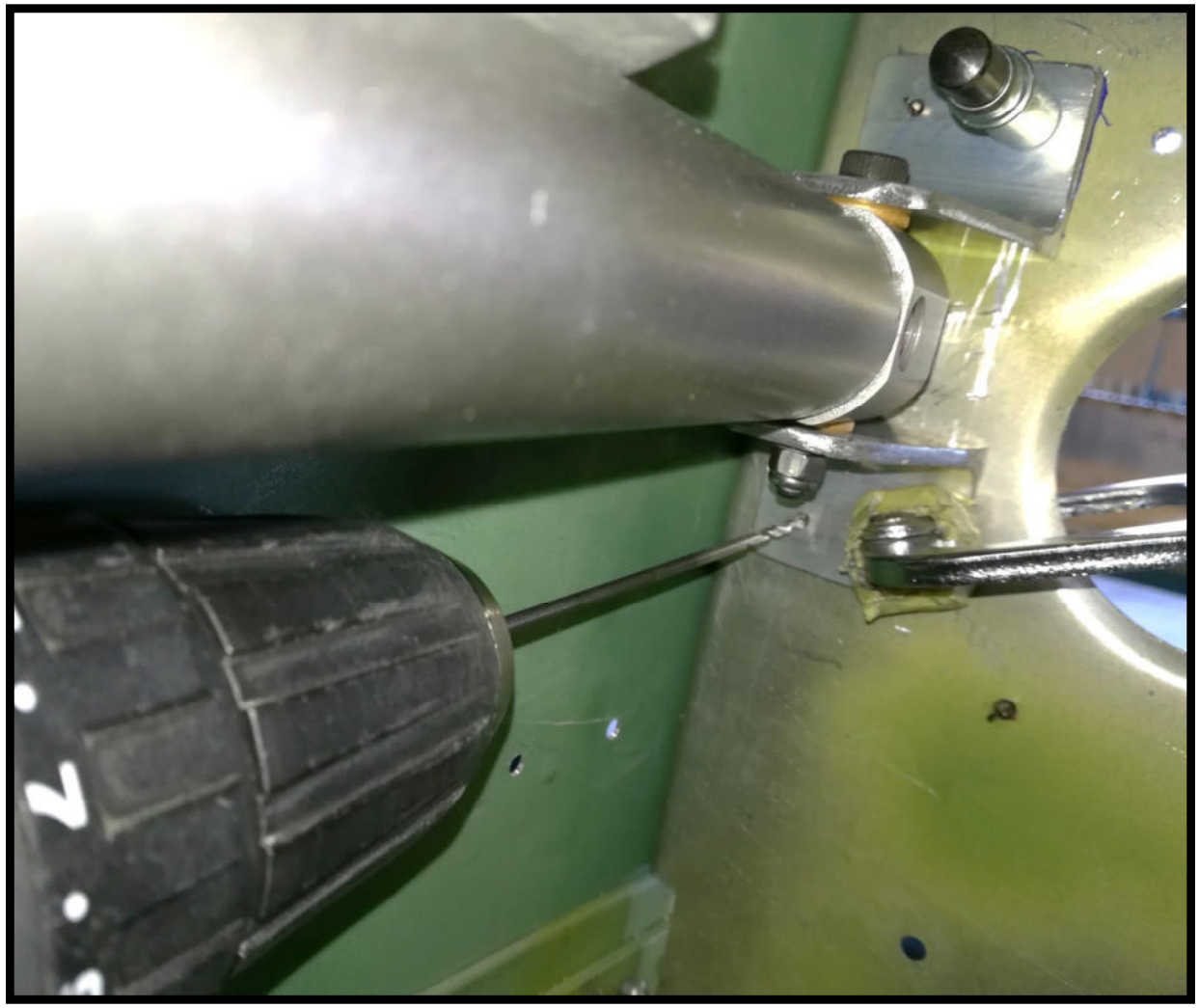
MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA 79

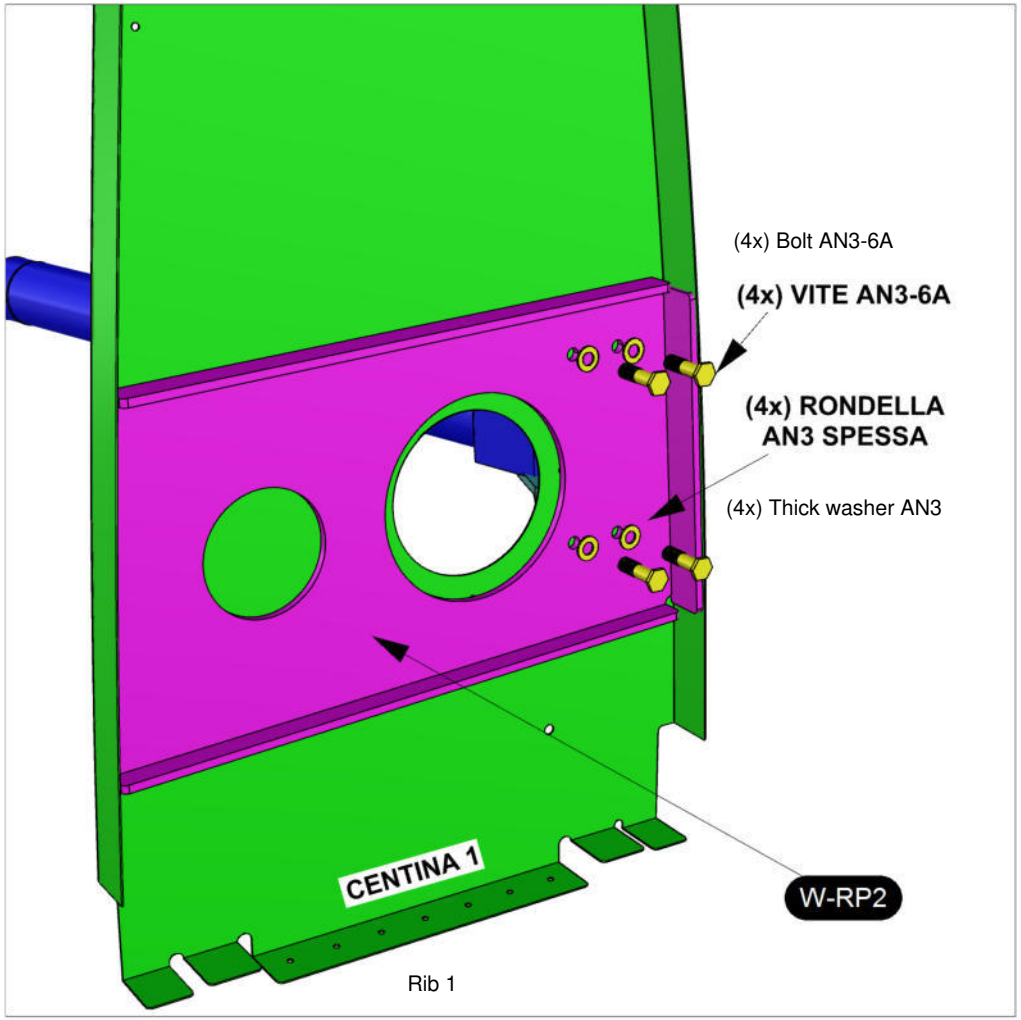
Piazzare il martinetto in modo che sia parallelo all'anima del longherone e bloccare con pinze le linguette LG-PS1

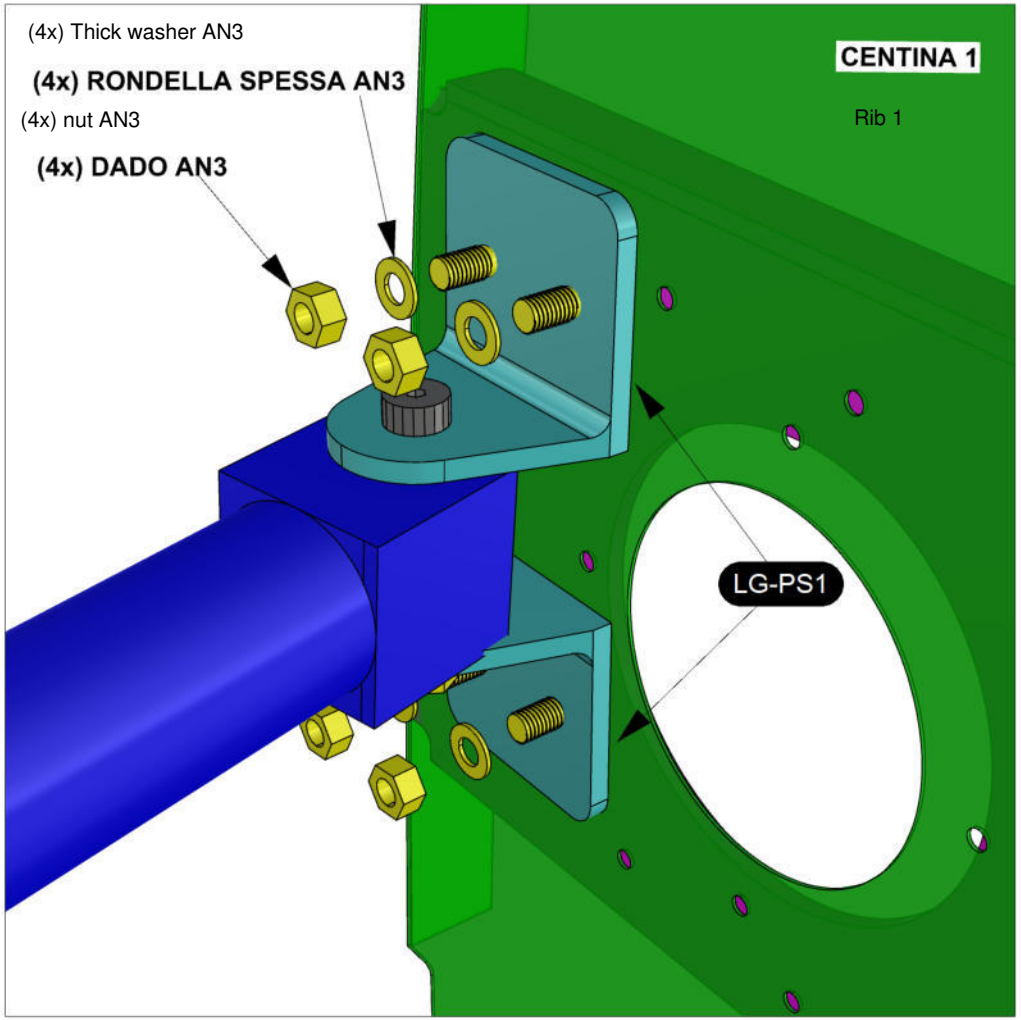


Ripassare i fori a Ø2,4 e portarli gradualmente fino a Ø4,8

Place the the hydraulic actuator paralel to the spar web and stop with some clamps the tabs LG-PS1

Drill the existing holes ø 2.4 gradually to ø 4,8





PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: CARRELLO PRINCIPALE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
SITO WEB: www.flyinglegend.it
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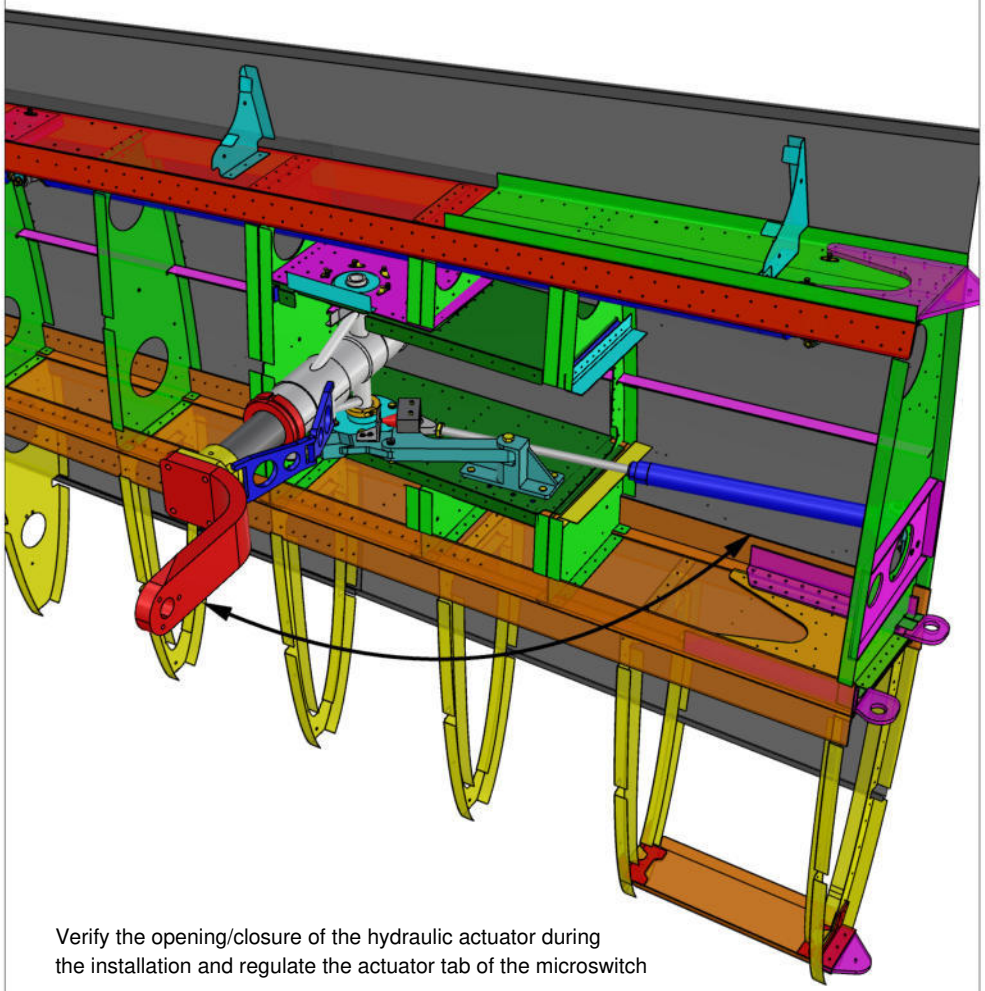
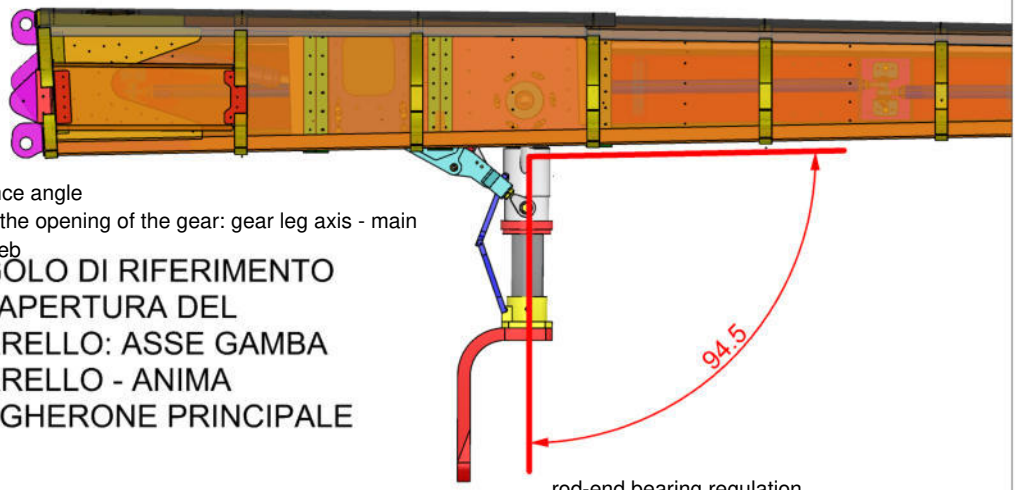
MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA 81



Verify the opening/closure of the hydraulic actuator during the installation and regulate the actuator tab of the microswitch

Testare apertura e chiusura del carrello principale all'installazione del martinetto e regolare la linguette di azionamento dei microswitch.

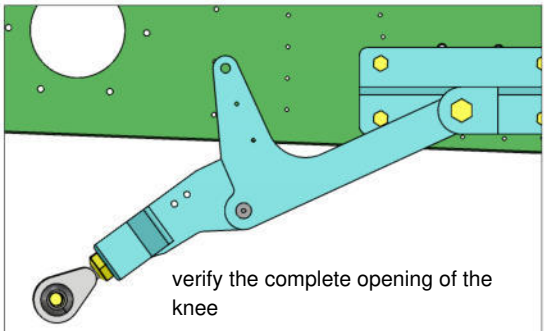


reference angle during the opening of the gear: gear leg axis - main spar web

ANGOLO DI RIFERIMENTO ALL'APERTURA DEL CARRELLO: ASSE GAMBA CARRELLO - ANIMA LONGHERONE PRINCIPALE

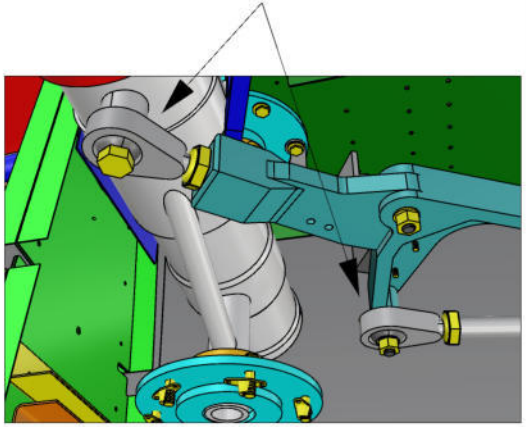
rod-end bearing regulation

UNIBALL DI REGOLAZIONE



verify the complete opening of the knee

ACCERTARSI DELLA COMPLETA APERTURA DEL GINOCCHIO



PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **CARRELLO PRINCIPALE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
SITO WEB: www.flyinglegend.it
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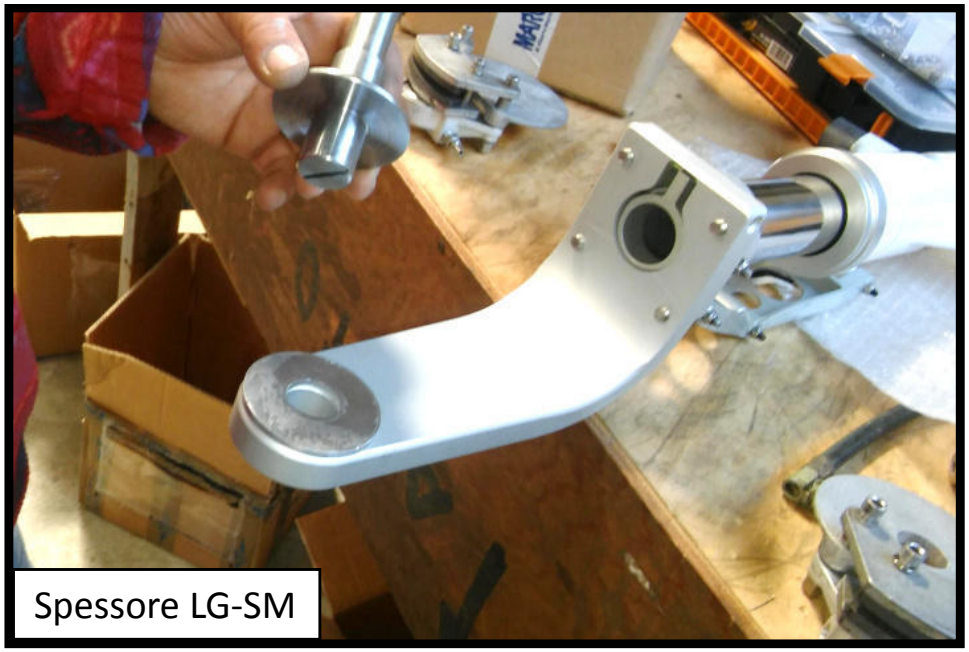
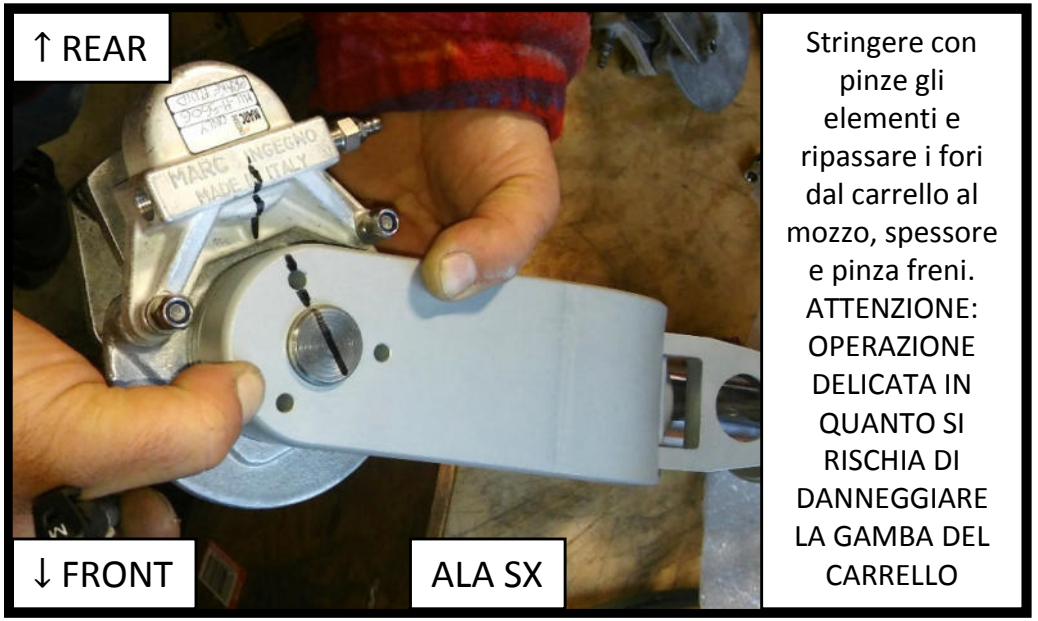
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **82**



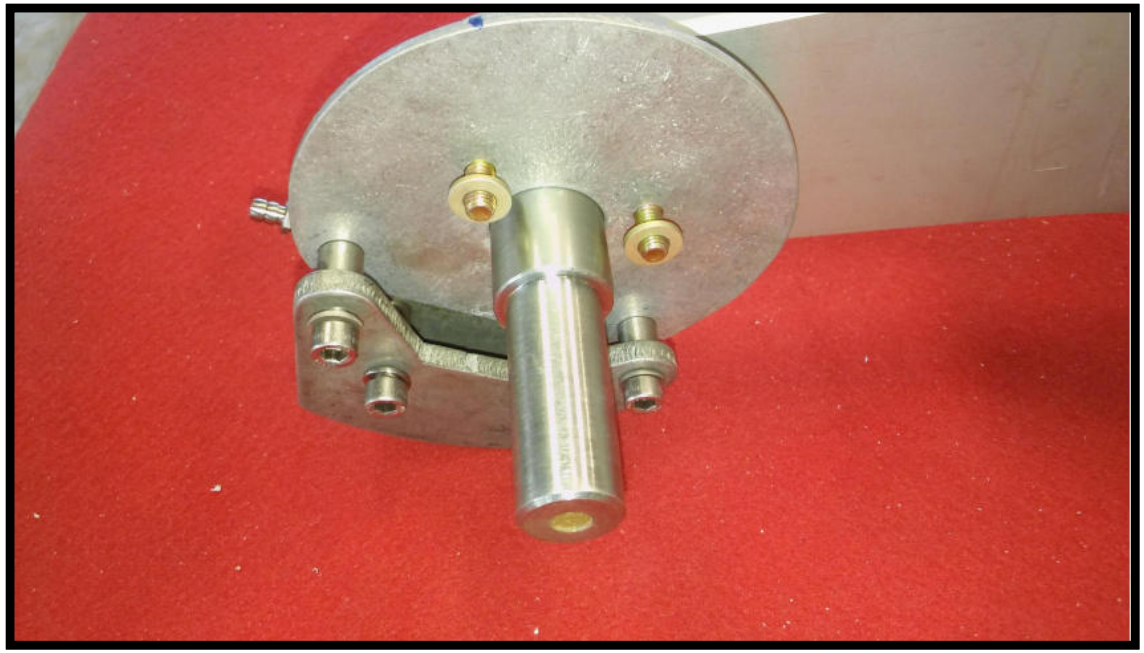
THICKNESS LG-SM

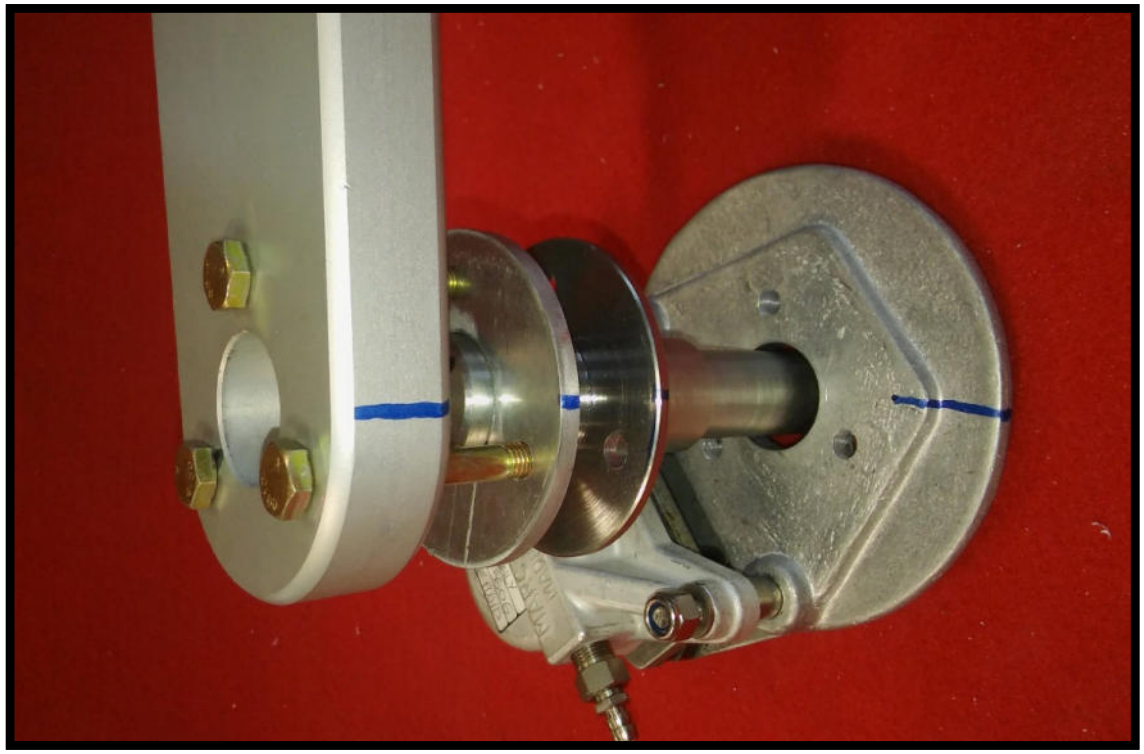
BRAKING PLIERS



LEFT WING

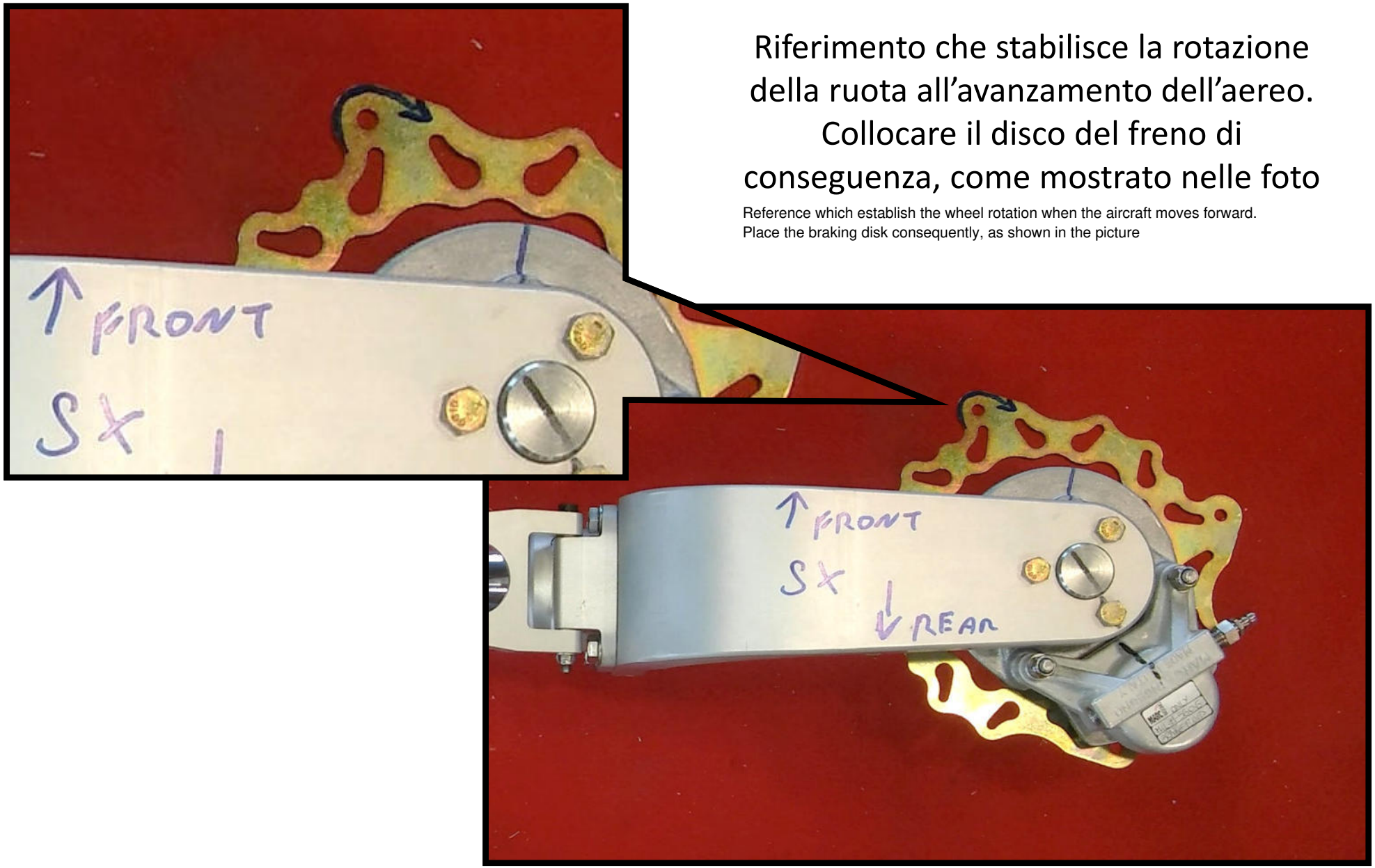
PRESS WITH SOME CLAMPS THE ELEMENTS AND DRILL THE HOLES FROM THE GEAR TO THE ITEM LG-MGH, LG-SM AND BRAKING PLIERS. PAY EXTRA ATTENTION AS THIS PHASE IS QUITE DELICATE AND YOU COULD DAMAGE THE GEAR LEG





Avvitare con viti AN4-17A e rondella spessa. Usare una chiave dinamometrica e stringere a 11N·m

SCREW WITH BOLT AN4-17A AND THICK WASHER. USE A TORQUE WRENCH AND TIGHTEN AT 11N m



Riferimento che stabilisce la rotazione della ruota all'avanzamento dell'aereo. Collocare il disco del freno di conseguenza, come mostrato nelle foto

Reference which establish the wheel rotation when the aircraft moves forward.
Place the braking disk consequently, as shown in the picture

Num. articolo	Num. parte	Descrizione
1	010102207 REV0	MOZZO MAGNESIO PER CERCHI 5" E 6" POSTERIORI
2	010102201 REV0	SEMICERCHIO 6" 7020 BASSO SFV CSD
3	010101222 REV0	SEMICERCHIO 6" 5754 ALTO CON FORO VALVOLA
4	010101203 REV0	GHIERA INOX PER CERCHIO 5" E 6"
5	010102108 REV0	DISCO FRENO 4 MM MARGHERITA FORO 6 MM
6	Spring washer DIN 128 - A6	
7	DIN 912 M6 x 16 --- 16N	
8	B18.3.1M - 6 x 1.0 x 16 Hex SHCS -- 16NHX	
9	Washer DIN 125 - A 6.4	
10	DIN EN ISO 7040 - M6 - N	
11	010203100 REV0	PINZA FRENO ALLUMINIO CON SUPPORTO
12	DIN 625 - 6004 - 12.SI.NC.12_68	

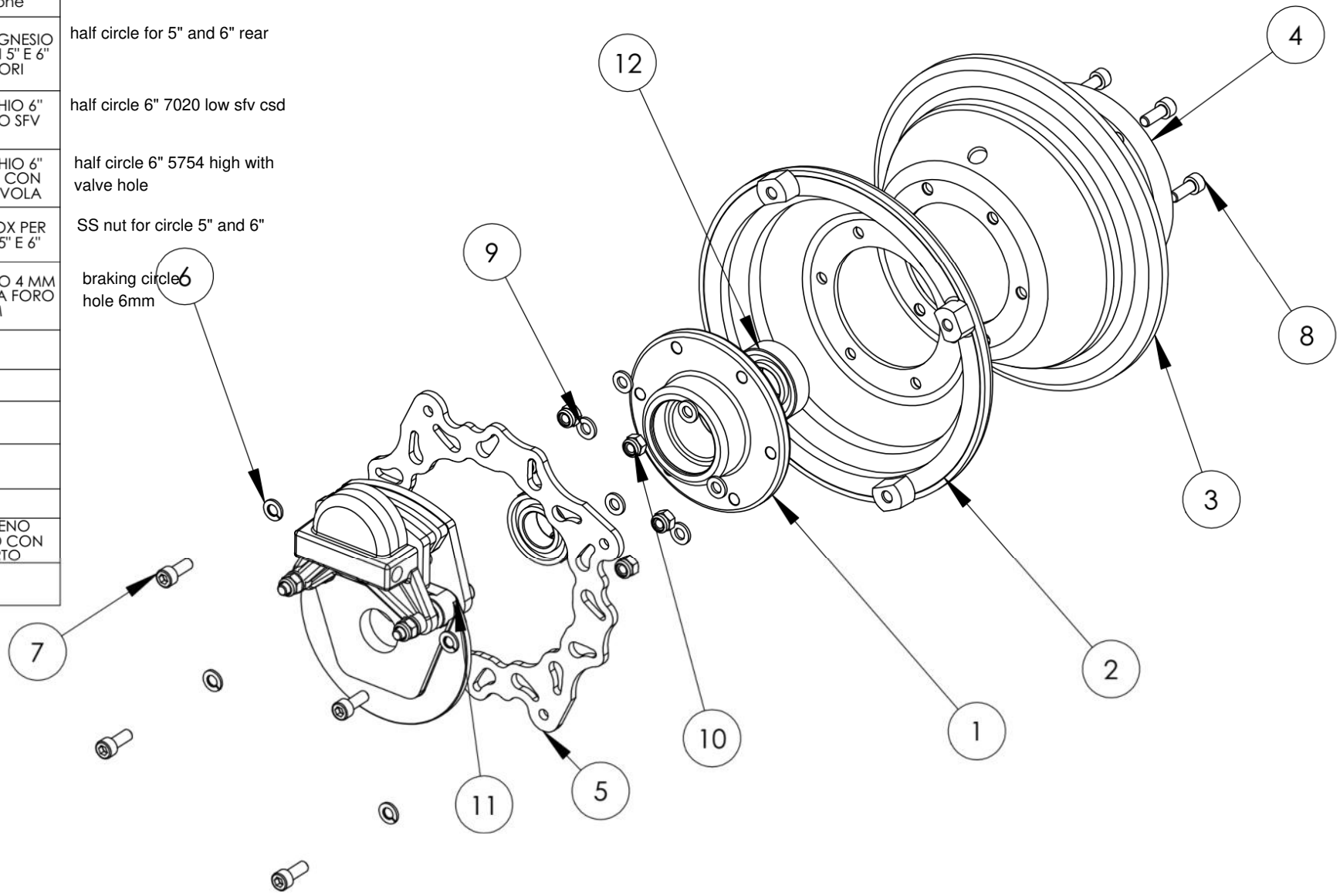
half circle for 5" and 6" rear

half circle 6" 7020 low sfv csd

half circle 6" 5754 high with valve hole

SS nut for circle 5" and 6"

braking circle hole 6mm



Screw M8x25

Split lock washer M8

Tire

Inner tube

Wheel rim

Gear leg

PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: CERCHIONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
SITO WEB: www.flyinglegend.it
E-MAIL: info@flyinglegend.it

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4x threaded rod
ss M5x120mm

4x BARRA FILETTATA
INOX M5 X 120mm

20x SS washer M5

20x RONDELLA
INOX M5

20x ss self locking nut M5

20x DADO INOX M5
AUTOBLOCCANTE

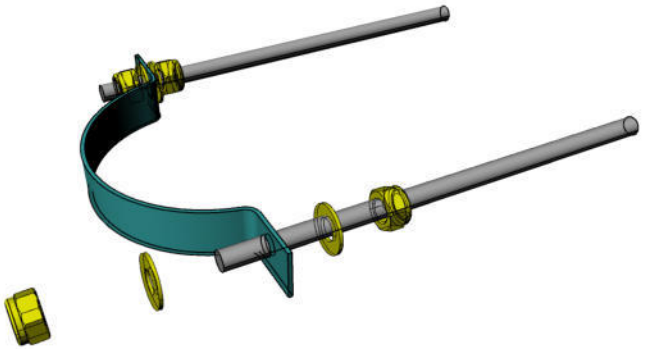
W-LGO

W-LGCDX/SX

W-DC

FORI DA RIPASSARE A Ø3.2
(ENTRAMBE LE FILE)

Holes to drill at ø3,2 (both sides)



PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **INSERIMENTO PARAFANGO**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

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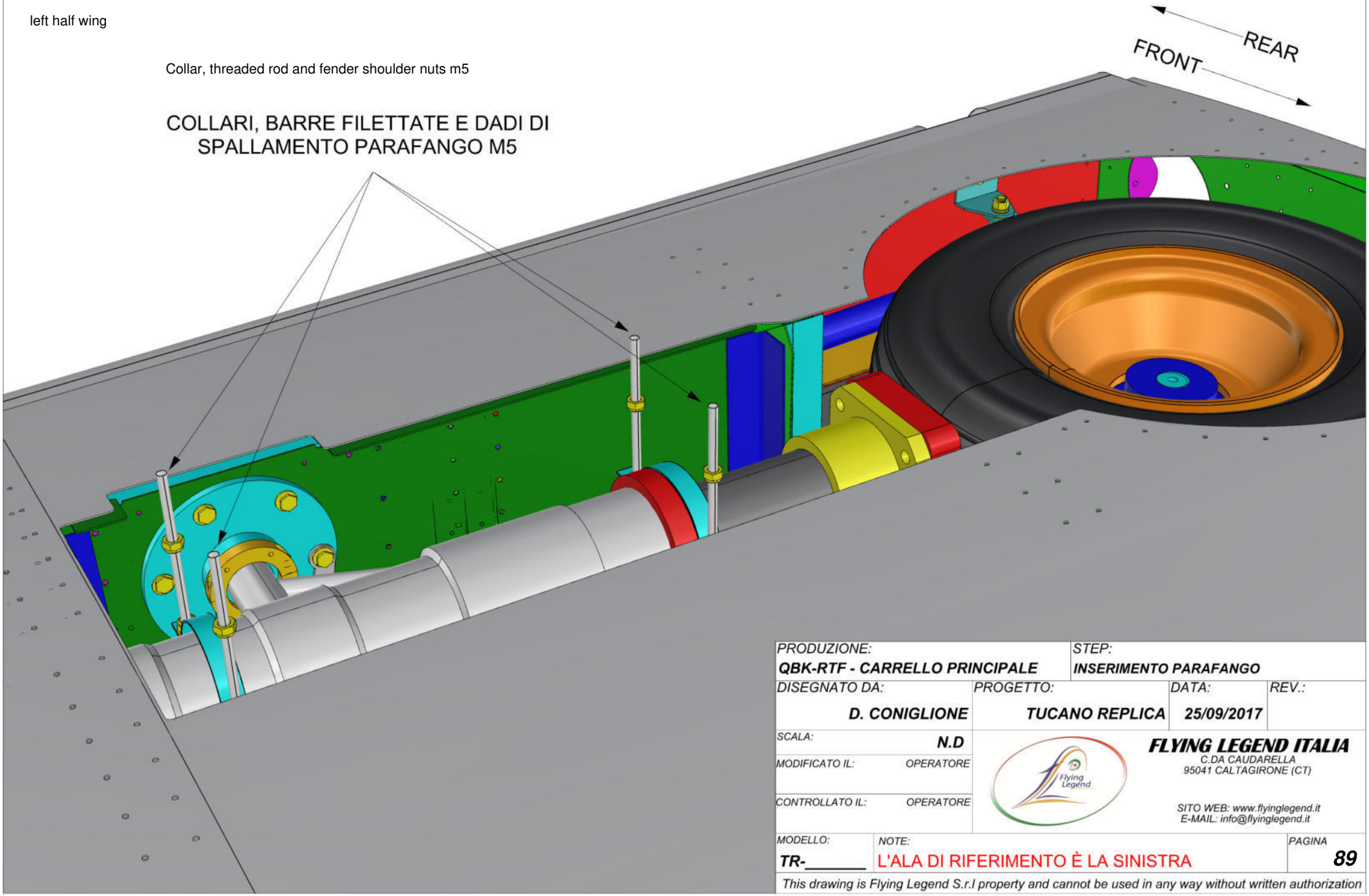
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **88**

[SEMI-ALA SINISTRA]

left half wing

Collar, threaded rod and fender shoulder nuts m5



PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: INSERIMENTO PARAFANGO	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D		FLYING LEGEND ITALIA C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
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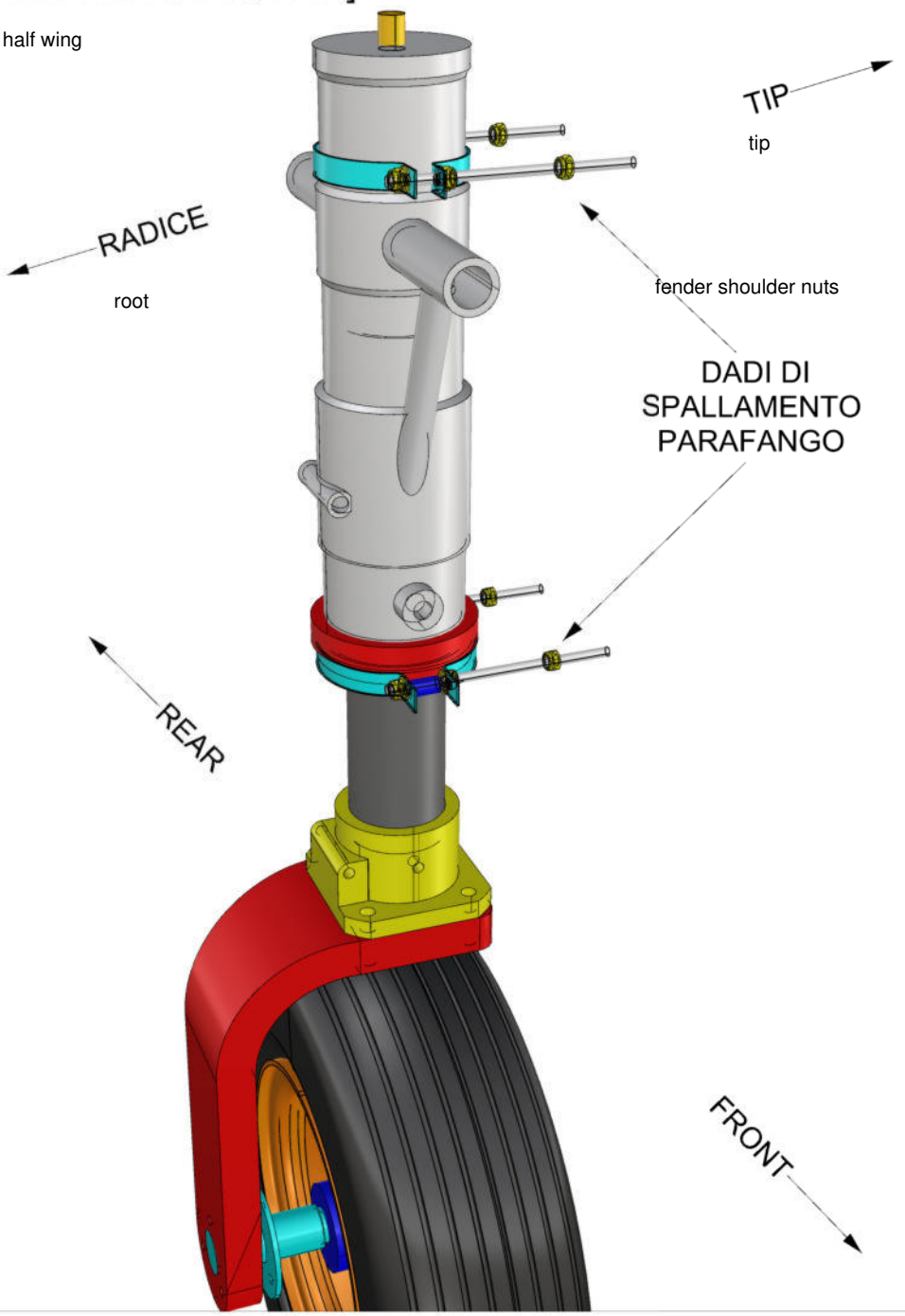
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA		PAGINA 89

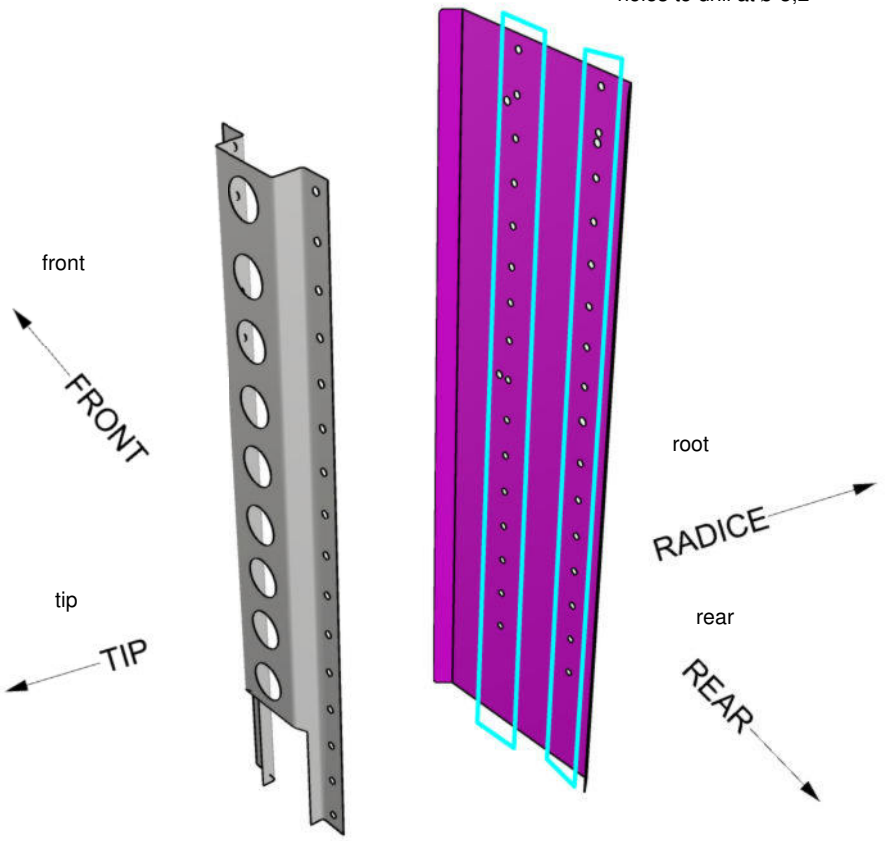
[SEMI-ALA SINISTRA]

left half wing



FORI DA RIPASSARE A Ø3.2

holes to drill at ø 3,2



PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **INSERIMENTO PARAFANGO**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

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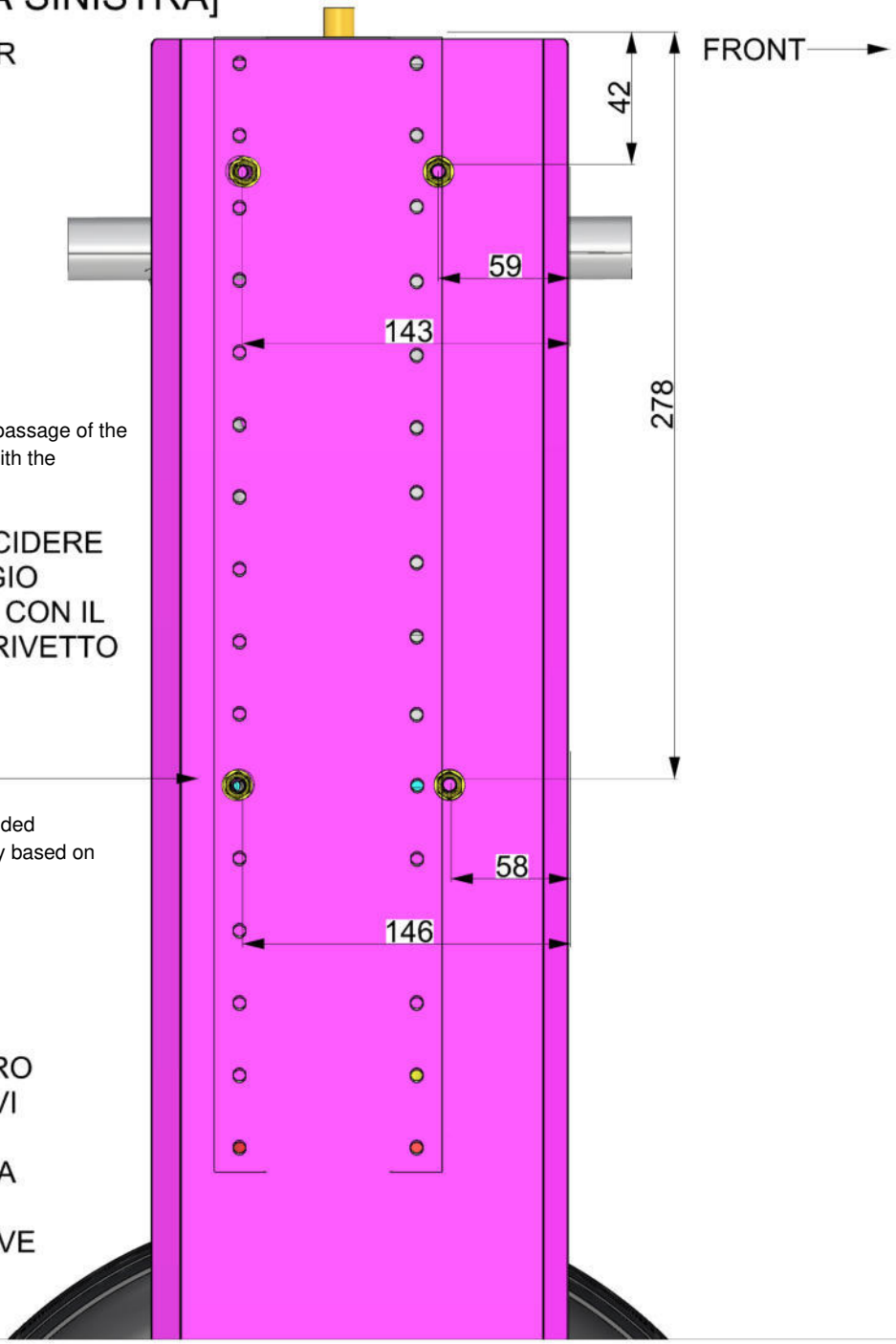
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **90**

[SEMI-ALA SINISTRA]

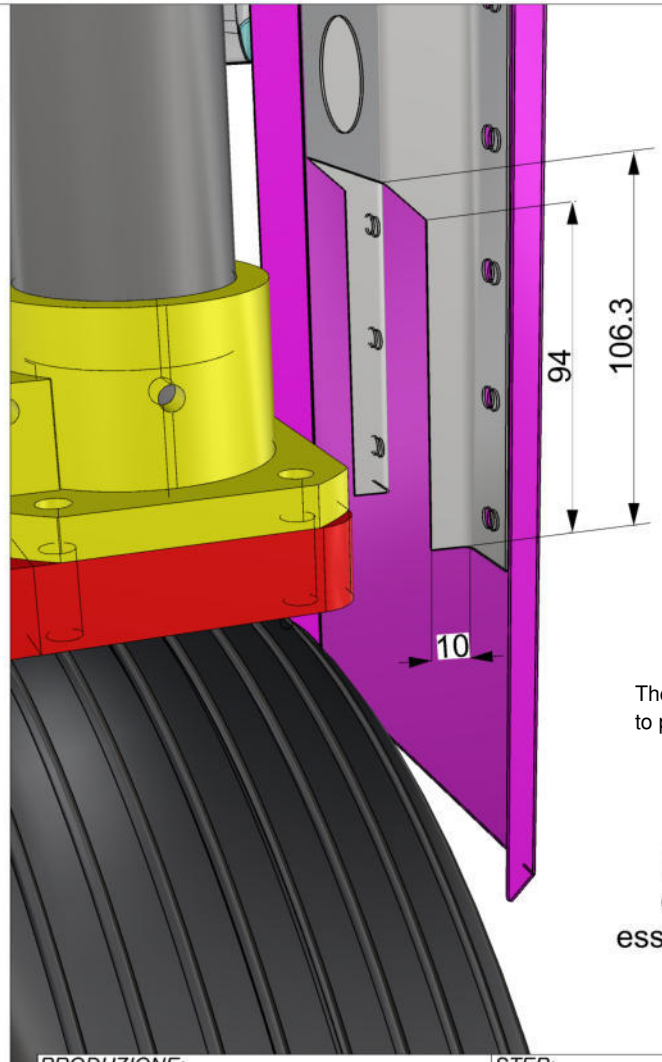


Make sure that the passage of the screw correspond with the rivet hole

FARE COINCIDERE IL PASSAGGIO DELLA VITE CON IL FORO DEL RIVETTO

The measures provided might change slighly based on construction needs

LE MISURE MOSTRATE POTREBBERO SUBIRE LIEVI VARIAZIONI CAUSATE DA ESIGENZE COSTRUTTIVE



The cut side of the omega has to point to the tire

La parte tagliata dell'omega deve essere rivolta verso lo pneumatico

PRODUZIONE: QBK-RTF - CARRELLO PRINCIPALE		STEP: INSERIMENTO PARAFANGO	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 25/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA		PAGINA 91

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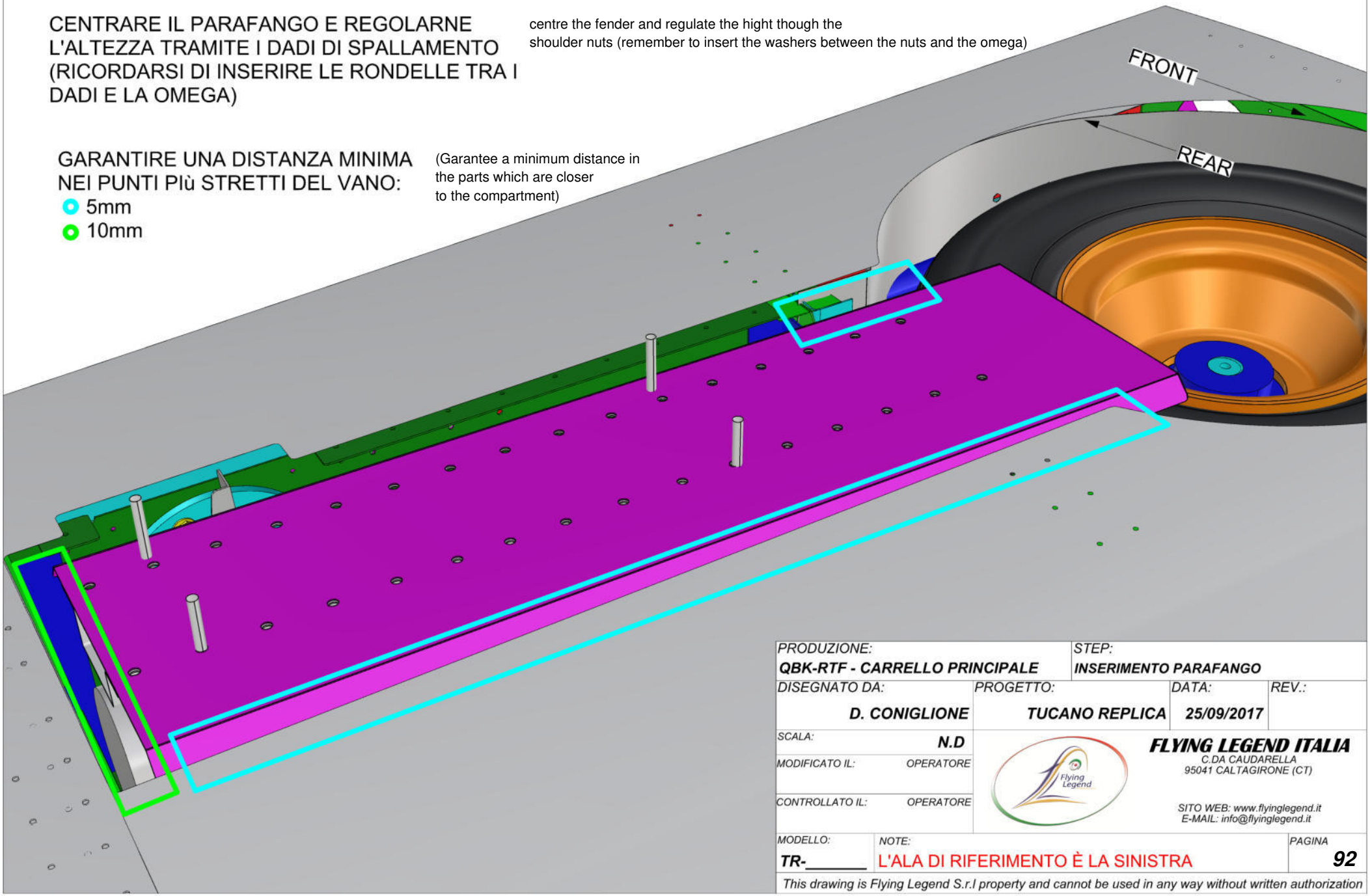
[SEMI-ALA SINISTRA] left half wing

CENTRARE IL PARAFANGO E REGOLARNE L'ALTEZZA TRAMITE I DADI DI SPALLAMENTO (RICORDARSI DI INSERIRE LE RONDELLE TRA I DADI E LA OMEGA)

centre the fender and regulate the hight though the shoulder nuts (remember to insert the washers between the nuts and the omega)

GARANTIRE UNA DISTANZA MINIMA NEI PUNTI PIù STRETTI DEL VANO:
- 5mm
- 10mm

(Garantee a minimum distance in the parts which are closer to the compartment)



PRODUZIONE: **QBK-RTF - CARRELLO PRINCIPALE**		STEP: **INSERIMENTO PARAFANGO**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **25/09/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
SITO WEB: www.flyinglegend.it
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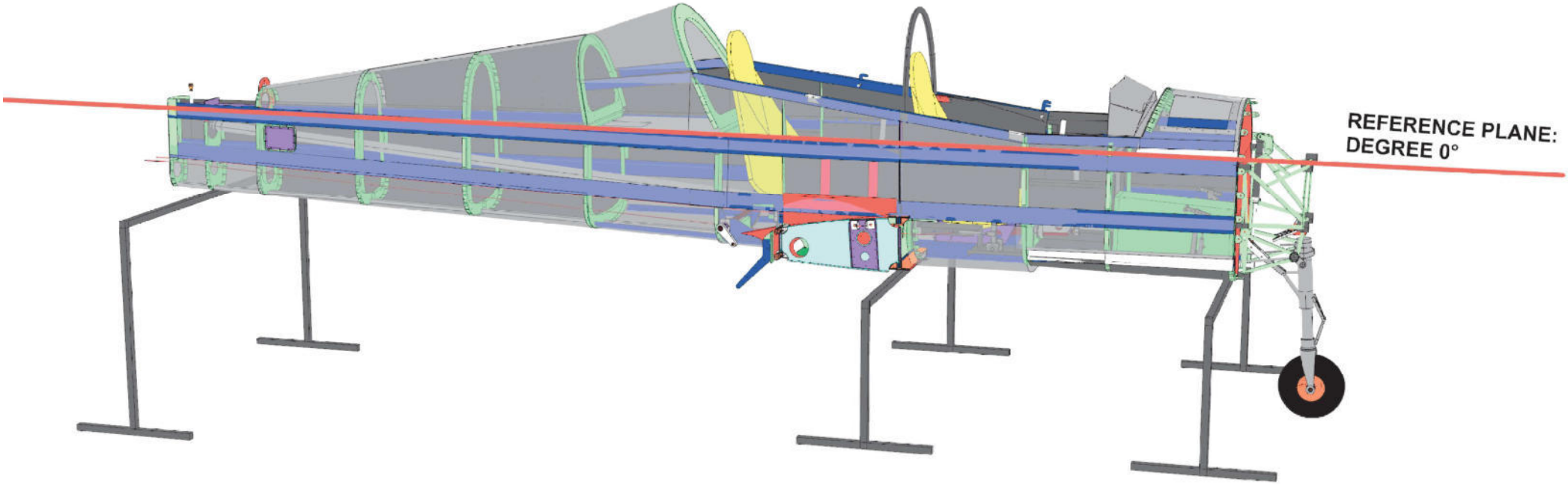
MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	PAGINA **92**



Mettere la fusoliera su dei supporti e livellare.

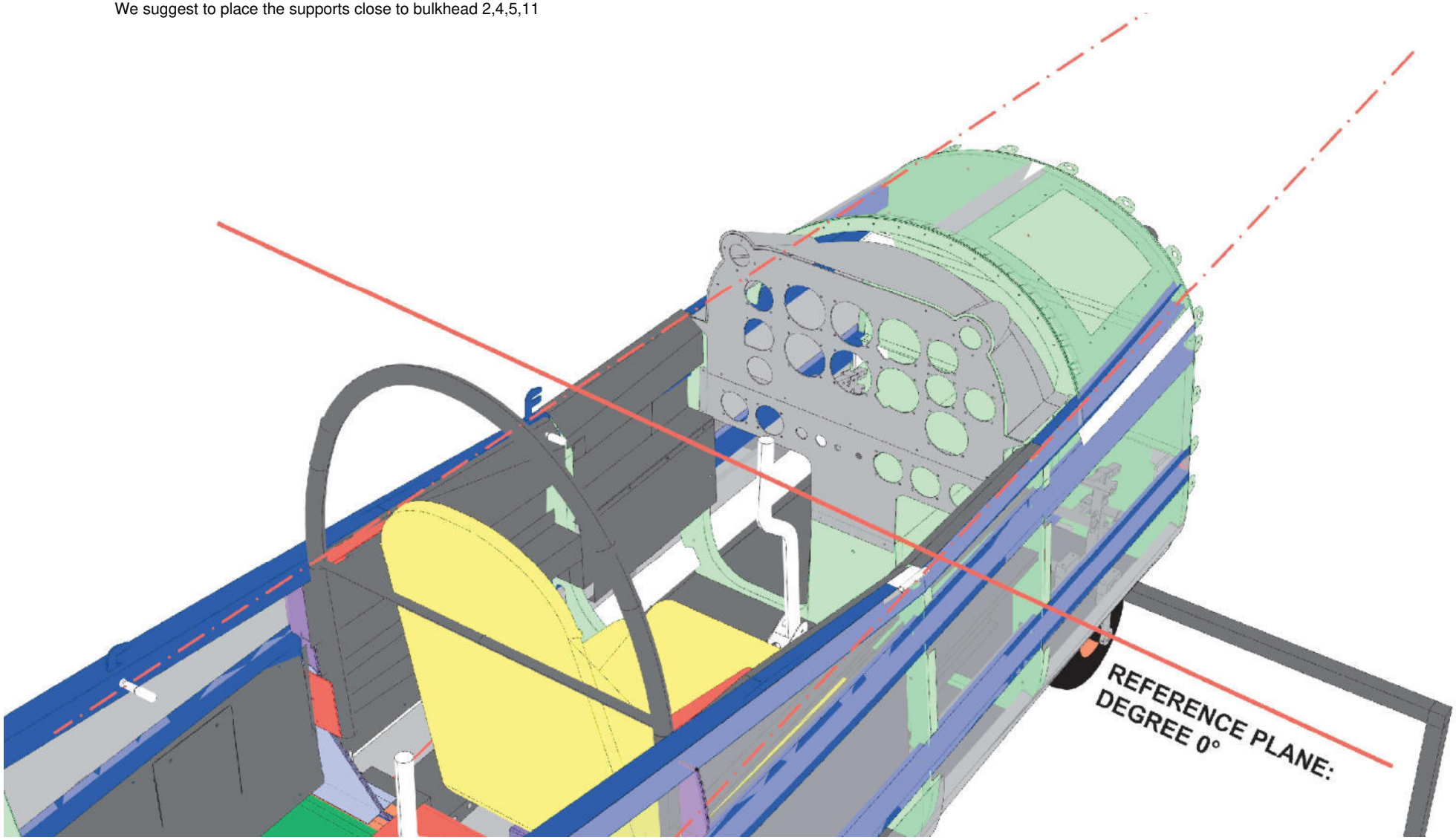
Si consiglia di mettere dei cavalletti in corrispondenza delle ordinate 2, 4, 5, 11

Place the fuselage on some supports and level

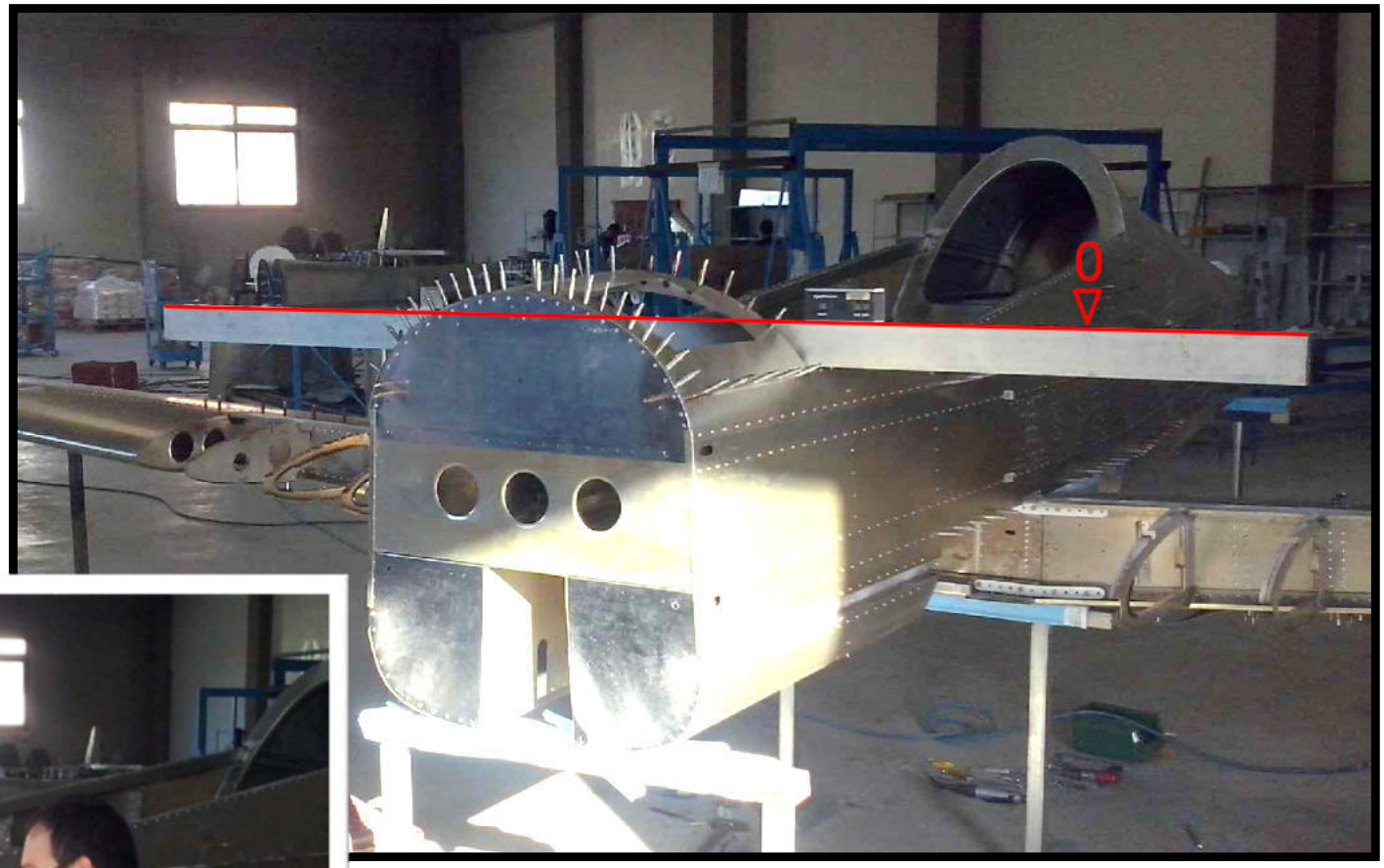
We suggest to place the support close to bulkhead 2,4,5,11

Mettere la fusoliera su dei supporti e livellare.
Si consiglia di mettere dei cavalletti in corrispondenza delle ordinate 2, 4, 5, 11

Place the fuselage on some supports and level
We suggest to place the supports close to bulkhead 2,4,5,11



Mettere la fusoliera su dei supporti e livellare. Si consiglia di mettere dei cavalletti in corrispondenza delle ordinate 2, 4, 5, 11

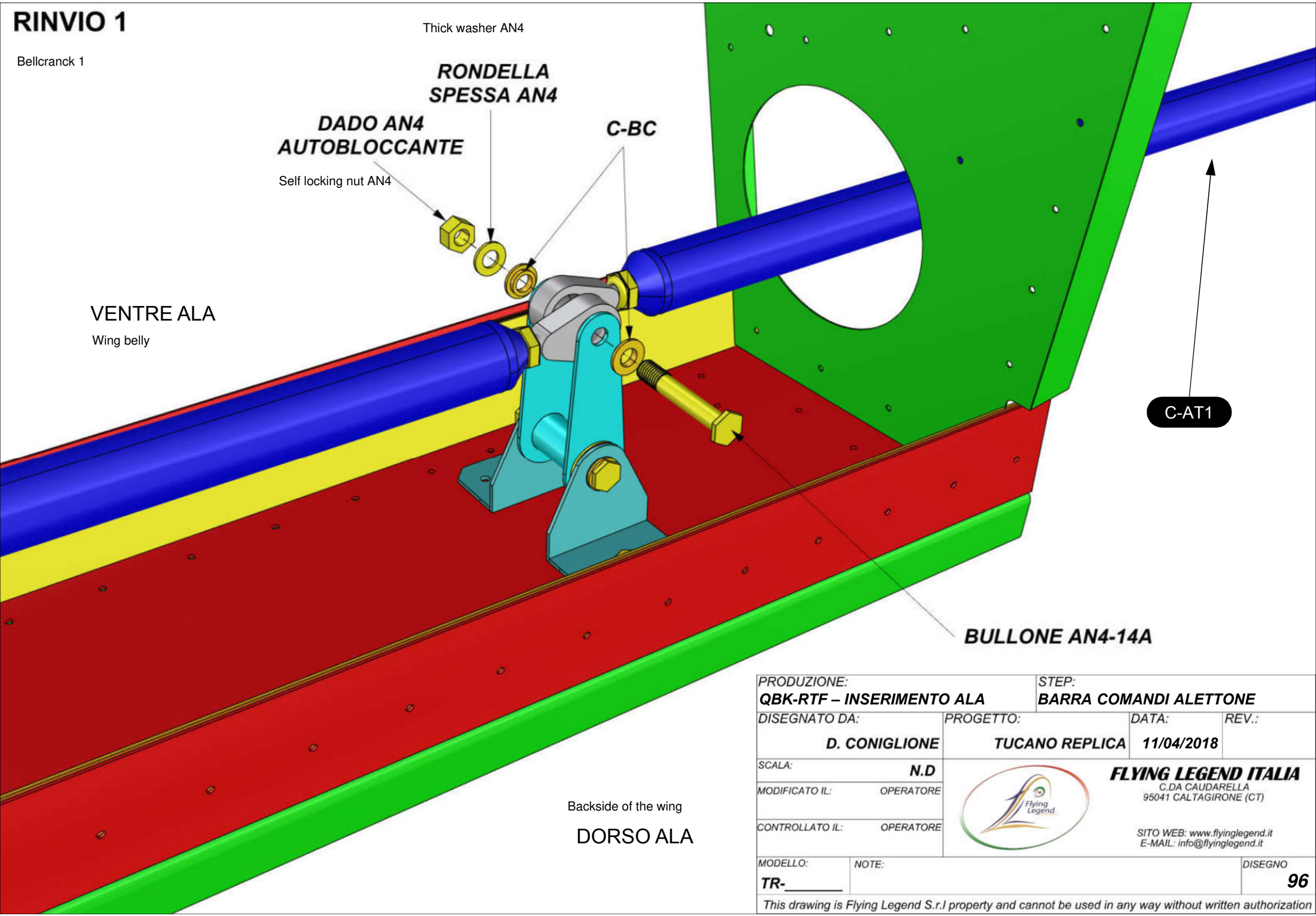


Place the fuselage on some supports and level

We suggest to place them close to bulkhead 2,4,5,11

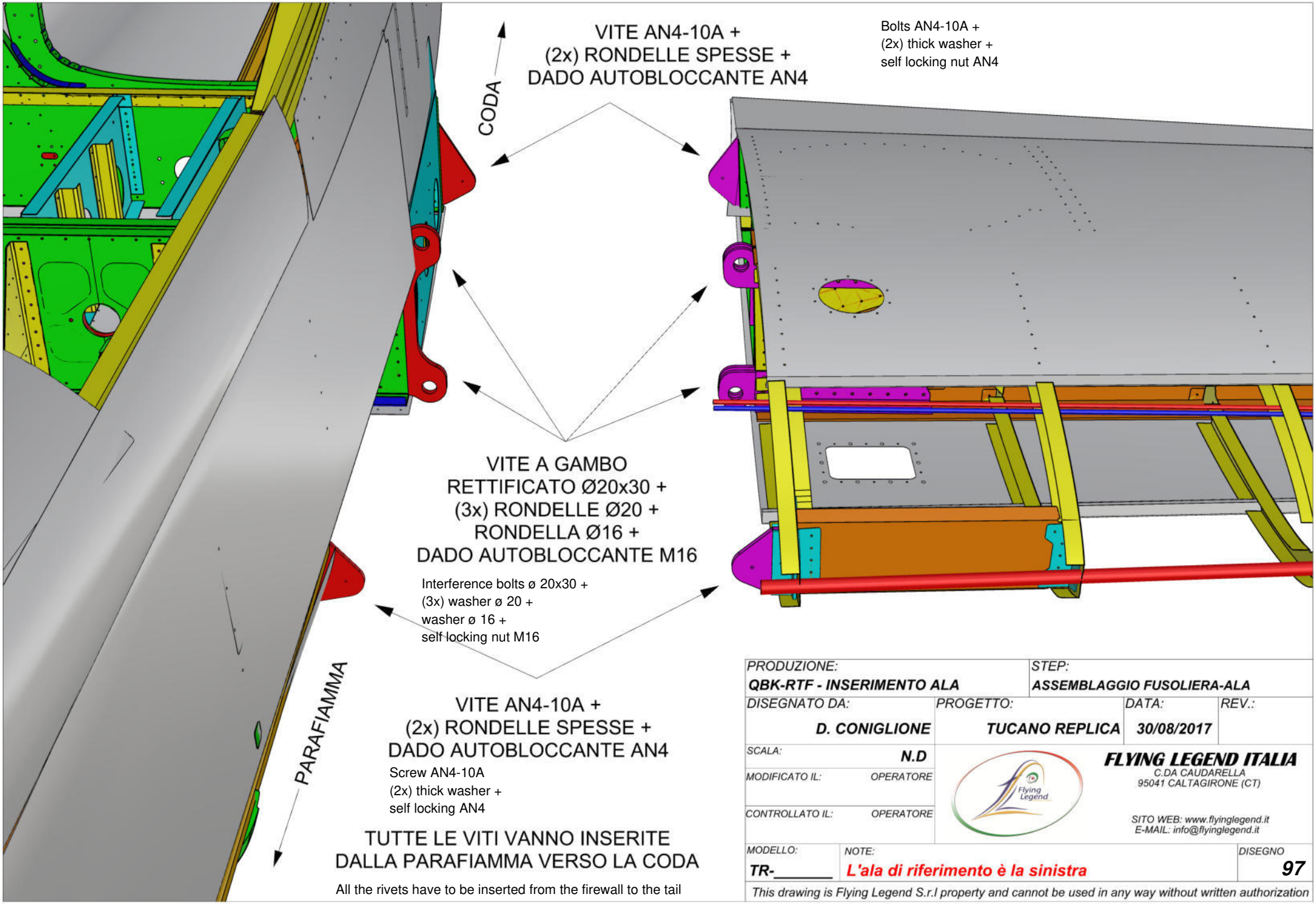
RINVIO 1

Bellcranck 1



PRODUZIONE: QBK-RTF – INSERIMENTO ALA		STEP: BARRA COMANDI ALETTONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 11/04/2018	REV.:
SCALA: N.D		FLYING LEGEND ITALIA C.DA CAUDARELLA 95041 CALTAGIRONE (CT) SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 96

Tail



PRODUZIONE: **QBK-RTF - INSERIMENTO ALA**		STEP: **ASSEMBLAGGIO FUSOLIERA-ALA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/08/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
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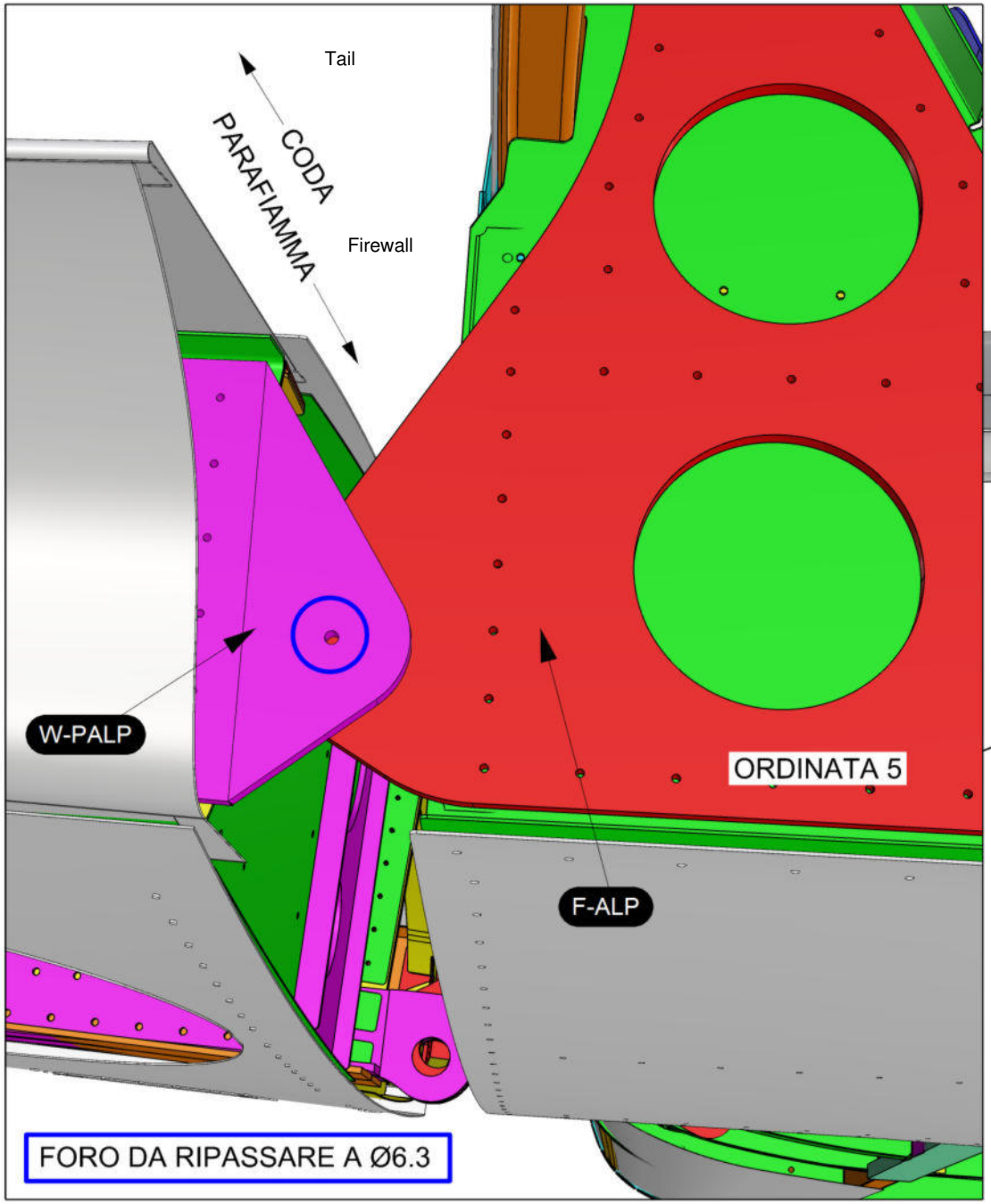
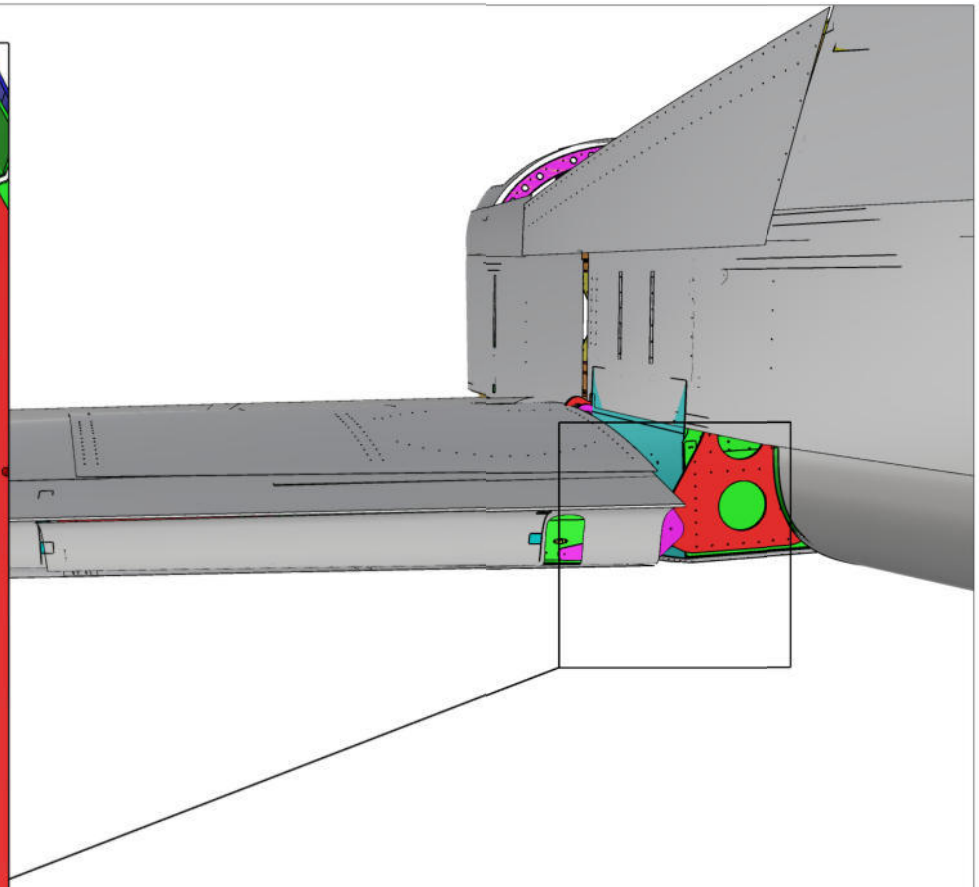
MODELLO: **TR-_____**	NOTE: ***L'ala di riferimento è la sinistra***	DISEGNO **97**

Firewall



Hole to drill at ø 6.3



Bulkhead 5

PRODUZIONE: **QBK-TRF - INSERIMENTO ALA**		STEP: **ASSEMBLAGGIO FUSOLIERA-ALA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/08/2017**	REV.:
SCALA: **N.D**		**FLYING LEGEND ITALIA** C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
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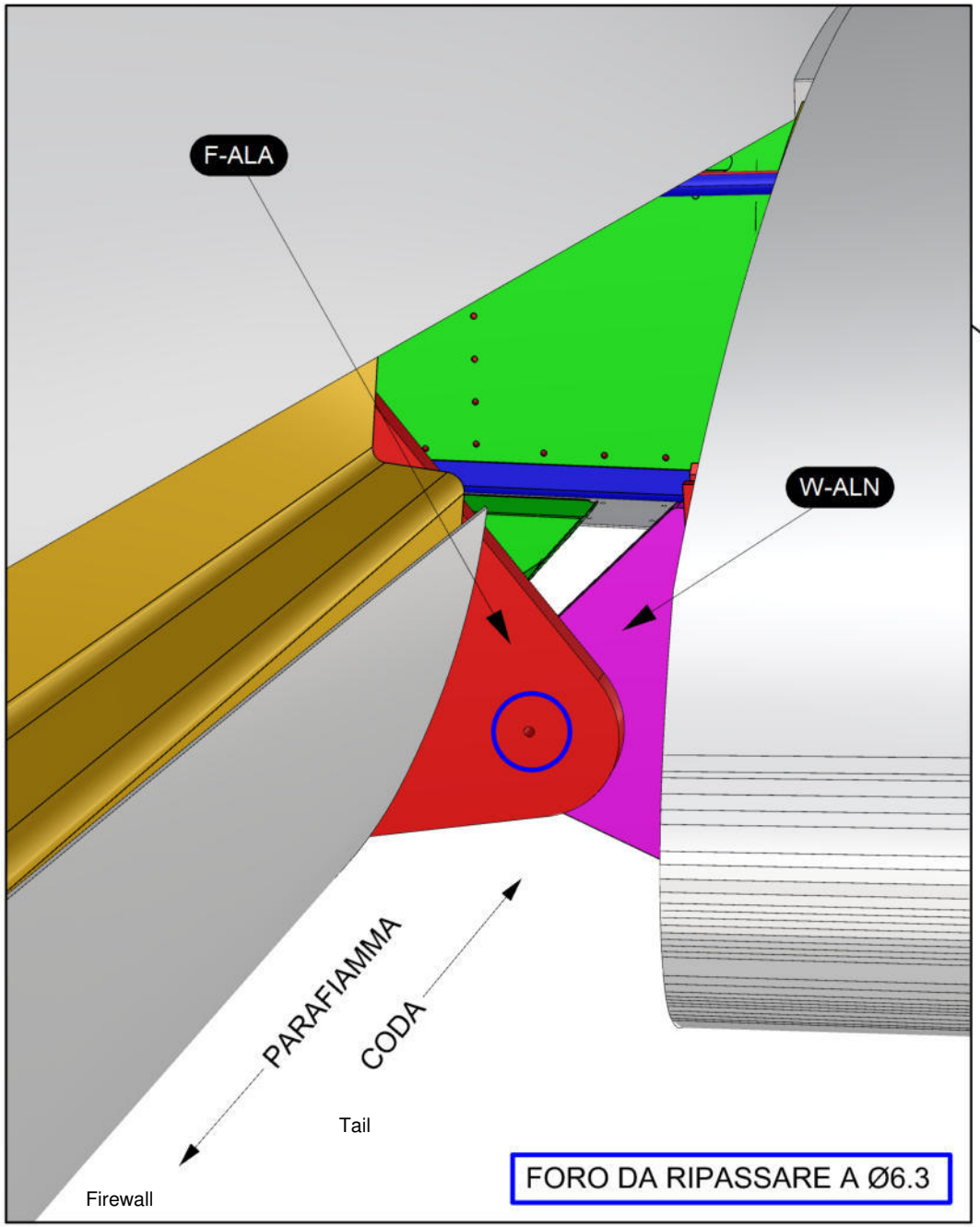
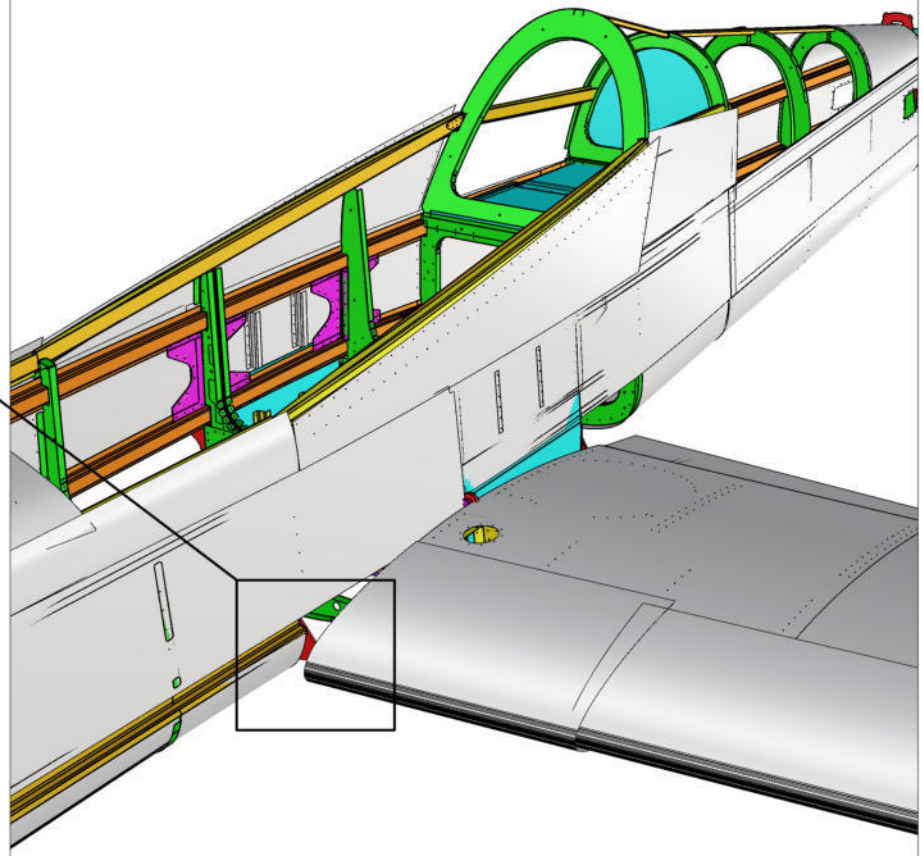
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: **TR-_____**	NOTE: **L'ala di riferimento è la sinistra**		DISEGNO **98**



Hole to be drilled ø 6.3



PRODUZIONE: **QBK-RTF - INSERIMENTO ALA**		STEP: **ASSEMBLAGGIO FUSOLIERA-ALA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/08/2017**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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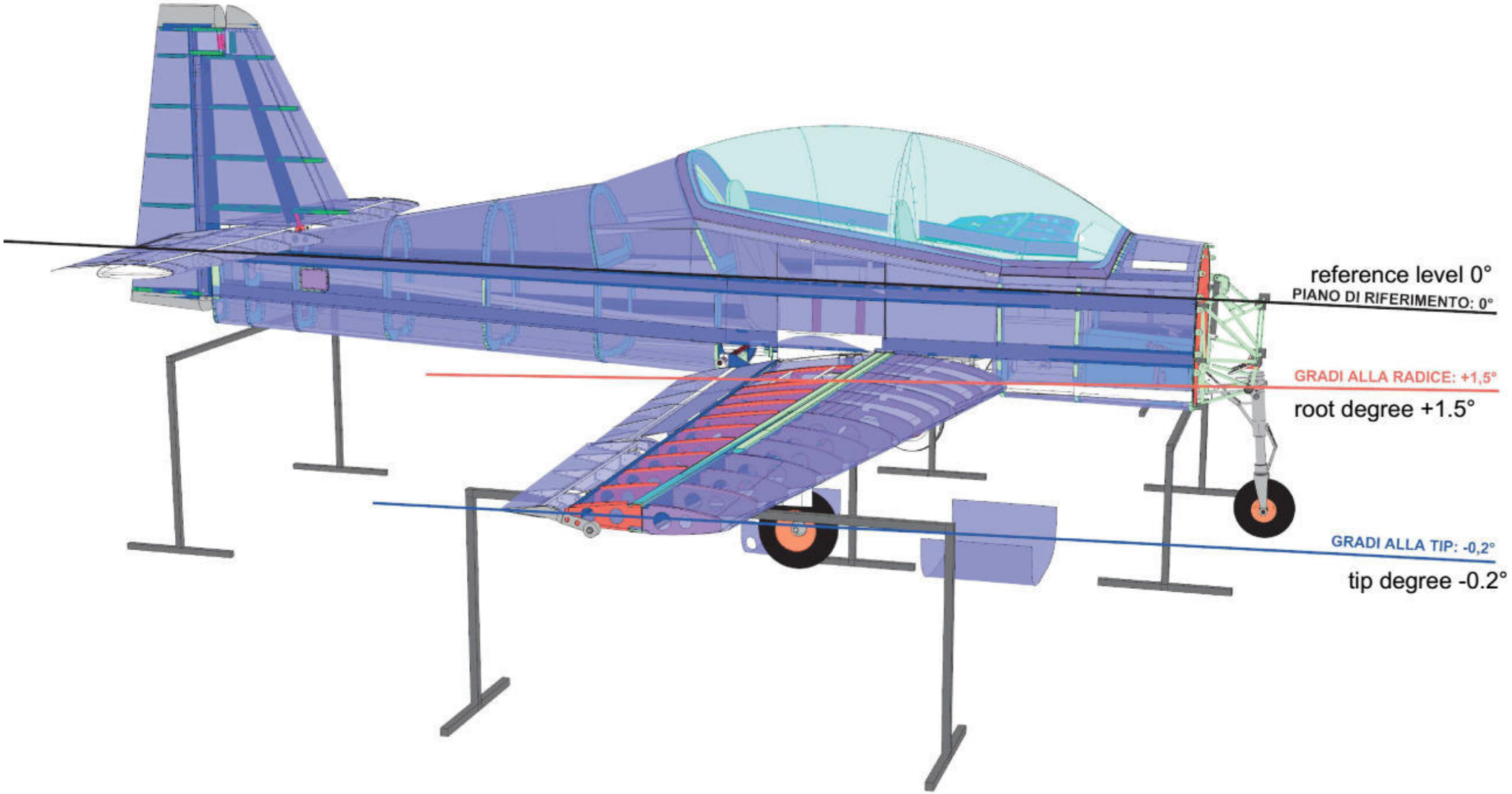
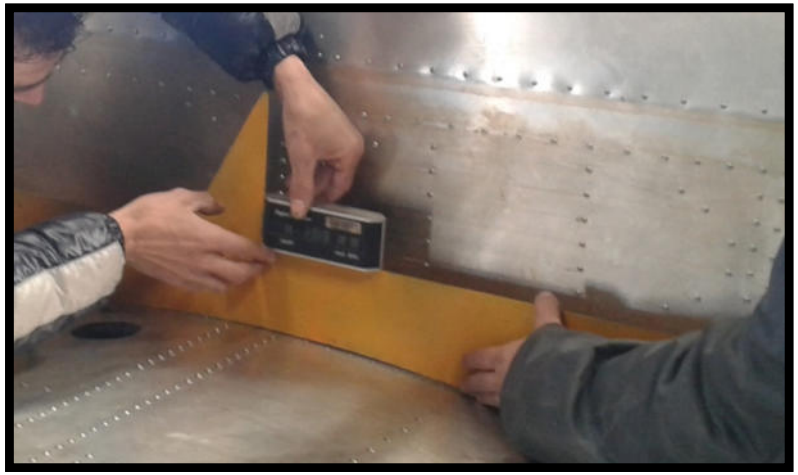
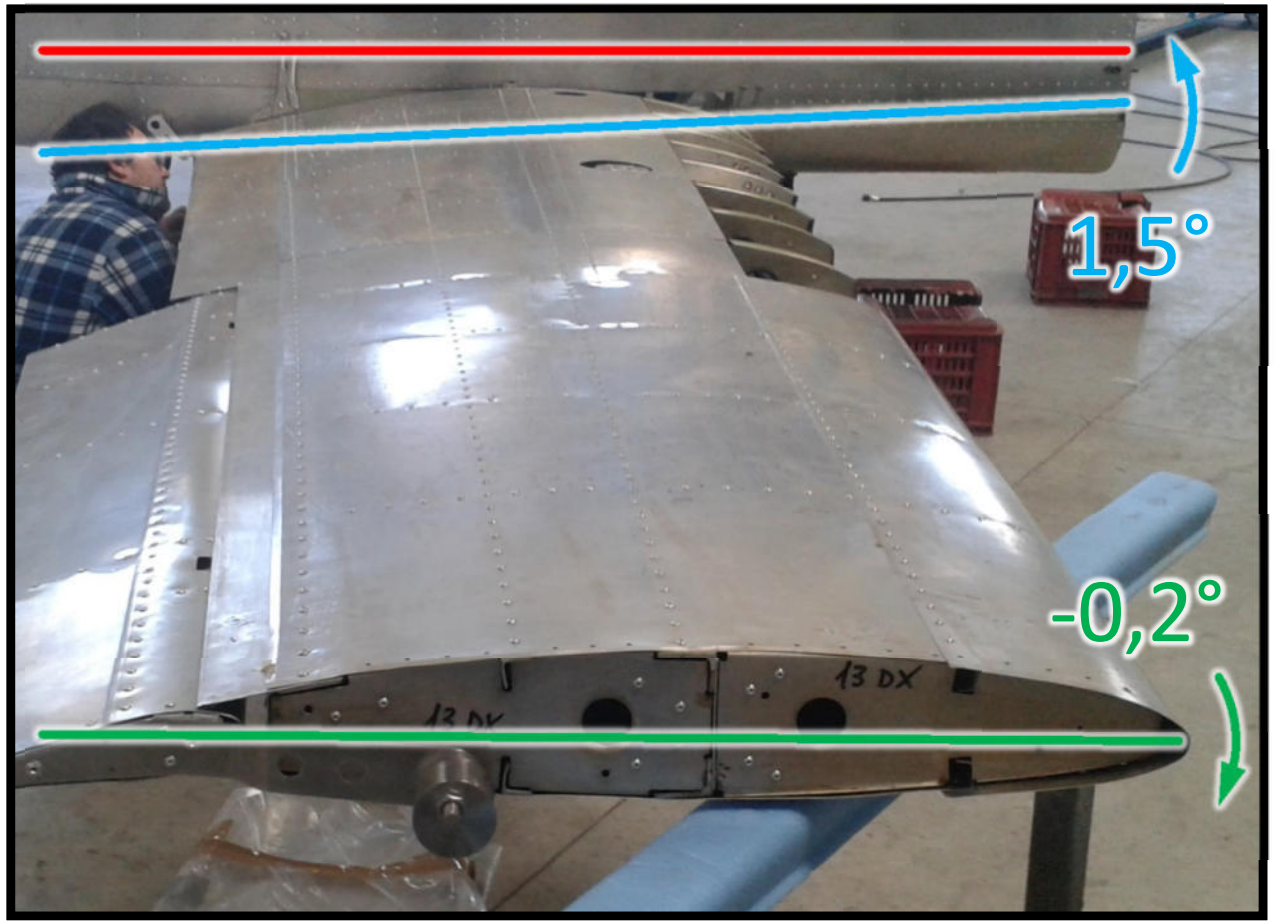
MODELLO: **TR-_____**	NOTE: ***L'ala di riferimento è la sinistra***	DISEGNO **99**


reference level 0°
PIANO DI RIFERIMENTO: 0°
GRADI ALLA RADICE: +1,5°
root degree +1.5°
GRADI ALLA TIP: -0,2°
tip degree -0.2°





MISURARE LO SVERGOLAMENTO DELL'ALA AIUTANDOSI CON LE DIME DI LIVELLO PER LA RADICE E LA TIP

- LINEA RIFERIMENTO FUSOLIERA (0°)
- SVERGOLAMENTO RADICE ALA: 1,5° VERSO L'ALTO
- SVERGOLAMENTO TIP ALA: 0,2° VERSO IL BASSO

Measure the twist of the wing helping yourself with some level jigs for the root and the tip

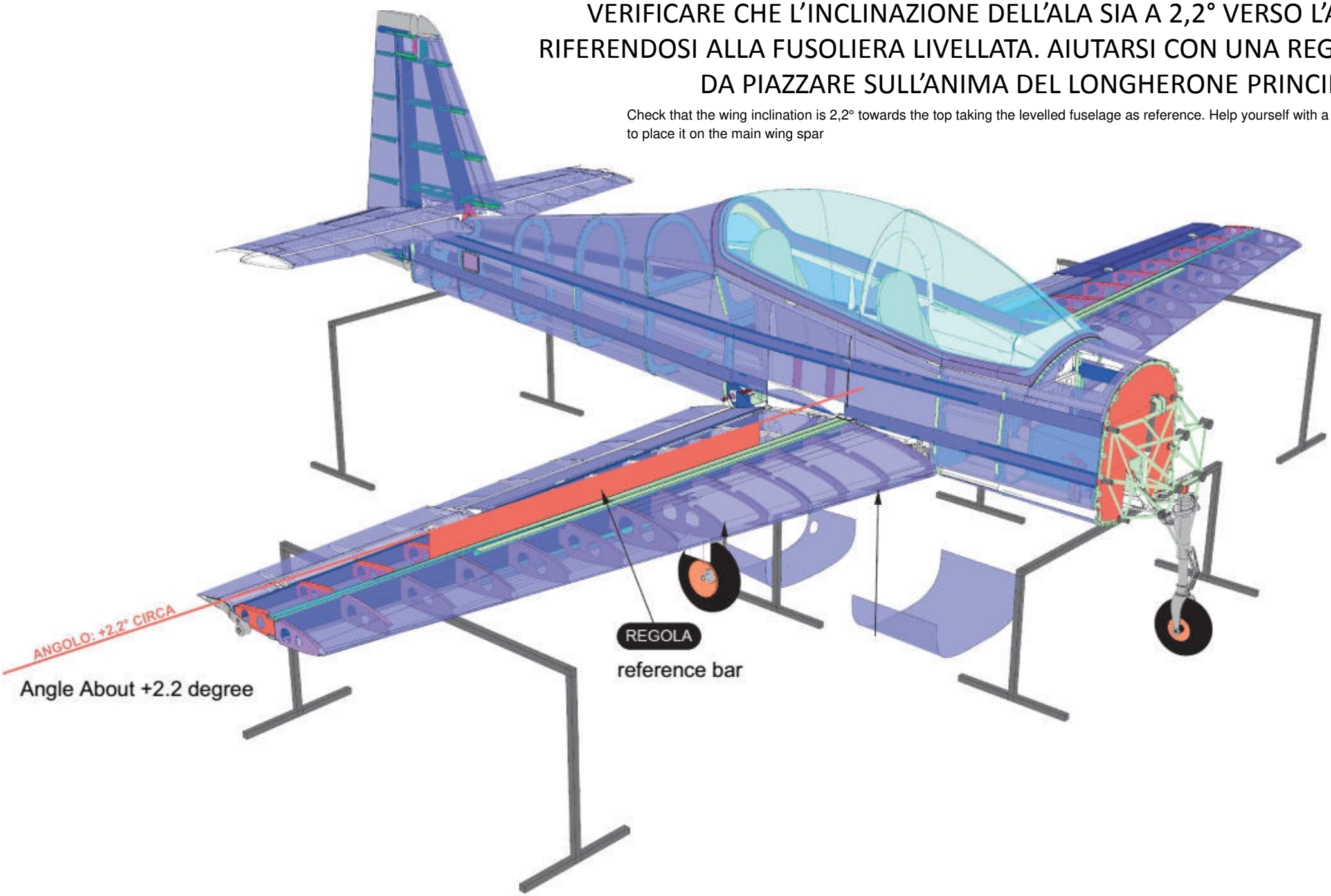
Reference line fuselage (0°)

Wing root twist : 1,5 ° towards the top

Wing tip twist : 0,2 ° toward the bottom

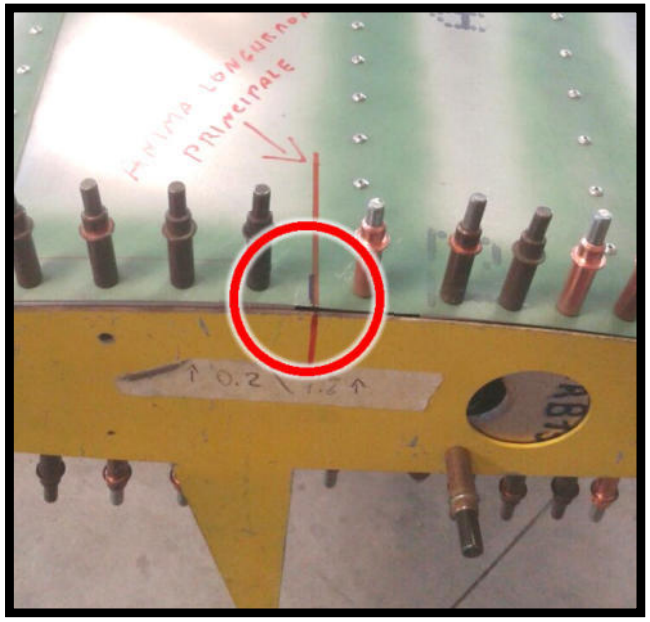
VERIFICARE CHE L'INCLINAZIONE DELL'ALA SIA A 2,2° VERSO L'ALTO RIFERENDOSI ALLA FUSOLIERA LIVELLATA. AIUTARSI CON UNA REGOLA DA PIAZZARE SULL'ANIMA DEL LONGHERONE PRINCIPALE

Check that the wing inclination is 2,2° towards the top taking the levelled fuselage as reference. Help yourself with a ruler to place it on the main wing spar



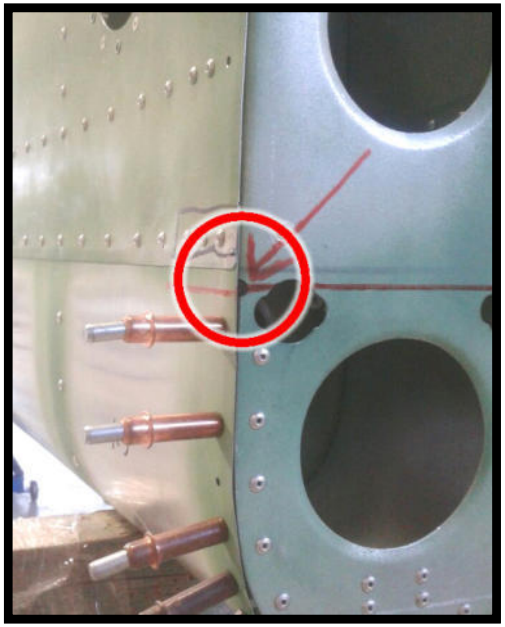
PUNTI DA CUI MISURARE LA FRECCIA

Point from where to measure the arrow



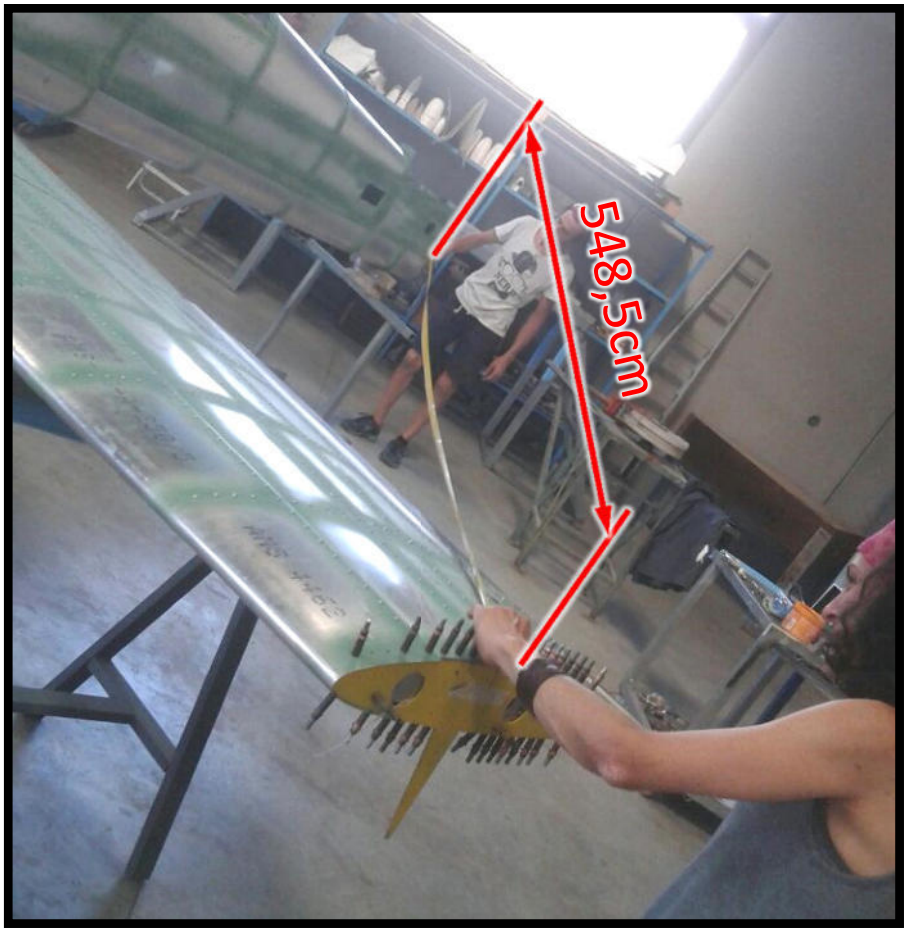
Anima longherone principale

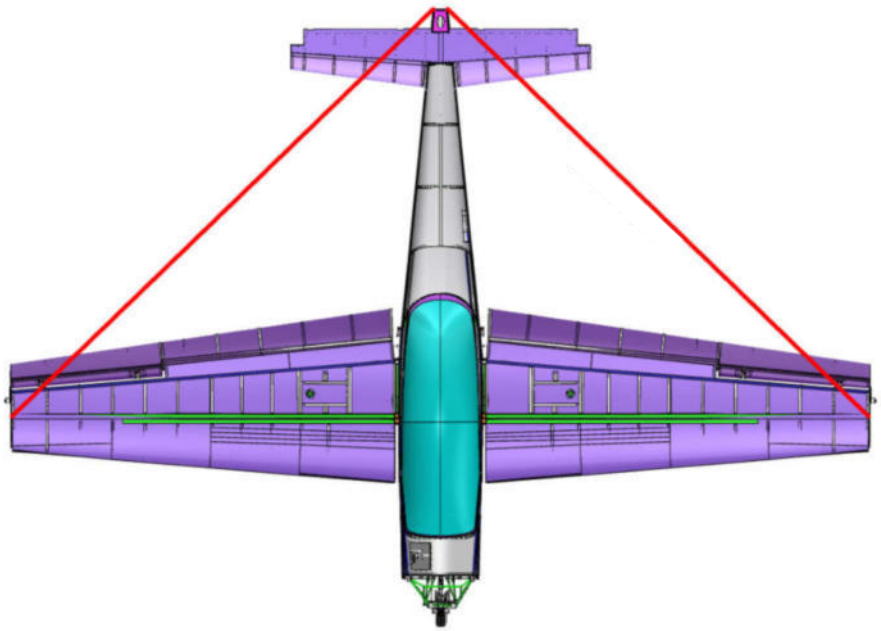
main spar web



Tacca di riferimento ordinata 12

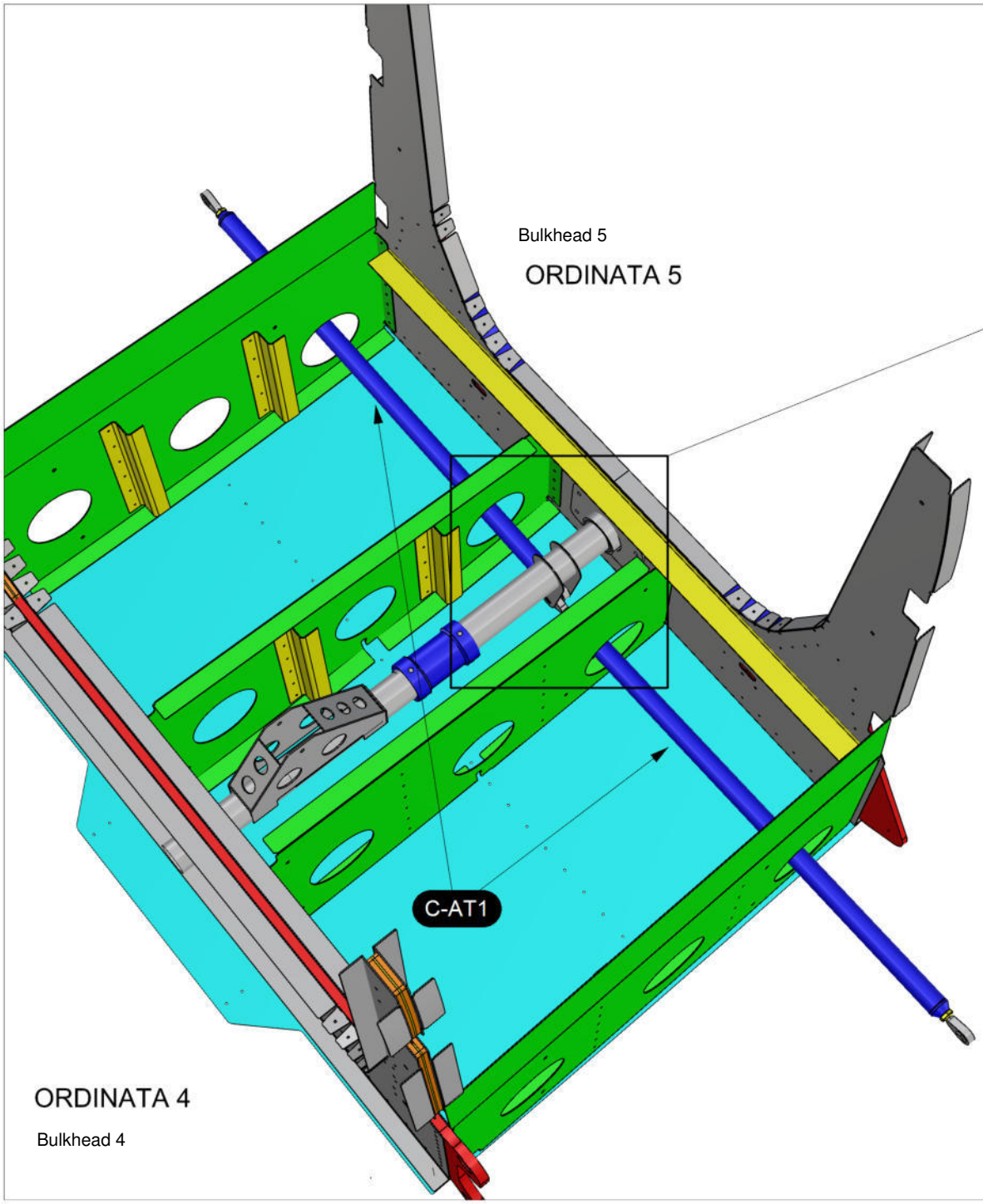
reference point bulkhead 12

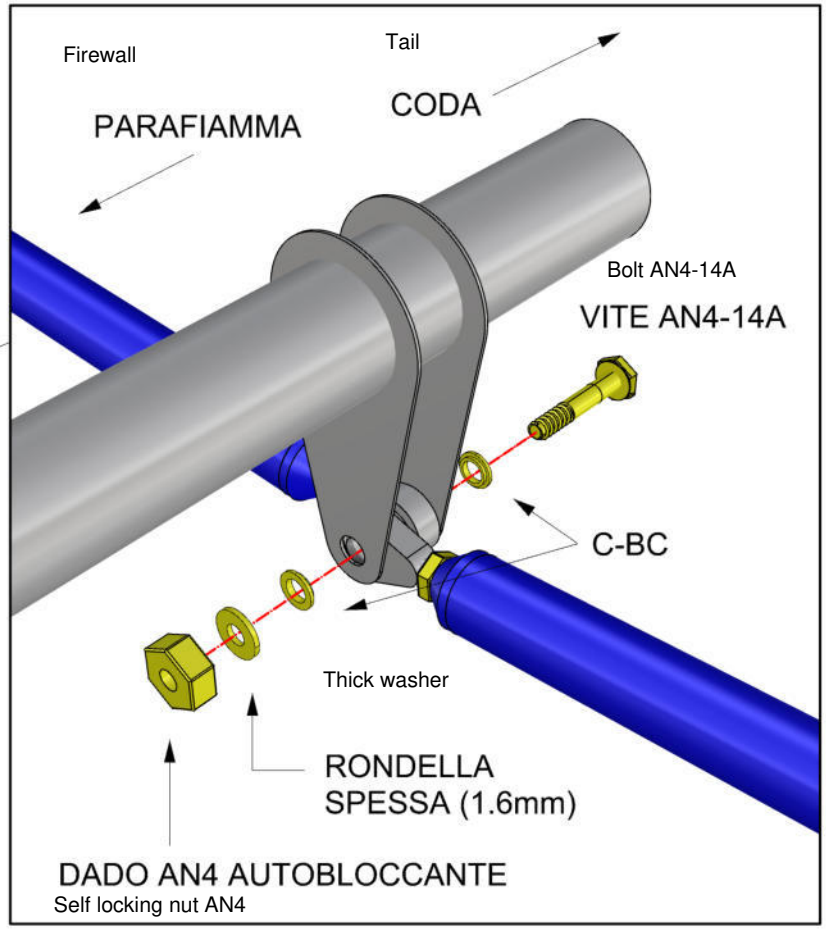




Tolleranza ammissibile: 5mm

Allowed tolerance: 5mm





PRODUZIONE: **QBK-RTF - INSERIMENTO ALA**		STEP: **COMANDI ALETTONI**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **11/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **104**

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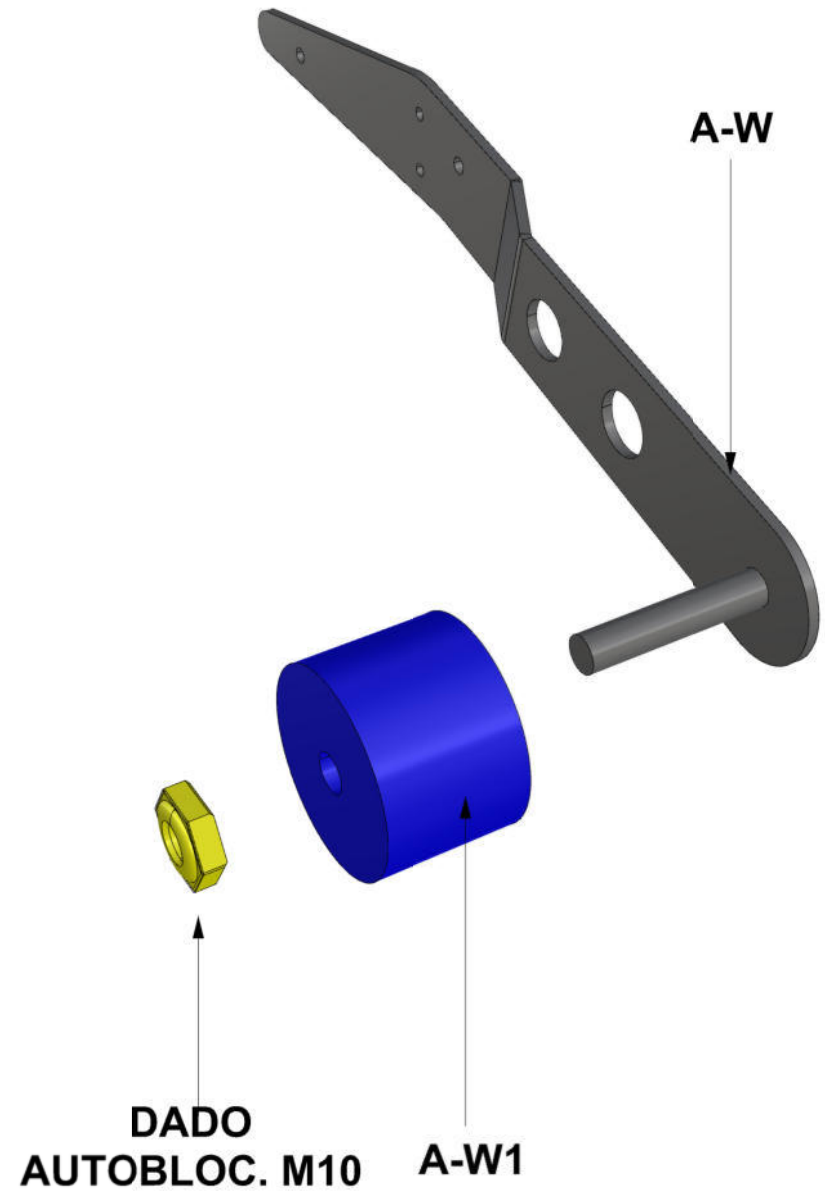
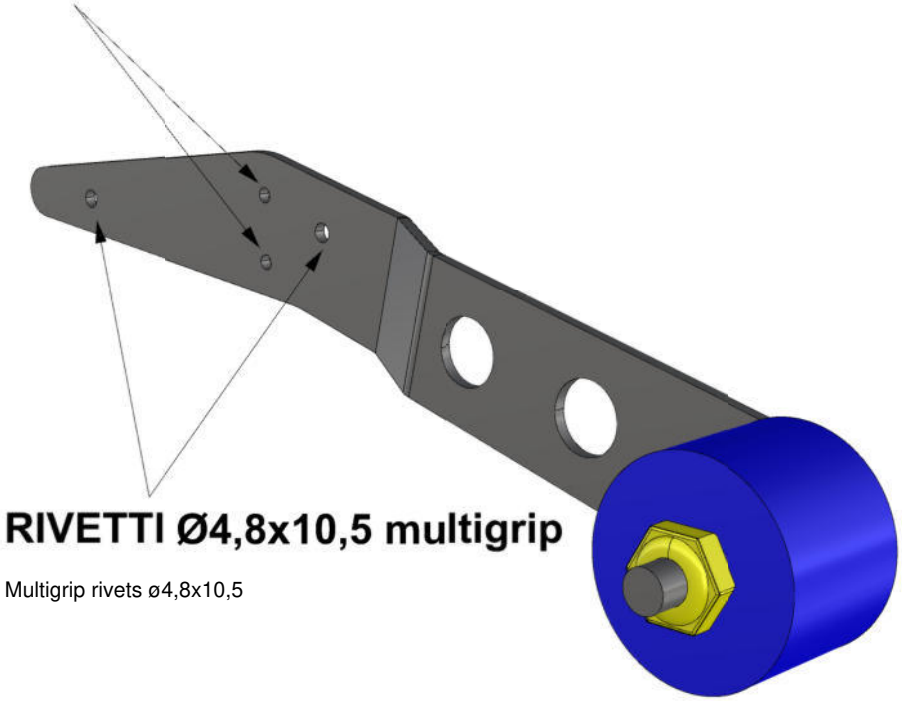


Self locking nut M10

Rivets ø4x9,5

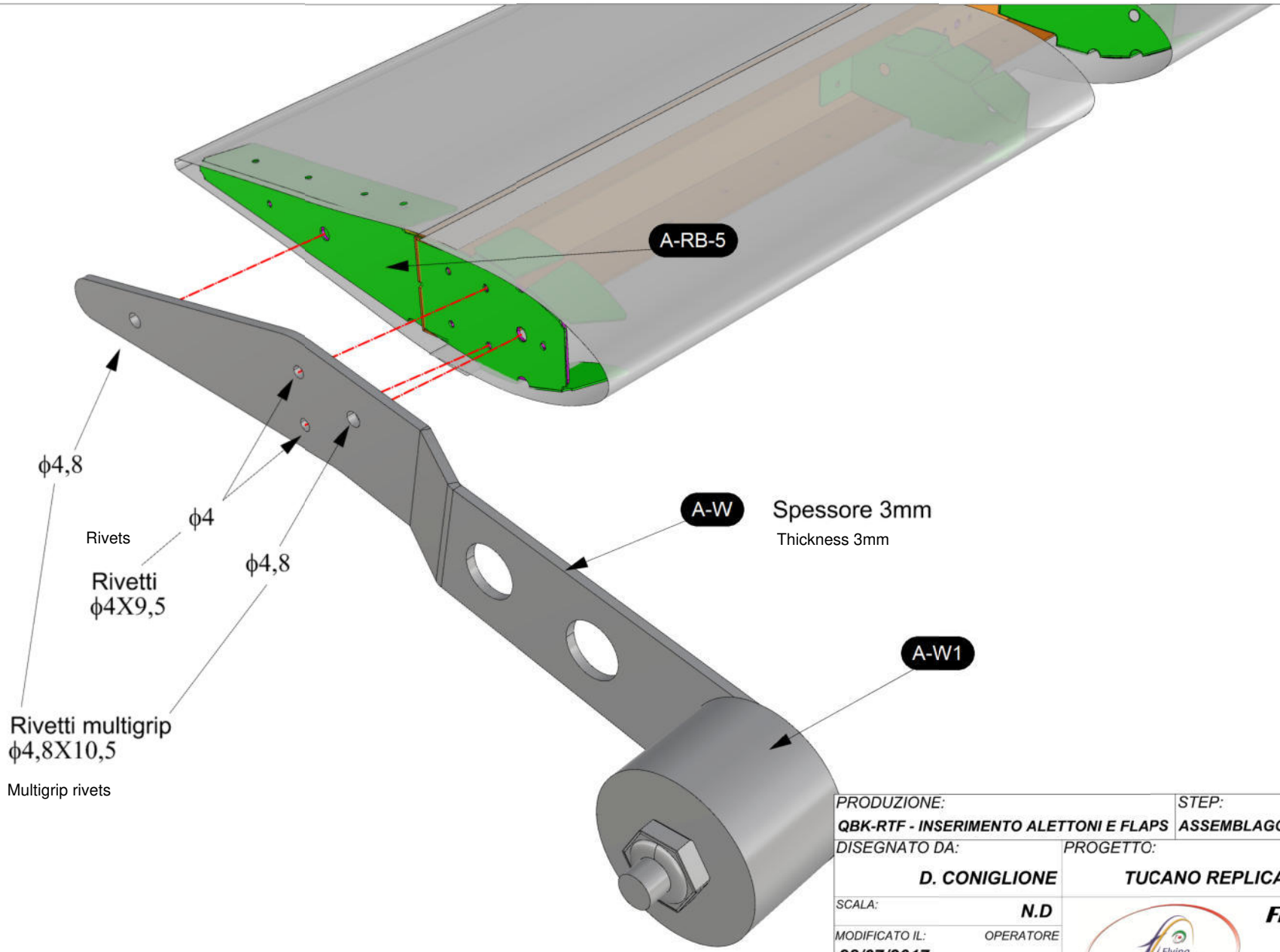
RIVETTI Ø4x9,5



RIVETTI Ø4,8x10,5 multigrip

Multigrip rivets ø4,8x10,5

PRODUZIONE: QBK-RTF - INSERIMENTO ALETTONI E FLAPS		STEP: STAFFA CONTRAPPESO	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/11/2016	REV.:
SCALA: N.D		FLYING LEGEND ITALIA C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: TR-_____	NOTE: ALETTONE DESTRO		DISEGNO 105



PRODUZIONE: QBK-RTF - INSERIMENTO ALETTONI E FLAPS		STEP: ASSEMBLAGGIO CONTRAPPESO ALETTONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/11/2016	REV.:
SCALA: N.D			
MODIFICATO IL: 28/07/2017	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: TR-_____	NOTE: ALETTONE DESTRO		DISEGNO 106

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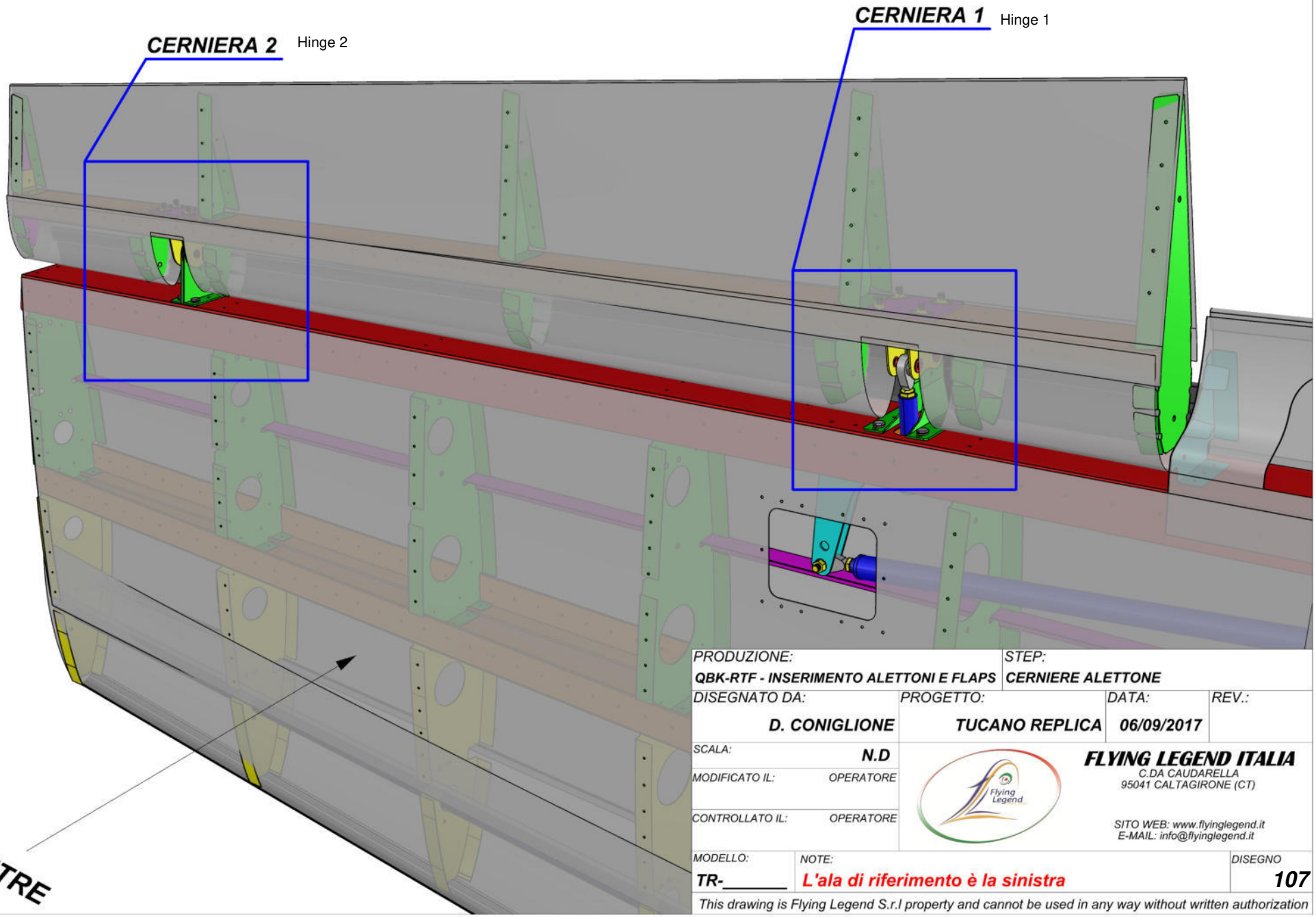
MONTAGGIO ALETTONE SU ALA

Assemblage of the aileron on the wing



PRODUZIONE: QBK-RTF - INSERIMENTO ALETTONI E FLAPS			STEP: CERNIERE ALETTONE
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 06/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE: L'ala di riferimento è la sinistra		DISEGNO 107

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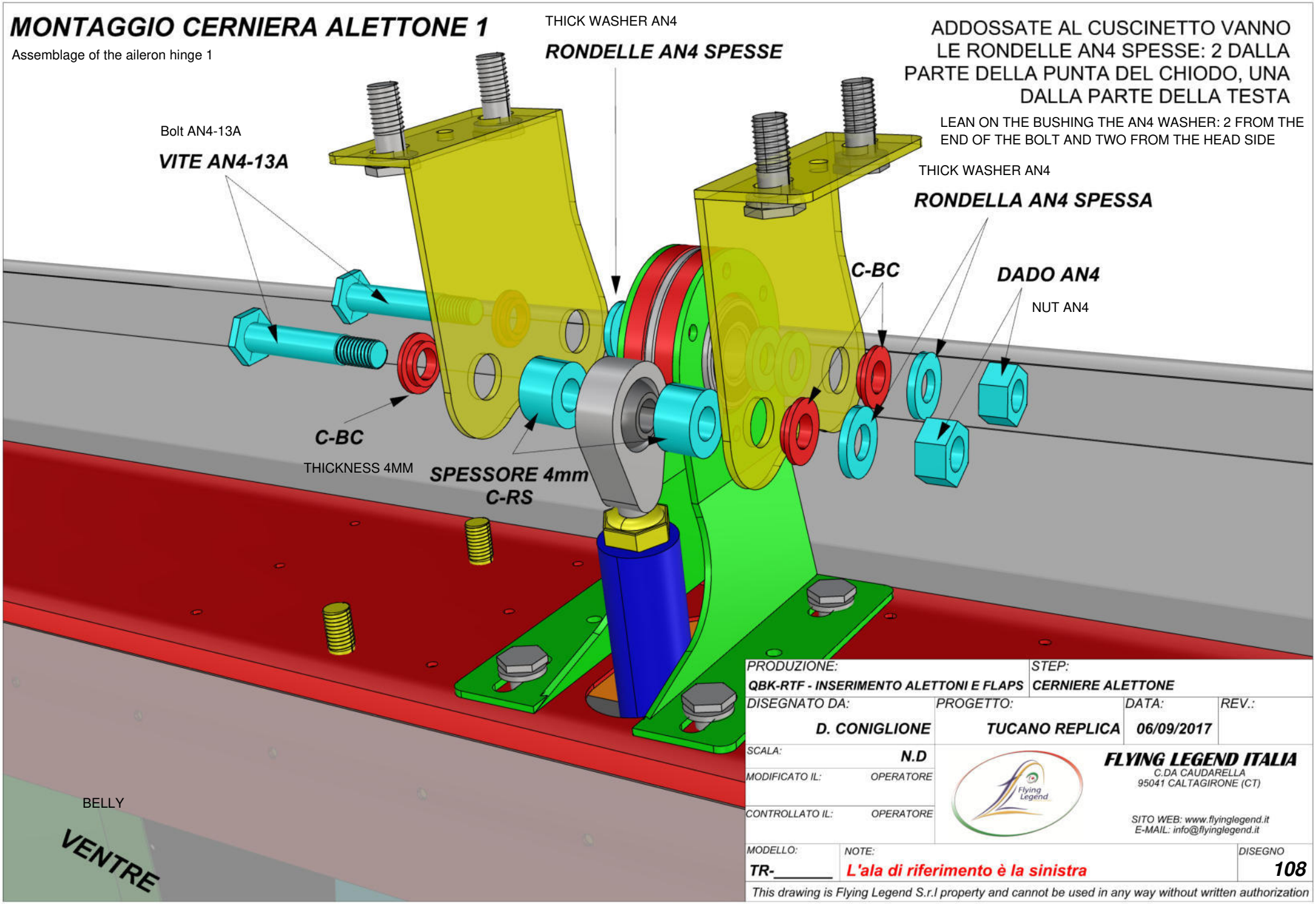
MONTAGGIO CERNIERA ALETTONE 1

Assemblage of the aileron hinge 1



PRODUZIONE: QBK-RTF - INSERIMENTO ALETTONI E FLAPS		STEP: CERNIERE ALETTONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 06/09/2017	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE: L'ala di riferimento è la sinistra		DISEGNO 108

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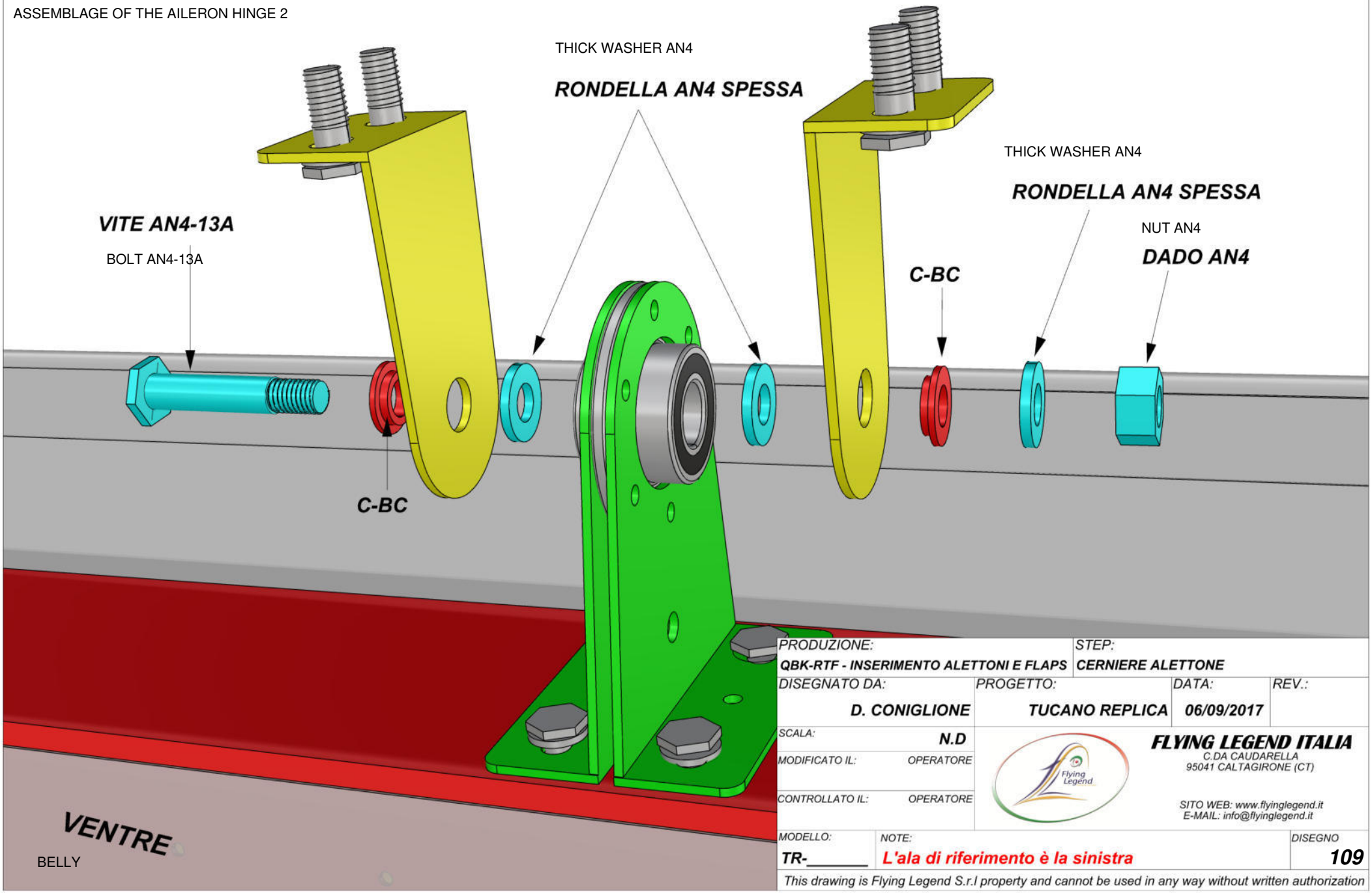
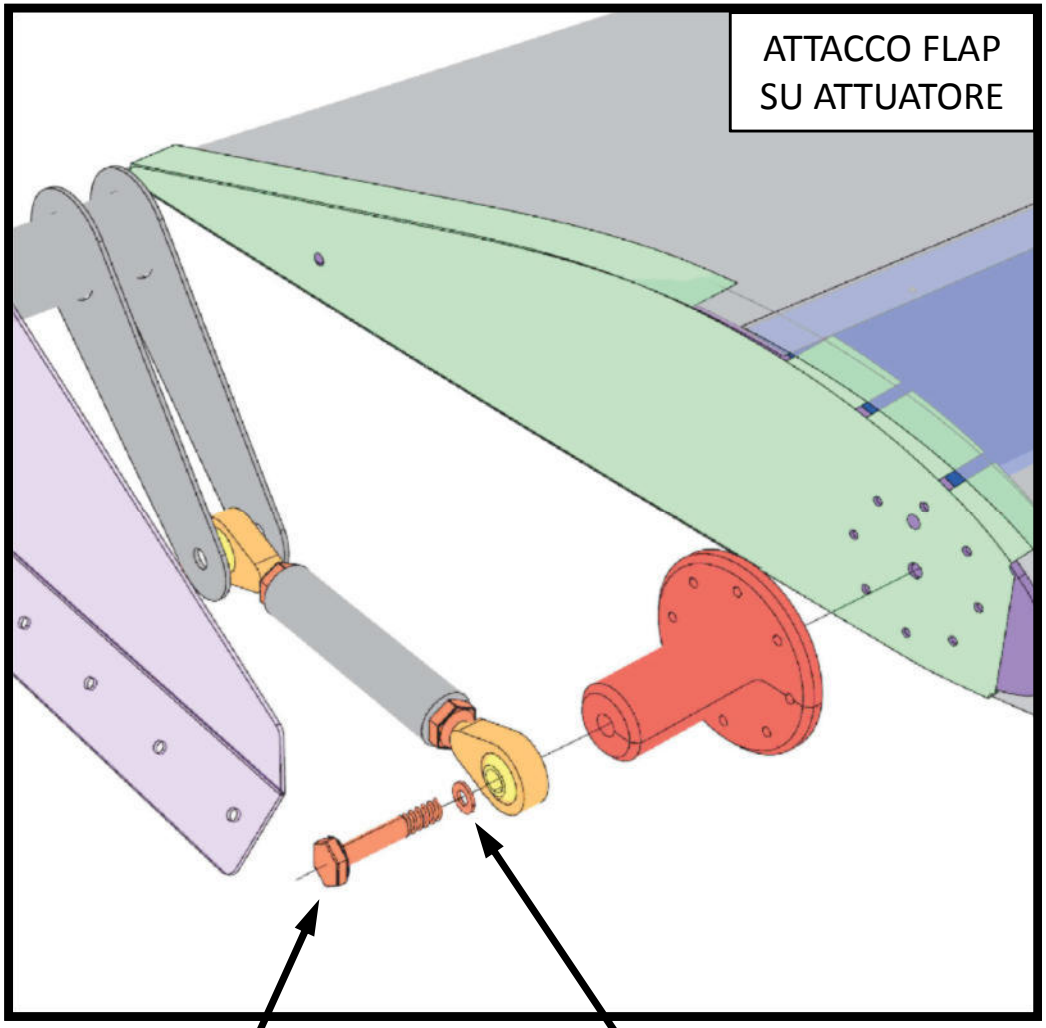
MONTAGGIO CERNIERA ALETTONE 2

ASSEMBLAGE OF THE AILERON HINGE 2



PRODUZIONE: QBK-RTF - INSERIMENTO ALETTONI E FLAPS		STEP: CERNIERE ALETTONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 06/09/2017	REV.:
SCALA: N.D		FLYING LEGEND ITALIA C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: TR-_____	NOTE: L'ala di riferimento è la sinistra		DISEGNO 109

FLAP CONNECTION
ON THE ACTUATOR



VITE AN4-15A

BOLT AN4-15A

RONDELLA MEDIA
(0,8mm)

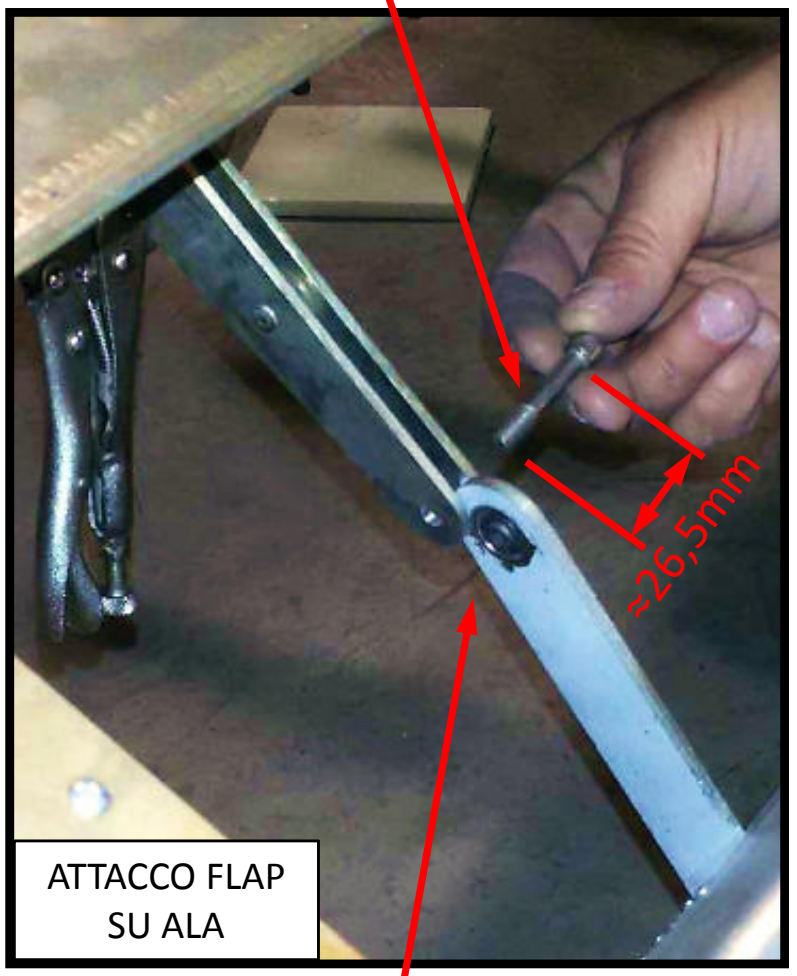
MEDIUM WASHER (0,8MM)

INSERT THE FLAP CONNECTION BOLT FROM THE FUSELAGE TO THE WING TIP

INSERIRE LE VITI DI ATTACCO FLAP DALLA
FUSOLIERA VERSO LA TIP ALARE.

TCEI SCREWS M6X40 SS + 2 WASHER M6
CUT THE EXCEEDING PART OF THE SHAFT OF THE SCREW

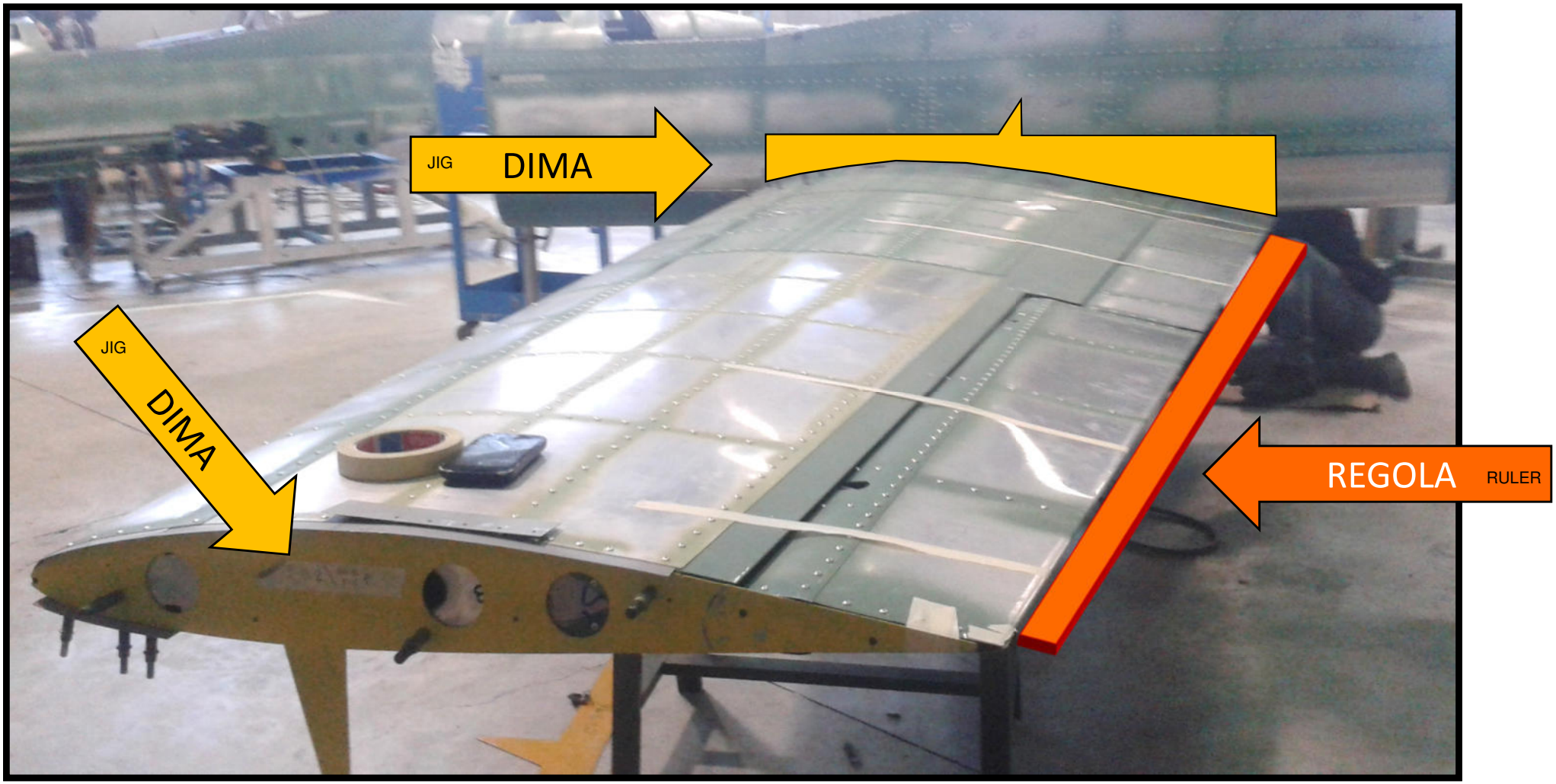
VITE TCEI M6x40 INOX + 2 RONDELLE M6.
TAGLIARE LA PARTE IN ECCESSO DEL GAMBO DELLA VITE.



FLAP CONNECTION ON THE WING

CUSCINETTO (GE-6)

BEARING

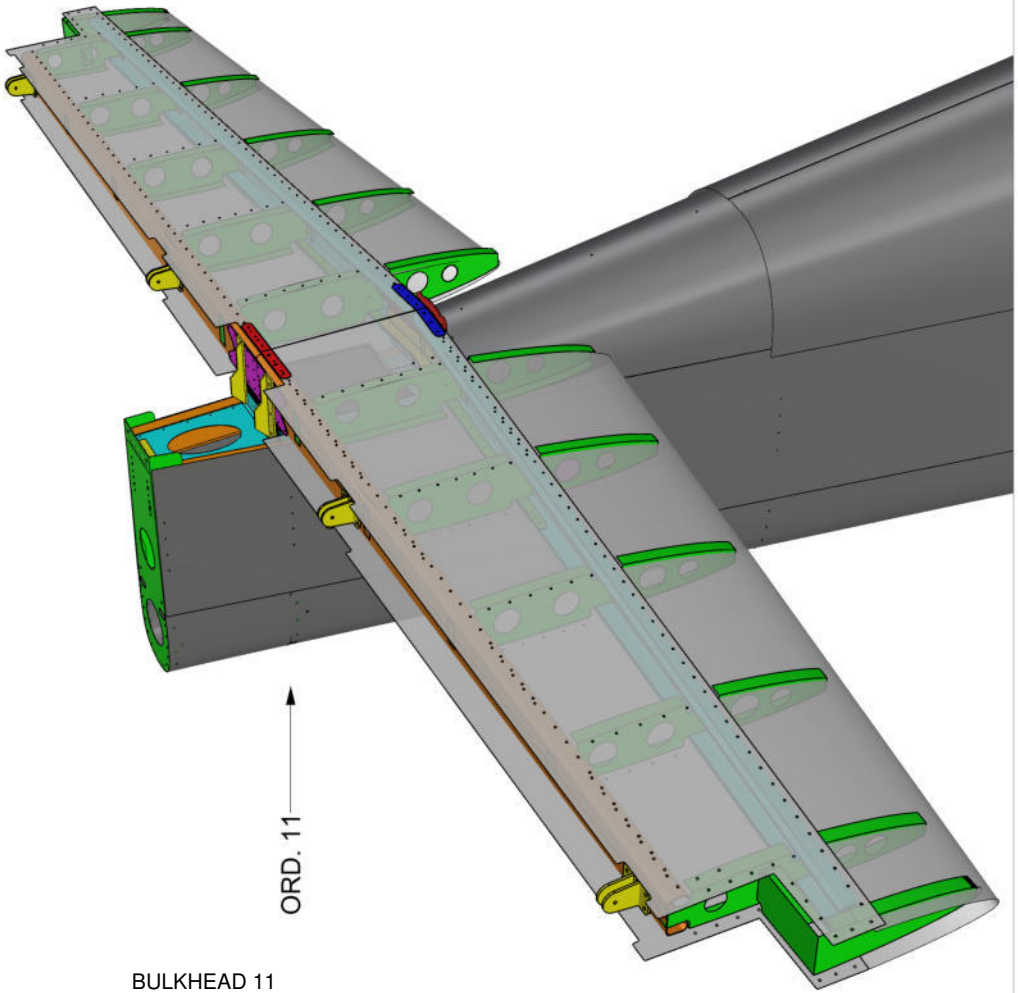


ALLINEARE CON REGOLA E VERIFICARE SVERGOLAMENTI E CONTINUITÀ CON SKIN ALARI

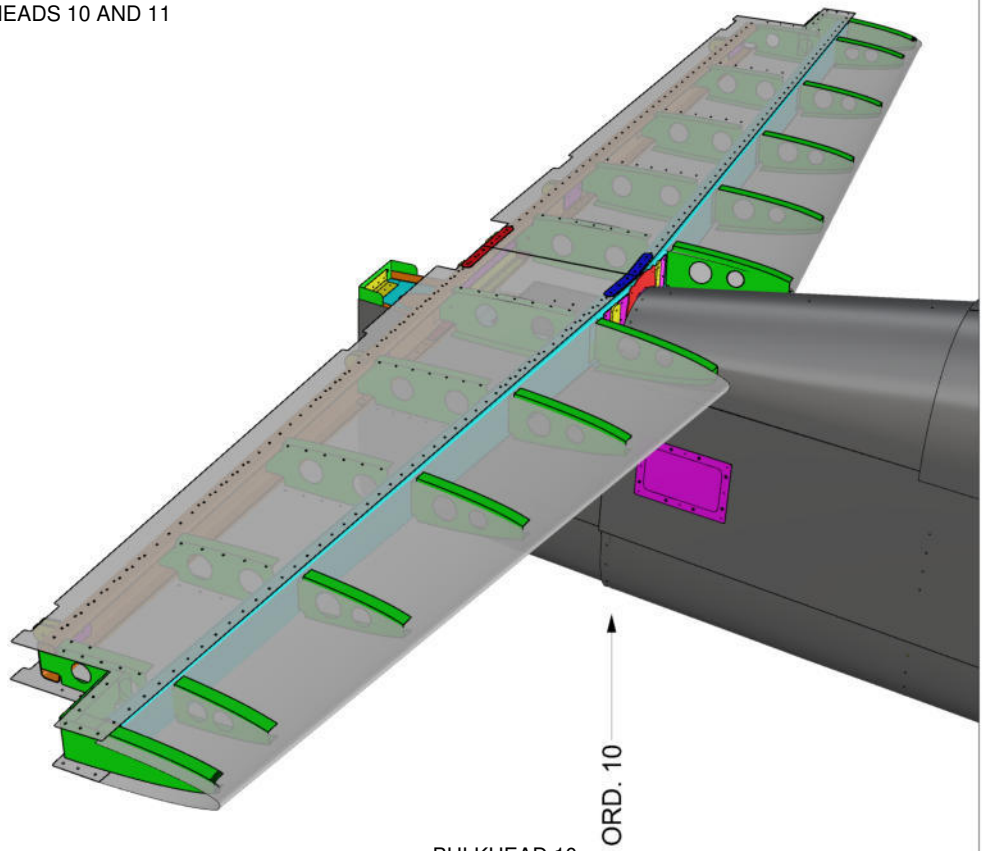
ALIGN WITH A RULER AND CHECK THE TWIST AND THE CONTINUITY OF THE WING SKIN

MONTAGGIO STABILIZZATORE SU ORDINATE 10 E 11

ASSEMBLAGE OF THE STABILIZER ON BULKHEADS 10 AND 11



BULKHEAD 11



BULKHEAD 10

PRODUZIONE: **QBK-RTF- INSERIMENTO STABILIZZATORE**		STEP: **MONTAGGIO STABILIZZATORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **112**

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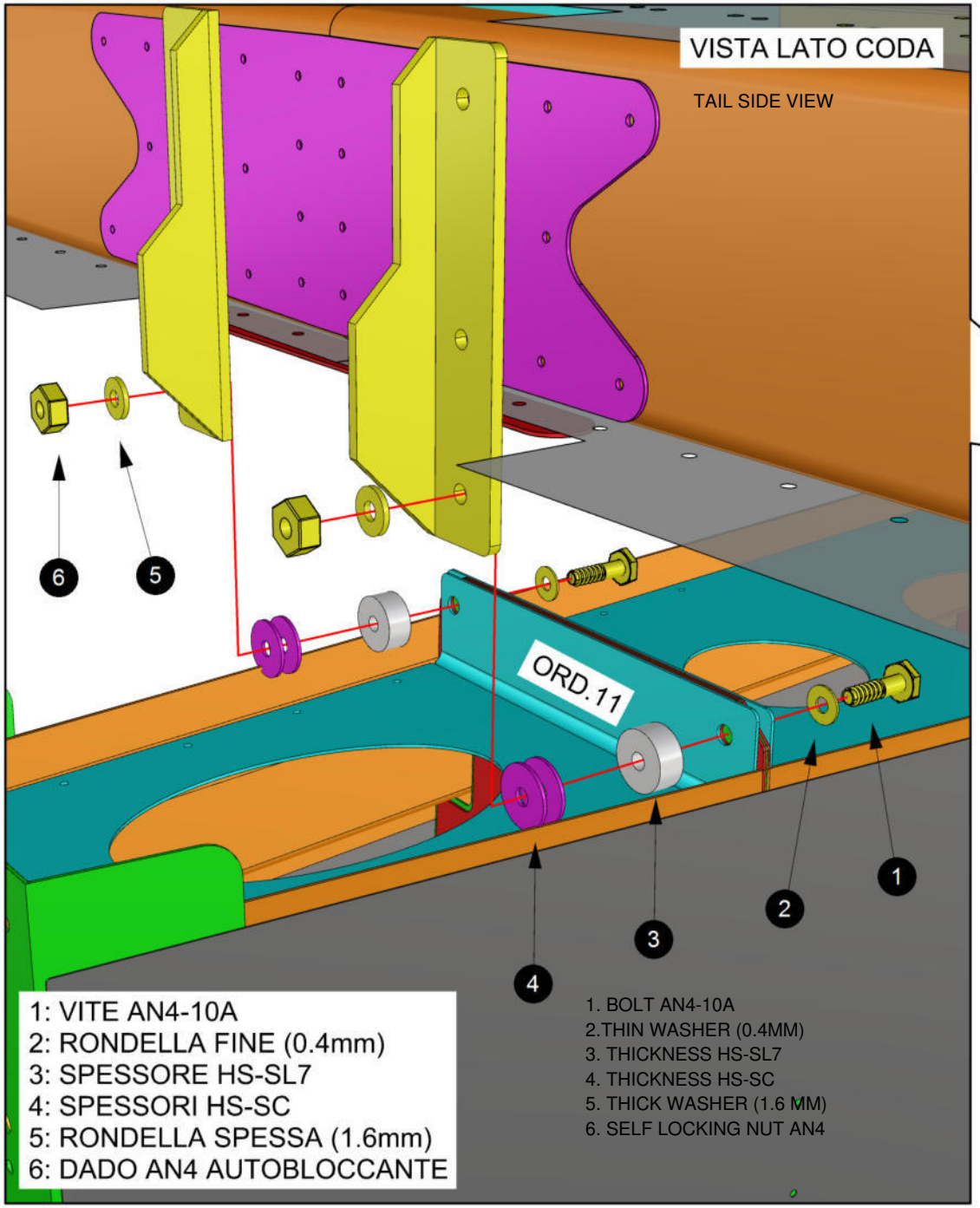
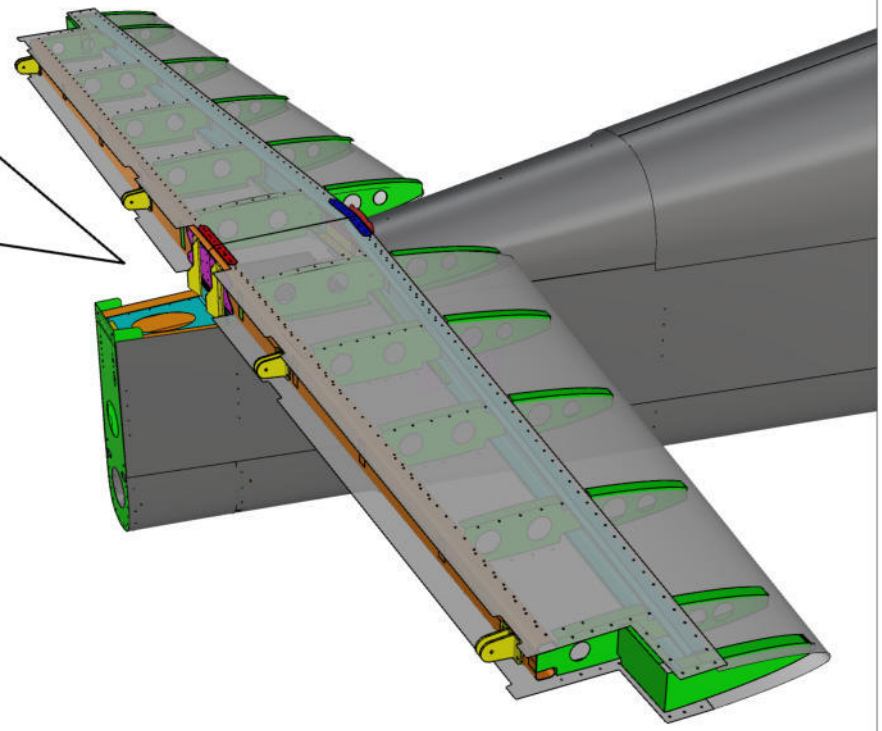
MONTAGGIO SU ORDINATA 11

ASSEMBLAGE ON BULKHEAD 11



1: VITE AN4-10A
2: RONDELLA FINE (0.4mm)
3: SPESSORE HS-SL7
4: SPESSORI HS-SC
5: RONDELLA SPESSA (1.6mm)
6: DADO AN4 AUTOBLOCCANTE

1. BOLT AN4-10A
2.THIN WASHER (0.4MM)
3. THICKNESS HS-SL7
4. THICKNESS HS-SC
5. THICK WASHER (1.6 MM)
6. SELF LOCKING NUT AN4



PRODUZIONE: QBK-RTF- INSERIMENTO STABILIZZATORE		STEP: MONTAGGIO STABILIZZATORE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 113

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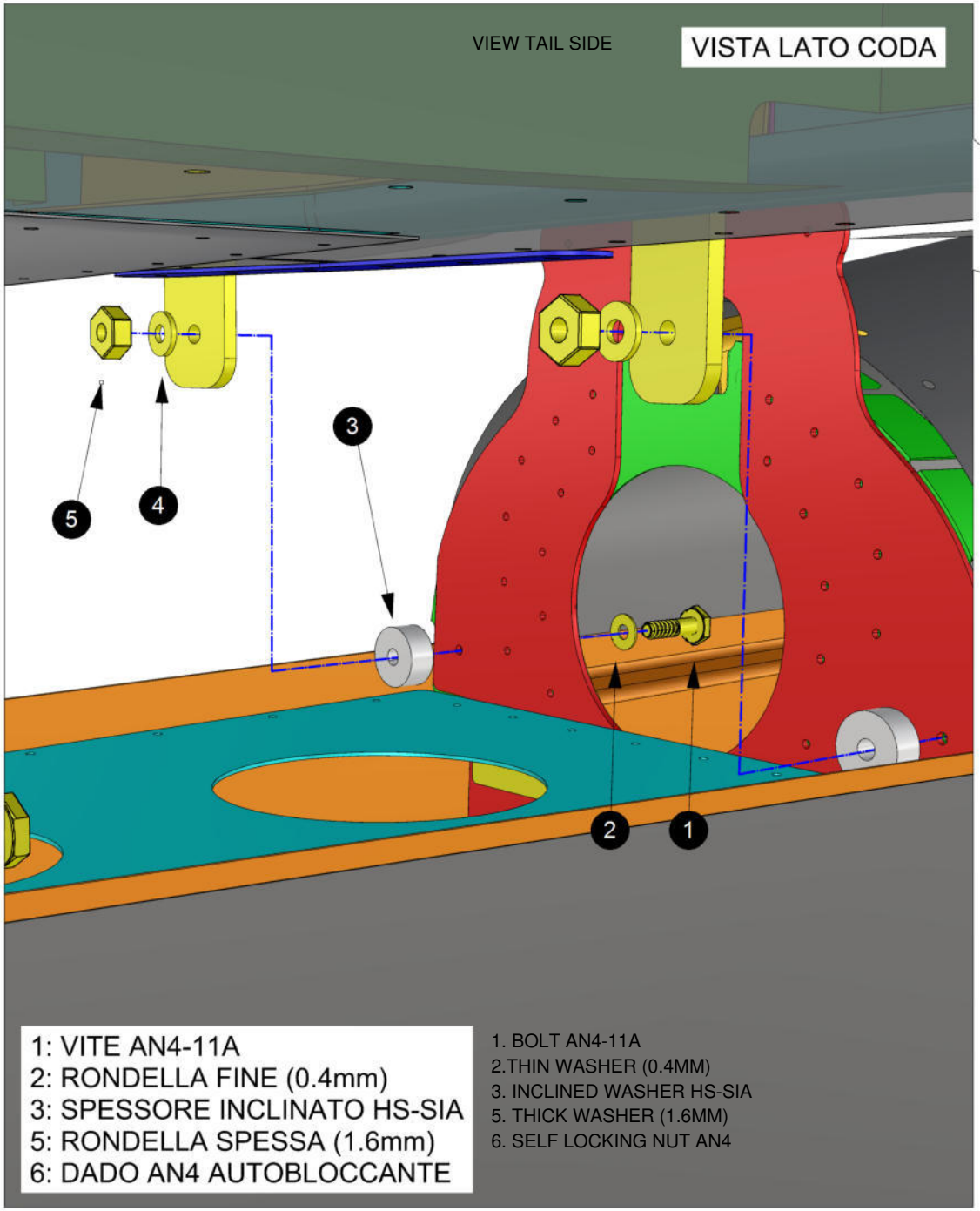
VIEW TAIL SIDE

VISTA LATO CODA

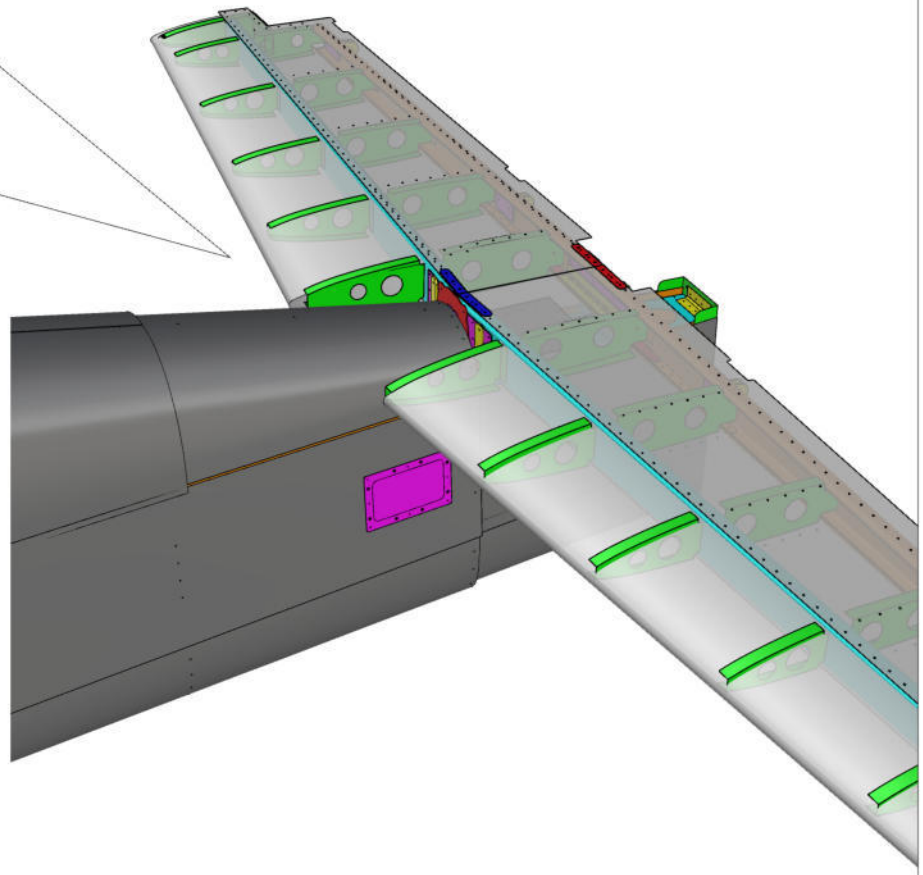


1: VITE AN4-11A
2: RONDELLA FINE (0.4mm)
3: SPESSORE INCLINATO HS-SIA
5: RONDELLA SPESSA (1.6mm)
6: DADO AN4 AUTOBLOCCANTE

1. BOLT AN4-11A
2.THIN WASHER (0.4MM)
3. INCLINED WASHER HS-SIA
5. THICK WASHER (1.6MM)
6. SELF LOCKING NUT AN4

MONTAGGIO SU ORDINATA 10

ASSEMBLAGE ON BULKHEAD 10



PRODUZIONE: **QBK-RTF- INSERIMENTO STABILIZZATORE**		STEP: **MONTAGGIO STABILIZZATORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **114**

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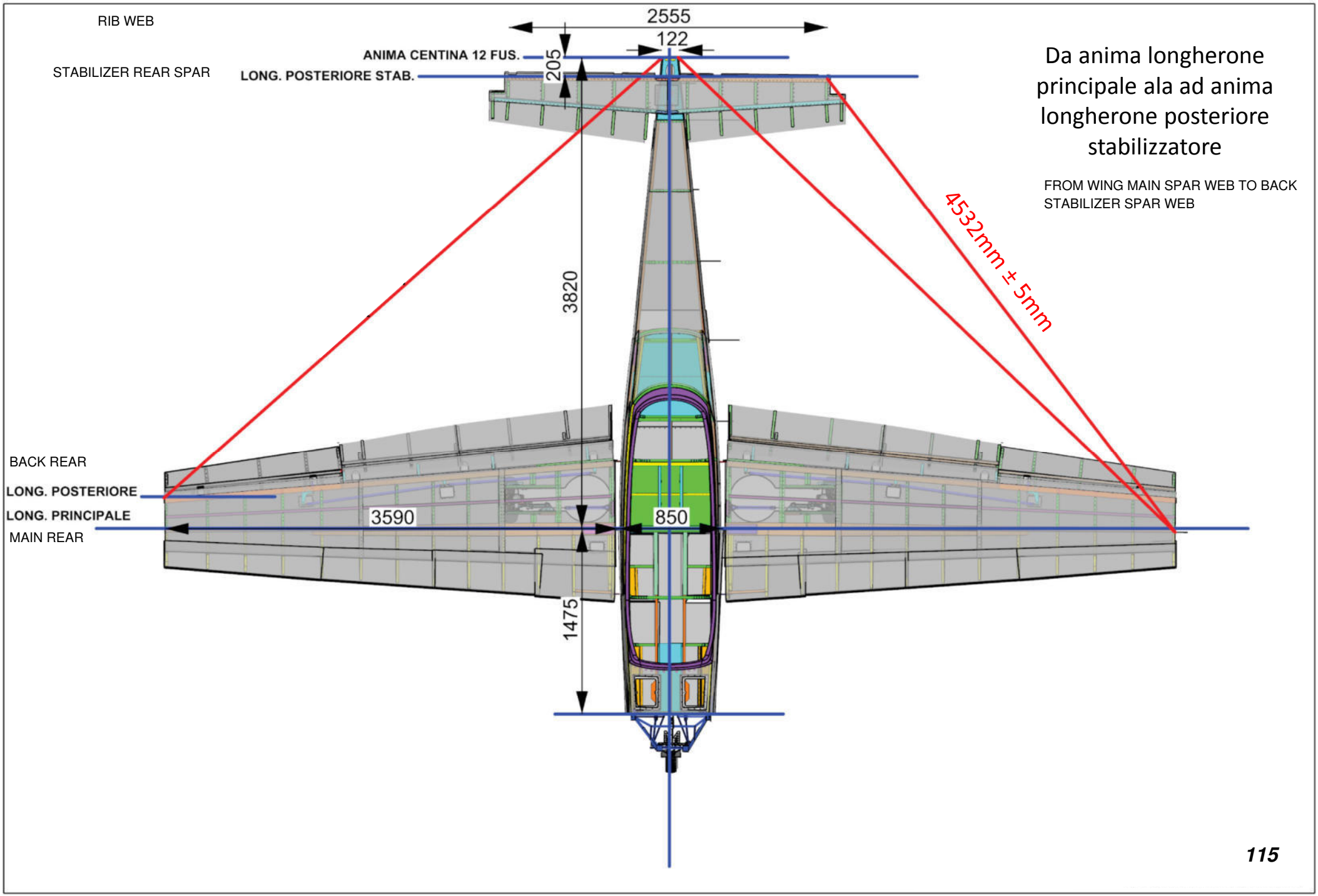
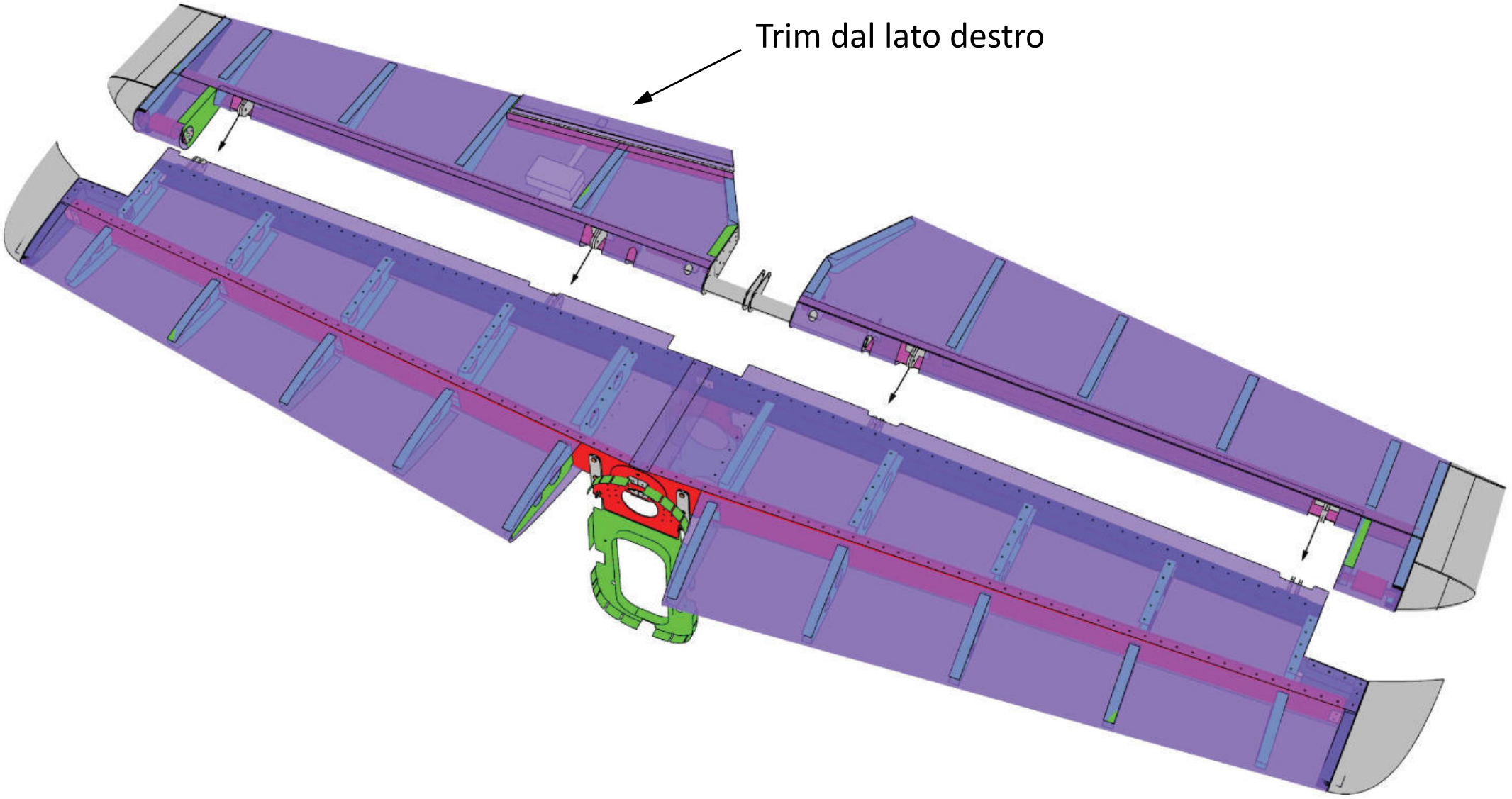
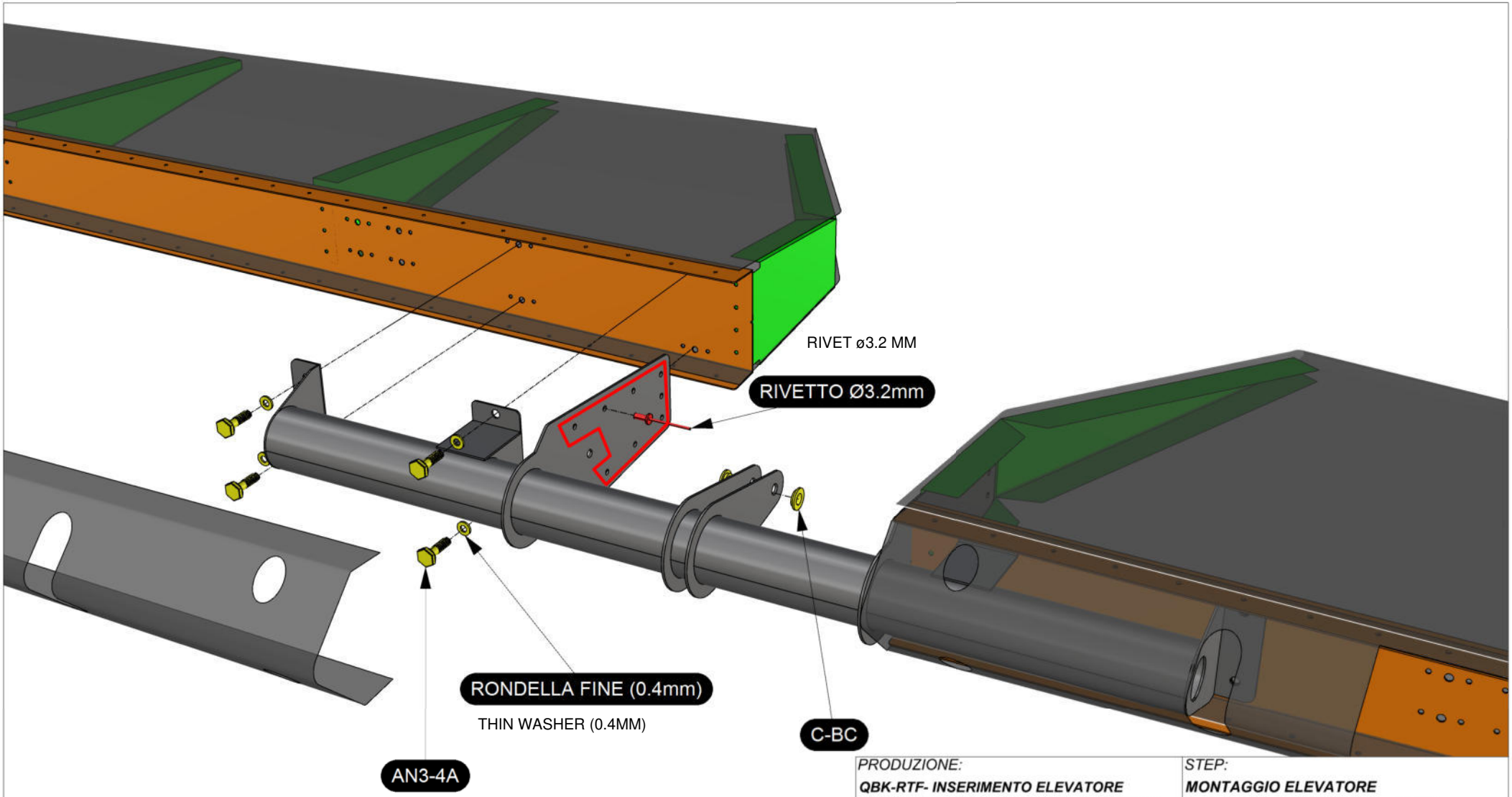


Da anima longherone principale ala ad anima longherone posteriore stabilizzatore

FROM WING MAIN SPAR WEB TO BACK STABILIZER SPAR WEB

TRIM FROM RIGHT SIDE





PRODUZIONE: **QBK-RTF- INSERIMENTO ELEVATORE**		STEP: **MONTAGGIO ELEVATORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **117**

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CASTLE NUT AN310-3

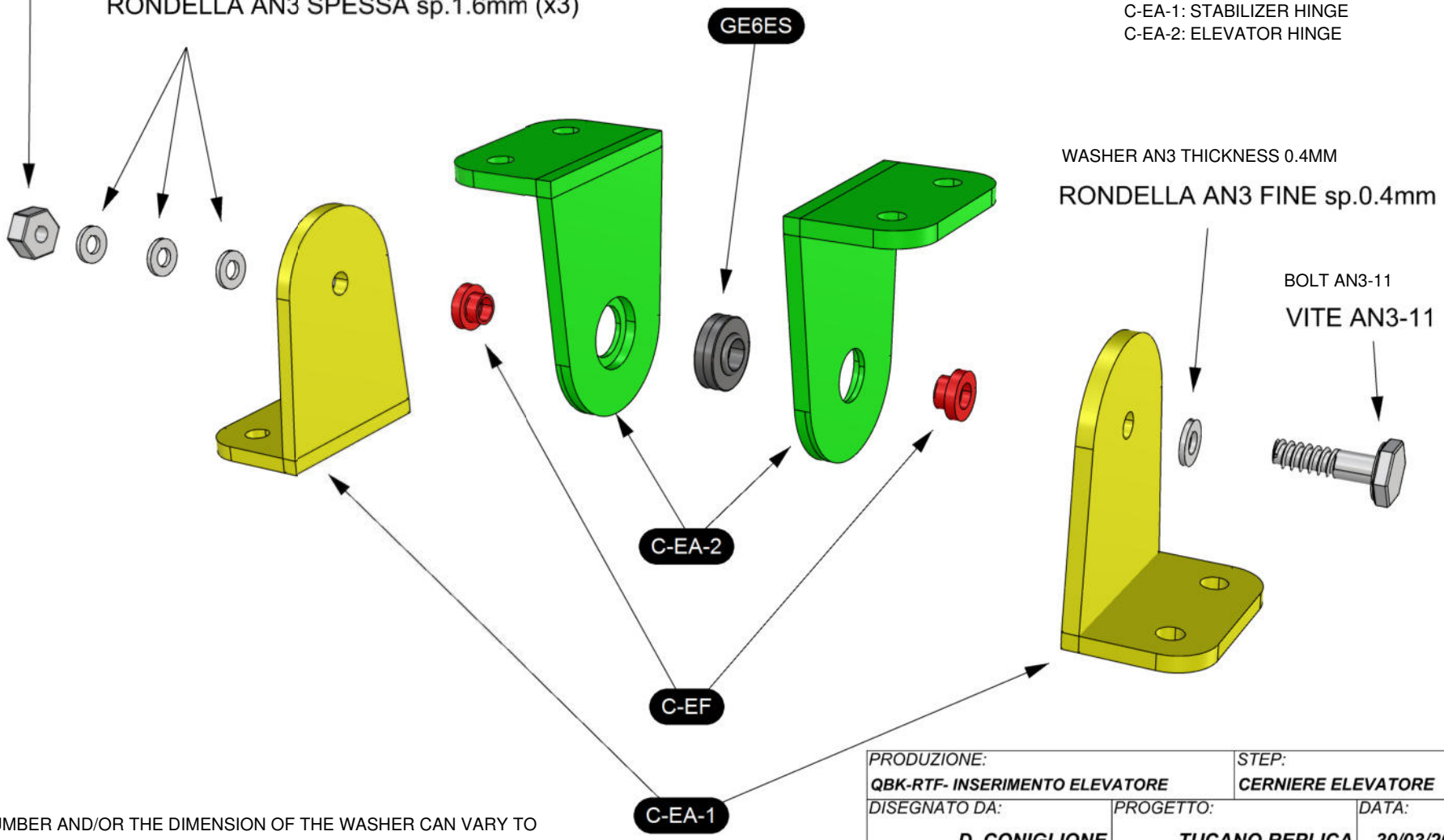
DADO A CASTELLO AN310-3

THICKER WASHER AN3 THICKNESS 1.6MM (X3)

RONDELLA AN3 SPESSA sp.1.6mm (x3)

C-EA-1: CERNIERE STABILIZZATORE
C-EA-2: CERNIERE ELEVATORE

C-EA-1: STABILIZER HINGE
C-EA-2: ELEVATOR HINGE



WASHER AN3 THICKNESS 0.4MM

RONDELLA AN3 FINE sp.0.4mm

BOLT AN3-11

VITE AN3-11

THE NUMBER AND/OR THE DIMENSION OF THE WASHER CAN VARY TO ALLOW THE RIGHT INSERTION OF THE COTTER PIN WHICH STOPS THE CASTLE NUT

IL NUMERO E/O LA DIMENSIONE DELLE RONDELLE PUÒ SUBIRE DELLE VARIAZIONI PER PER CONSENTIRE UN CORRETTO INSERIMENTO DELLA COPPIGLIA CHE BLOCCA IL DADO A CASTELLO

PRODUZIONE: **QBK-RTF- INSERIMENTO ELEVATORE**		STEP: **CERNIERE ELEVATORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **118**

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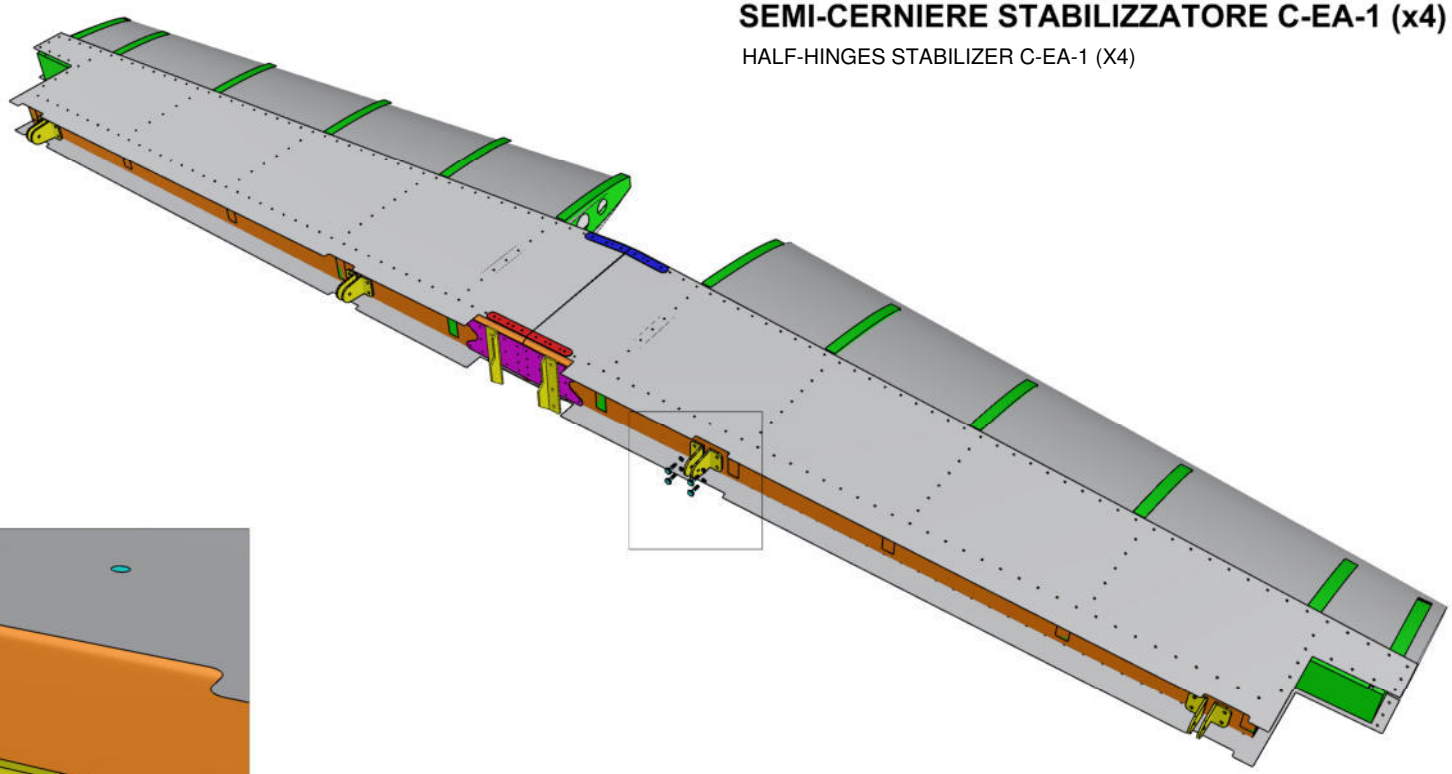
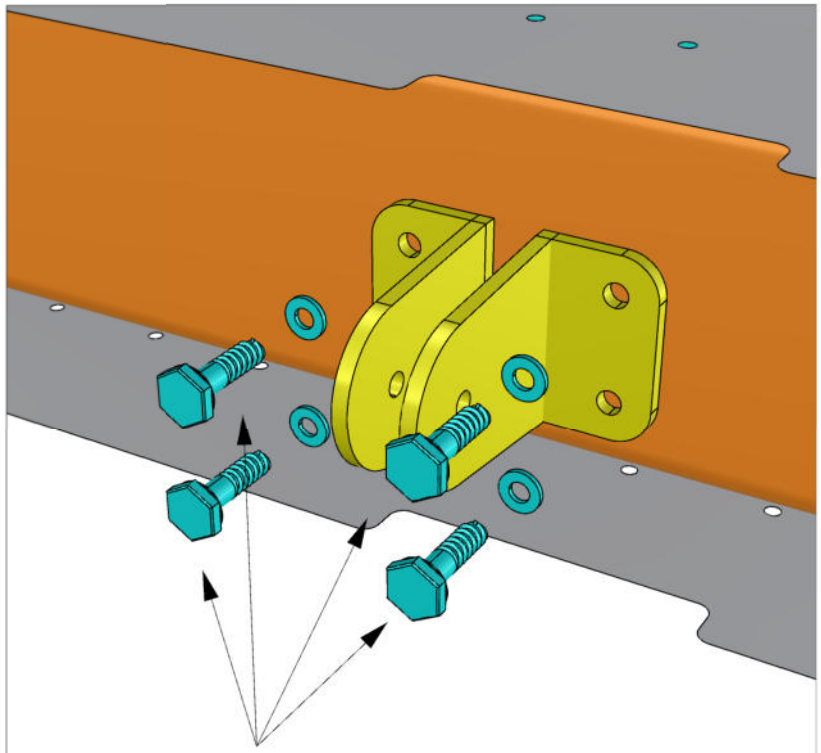
SEMI-CERNIERE STABILIZZATORE C-EA-1 (x4)

HALF-HINGES STABILIZER C-EA-1 (X4)





VITE AN3-5A + RONDELLA FINE (0.4mm)

BOLT AN3-5A + THIN WASHER (0.4MM)

PRODUZIONE: **QBK-RTF- INSERIMENTO ELEVATORE**		STEP: **MONTAGGIO ELEVATORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **119**

FLYING LEGEND ITALIA
C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

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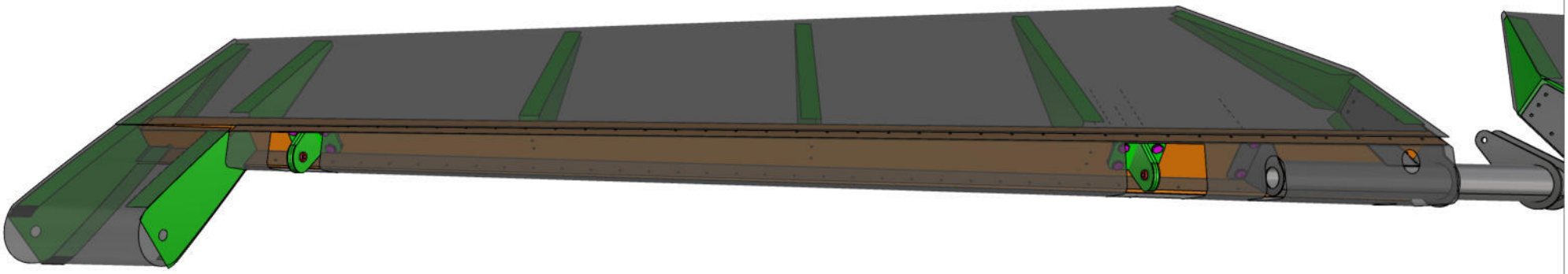
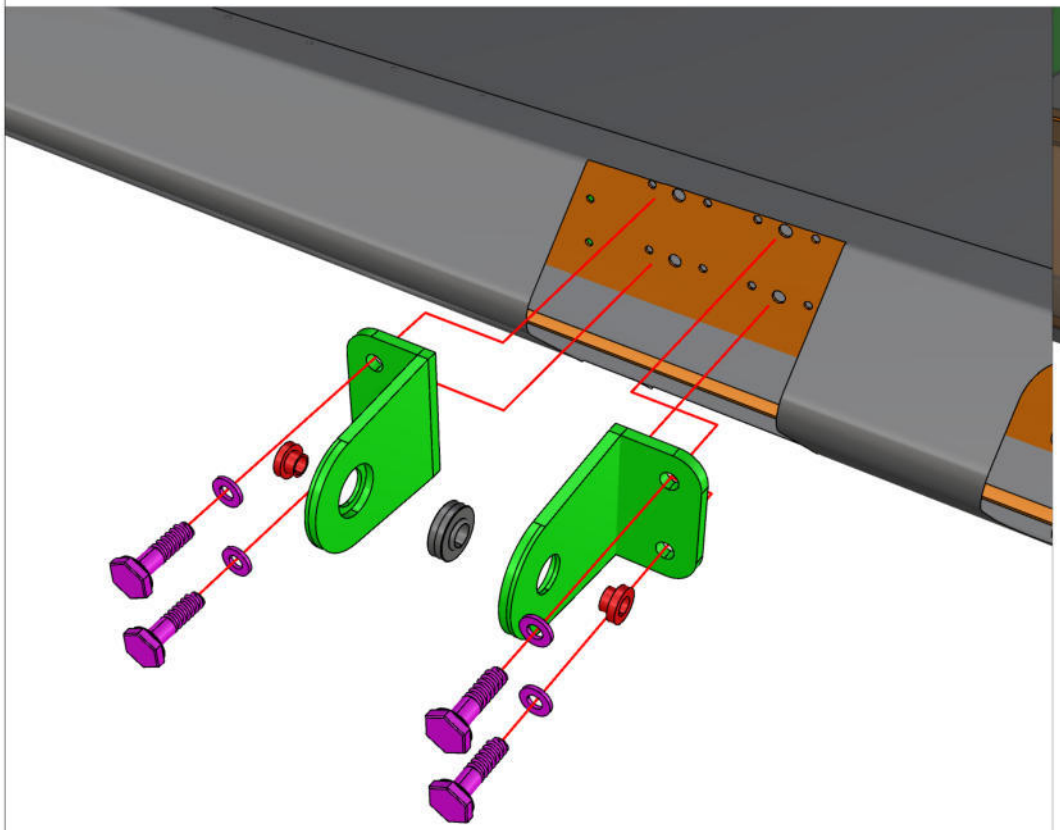
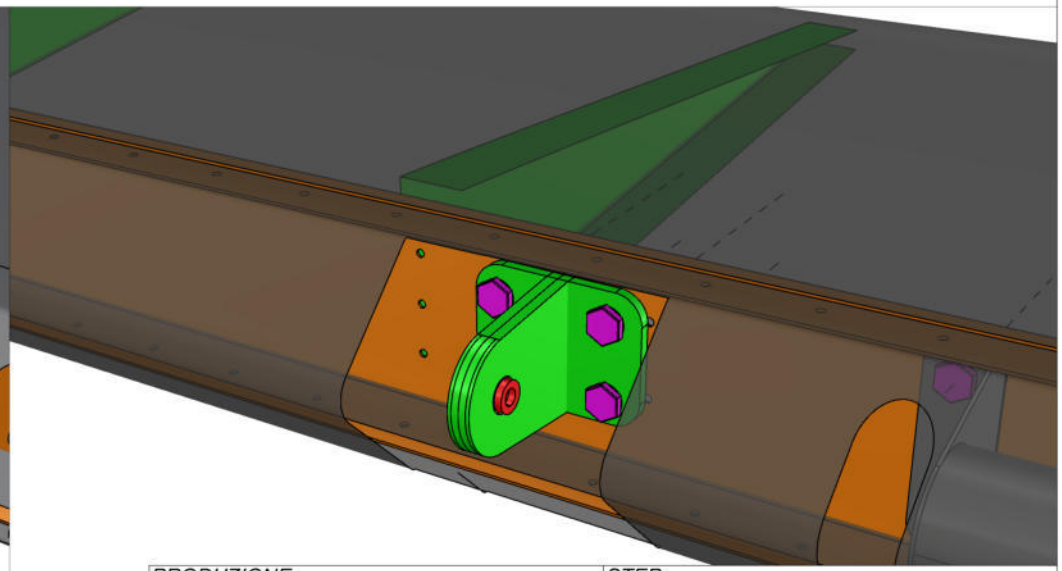
SEMI-CERNIERE ELEVATORE C-EA-2 (x4)

HALF -HINGES ELEVATOR C-EA-2 (X4)



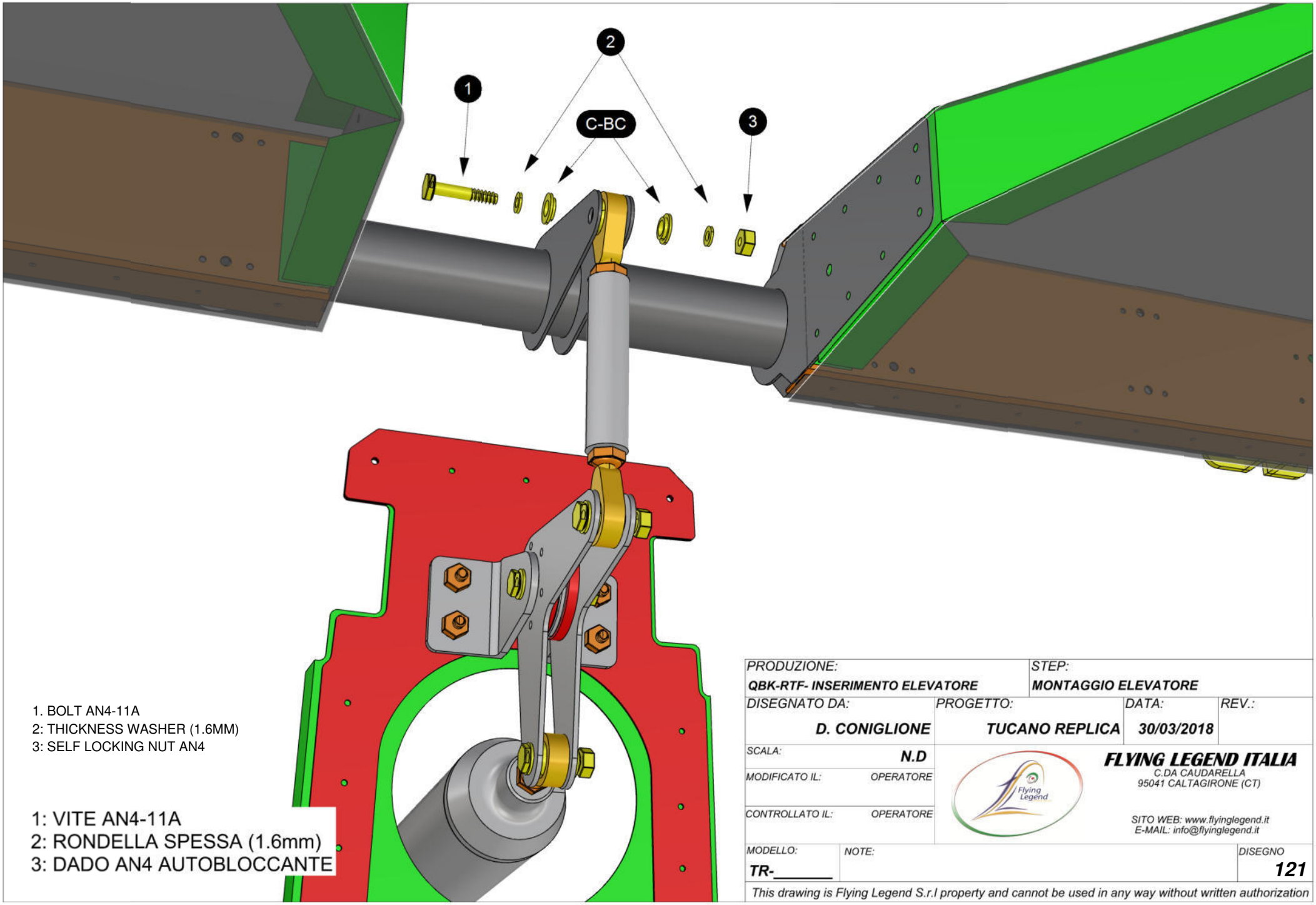




BOLT AN3-5A + THIN WASHER (0.4MM)

VITI AN3-5A + RONDELLE FINI (0.4mm)

PRODUZIONE: **QBK-RTF- INSERIMENTO ELEVATORE**		STEP: **MONTAGGIO ELEVATORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**		**FLYING LEGEND ITALIA** C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: **TR-_____**	NOTE:		DISEGNO **120**



1. BOLT AN4-11A
2: THICKNESS WASHER (1.6MM)
3: SELF LOCKING NUT AN4

1: VITE AN4-11A
2: RONDELLA SPESSA (1.6mm)
3: DADO AN4 AUTOBLOCCANTE

PRODUZIONE: QBK-RTF- INSERIMENTO ELEVATORE		STEP: MONTAGGIO ELEVATORE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 121

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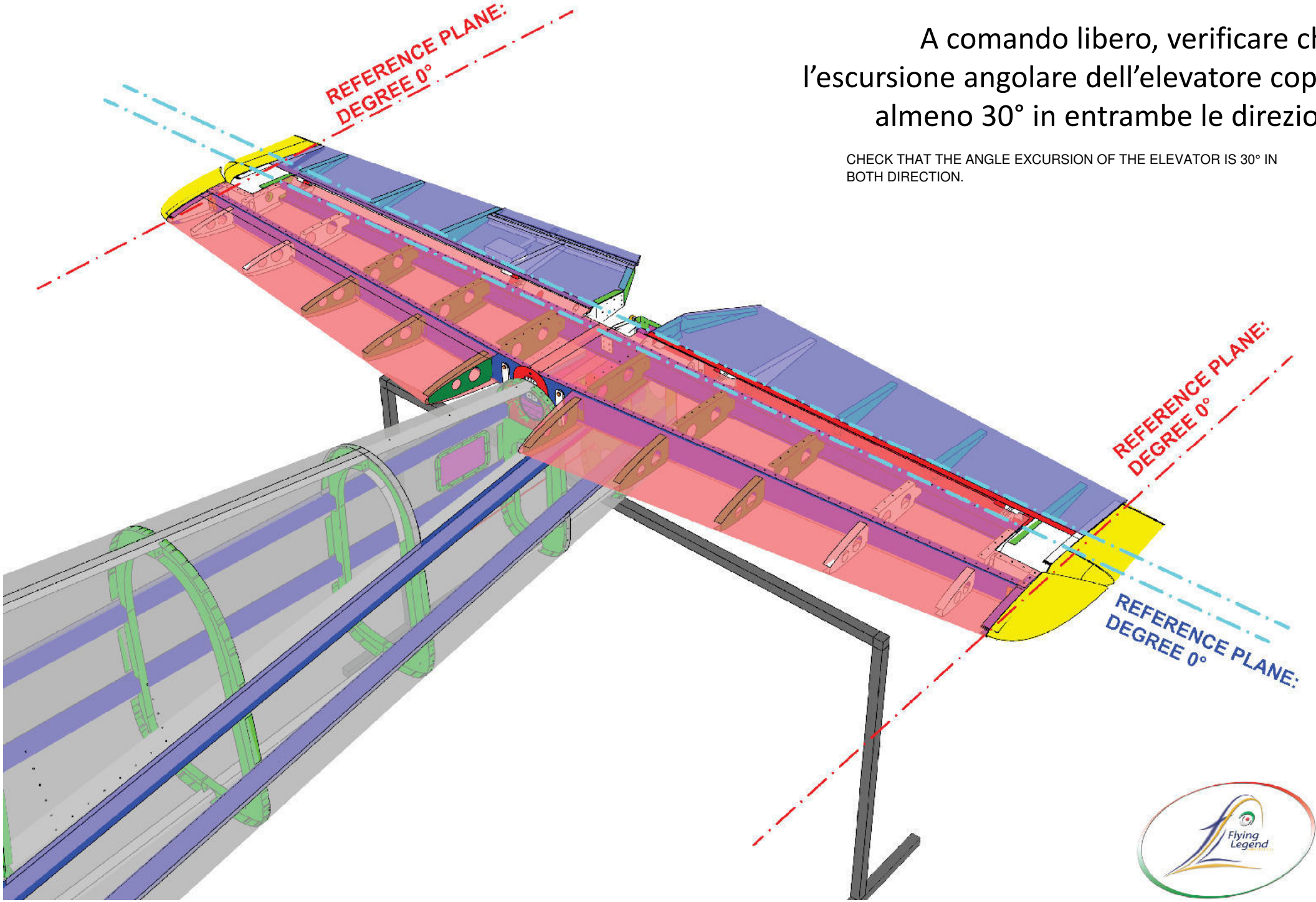
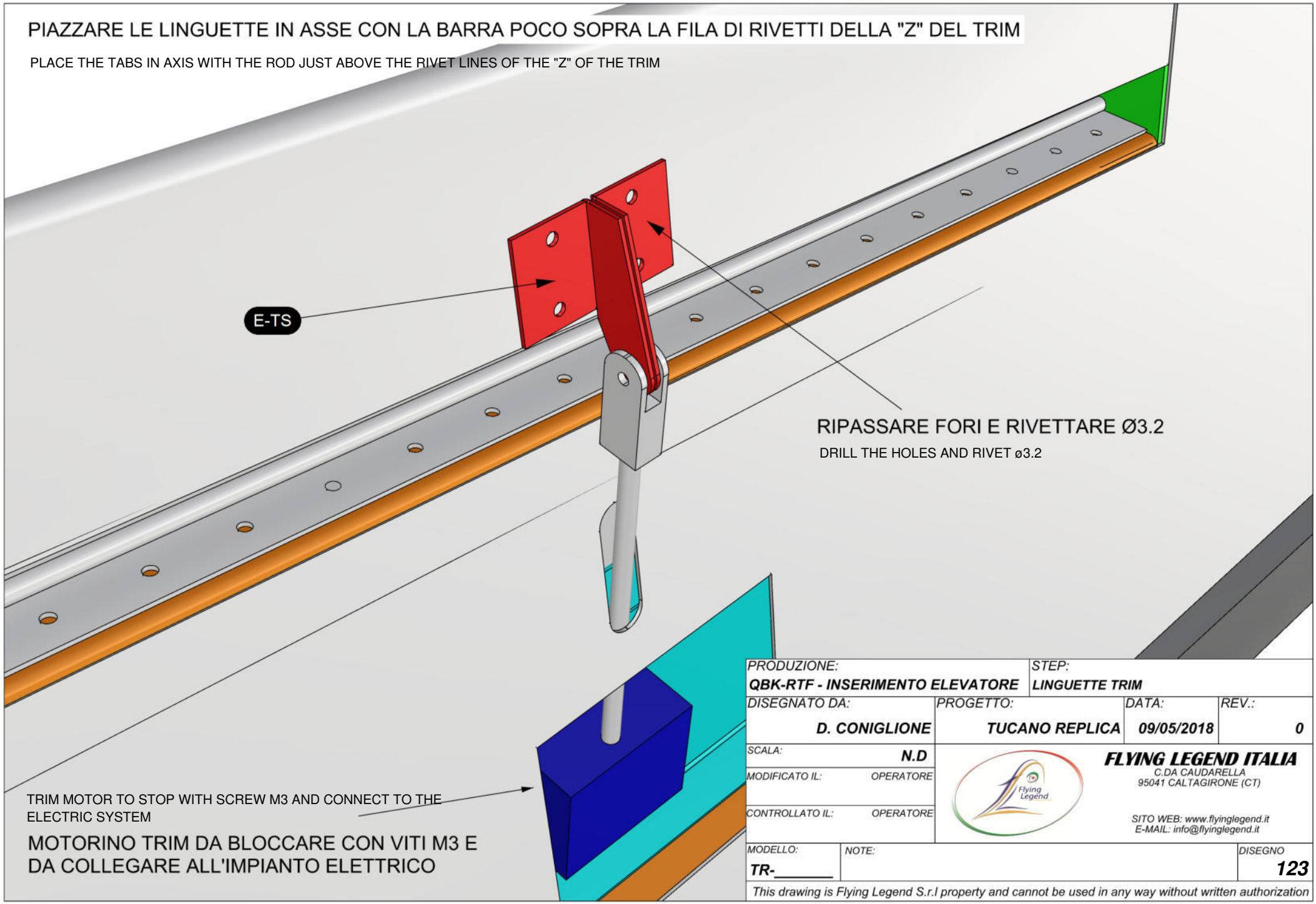
A comando libero, verificare che l'escursione angolare dell'elevatore copra almeno 30° in entrambe le direzioni

CHECK THAT THE ANGLE EXCURSION OF THE ELEVATOR IS 30° IN BOTH DIRECTION.



PIAZZARE LE LINGUETTE IN ASSE CON LA BARRA POCO SOPRA LA FILA DI RIVETTI DELLA "Z" DEL TRIM

PLACE THE TABS IN AXIS WITH THE ROD JUST ABOVE THE RIVET LINES OF THE "Z" OF THE TRIM



PRODUZIONE: **QBK-RTF - INSERIMENTO ELEVATORE**		STEP: **LINGUETTE TRIM**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **09/05/2018**	REV.: **0**
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **123**

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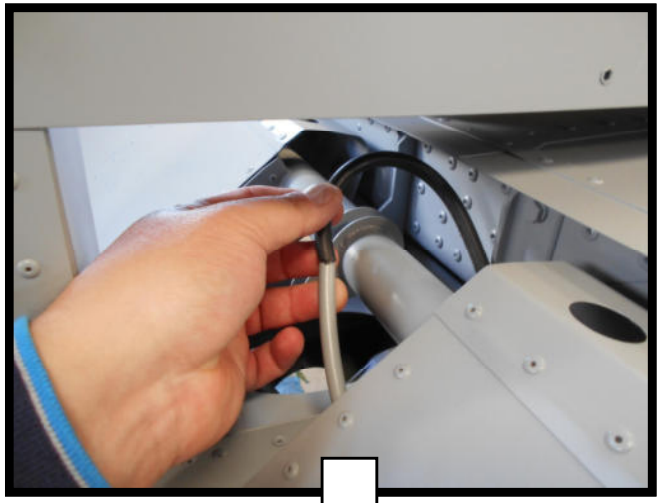
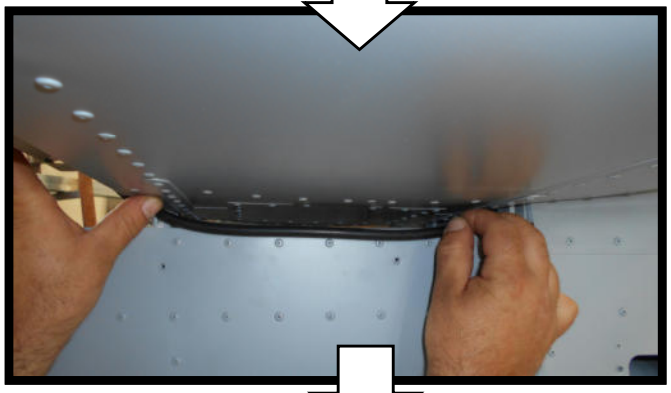
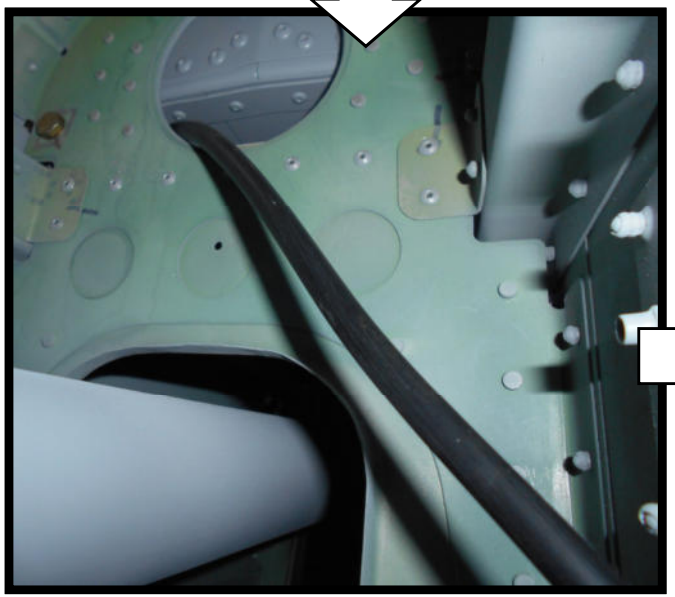
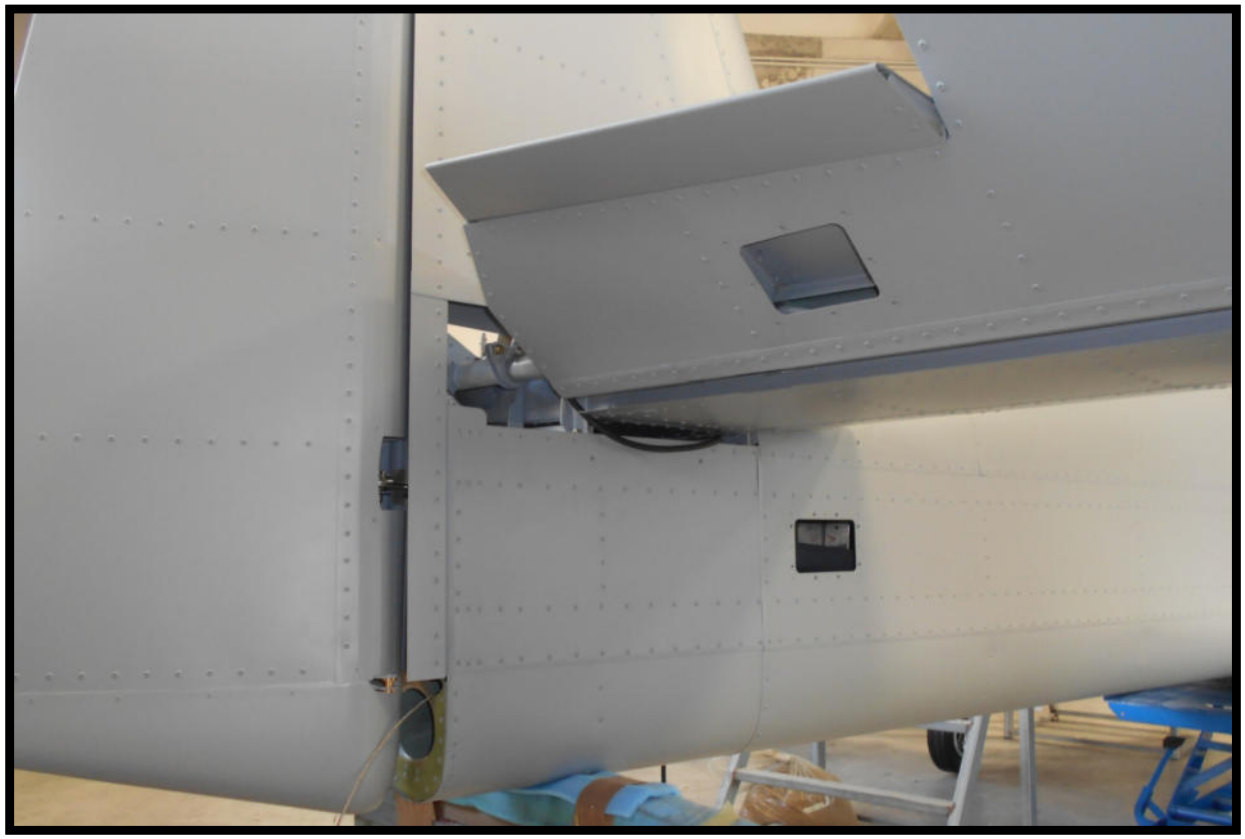






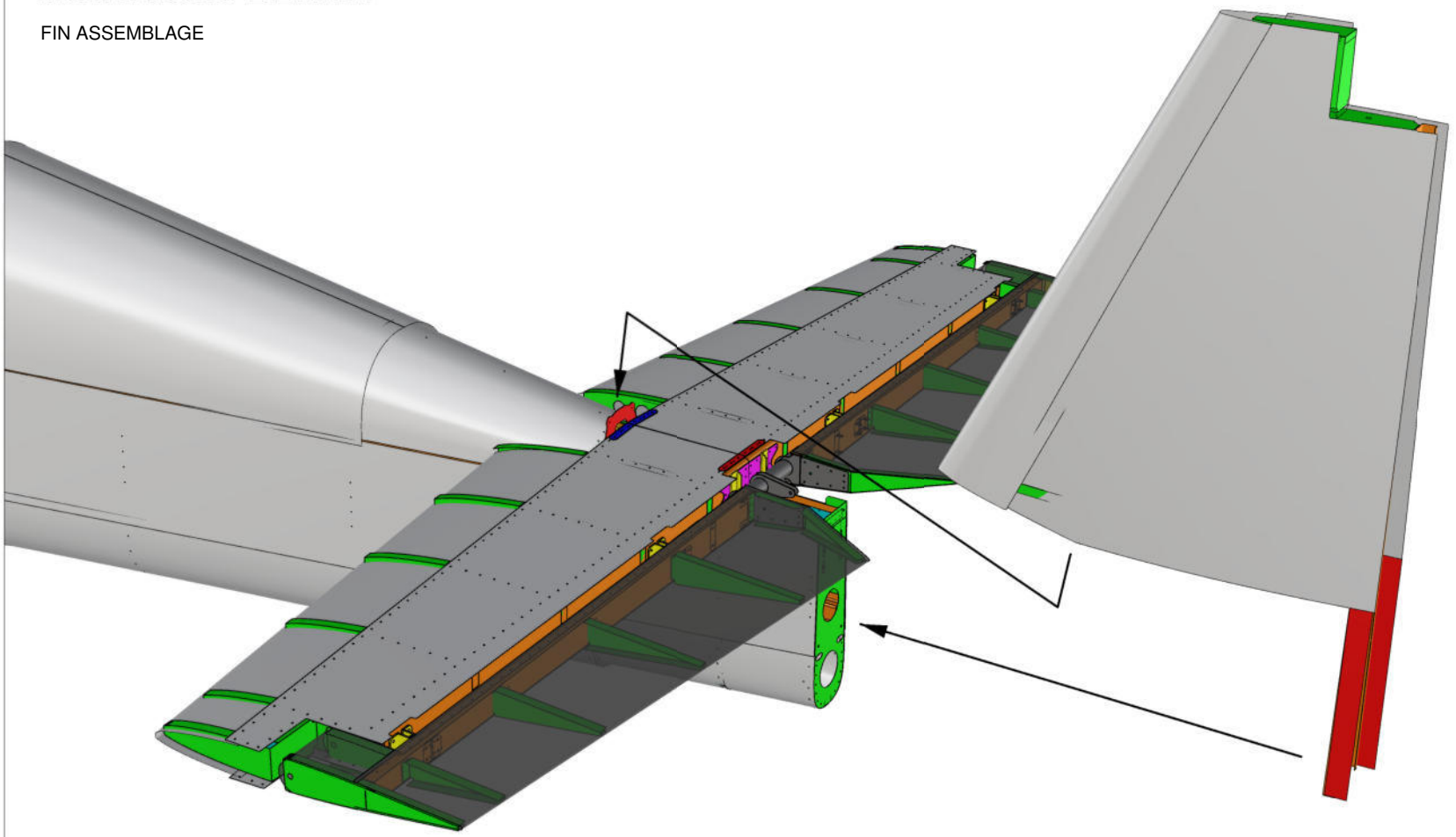


PROTEGGERE FILI CON GUAINA E BLOCCARE CON FASCETTE E DISTANZIALI

Protect the wires with sheath and stop with hose clamps and spacer

MONTAGGIO DERIVA

FIN ASSEMBLAGE



PRODUZIONE: **QBK-RTF- INSERIMENTO DERIVA**		STEP: **MONTAGGIO DERIVA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **125**

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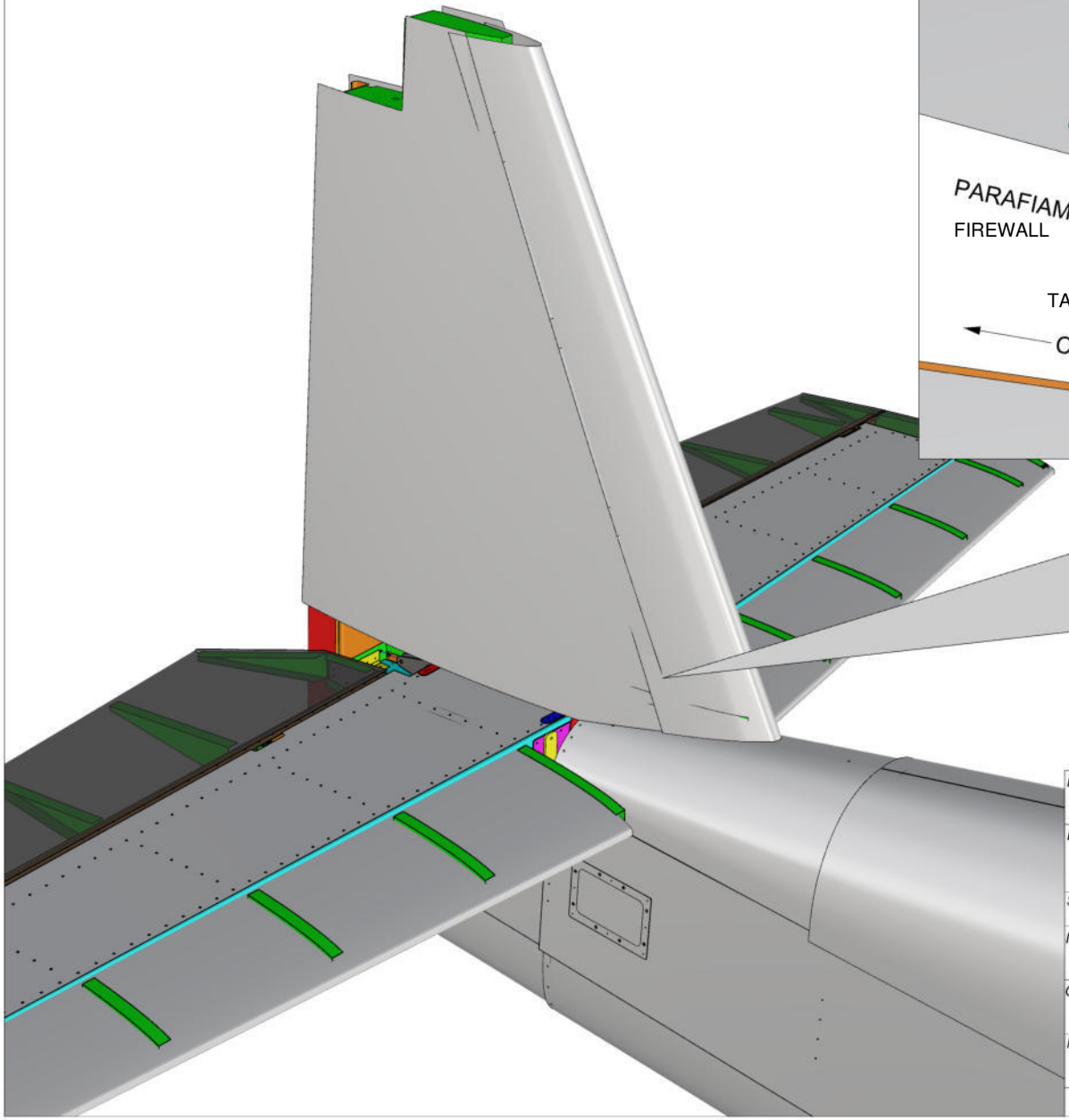
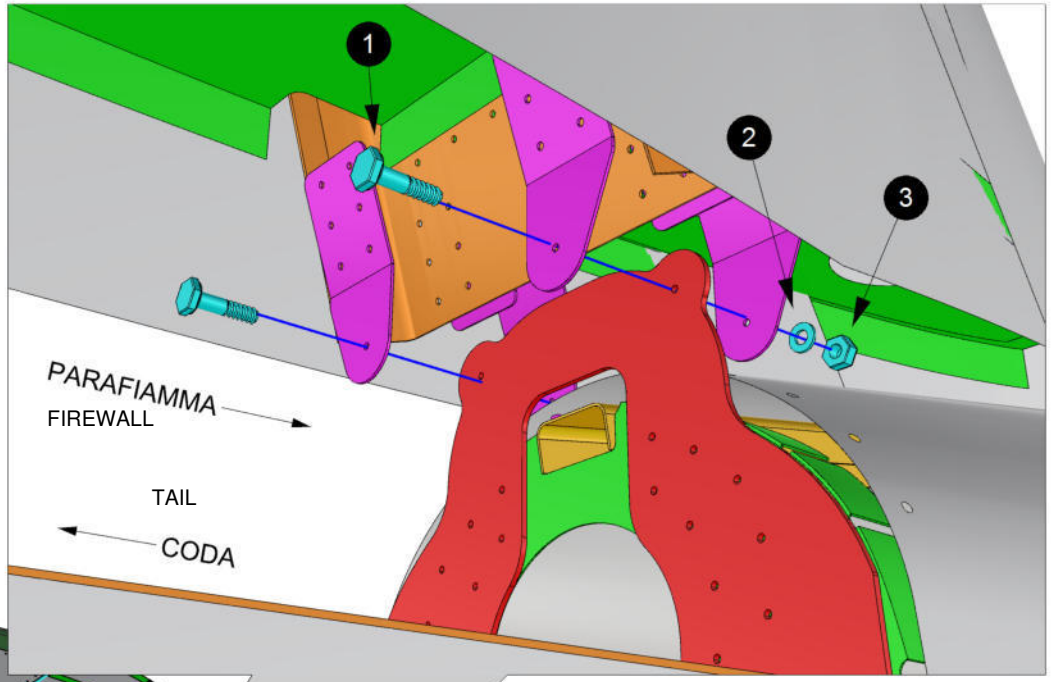
MONTAGGIO SU ORDINATA 10

ASSEMBLAGE ON BULKHEAD 10





1. BOLT AN4-5A
2.TICK WAHER AN4 (1.6MM)
3 SELF LOCKING NUT

1: VITE AN4-5A
2: RONDELLA AN4 SPESSA (1.6mm)
3: DADO AN4 AUTOBLOCCANTE

PRODUZIONE: **QBK-RTF- INSERIMENTO DERIVA**		STEP: **MONTAGGIO DERIVA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **126**

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MONTAGGIO SU ORDINATA 12

ASSEMBLAGE ON BULKHEAD 12

THIN WASHER (0.4MM)

RONDELLA SOTTILE (0.4mm)

SELF LOCKING NUT AN3

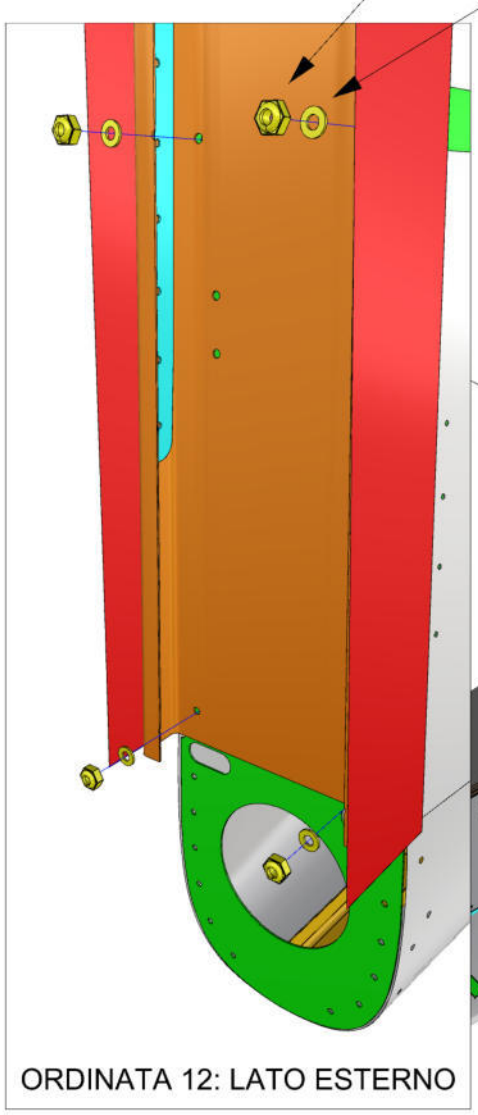
DADO AN3 AUTOBLOCCANTE

BOLT AN3-4A

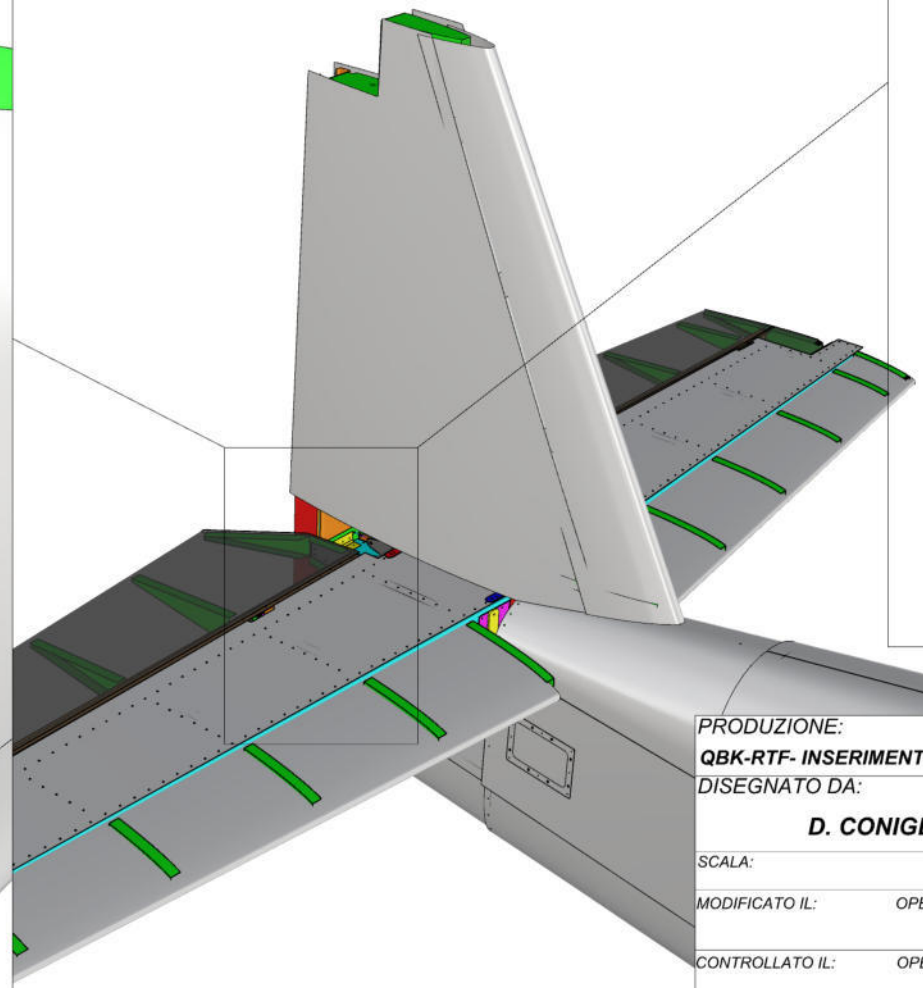
VITE AN3-4A

RONDELLA SPESSA (1.6mm)

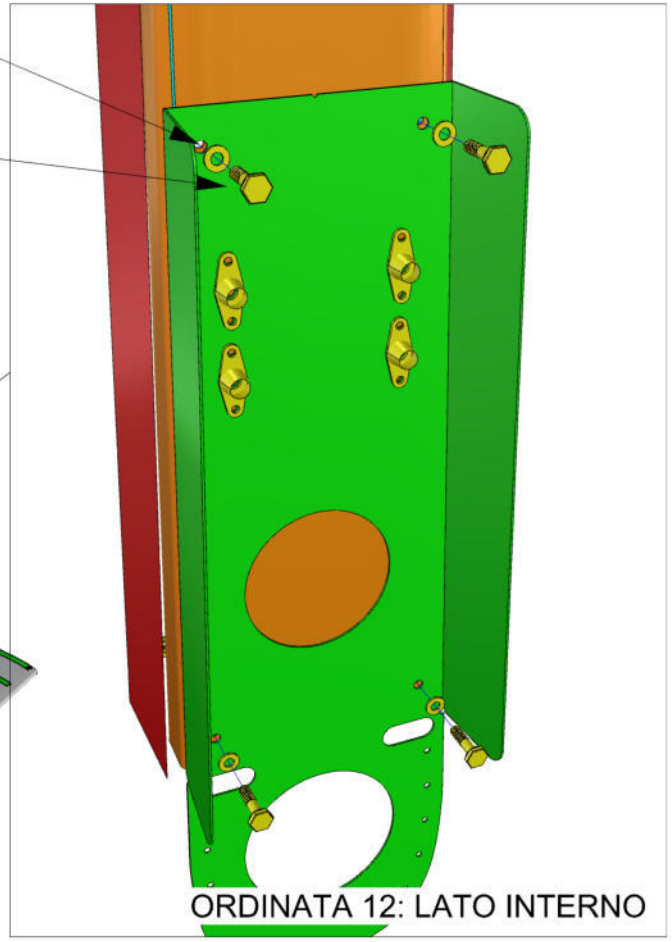
THICK WASHER (1.6MM)



ORDINATA 12: LATO ESTERNO



BULKHEAD 12: EXTERNAL SIDE



ORDINATA 12: LATO INTERNO

BULKHEAD 12: INTERNAL SIDE

PRODUZIONE: **QBK-RTF- INSERIMENTO DERIVA**		STEP: **MONTAGGIO DERIVA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **127**

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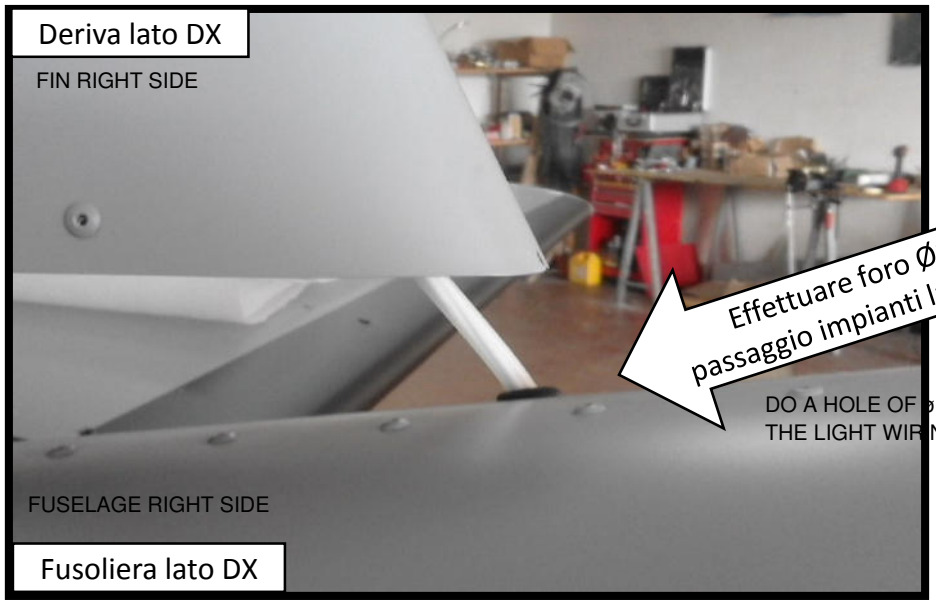
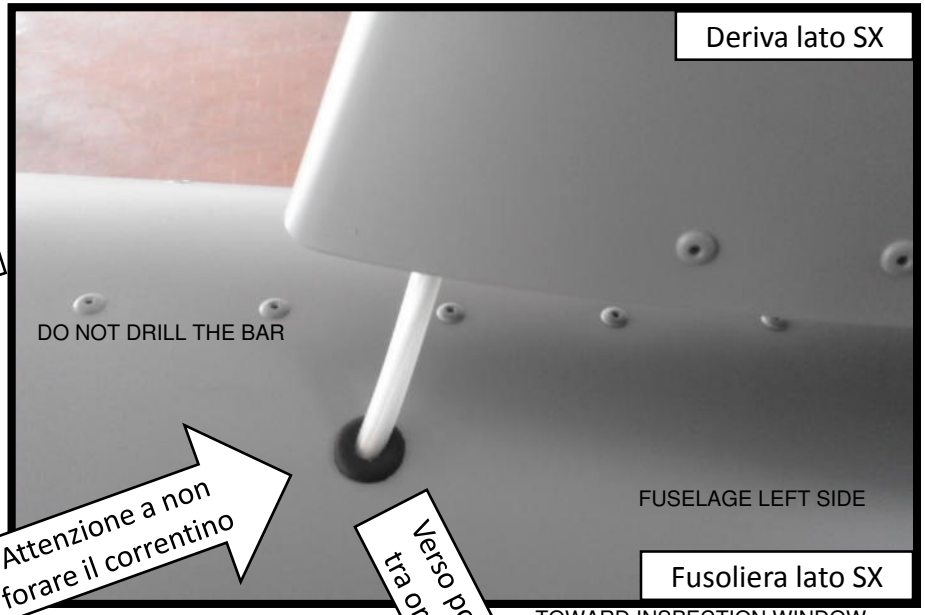
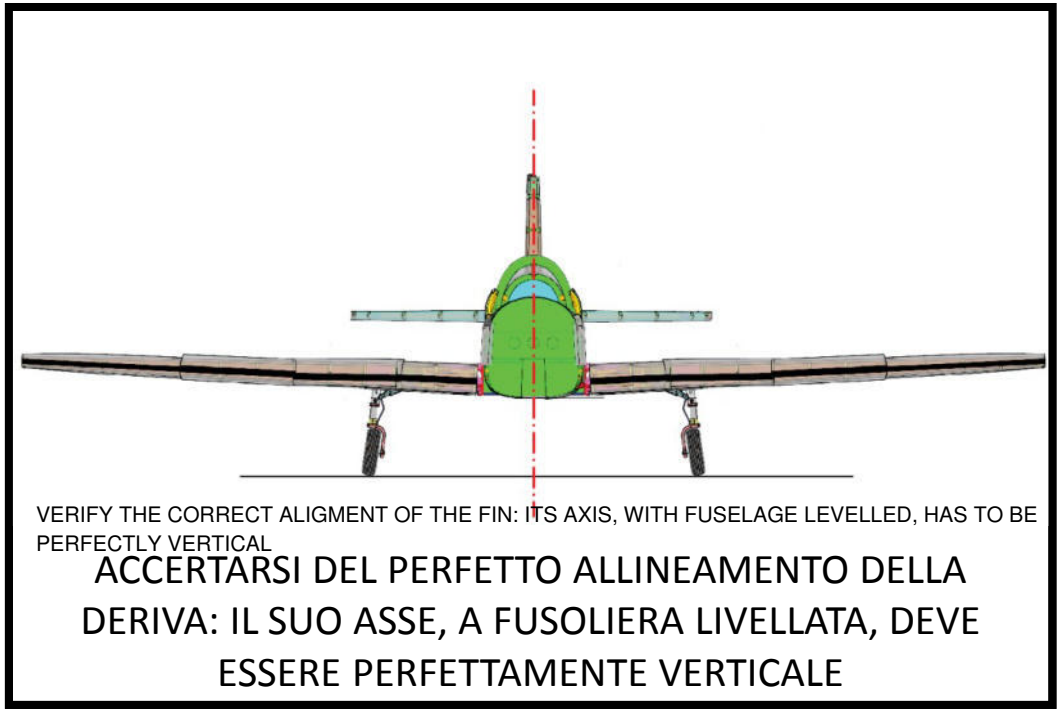

Deriva lato DX
FIN RIGHT SIDE
Effettuare foro Ø8 per passaggio impianti luce deriva
DO A HOLE OF Ø 8 TO PASS THE LIGHT WIRING OF THE FIN
FUSELAGE RIGHT SIDE
Fusoliera lato DX

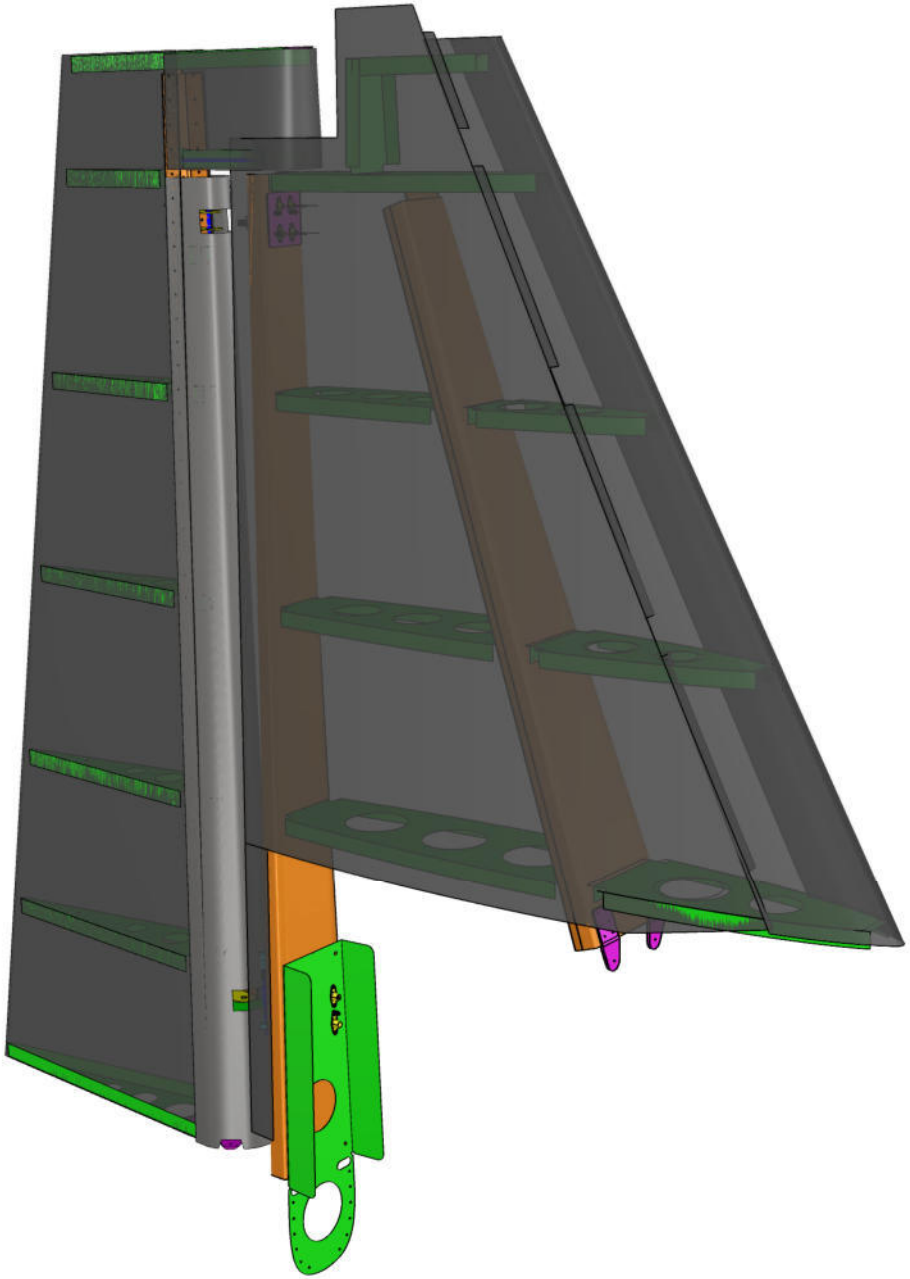

Deriva lato SX
DO NOT DRILL THE BAR
Attenzione a non forare il correntino
FUSELAGE LEFT SIDE
Fusoliera lato SX


VERIFY THE CORRECT ALIGMENT OF THE FIN: ITS AXIS, WITH FUSELAGE LEVELLED, HAS TO BE PERFECTLY VERTICAL
ACCERTARSI DEL PERFETTO ALLINEAMENTO DELLA DERIVA: IL SUO ASSE, A FUSOLIERA LIVELLATA, DEVE ESSERE PERFETTAMENTE VERTICALE


Verso pozzetto SX tra ordd. 9 e 10
TOWARD INSPECTION WINDOW BETWEEN BULK. 9 AND 10

ASSIEME DERIVA/TIMONE

ASSEMBLAGE FIN/RUDDER



VISTA LATO CODA

VIEW FROM TAIL SIDE

THE AXIS OF FIN AND RUDDER HAVE TO BE PERFECTLY ALIGNED

ACT ON THE UPPER HINGE OF THE FIN TO GARANTEE THE ALIGMENT

GLI ASSI DI TIMONE E DERIVA DEVONO ESSERE PERFETTAMENTE ALLINEATI

AGIRE SULLA CERNIERA SUPERIORE DELLA DERIVA PER GARANTIRE L'ALLINEAMENTO

PRODUZIONE: **QBK-RTF- INSERIMENTO TIMONE**		STEP: **MONTAGGIO TIMONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **129**

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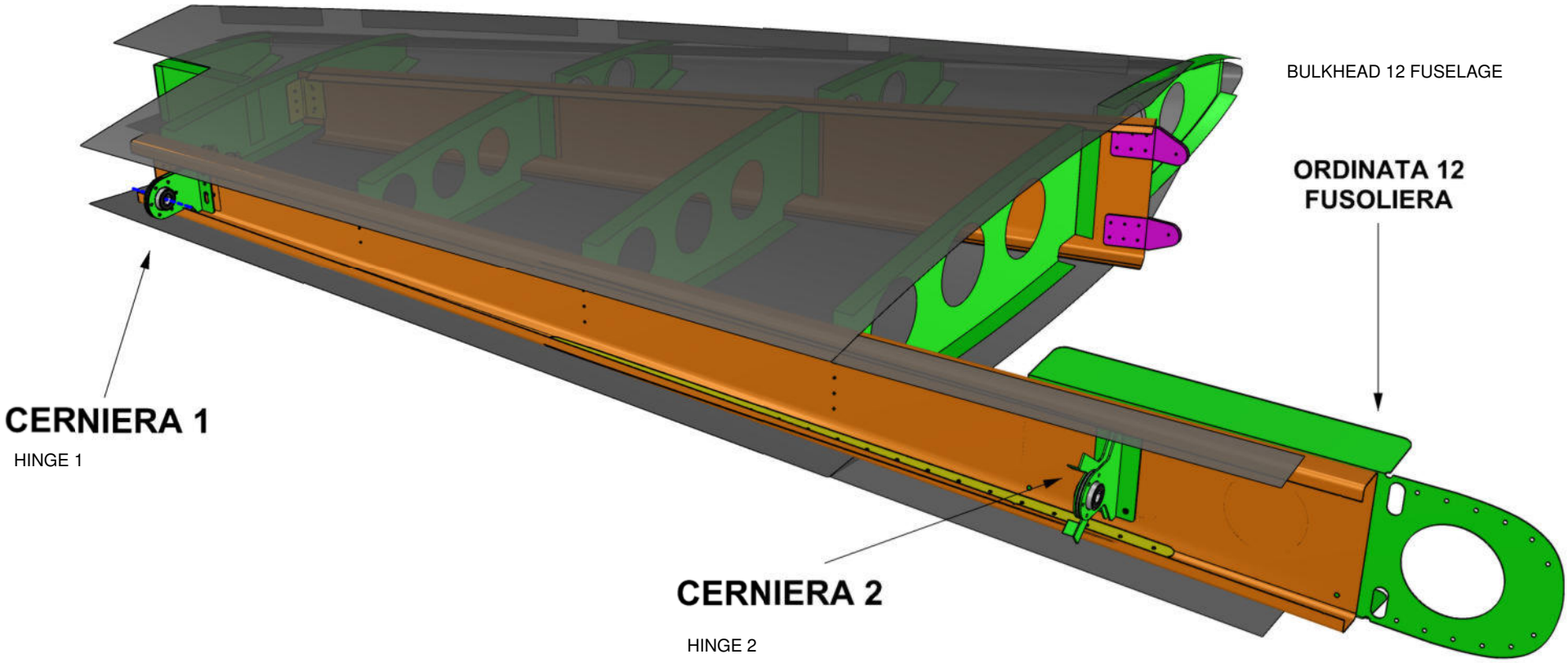
CERNIERE DERIVA

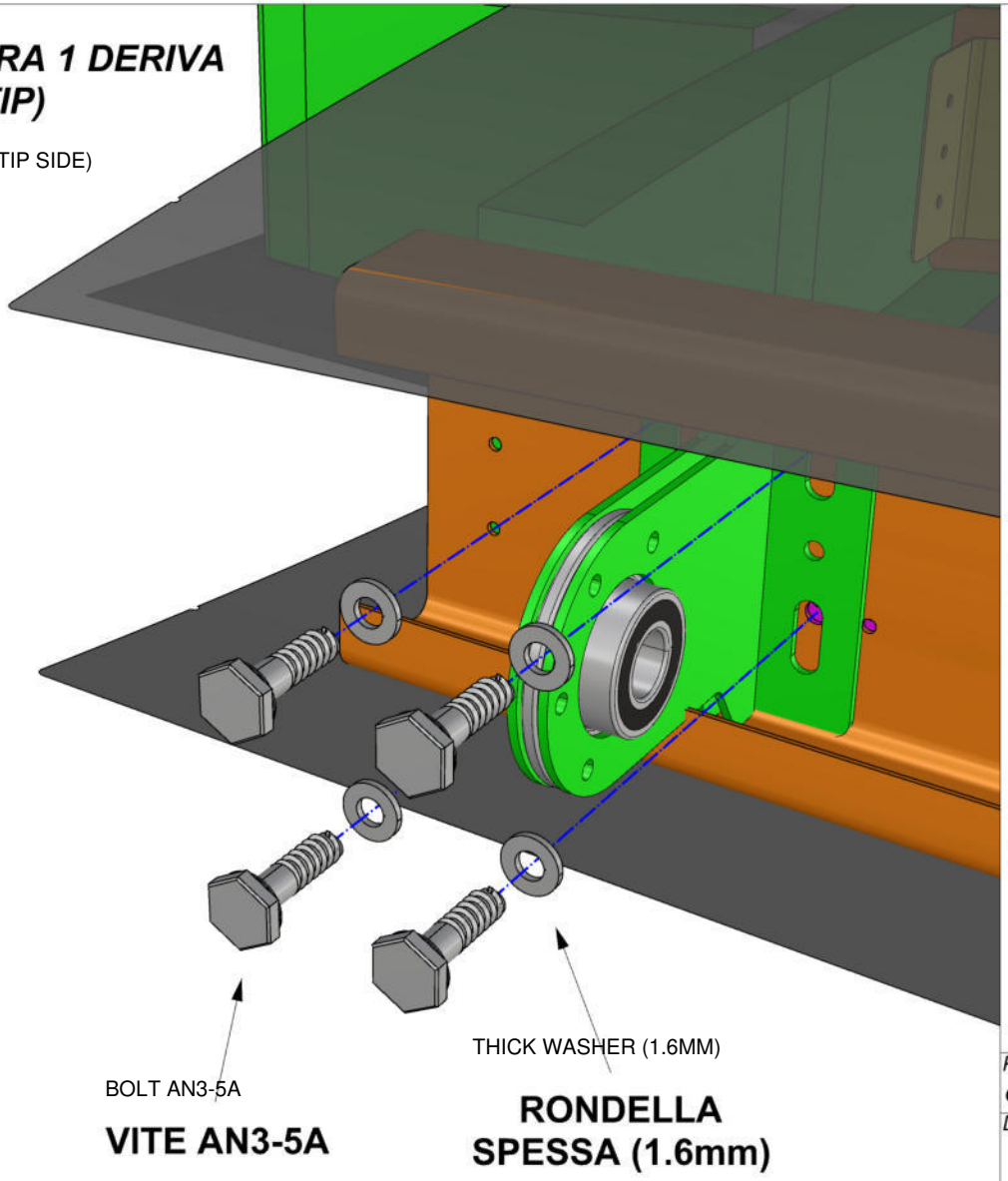
FIN HINGE



PRODUZIONE: QBK-RTF- INSERIMENTO TIMONE		STEP: MONTAGGIO TIMONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/03/2018	REV.:
SCALA: N.D		FLYING LEGEND ITALIA C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: TR-_____	NOTE:		DISEGNO 130

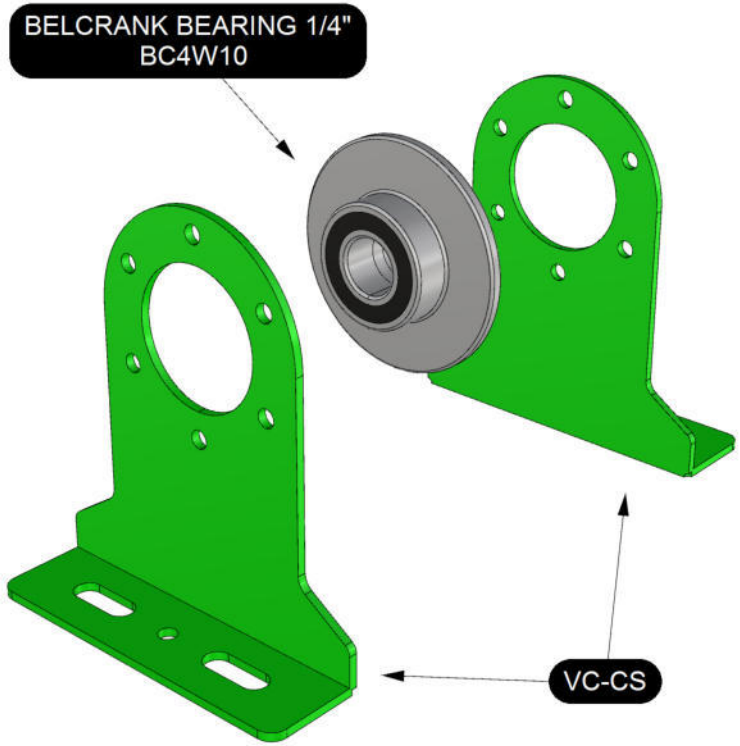
CERNIERA 1 DERIVA (LATO TIP)

HINGE 1 FIN (TIP SIDE)



CHIODARE LE SEMI-CERNIERE ED IL CUSCINETTO CON CHIODI 4-7.

RIPASSARE I FORI SUL CUSCINETTO SE NON PRESENTI



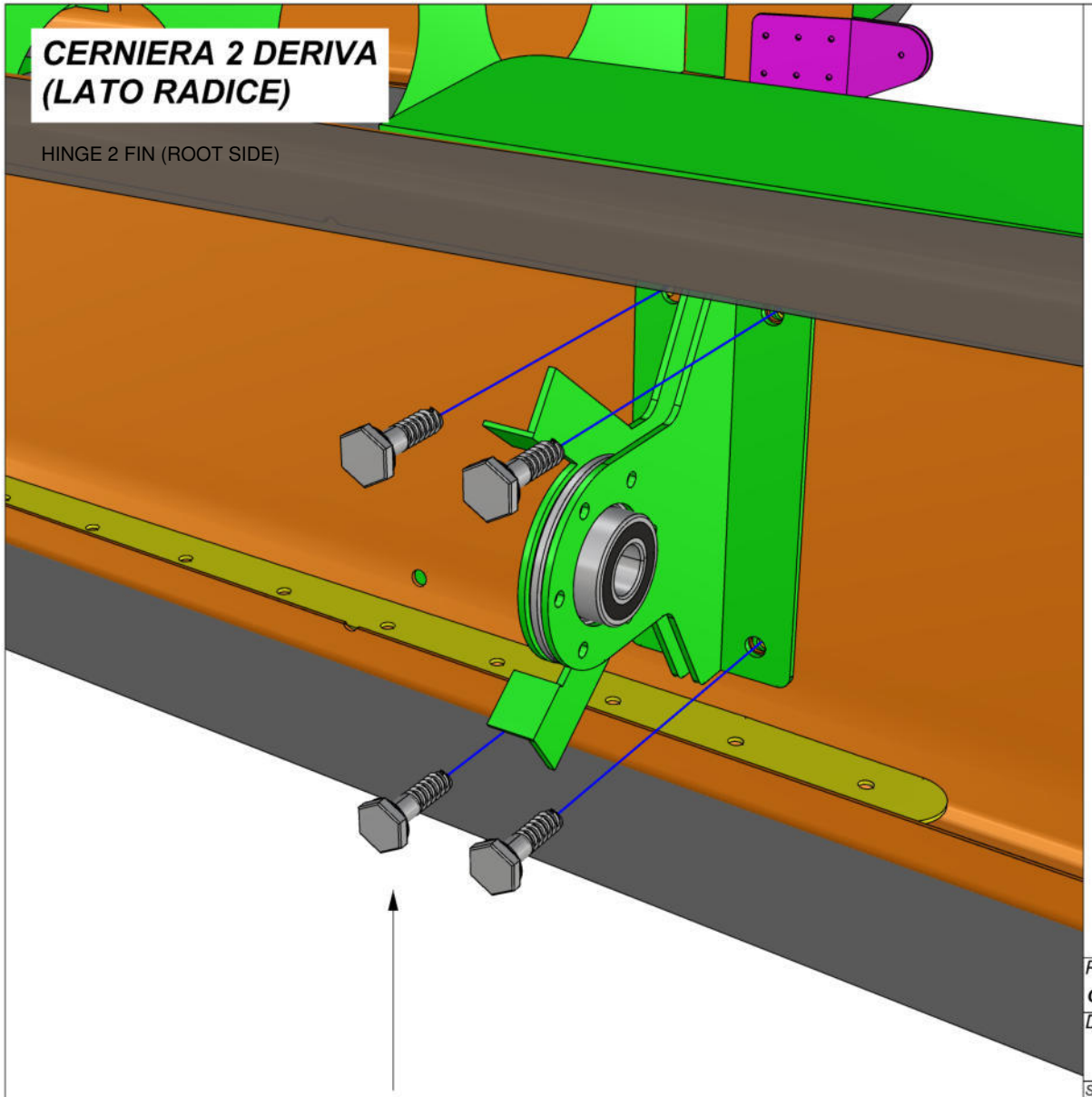
ONCE THE LINIARITY OF THE RUDDER IS VERIFIED, THE CENTRAL HOLES OF THIS HINGE HAVE TO BE DRILLED ON THE FIN AND RIVETED AT ø3.2

UNA VOLTA CHE LA LINEARITÀ DEL TIMONE RISULTA VERIFICATA, I FORI CENTRALI DI QUESTA CERNIERA ANDRANNO RIPASSATI SULLA DERIVA E RIVETTATI A Ø3.2

PRODUZIONE: **QBK-RTF- INSERIMENTO TIMONE**		STEP: **MONTAGGIO TIMONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**		**FLYING LEGEND ITALIA** C.DA CAUDARELLA 95041 CALTAGIRONE (CT)	
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE		SITO WEB: www.flyinglegend.it E-MAIL: info@flyinglegend.it	
MODELLO: **TR-_____**	NOTE:		DISEGNO **131**

CERNIERA 2 DERIVA (LATO RADICE)

HINGE 2 FIN (ROOT SIDE)



VITE AN3-4A

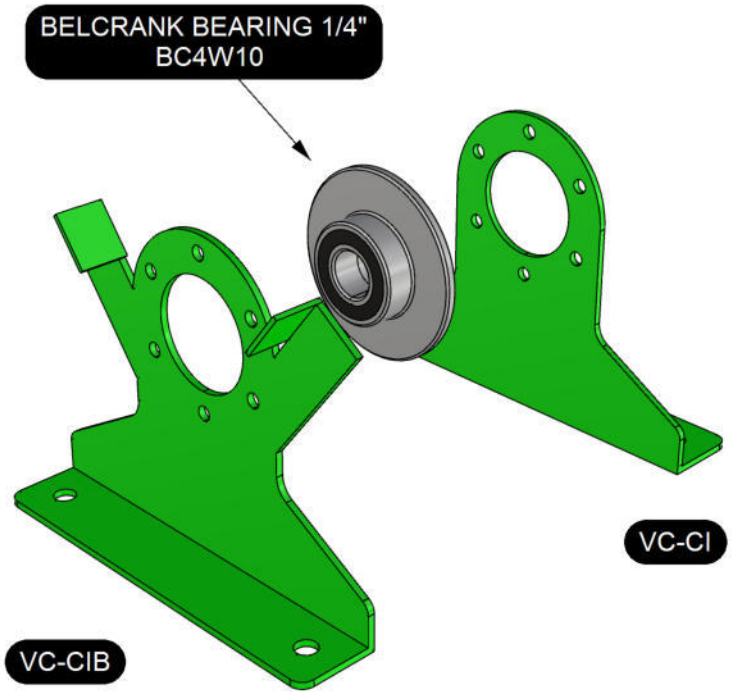
BOLT AN3-4A

CHIODARE LE SEMI-CERNIERE ED IL CUSCINETTO CON CHIODI 4-7.

BOLT THE HALF-HINGE AND THE BEARING WITH BOLTS 4-7

RIPASSARE I FORI SUL CUSCINETTO SE NON PRESENTI

DRILL THE HOLES ON THE BEARING IF PRESENT



PRODUZIONE: **QBK-RTF- INSERIMENTO TIMONE**		STEP: **MONTAGGIO TIMONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **30/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

FLYING LEGEND ITALIA
C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
SITO WEB: www.flyinglegend.it
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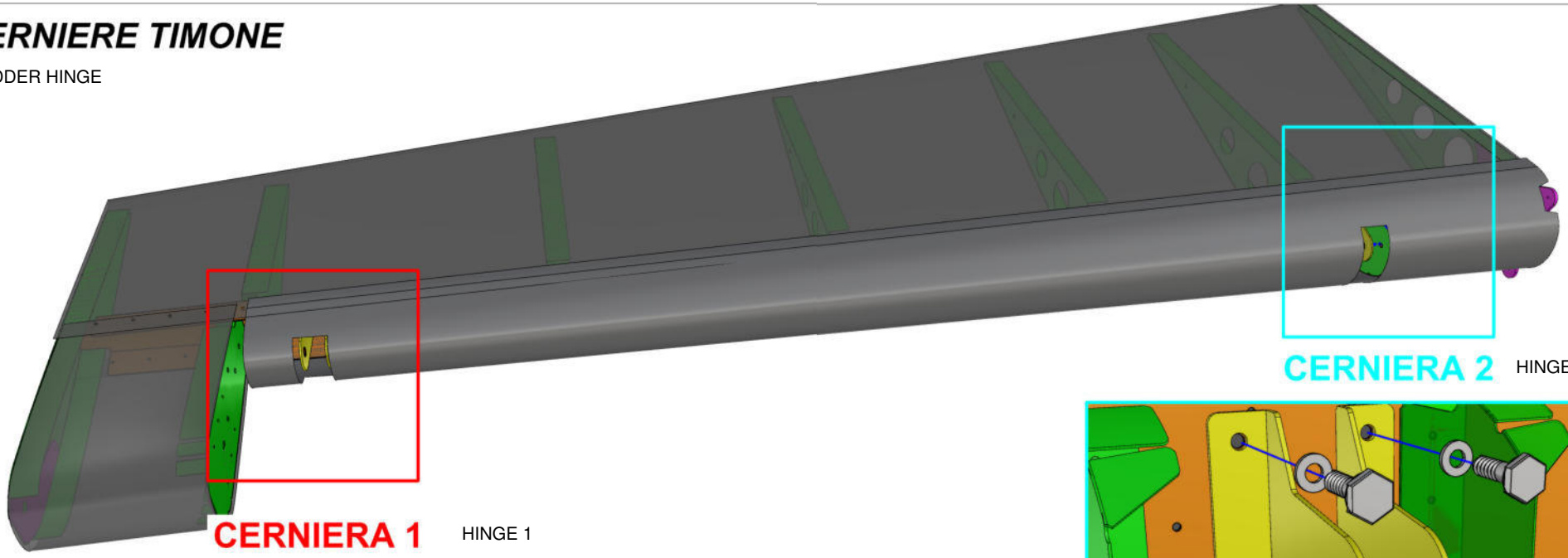
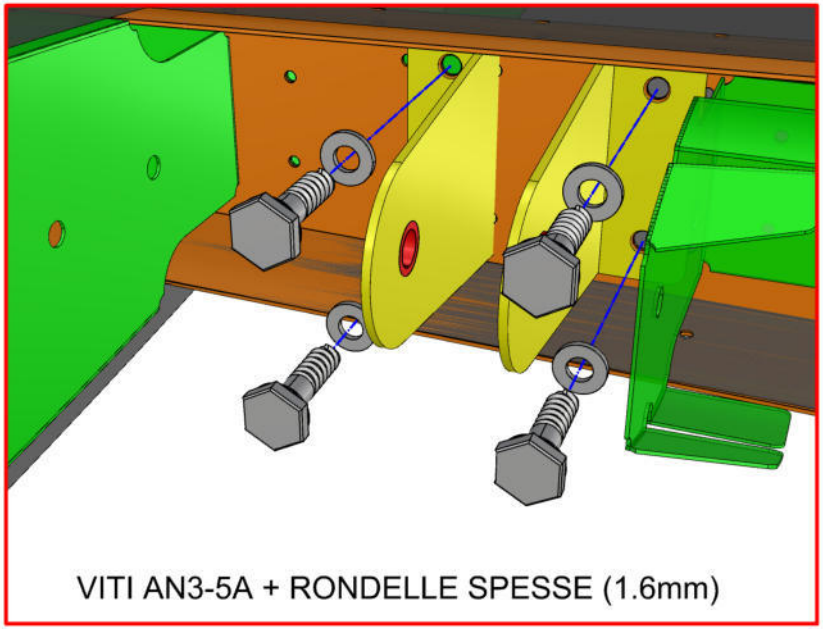
MODELLO: **TR-_____**	NOTE:	DISEGNO **132**

CERNIERE TIMONE

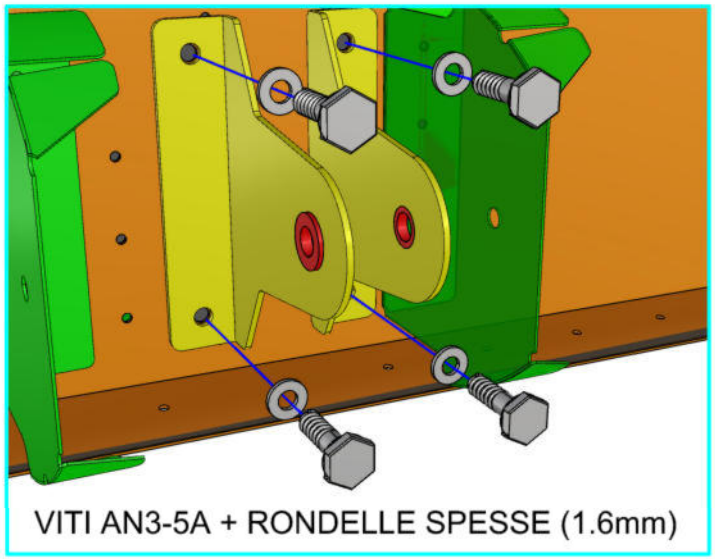
RUDDER HINGE





BOLT AN3-5A + THICK WASHER (1.6MM)

BOLT AN3-5A + THICK WAHER (1.6MM)



PRODUZIONE: QBK-RTF- INSERIMENTO TIMONE		STEP: MONTAGGIO TIMONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 133

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
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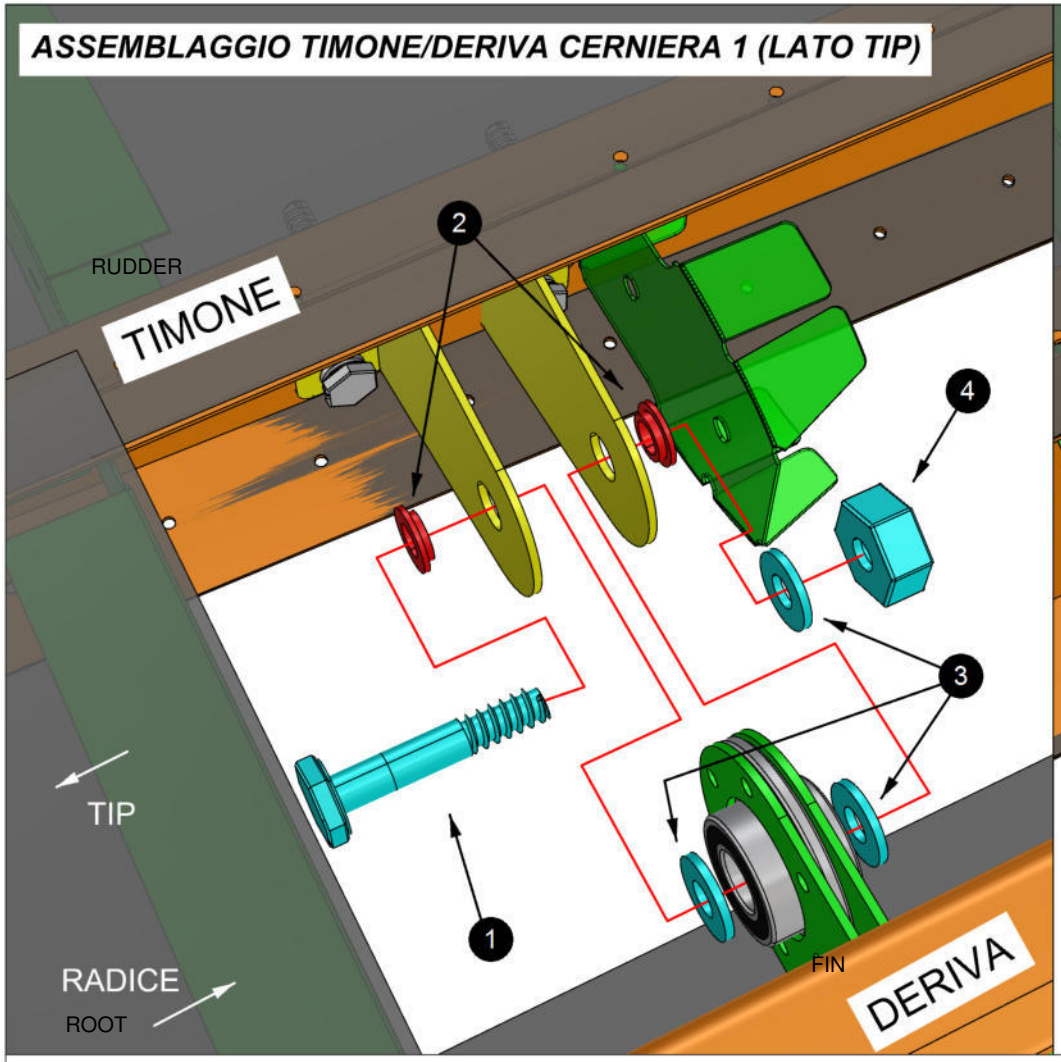
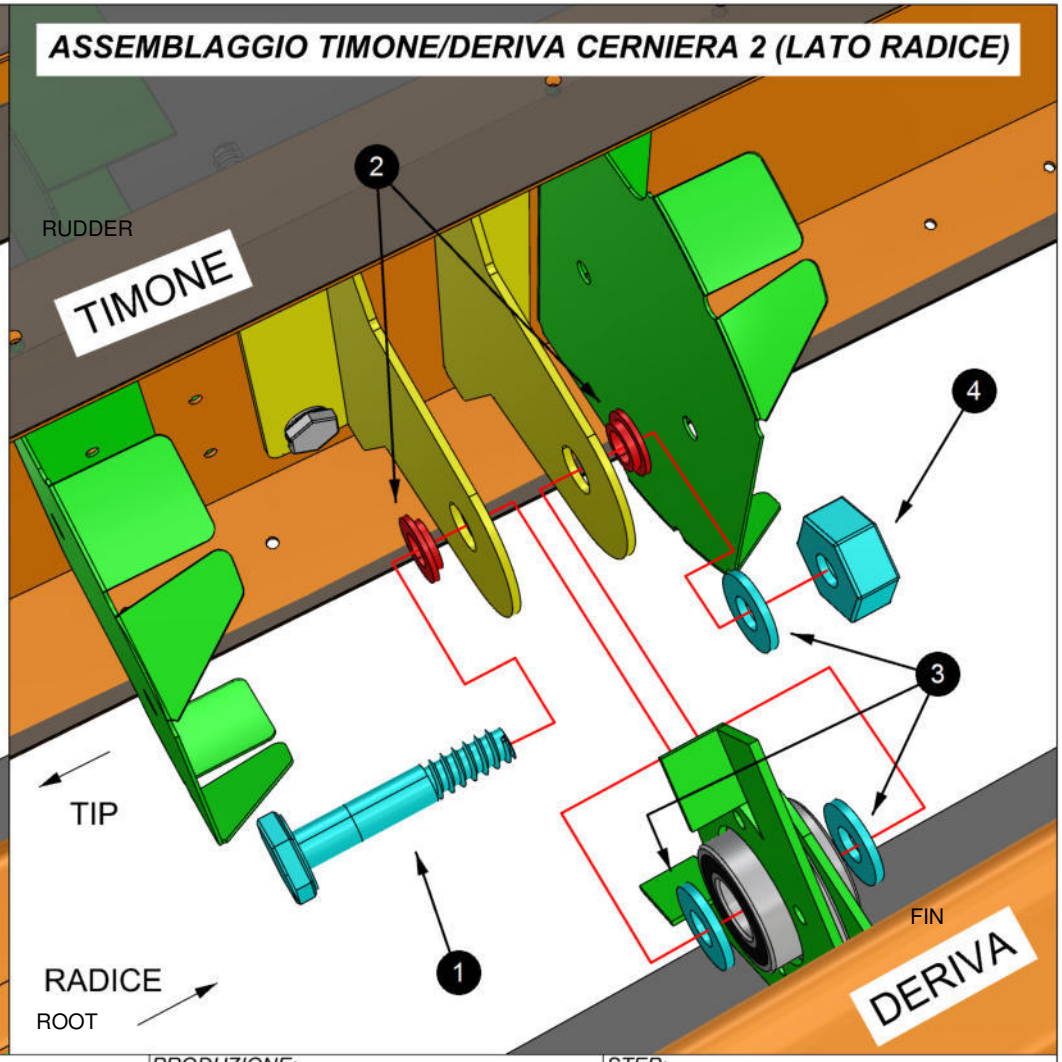
E-MAIL: info@flyinglegend.it

ASSEMBLAGE RUDDER/FIN HINGE 1 (SIDE TIP)

ASSEMBLAGE RUDDER/FIN HINGE 2 (ROOT SIDE)





1: VITE AN4-13A
2: BOCCOLA (C-BC)
3: RONDELLA SPESSA (1.6mm)
4: DADO AN4 AUTOBLOCCANTE

1. BOLT AN4-13A
2. BUSHING (C-BC)
3. THICK WASHER (1.6 MM)
4: SELF LOCKING NUT AN4

LE VITI DEVONO ESSERE INSERITE DALLA TIP VERSO LA RADICE

THE BOLT HAVE TO BE INSERTED FROM THE TIP TO THE ROOT

PRODUZIONE: QBK-RTF- INSERIMENTO TIMONE		STEP: MONTAGGIO TIMONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 134

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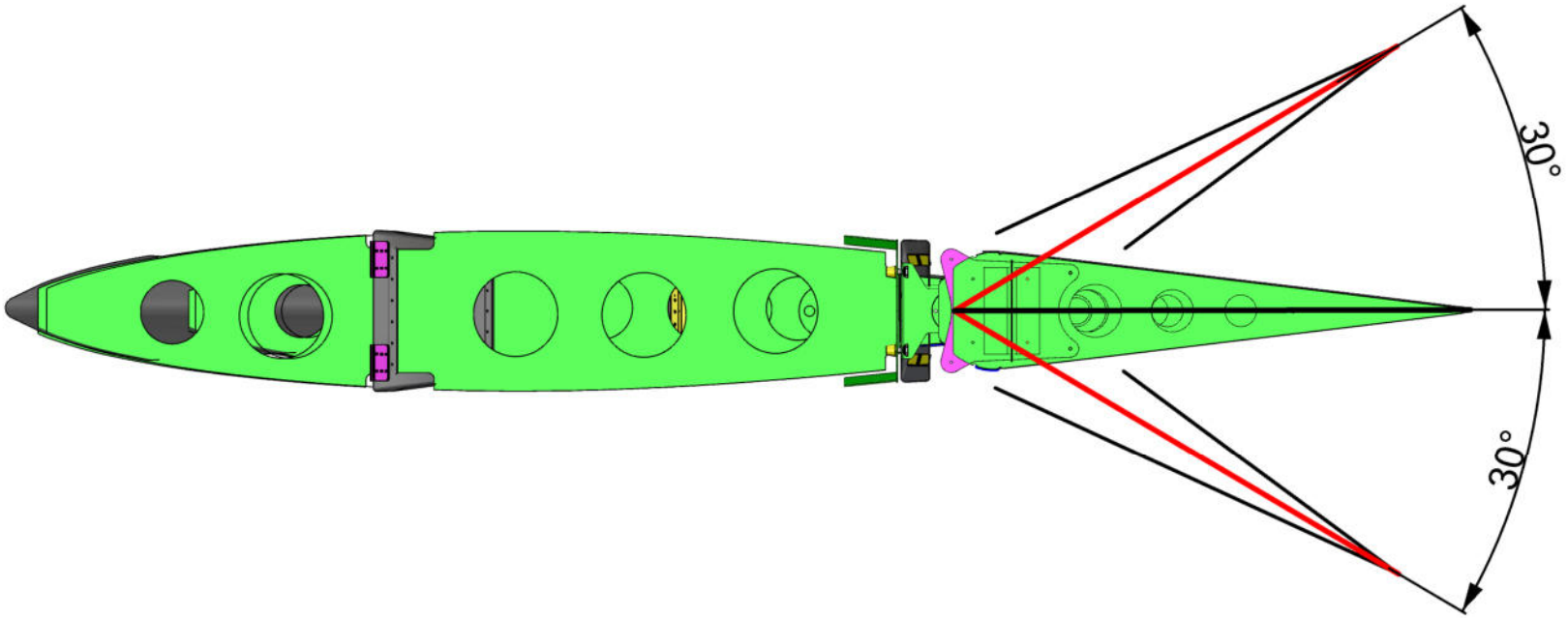
ROTAZIONE TIMONE

RUDDER ROTATION



VERIFY THAT DURING THE RUDDER ROTATION THE ANGLE OF 30° IS COVERED FROM BOTH SIDES

VERIFICARE CHE LA ROTAZIONE DEL TIMONE COPRA UN ANGOLO DI ALMENO 30° IN ENTRAMBE LE DIREZIONI

PRODUZIONE: QBK-RTF- INSERIMENTO TIMONE		STEP: MONTAGGIO TIMONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 30/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 135

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COMANDI TIMONE

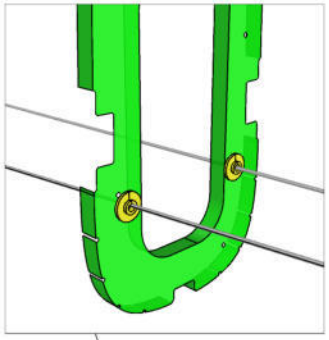
RUDDER CONTROL

PLASTIC WASHER BULK.10

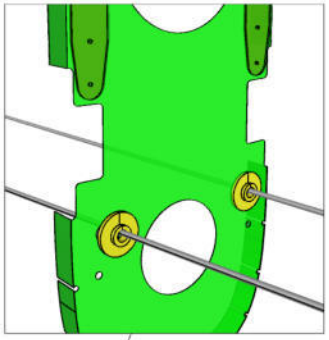
PLASTIC WASHER BULK.11

PLASTIC WASHER BULK.12

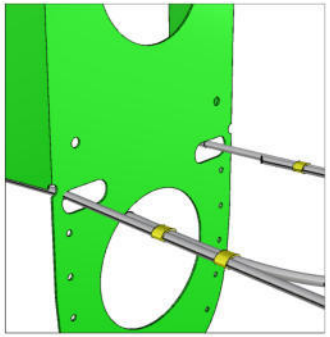
POM ORD.10

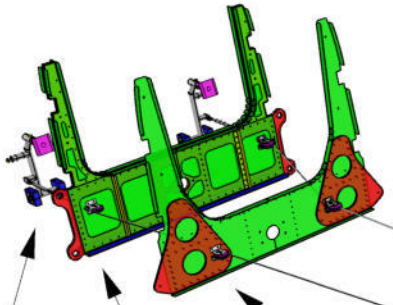


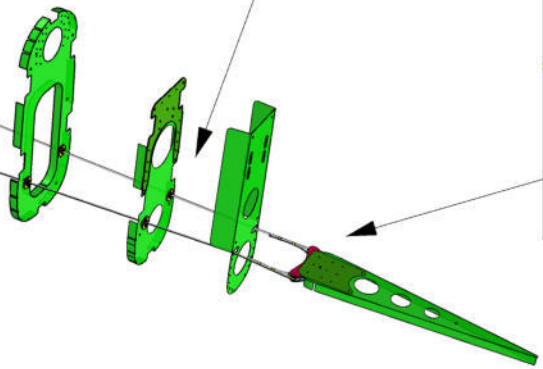
POM ORD.11

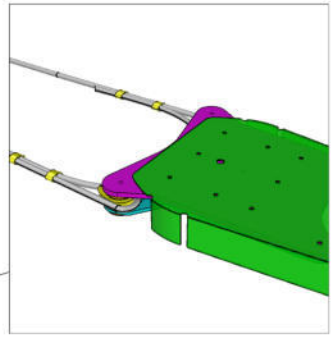


PASSAGGIO ORD.12



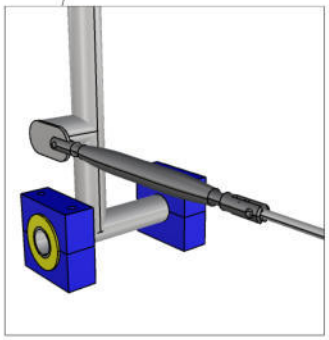






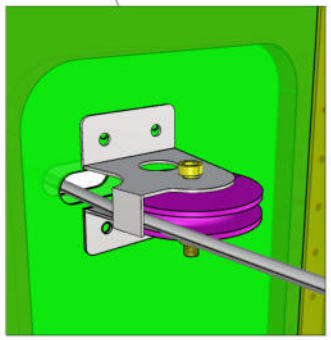
AGGANCIO TIMONE

RUDDER CONNECTION



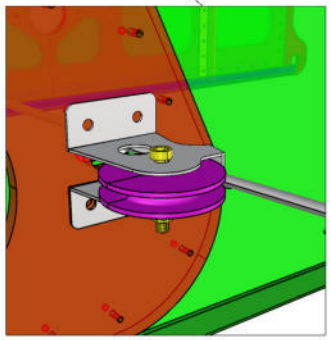
TIRANTE PEDALI

TIE ROD BRAKE



CARRUCOLA ORD.4

PULLEY BULK. 4



CARRUCOLA ORD.5

PULLEY BULK. 5

PRODUZIONE: **QBK-RTF - COMANDI TIMONE**		STEP: **LINEA COMANDI TIMONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **23/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **136**

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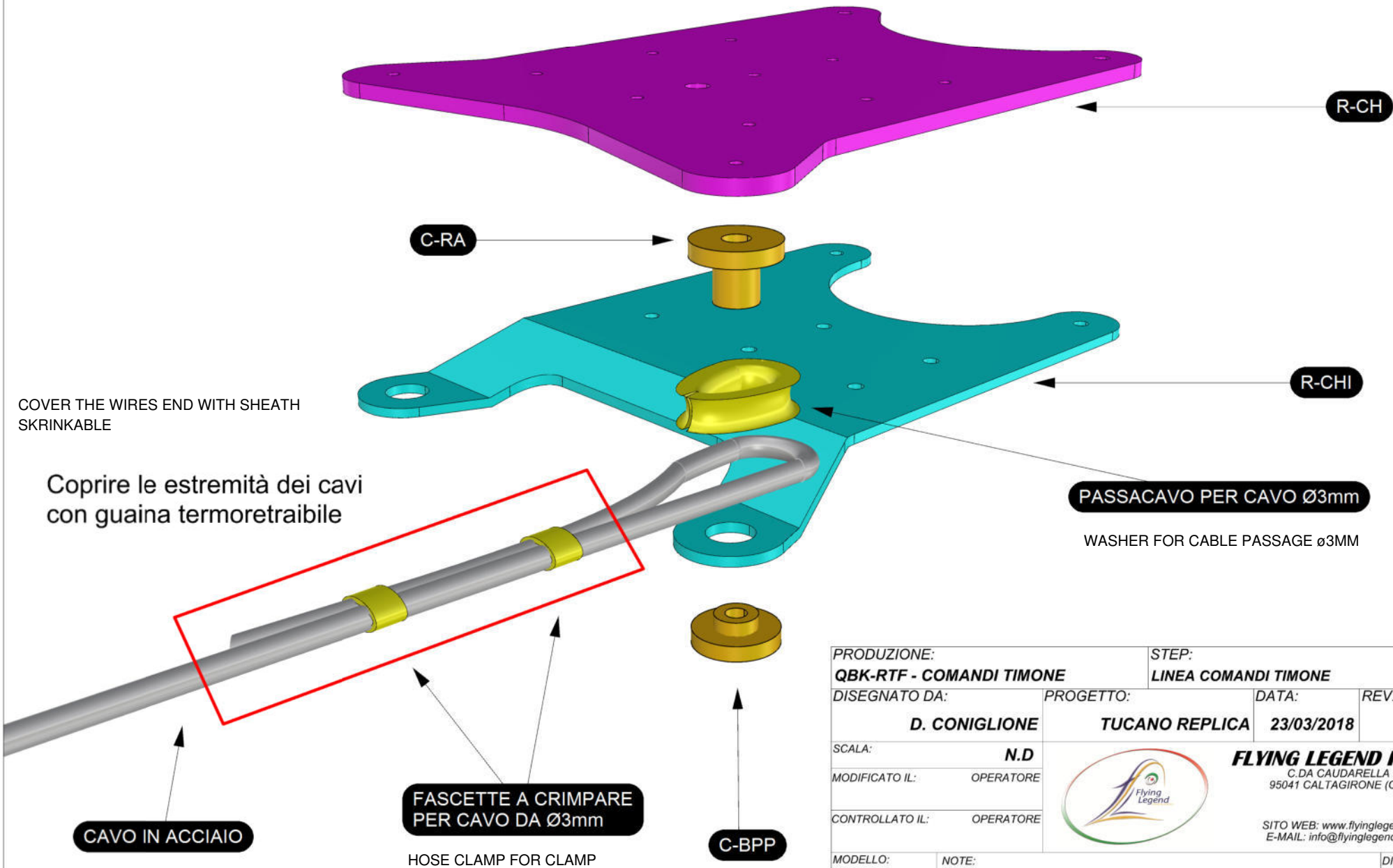
COMANDI TIMONE - COLLEGAMENTO CAVI PIASTRA/TIMONE

RUDDER CONTROL - CABLE CONNECTION SLAB/RUDDER



COVER THE WIRES END WITH SHEATH SKRINKABLE

WASHER FOR CABLE PASSAGE ø3MM

SS CABLE

HOSE CLAMP FOR CLAMP FROM ø 3MM

PRODUZIONE: **QBK-RTF - COMANDI TIMONE**		STEP: **LINEA COMANDI TIMONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **23/03/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **137**

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95041 CALTAGIRONE (CT)
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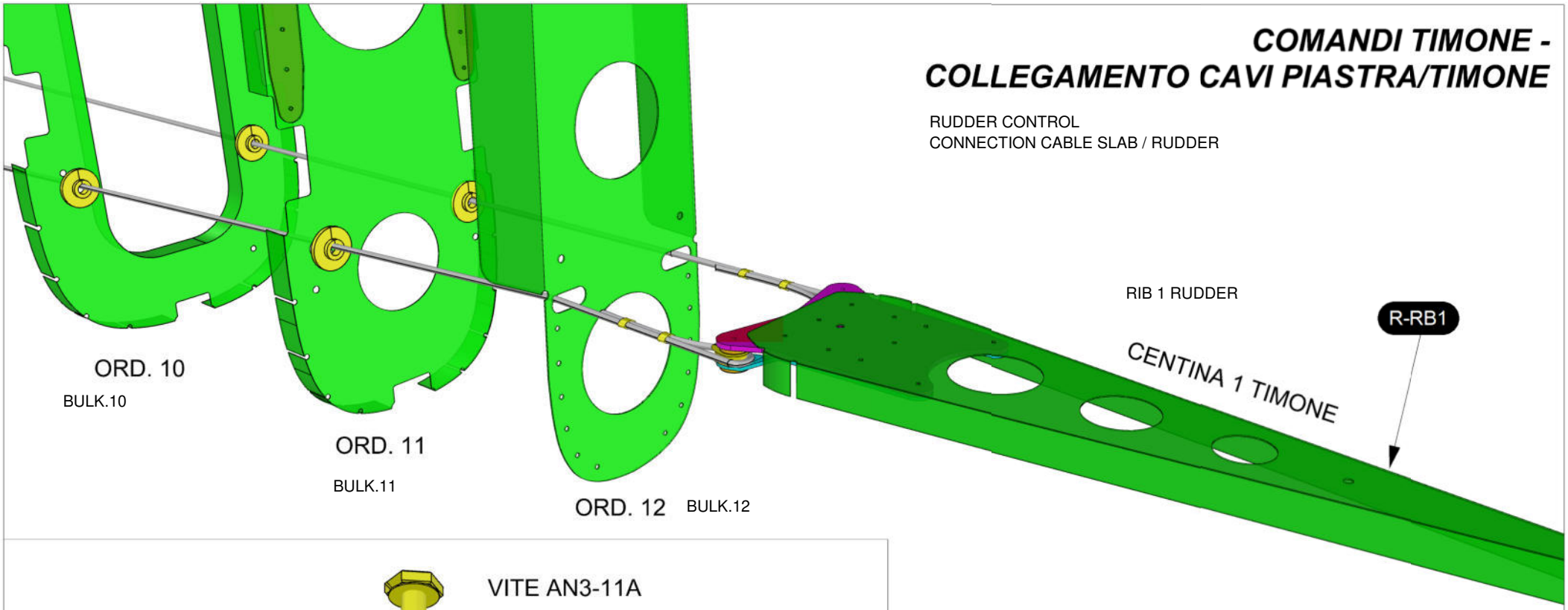
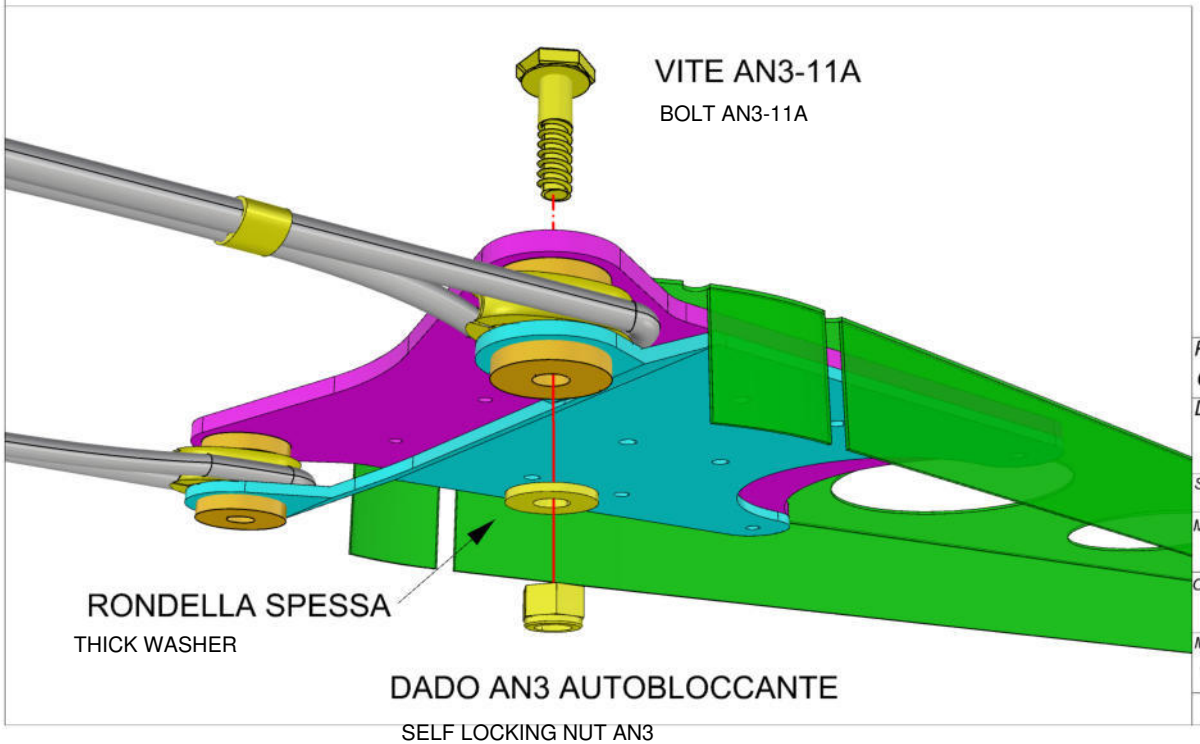
COMANDI TIMONE - COLLEGAMENTO CAVI PIASTRA/TIMONE

RUDDER CONTROL
CONNECTION CABLE SLAB / RUDDER





PRODUZIONE: QBK-RTF - COMANDI TIMONE		STEP: LINEA COMANDI TIMONE	
DISEGNATO DA: D. CONIGLIONE	PROGETTO: TUCANO REPLICA	DATA: 23/03/2018	REV.:
SCALA: N.D			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: TR-_____	NOTE:		DISEGNO 138

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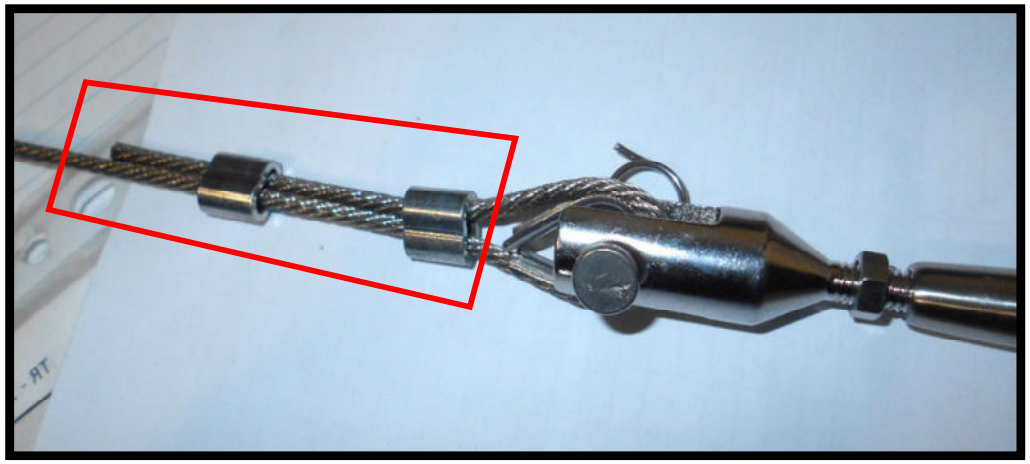
COMANDI TIMONE

RUDDER CONTROL

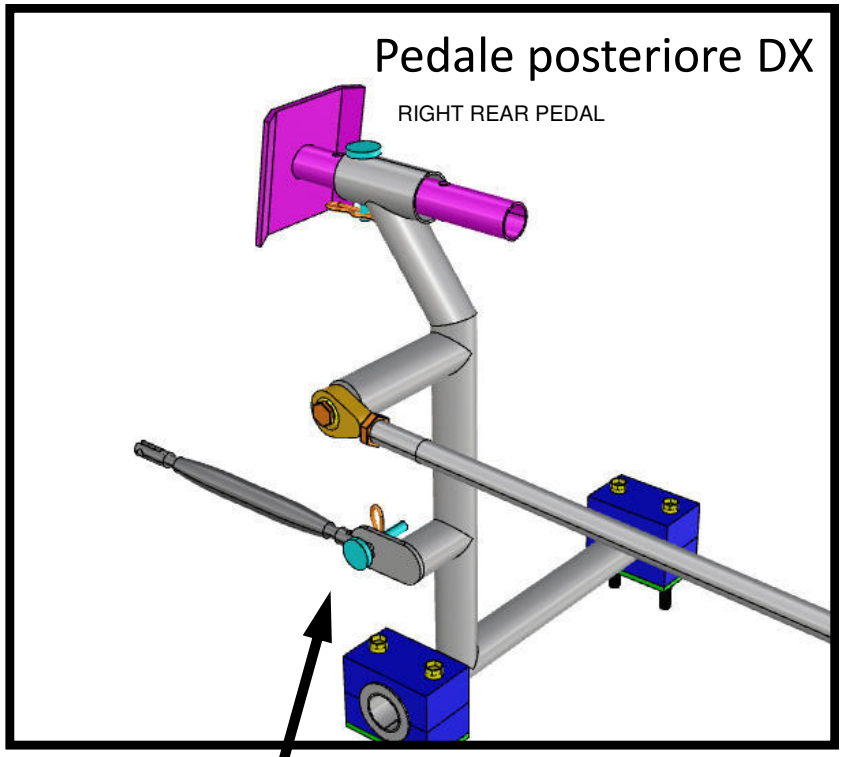
COVER THE ENDS OF THE CABLES WITH SKRINKABLE SHEATH

Coprire le estremità dei cavi con guaina termoretraibile



Pedale posteriore DX

RIGHT REAR PEDAL

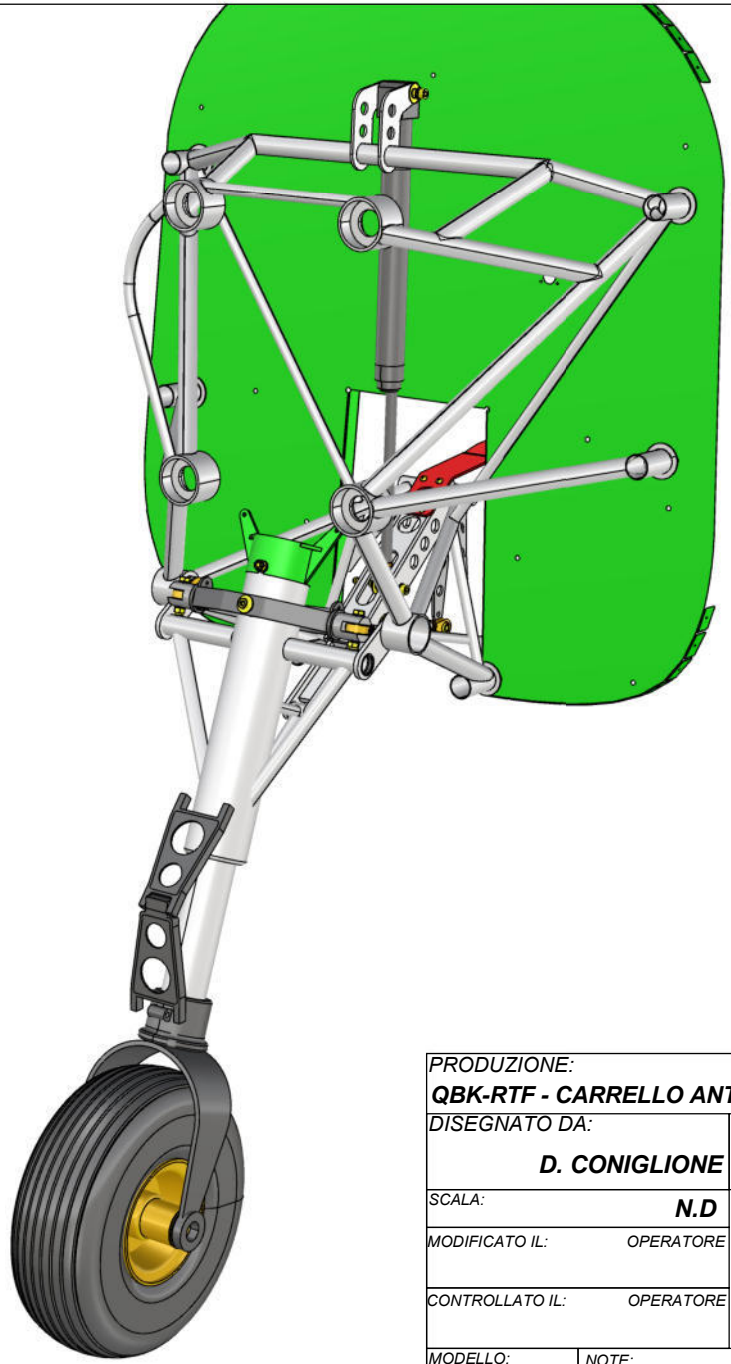


Fare fuoriuscire le estremità del tirante lasciando 15mm di filettatura all'interno del corpo per avere la possibilità di poter tendere i cavi ad aggancio effettuato.

EXIT THE END OF THE TIE TIE ROD LEAVING 15 MM OF THREAD INSIDE THE BODY TO HAVE THE POSSIBILITY TO TIE THE CABLES ONCE THEY ARE HOOKED

CARRELLO ANTERIORE

FRONT GEAR



PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **CARRELLO ANTERIORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **140**

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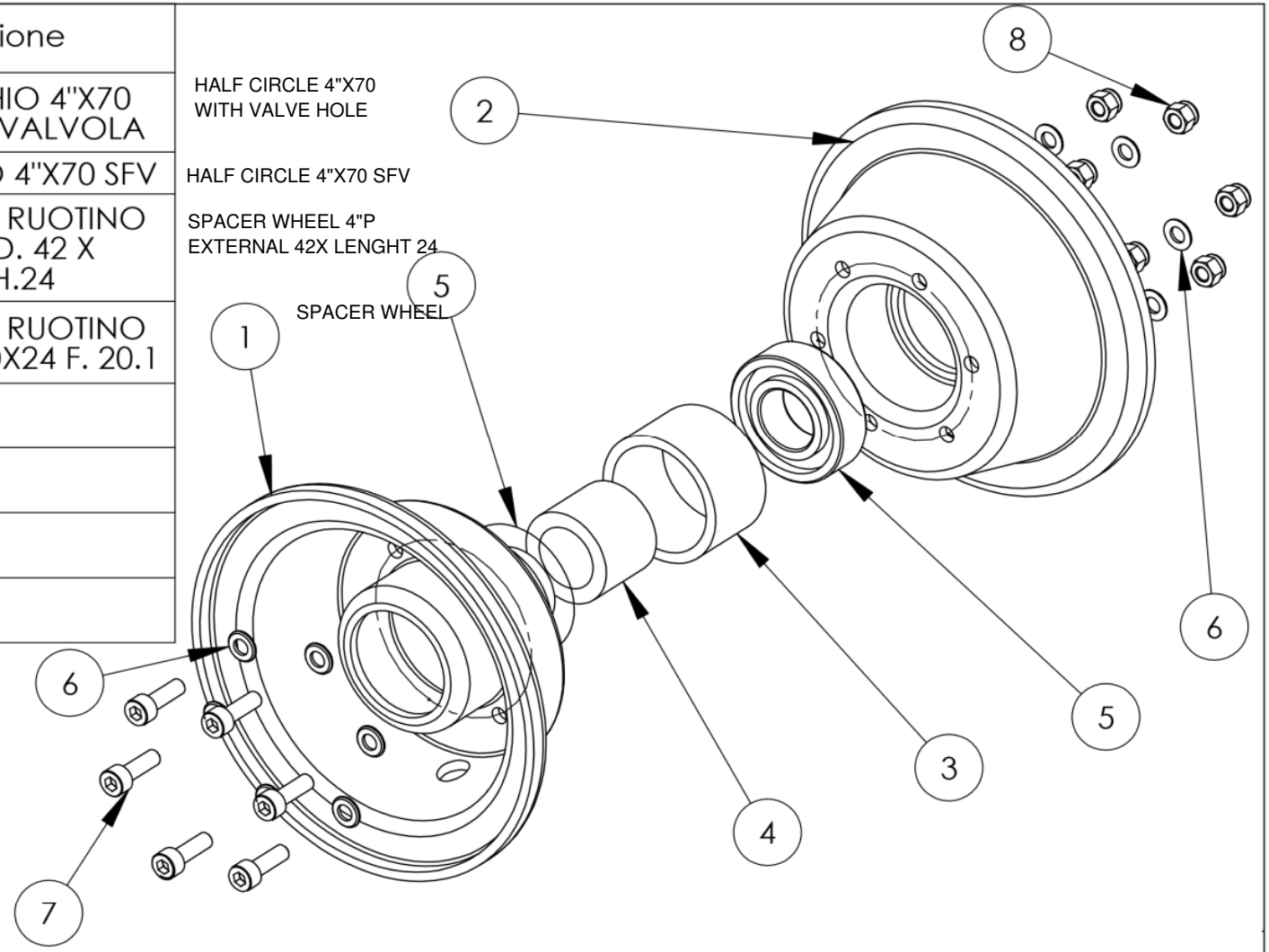
Num. articolo	Num. parte	Descrizione
1	010101091 REV0	SEMICERCHIO 4"X70 CON FORO VALVOLA
2	010101092 REV0	SEMICERCHIO 4"X70 SFV
3	010101093 REV0	DISTANZIALE RUOTINO 4"P. EST. D. 42 X LUNGH.24
4	010101094 REV0	DISTANZIALE RUOTINO 4"P. INT. D. 30X24 F. 20.1
5	SKF - 6004 - 12,SI,NC,12_68	
6	Washer ISO 7090 - 5	
7	ISO 4762 M5 x 16 --- 16N	
8	ISO 7040-M5-N	

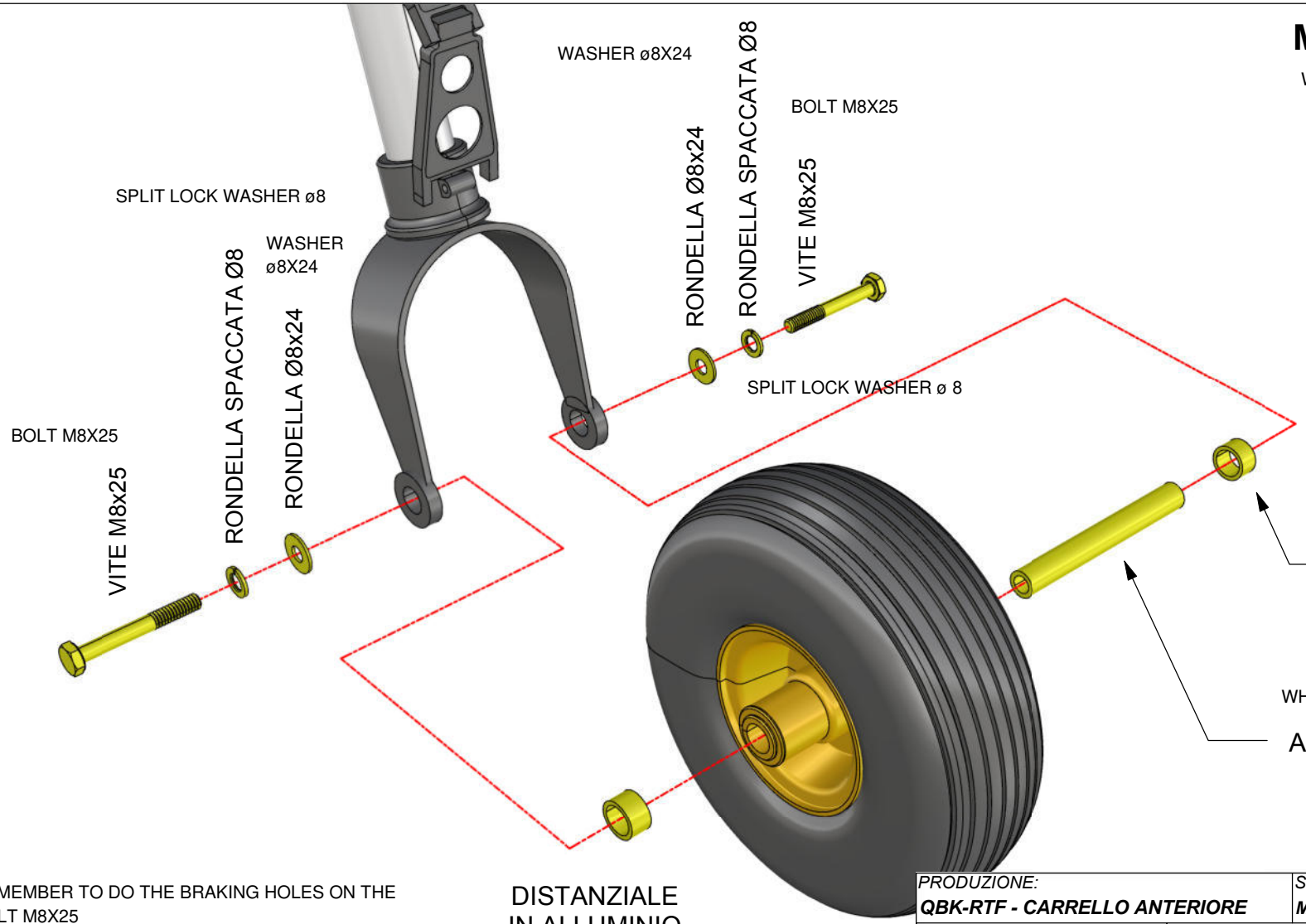


SCHEMA DI MONTAGGIO DEL CERCHIONE DEL CARRELLO ANTERIORE.
RICORDARSI DI INSERIRE CAMERA D'ARIA E PNEUMATICO

ASSEMBLY SCHEME OF THE WHEEL RIM OF THE FRONT GEAR
REMEMBER TO INSERT THE INNER TUBE AND THE TIRE

MONTAGGIO RUOTA

WHEEL ASSEMBLAGE



REMEMBER TO DO THE BRAKING HOLES ON THE BOLT M8X25

RICORDARSI DI EFFETTUARE I FORI DI FRENATURA SULLE VITI M8x25

EFFETTUARE SULLA FORCELLA DELLA GAMBA DEL CARRELLO UN FORO PER LATO PER FRENARE LE VITI M8x25

DISTANZIALE IN ALLUMINIO

LG-D

ALUMINIUM SPACER

ON THE FORK OF THE GEAR LEG DO A HOLE FOR EACH SIDE TO BRAKE THE BOLTS M8X25

PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO RUOTA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

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C.DA CAUDARELLA
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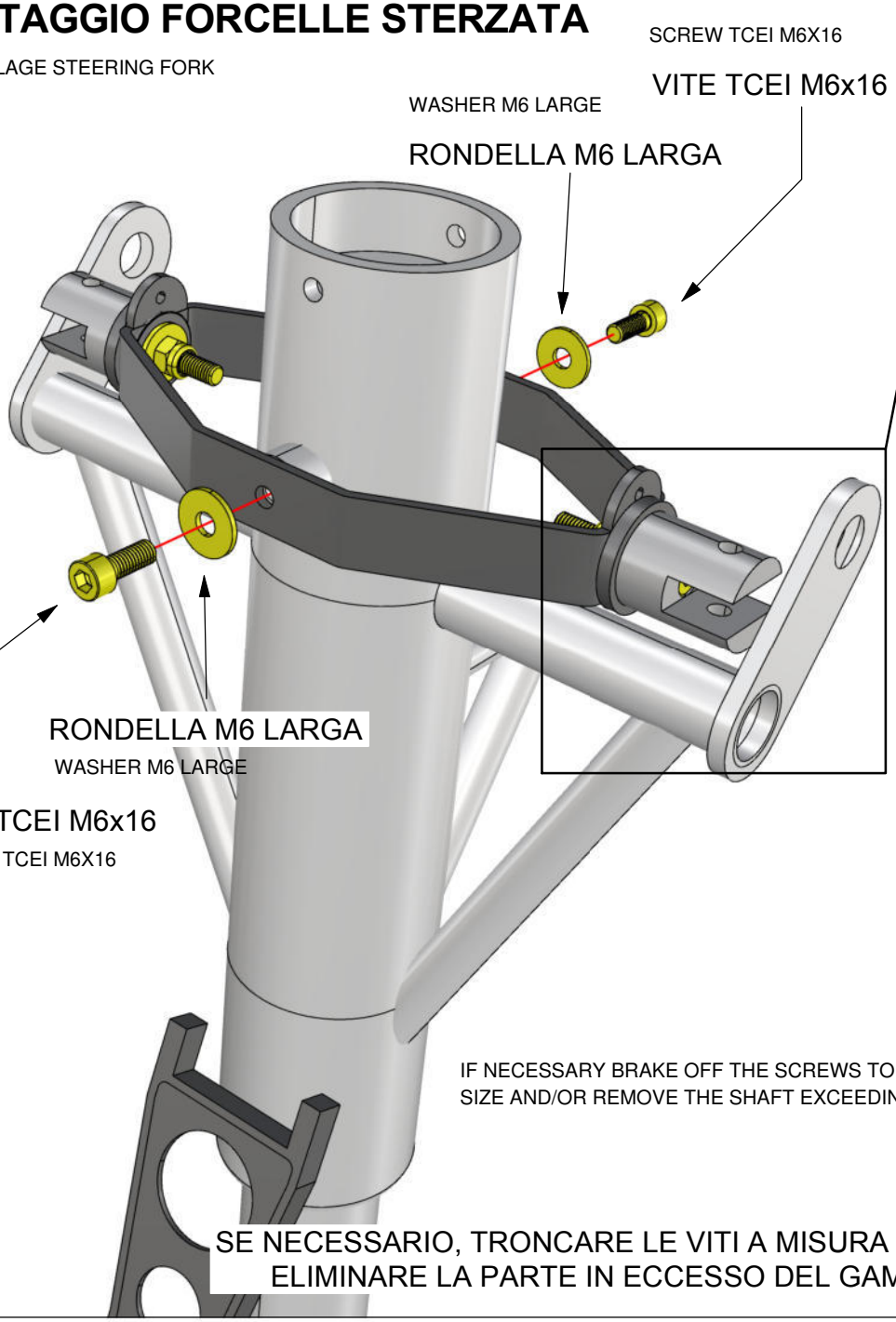
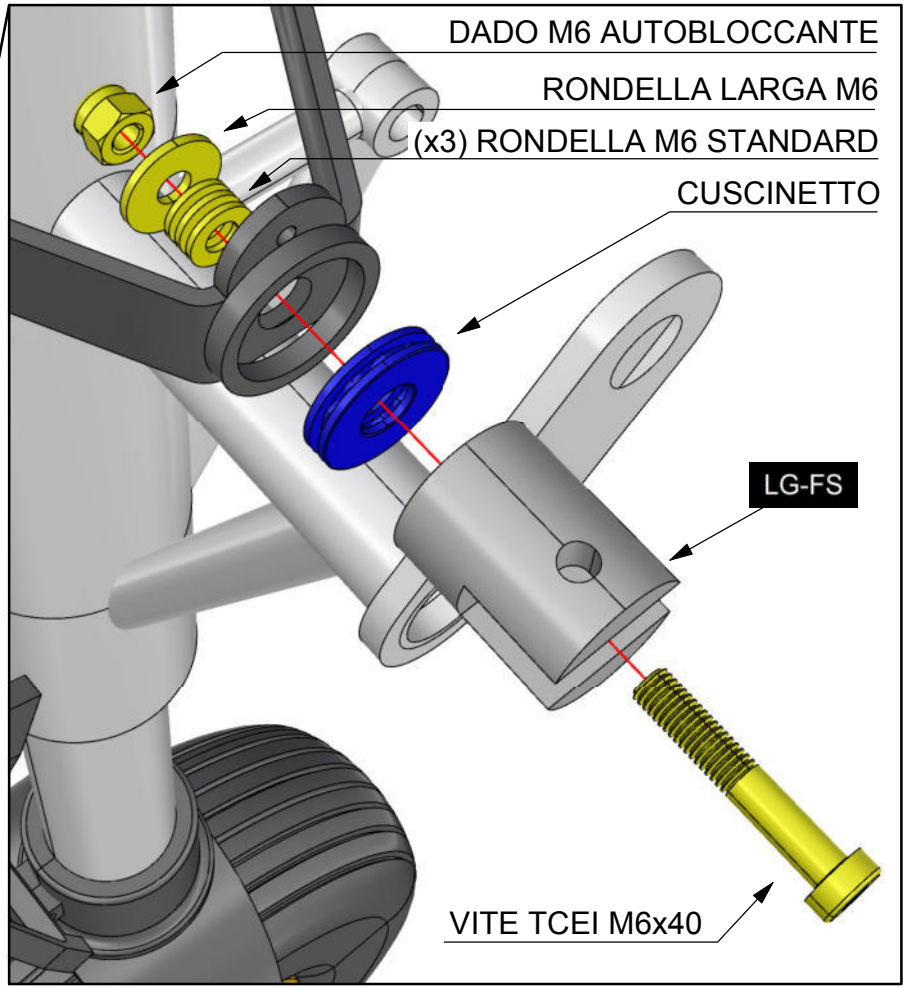
MODELLO: **TR-_____**	NOTE:	DISEGNO **142**

MONTAGGIO FORCELLE STERZATA

ASSEMBLAGE STEERING FORK





IF NECESSARY BRAKE OFF THE SCREWS TO THE SIZE AND/OR REMOVE THE SHAFT EXCEEDING PART

SE NECESSARIO, TRONCARE LE VITI A MISURA E/O ELIMINARE LA PARTE IN ECCESSO DEL GAMBO

PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO FORCELLE STERZATA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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MODELLO: **TR-_____**	NOTE:	DISEGNO **143**

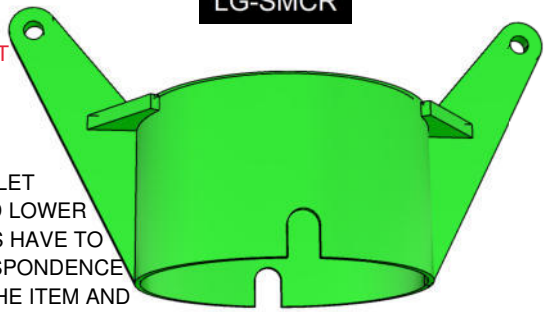
MONTAGGIO SUPPORTO MOLLA CARRELLO RETRATTILE

ASSEMBLAGE OF SPRING SUPPORT RETRACTABLE GEAR

ATTENZIONE A NON FAR FUORIUSCIRE IL TAPPO SUPERIORE DALLA GAMBA DEL CARRELLO

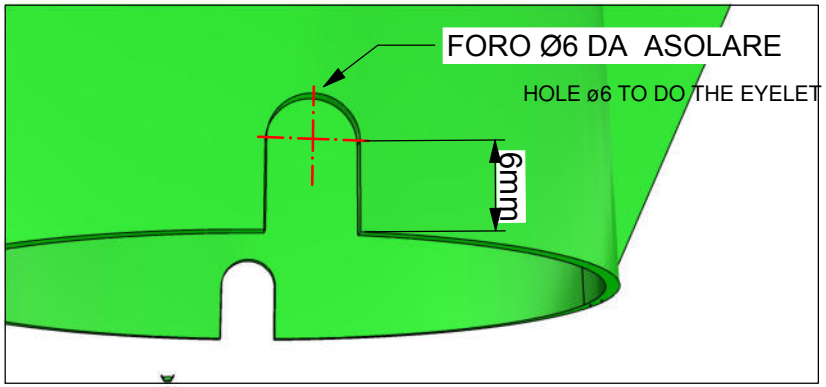
PAY ATTENTION THAT THE UPPER CAP DOES NOT POP UP FROM THE GEAR LEG

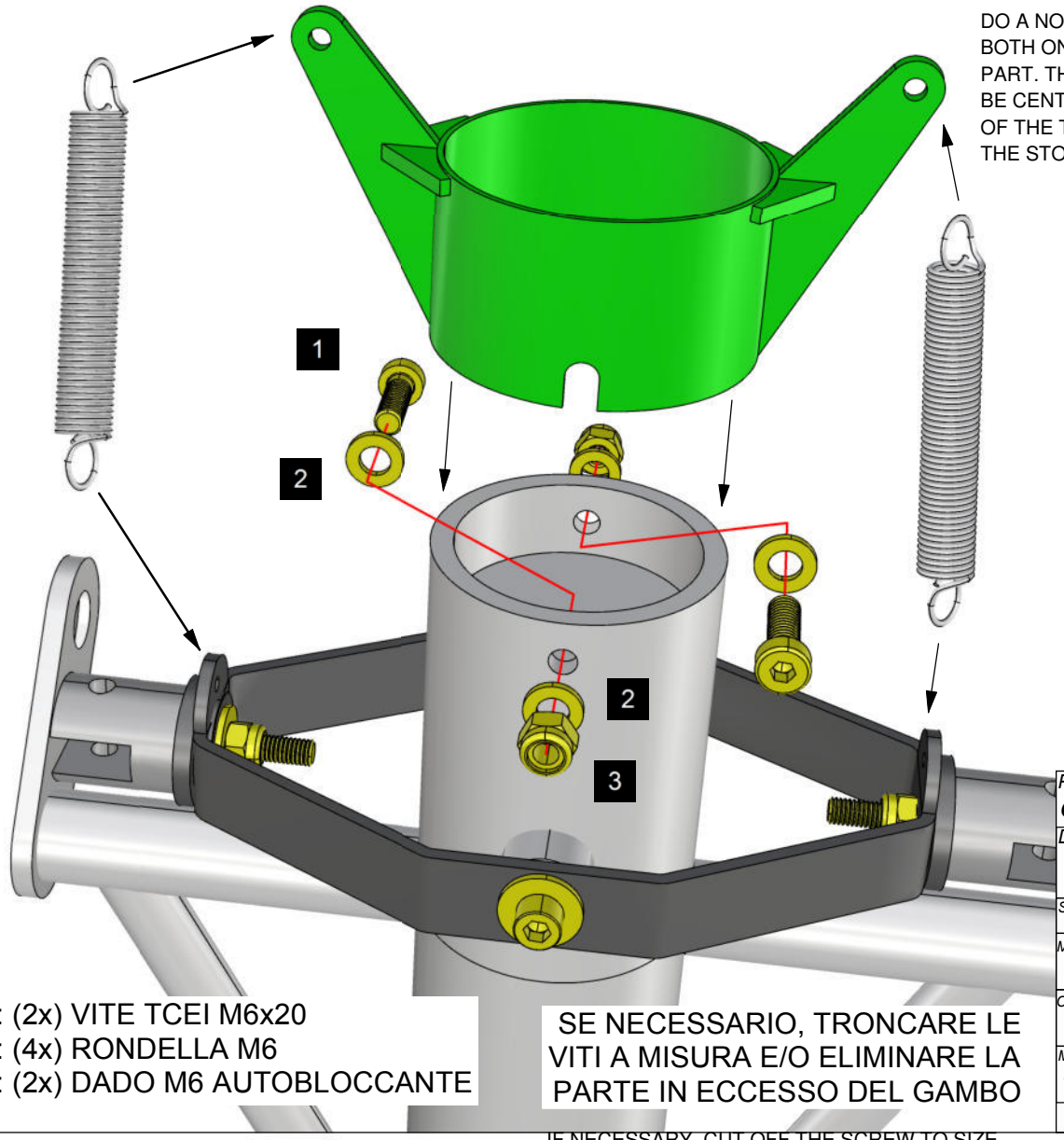
LG-SMCR



DO A NOTCHE LIKE A EYELET BOTH ON THE UPPER AND LOWER PART. THE TWO NOTCHES HAVE TO BE CENTERED IN CORRESPONDENCE OF THE TWO WINGS OF THE ITEM AND THE STOPPING SCREWS

ESEGUIRE UNO SCASSO A FORMA DI ASOLA SIA DALLA PARTE ANTERIORE CHE DA QUELLA POSTERIORE. I DUE SCASSI DOVRANNO ESSERE CENTRATI RISPETTO ALLE ALETTE DELL'ELEMENTO ED IN CORRISPONDENZA DELLE VITI DI FISSAGGIO





1: (2x) VITE TCEI M6x20
2: (4x) RONDELLA M6
3: (2x) DADO M6 AUTOBLOCCANTE

SE NECESSARIO, TRONCARE LE VITI A MISURA E/O ELIMINARE LA PARTE IN ECCESSO DEL GAMBO

IF NECESSARY, CUT OFF THE SCREW TO SIZE AND/OR REMOVE THE EXCEEDING PART OF THE SHAFT

PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO SUPPORTO MOLLA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **144**

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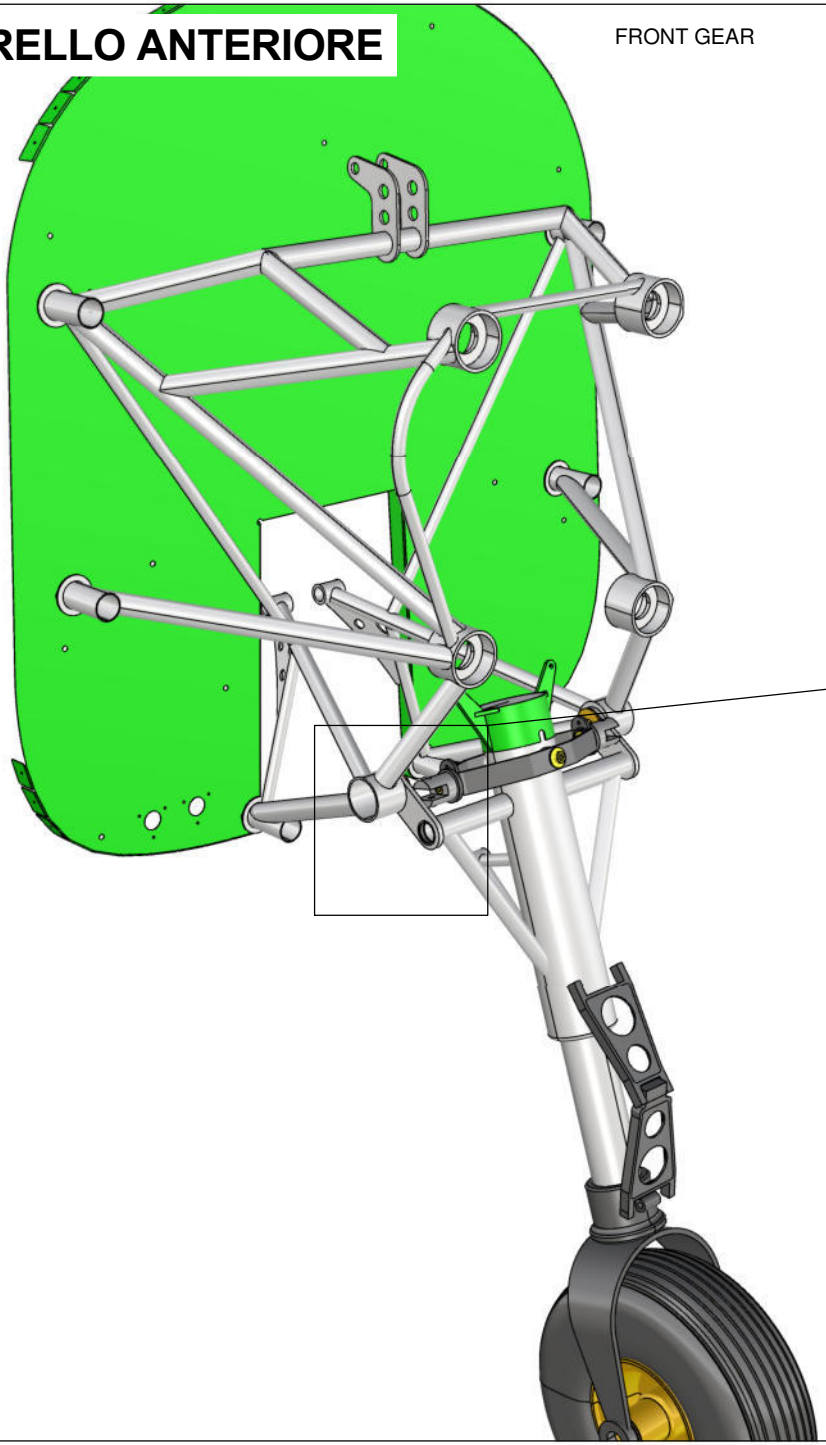
1. (2X) SCREW TCEI M6X20
2 (4X) WASHER M6
3 (2) SELF LOCKING NUT M6

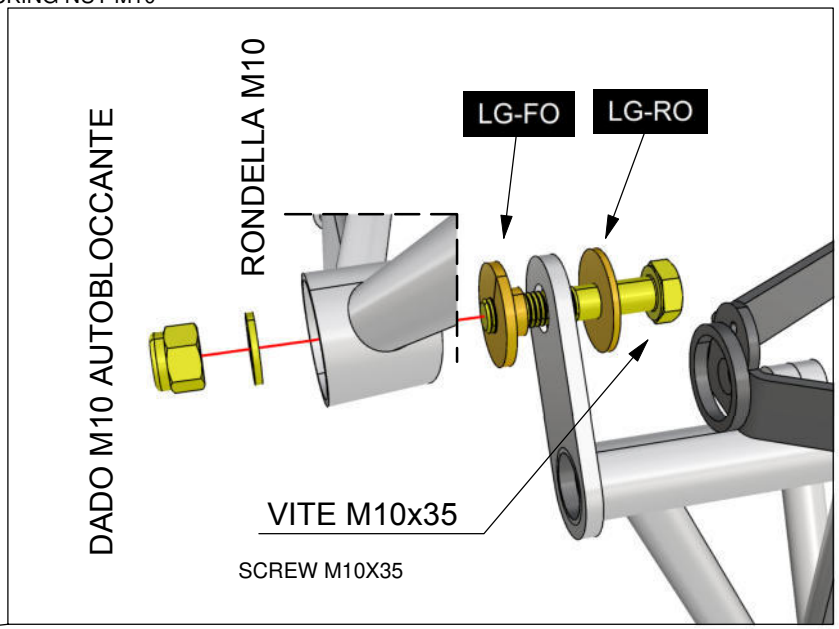
CARRELLO ANTERIORE

FRONT GEAR

SELF LOCKING NUT M10

WASHER M10





MONTARE LA GAMBA DEL CARRELLO SUL CASTELLO MOTORE

ASSEMBLY THE GEAR LEG ON THE ENGINE MOUNT

PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO GAMBA CARRELLO**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **145**

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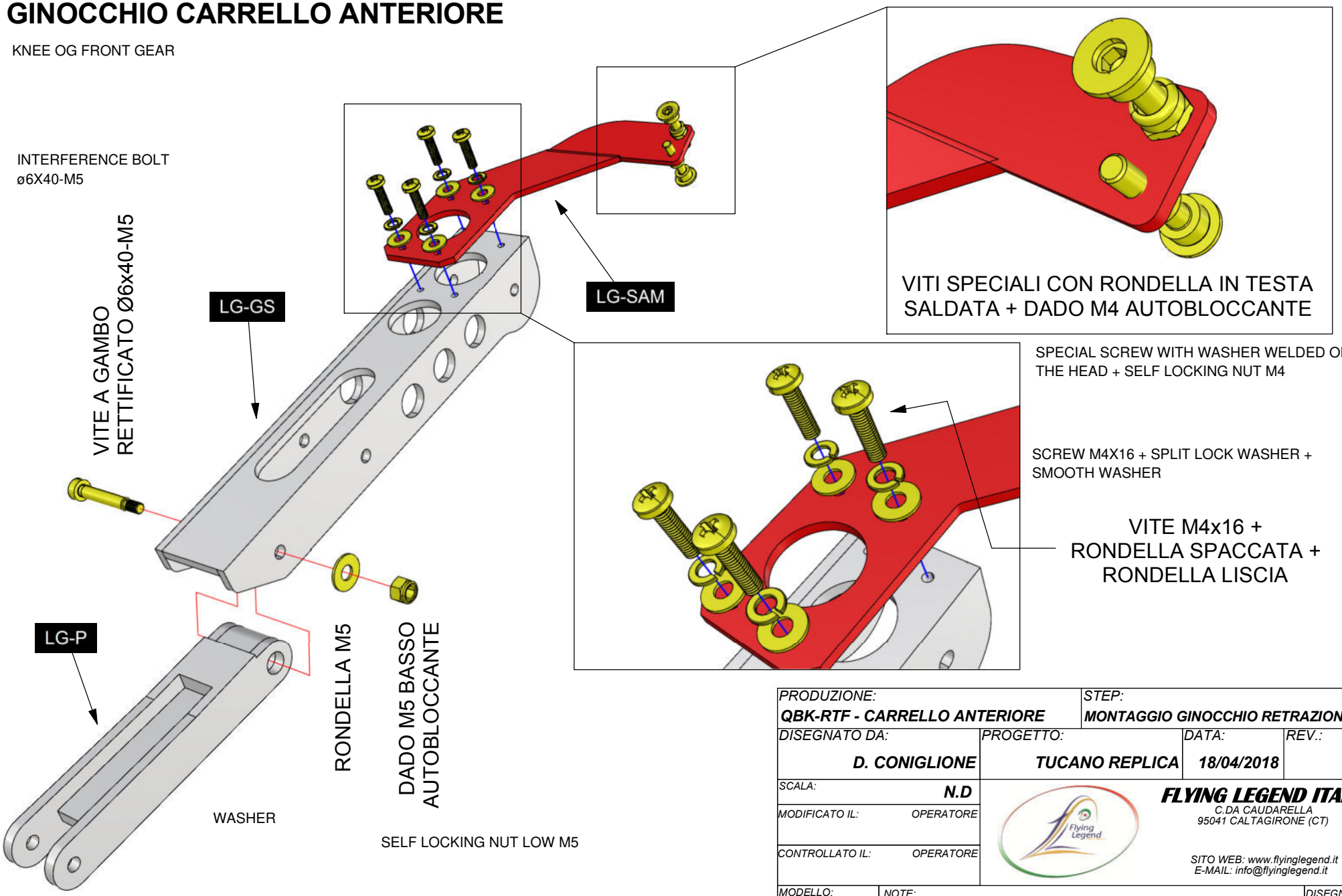
GINOCCHIO CARRELLO ANTERIORE

KNEE OG FRONT GEAR



PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO GINOCCHIO RETRAZIONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **146**

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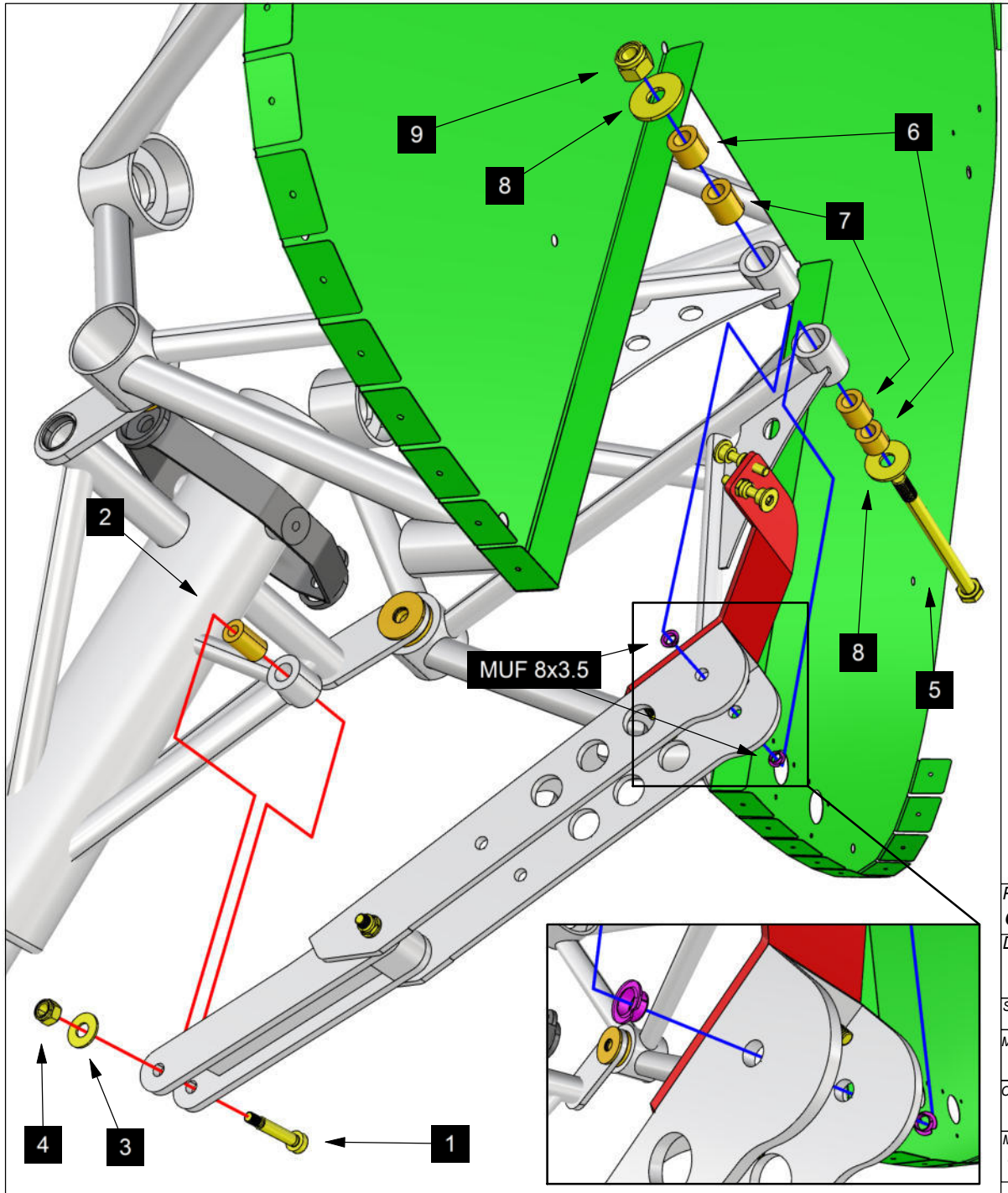
MONTAGGIO GINOCCHIO RETRAZIONE



ASSEMBLAGE RETRACTION KNEE
1. INTERFERENCE BOLT ø6X30-M5
2. BRASS BUSHING ø6Xø12X20
3.WASHER M5
4.LOW SELF LOCKING NUT M5
5. SCREW M8X120
6. (X2) MSB ø8Xø14X12
7.(X2) MSB ø8Xø14X15
8.(X2)LARGE WASHER M8
9. SELF LOCKING WASHER M8

THE COMPLETE OPENING OF THE GEAR HAS TO BE THE FULLY EXTENSION OF THE RETRACTION KNEE

THE SCREW OF 120MM CAN BE INSERTED ONLY BY DOING A NOTCH ON THE TUNNEL WHERE YOU ARE GOING TO INTRODUCE IT. IT IS SUGGESTED TO DO A HOLE, OF THE RIGHT DIMENSION, TO PASS THE SCREW HEAD TO BE CLOSED WITH A RUBBER CAP. THE ENTRY SIDE OF THE SCREW DOES NOT MATTER.

PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO GINOCCHIO RETRAZIONE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		

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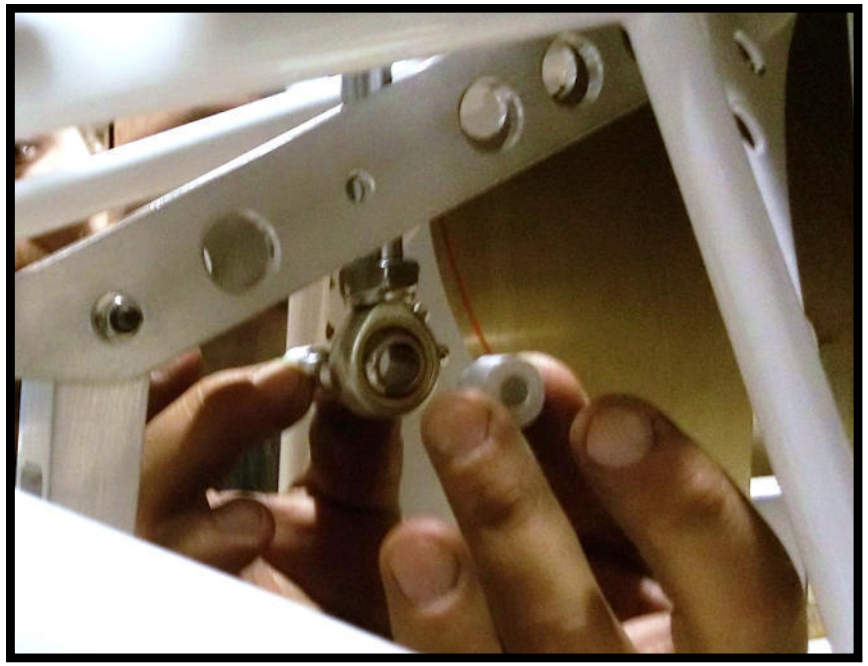
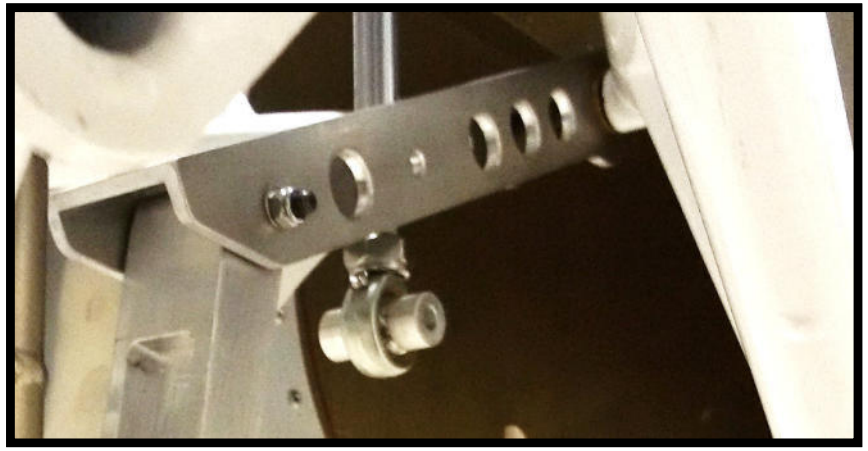
MODELLO: **TR-_____**	NOTE:	DISEGNO **147**



PER INSERIRE LE BOCCOLE DELL'ATTUATORE, PORTARE L'UNIBALL M10 AL DI SOTTO DEL GINOCCHIO DI RETRAZIONE

TO INSERT THE BUSHING OF THE ACTUATOR, BRING THE ROD END BERING M10 UNDERNEATH THE RETRACTION KNEE

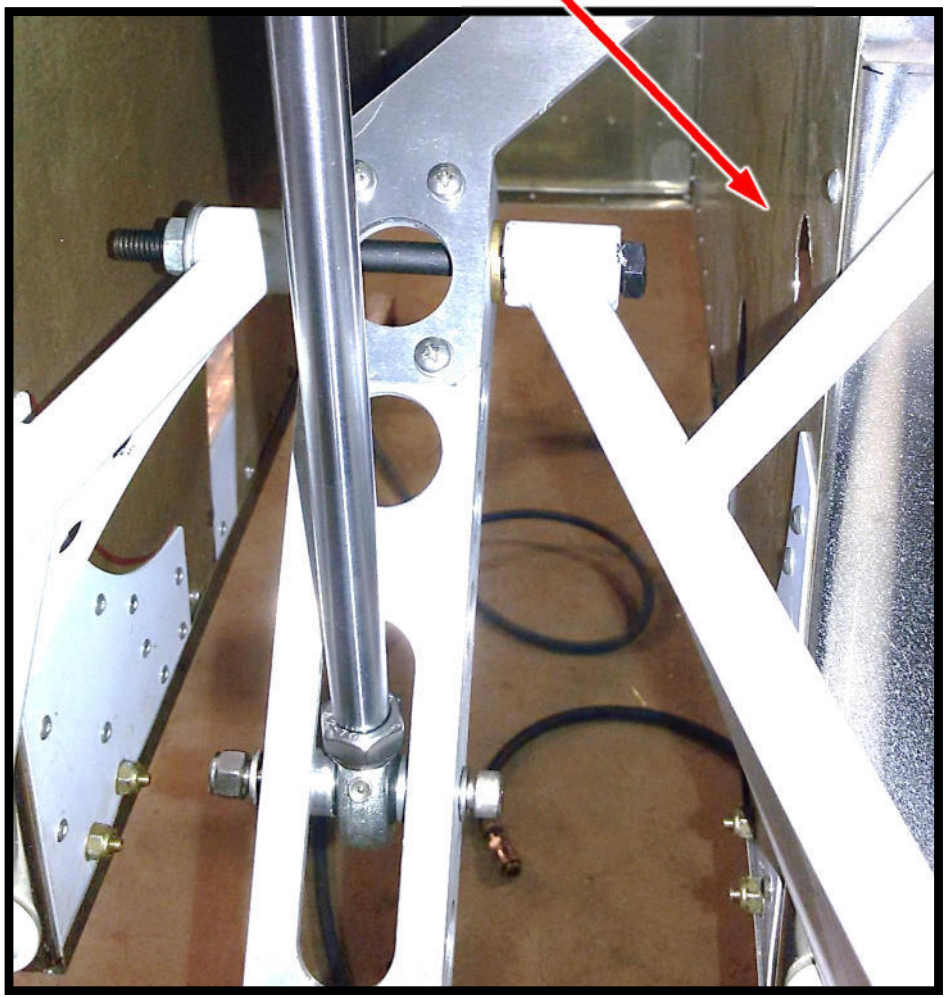


FORO SUL TUNNEL PER PASSAGGIO VITE DA 120mm

ATTENZIONE: IL FORO DEVE TROVARSI IN ASSE CON LA SEDE DELLA VITE

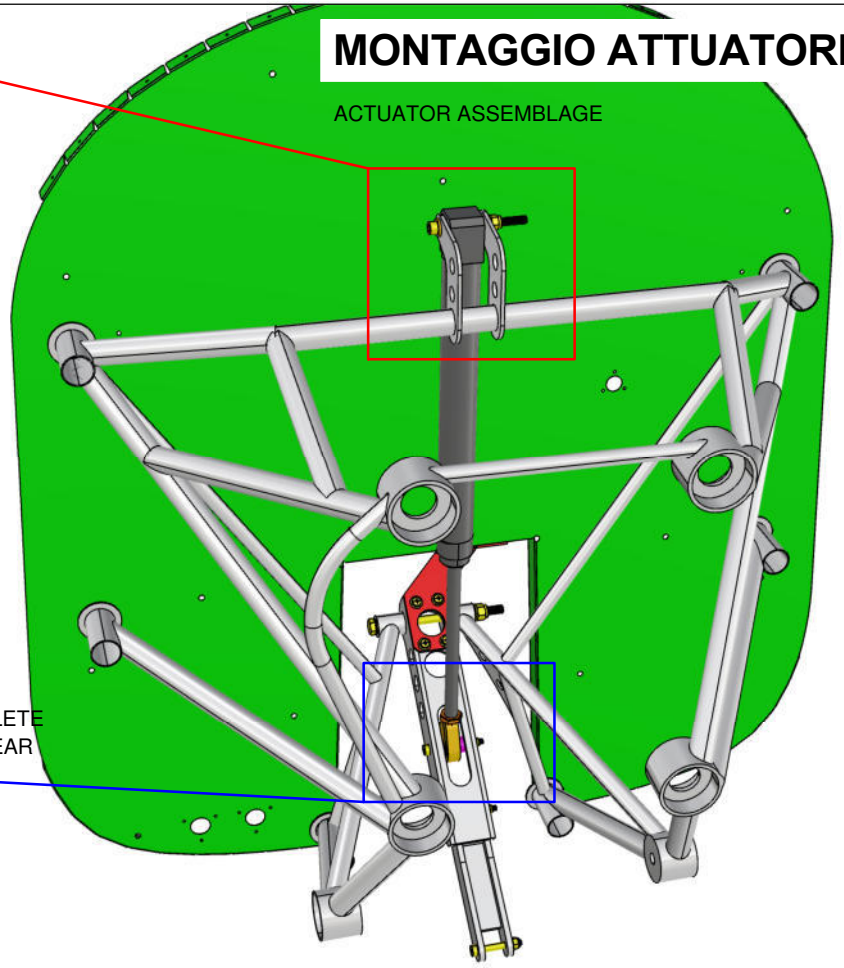
HOLE ON THE TUNNEL TO PASS THE SCREW OF 120MM

ATTENTION: THE HOLE HAS TO BE IN AXIS WITH THE SCREW LOCATION



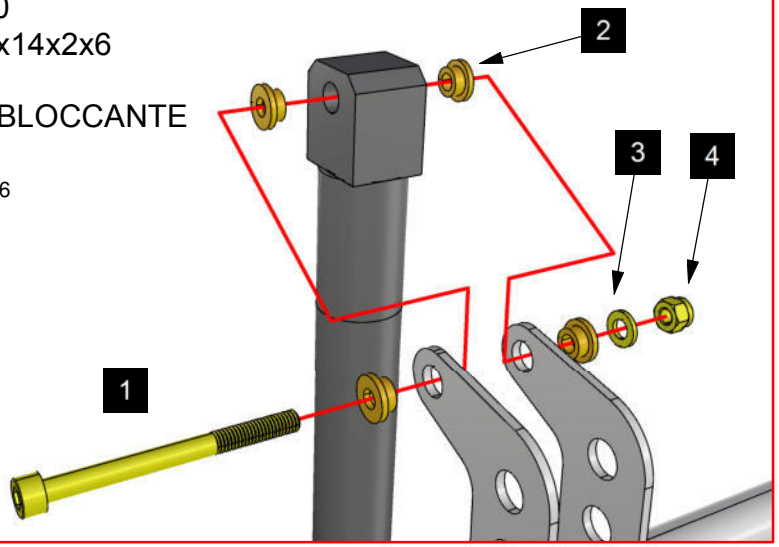
MONTAGGIO ATTUATORE

ACTUATOR ASSEMBLAGE



1: VITE TCEI M6x70
2: (x4) MSB-F 6x10x14x2x6
3: RONDELLA M6
4: DADO M6 AUTOBLOCCANTE

1: TCEI SCREW M6X70
2: (X4) MSB-F 6X10X14X2X6
3: WASHER M6
4: SELF LOCKING NUT M6

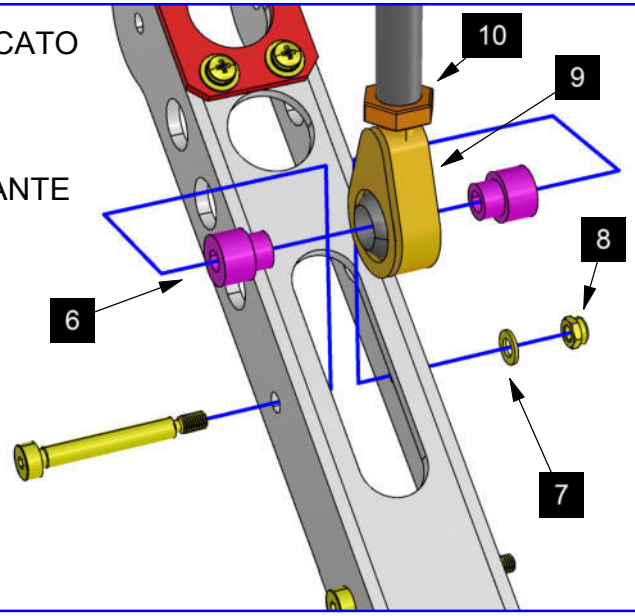


REGOLARE L'UNIBALL PER ASSICURARE LA COMPLETA APERTURA DEL CARRELLO

REGOLATE THE END ROD BEARING TO ASSURE THE COMPLETE OPENING OF THE GEAR

5: VITE A GAMBO RETTIFICATO Ø6x40-M5
6: (x2) DISTANZIALI LG-BS
7: RONDELLA M5
8: DADO M5 AUTOBLOCCANTE BASSO
9: UNIBALL M10
10: DADO M10 AUTOBLOCCANTE

5: INTERFERENCE BOLT ø6X40-M5
6:(X2) SPACER LG-BS
7: WASHER M5
8: SELF LOCKING NUT M5 LOW
9: ROD END BEARING M10
10: SELF LOCKING WASHER M10



PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO ATTUATORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL:	OPERATORE		
CONTROLLATO IL:	OPERATORE		
MODELLO: **TR-_____**	NOTE:		DISEGNO **149**

FLYING LEGEND ITALIA
C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

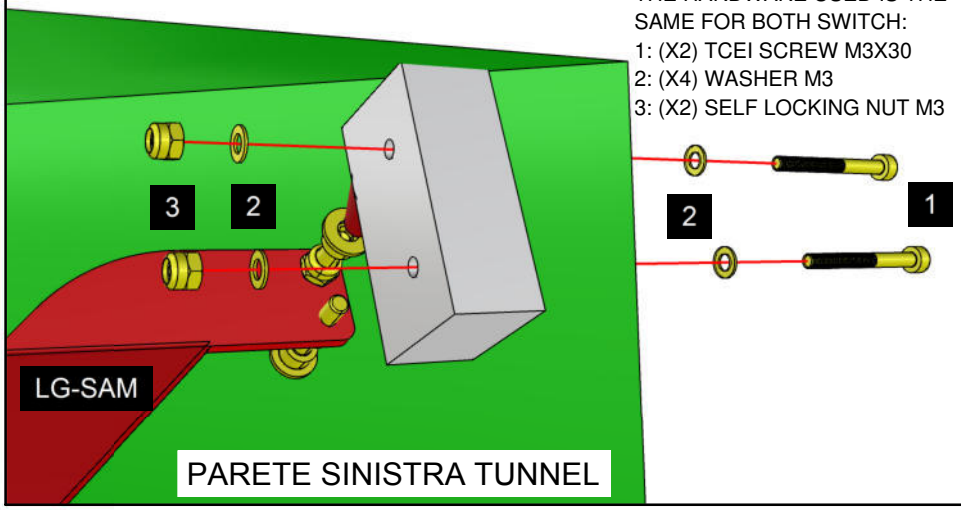
SITO WEB: www.flyinglegend.it
E-MAIL: info@flyinglegend.it

TESTARE APERTURA E CHIUSURA DEL CARRELLO E CERCARE LA POSIZIONE PIÙ CONSONA AL PIAZZAMENTO DEI DUE MICROSWITCH SUL TUNNEL

VERIFY OPENING AND CLOSING OF THE GEAR AND FIND THE BEST POSITION TO PLACE THE TWO MICROSWITCH ON THE TUNNEL

LA MINUTERIA MOSTRATA È LA STESSA PER ENTRAMBI GLI SWITCH:
1: (x2) VITE TCEI M3x30
2: (x4) RONDELLA M3
3: (x2) DADO M3 AUTOBLOCCANTE

THE HARDWARE USED IS THE SAME FOR BOTH SWITCH:
1: (X2) TCEI SCREW M3X30
2: (X4) WASHER M3
3: (X2) SELF LOCKING NUT M3

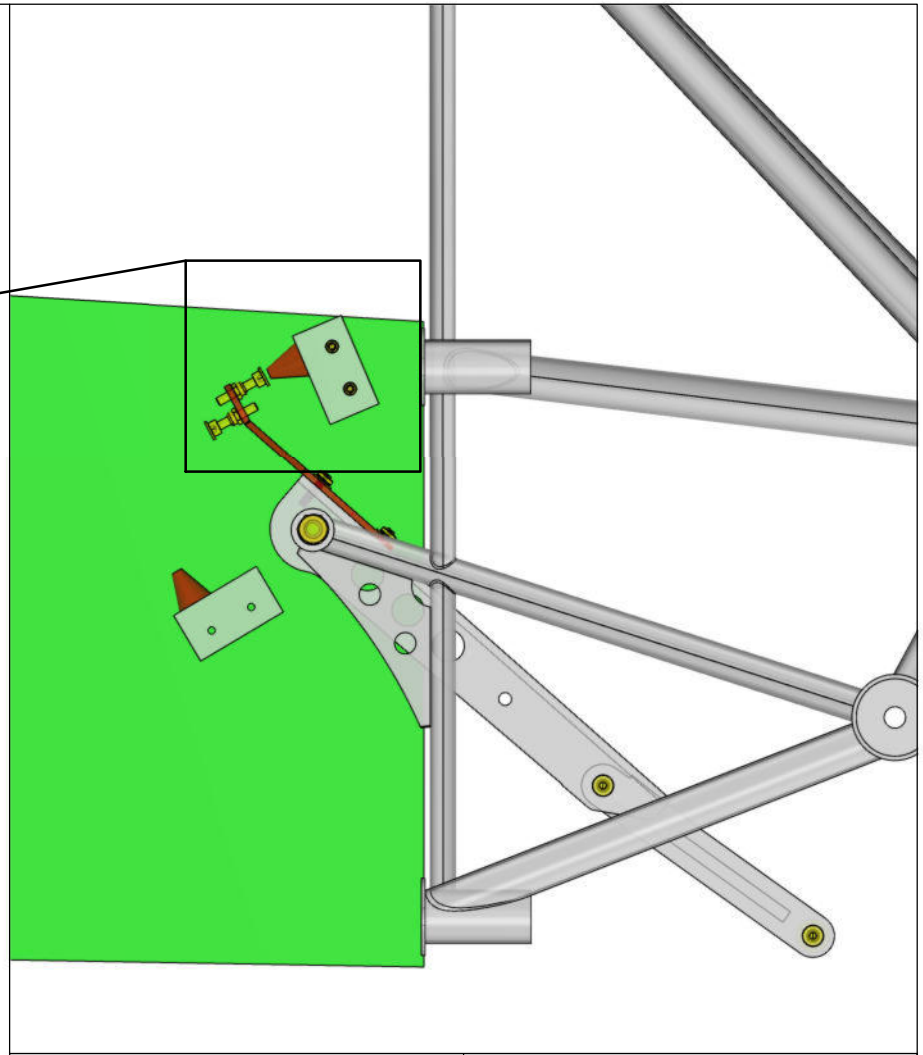


BRING THE HOLES OF THE MICROSWITCH TO THE LEFT SIDE OF THE FUSELAGE TUNNEL AND BOLT

RIPORTARE I FORI DAL MICROSWITCH ALLA PARETE SINISTRA DEL TUNNEL FUSOLIERA E BULLONARE.

AGIRE SULLE VITI DELLA LINGUETTA (LG-SAM) PER REGOLARE IL CORRETTO AZIONAMENTO DEGLI SWITCH

ACT ON THE SCREWS OF THE TAB (LG-SAM) TO REGULATE THE CORRECT OPERATION OF THE SWITCH



PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **MONTAGGIO MICROSWITCH**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **150**

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)
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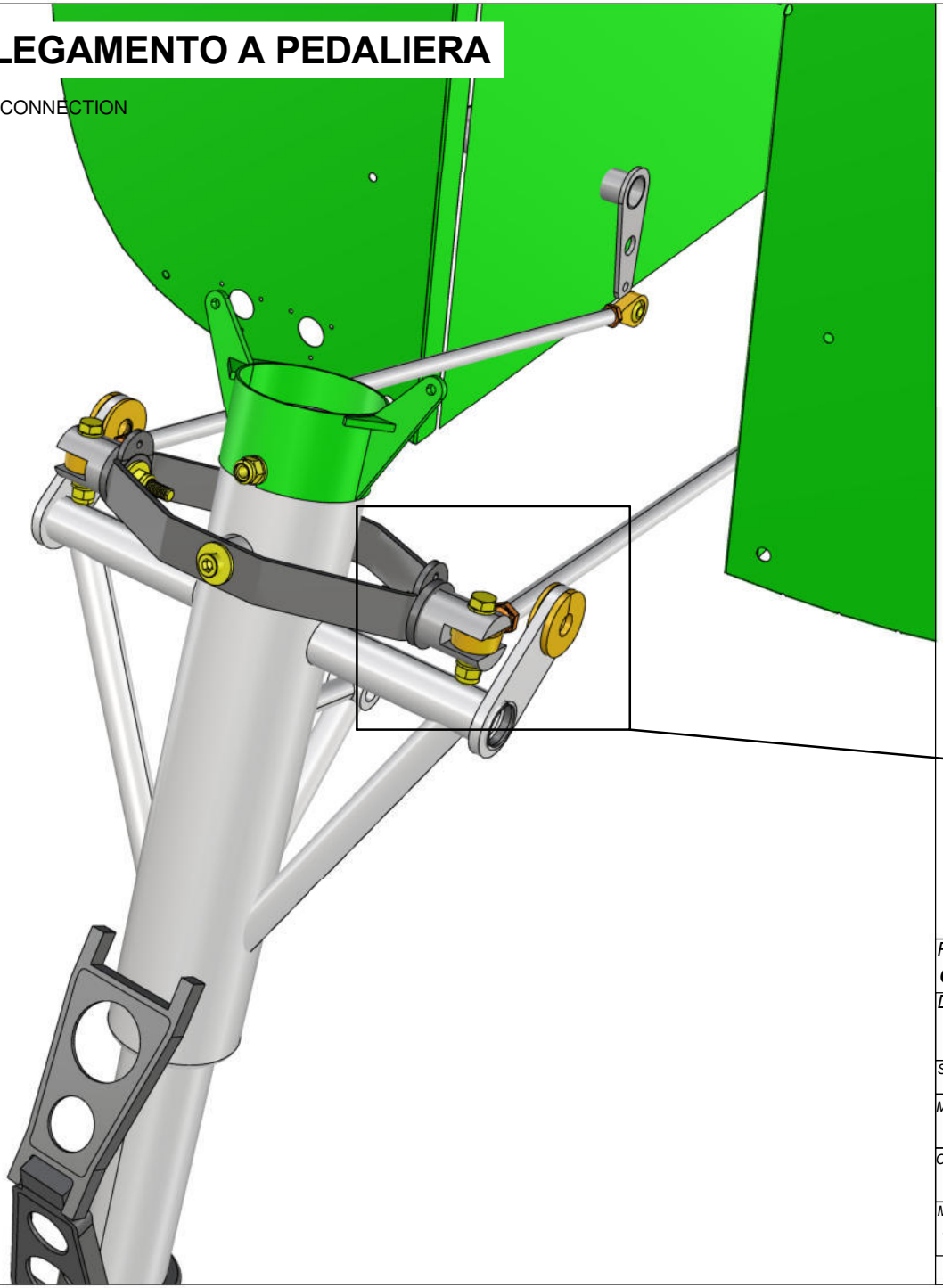
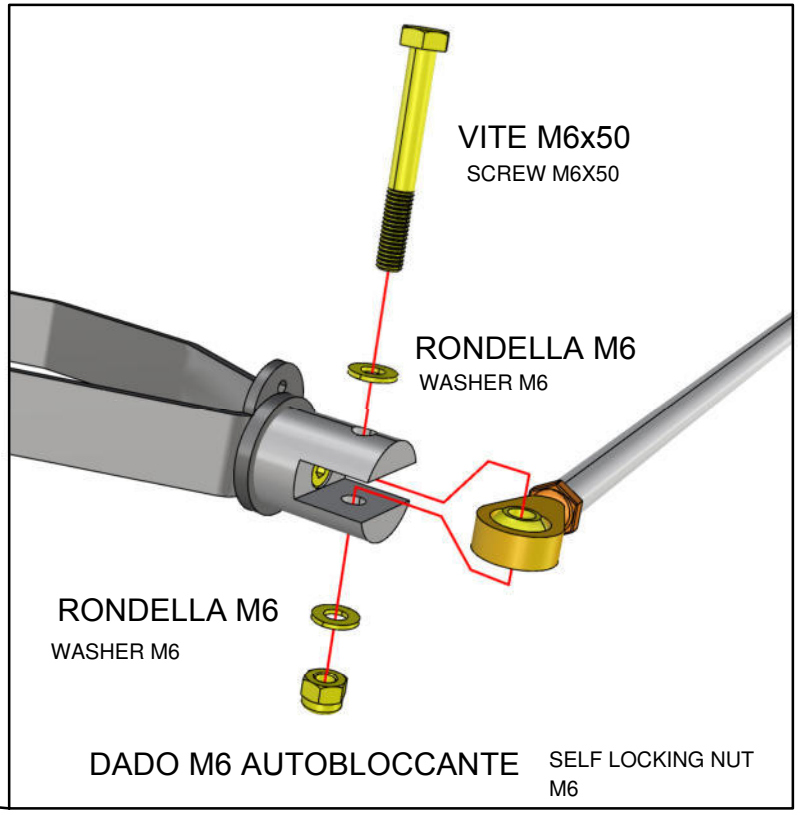
COLLEGAMENTO A PEDALIERA

PEDALS CONNECTION





TRONCARE LA PARTE IN ECCESSO DEL GAMBO DELLE VITI

CUT THE EXCEEDING PART OF THE SCREW SHAFT

PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **COLLEGAMENTO A PEDALIERA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **151**

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C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

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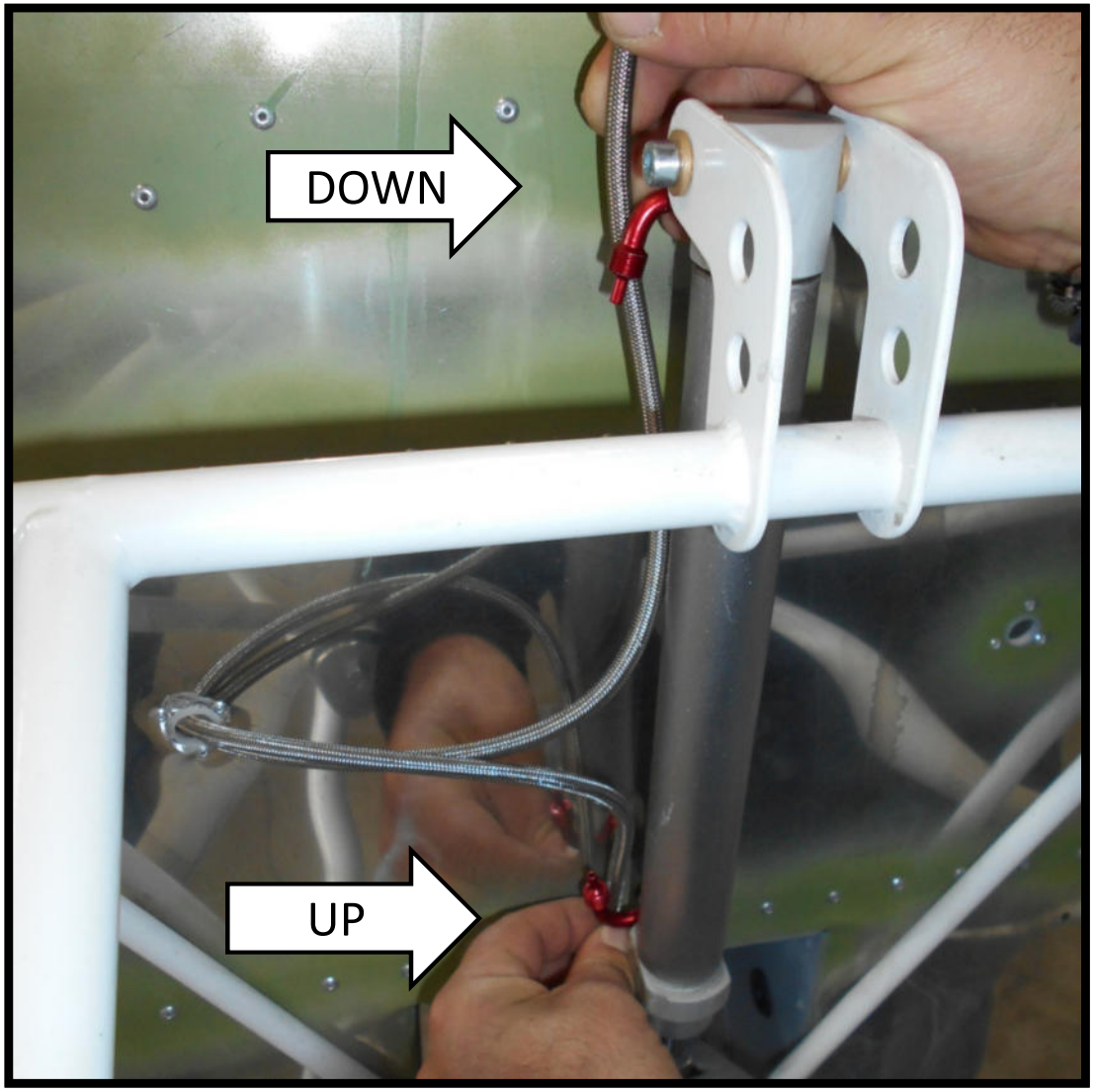

DOWN

L'ATTUATORE IDRAULICO DOVRÀ ESSERE MONTATO IN MODO CHE I RACCORDI SIANO RIVOLTI DAL LATO DELLA PARAFIAMMA

THE HYDRAULIC ACTUATOR HAS TO BE ASSEMBLED SO THAT THE FITTINGS ARE DIRECTED FROM THE SIDE OF THE FIREWALL

PRIMA DI TAGLIARE I TUBI TRECCIATI ASSICURARSI CHE QUESTI, ALL'INTERNO DELLA FUSOLIERA, NON SIANO IN TENSIONE E CHE NON FACCIANO PIEGHE A RAGGIO STRETTO

UP

BEFORE CUTTING THE BRAIDED HOSES BE SURE THAT THESE, INSIDE THE FUSELAGE, ARE NOT FULL STRETCHED AND THAT THEY DO NOT BEND AT TIGHT RADIUS

TUCANO REPLICA HYDRAULIC LANDING GEAR

1.	DADO ALLUMINIO PER RACCORDI RECUPERABBILI	B16202AL	N. 20
2.	SEMICONO PER RACCORDO	B16201	N. 20
3.	RACCORDO MASCHIO FISSO M10x1	B16235AL	N. 10
4.	RONDELLA IN ALLUMINIO 10x14x1.5	B22001AL	N. 30
5.	BLOCCHETTO EMERGENZA		N. 1
6.	RIPARTITORE A 5 VIE		N. 2
7.	RACCORDO OCCHIO 90°	B16220AL	N. 2
8.	BULLONE M10x1	B19001AL	N. 2
9.	POMPA ELETTRICA		N. 1
10.	SUPPORTO POMPA MANUALE		N. 1
11.	MINI SFERA MASC-FEM 1/8"		N. 2
12.	POMPA IDRAULICA MANUALE		N. 1
13.	CURVA M-M 1/8"		N. 1
14.	VALVOLA DI NON RITORNO F-F 1/8"		N. 1
15.	RACCORDO MASCHIO RETTO RILSAM		N. 2
16.	RIDUZIONE DA 1/4"MASCHIO A 1/8" FEMMINA		N. 3
17.	RACCORDO OCCHIO 90° D. 10 RECUPERABILE	B16276AL	N. 8
18.	BULLONE 1/8" GAS CH 13	B19018AL	N. 8
19.	CURVA RILSAN MASCHIO 1/8"		N. 4
20.	CURVA RILSA FEMMINA 1/8"		N. 1
21.	TAPPO 1/8" MASCHIO		N. 1
22.	TUBO RILSAL 6X4		MT. 5
23.	TUBO TRECCIATO	A01010	MT. 15

1. Aluminium nut for reusable fittings
2. Half cone for fitting
3. Male fitting M10x1
4. Aluminium washer 10x14x1.5
5 Emercengy support
6. 5 way transfer case
7. 90° elbow
8. bolt M10x1
9.Electric pump
10 Manual pump support
11. ball M-F
12. Manual hydraulic pump
13. elbow M-M 1/8"
14. Not return valve F-F 1/8"
15 Male fitting Rilsam
16 Reduction from 1/4" male to 1/8" female
17.90° elbow d.10 reusable
18. bolt 1/8 BSP CH 13
19. Rilsan male elbow1/8"
20 Rilsan female elbow 1/8"
21. Male cap 1/8"
22. Rilsal hose 6x4
23 Braided hose

Disegnato: Gandolfo Santo | Mat. | Data: 27-11-2014

Sostituito operatore il

Modificato operatore il

Titolo:

Modello:

Note:

Scala:

V.Santa Maria Poggiarelli sn
95041 CALTAGIRONE (CT)
TEL.0933/40512 - FAX 40513 - 335/1269347-48
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info@flyinglegend.it

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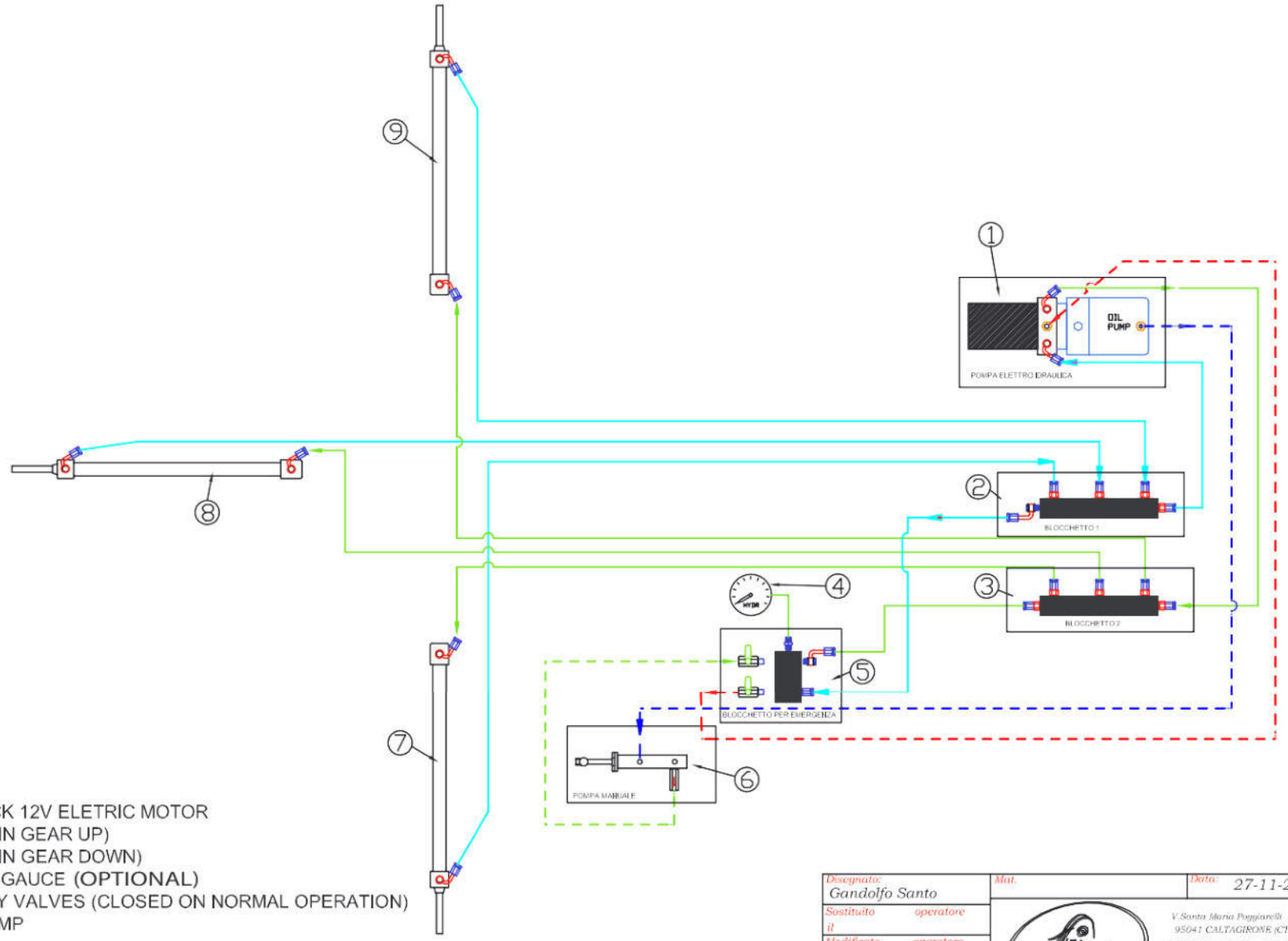
TUCANO REPLICA HYDRAULIC LANDING GEAR



1. HIDRAULIC POWERPACK 12V ELETRIC MOTOR
2. 5 PORTS BLOCK (LANDIN GEAR UP)
3. 5 PORTS BLOCK (LANDIN GEAR DOWN)
4. HIDRAULIC PRESSURE GAUCE (OPTIONAL)
5. LDC GEAR EMERGENCY VALVES (CLOSED ON NORMAL OPERATION)
6. EMERGENCY HAND PUMP
7. LEFT GEAR CYLINDER
8. NOSE GEAR CYLINDER
9. RIGHT GEAR CYLINDER

RILSAN 6X4

TEFLONRING

Disegnato: Gandolfo Santo	Mat.	Data: 27-11-2014
Sostituito operatore il		
Modificato operatore il		
Titolo:		
Modello:	Note:	154
Scala:		

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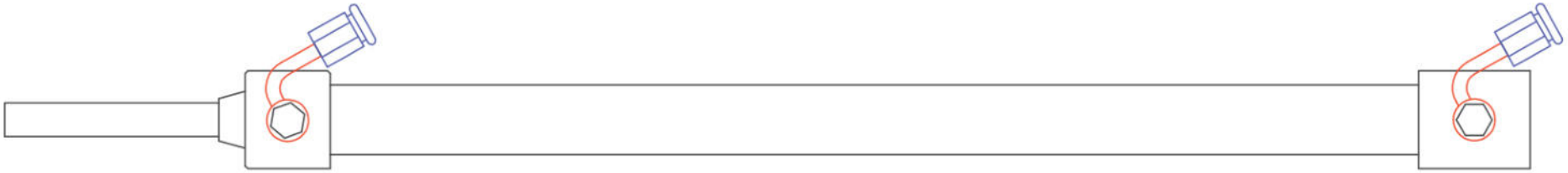
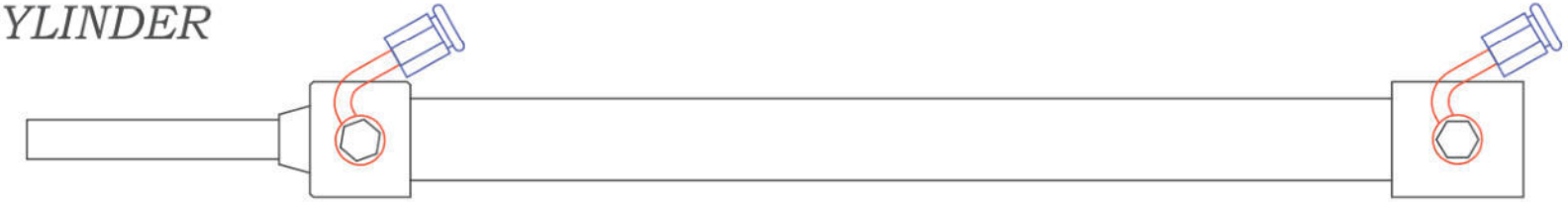
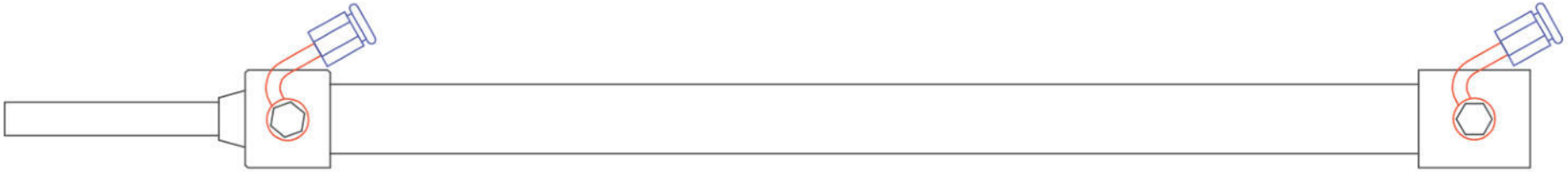
7. LEFT GEAR CYLINDER

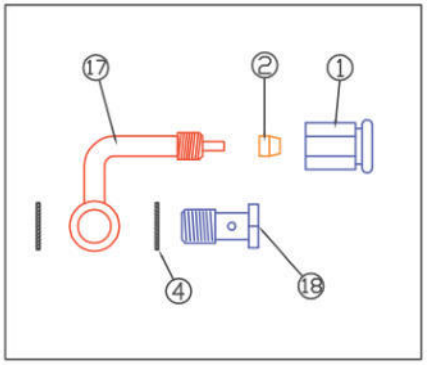


8. NOSE GEAR CYLINDER



9. RIGHT GEAR CYLINDER





Disegnato: Gandolfo Santo	Mat.	Data: 07-11-2014
Sostituito operatore il	V.Santa Maria Poggiarelli sn 95041 CALTAGIRONE (CT) TEL.0933/40512 - FAX 40513 - 335/1269347-48 www.flyinglegend.it info@flyinglegend.it	
Modificato operatore il		
Titolo:		
Modello:	Note:	155
Scala:		

ISTRUZIONI DI MONTAGGIO PER LA RACCORDERIA RECUPERABILE

ISTRUCTION HOW TO ASSEMBLY REUSABLE FITTINGS

1 USE TO CUT THE INTERNAL HOSE 1/8" THE PLIERS PT010 OR THE HOSE CUTTER UT010. IF NONE OF THE ABOVE IS AVAILABLE, USE A HACKSAW WITH FINE THEETH HAVING CARE TO PROTECT THE HOSE IN THE CUTTING POINT WITH SOME TAPE. INSERT THE TWO ASSEMBLY NUTS IN THE HOSE.

2.CREATE THE CONFERENCE OF THE HOSE HOLE BY USING THE TOOL UT012

3. PUSH THE MECHANICAL CONE TO THE END A (SEE PICTURE 1)

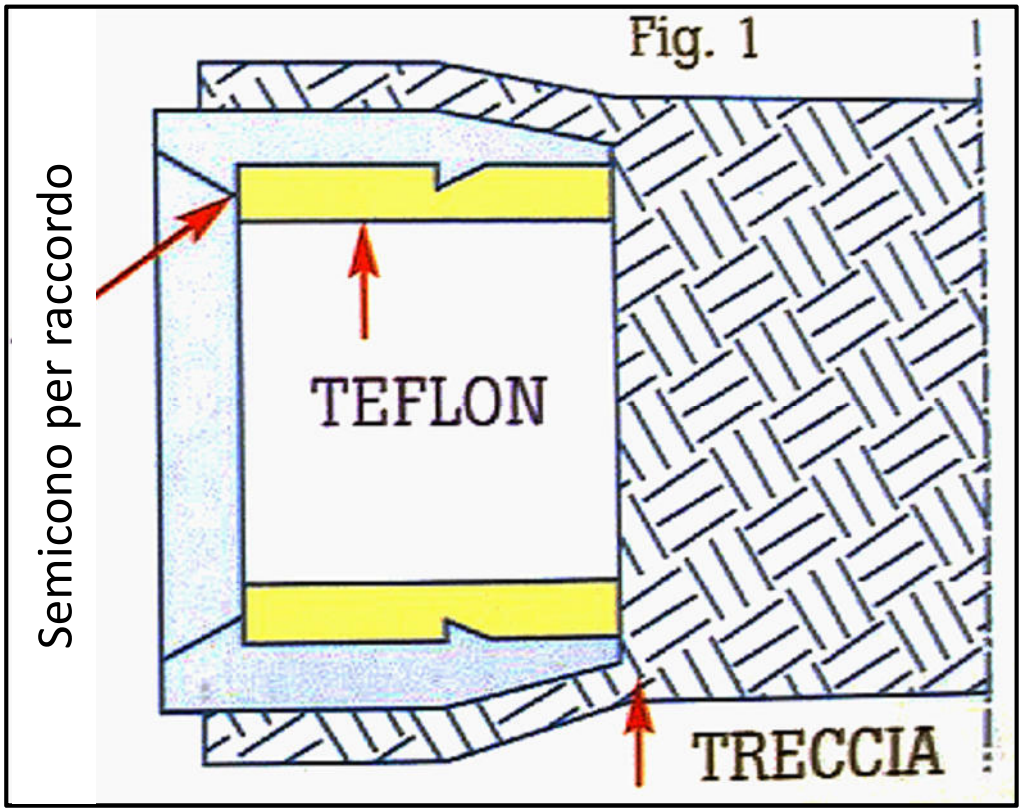
4. LUBRICATE THE THREAD

5. ESTABLISH THE CORRECT DIRECTION BEFORE TIGHTING (MARK A REFERENCE POINT)

6 TIGH AT 0,8 KG (8Nm).

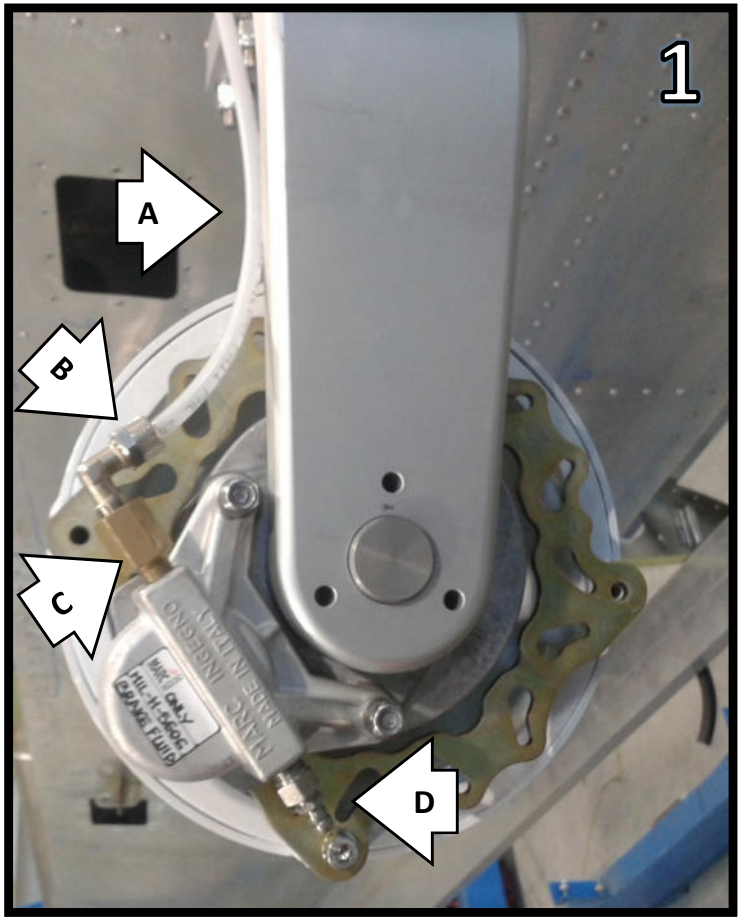
7. SCREW IN TURN THE TWO THREADS OF A QUARTER OF A TOUR UNTIL YOU REACH THE RIGHT POSITION. DO NOT EXCEED 10 Nm WITHTHE FITTINGS IN ALUMINIUM ALLOY AND THE 15Nm WITH THE SS FITTINGS.

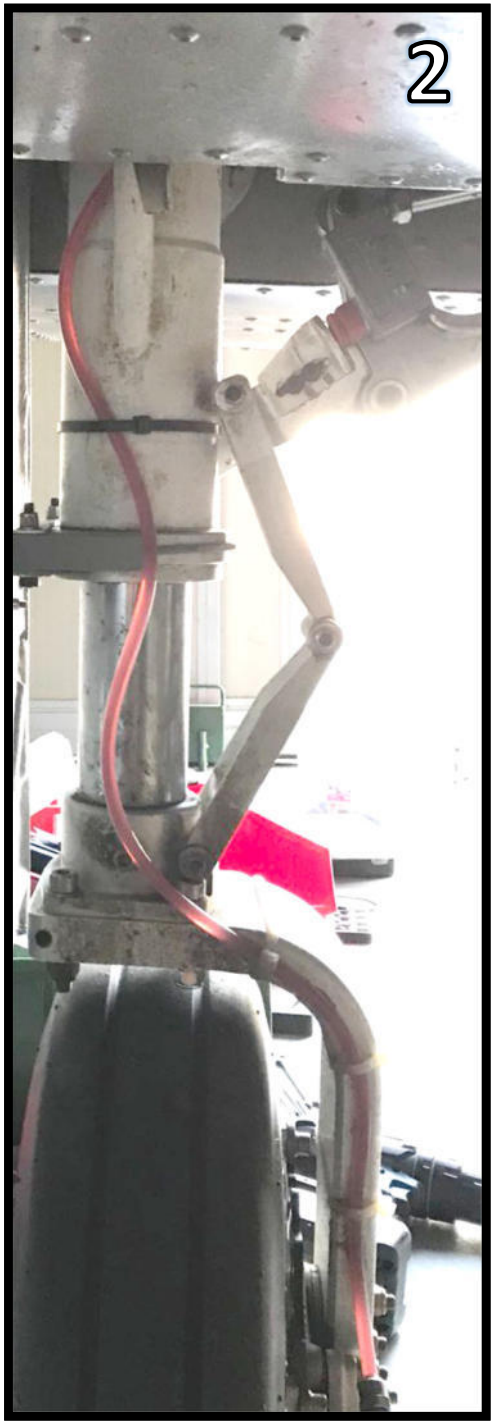
8: ATTENTION: DO THE TEST ONCE ASSEMBLED!

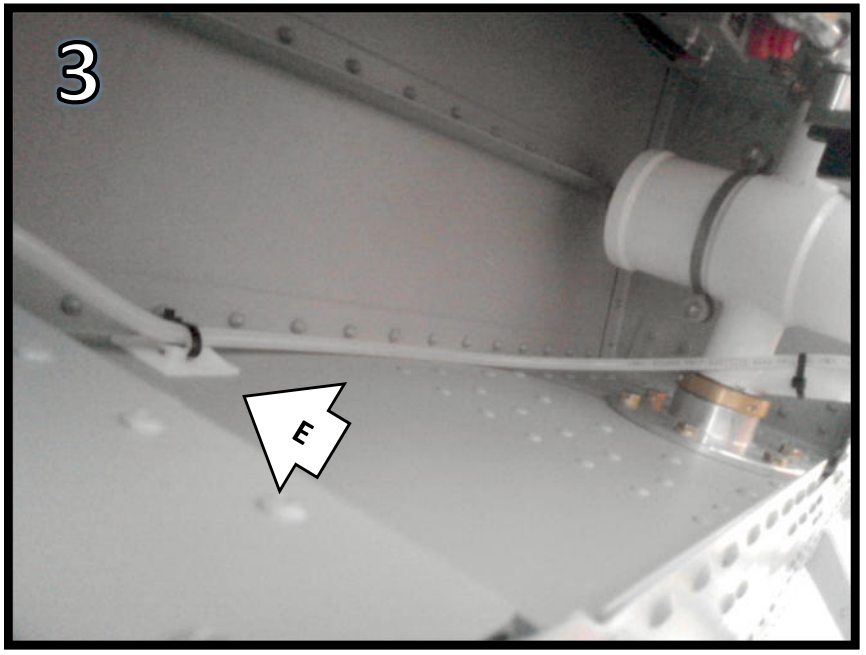


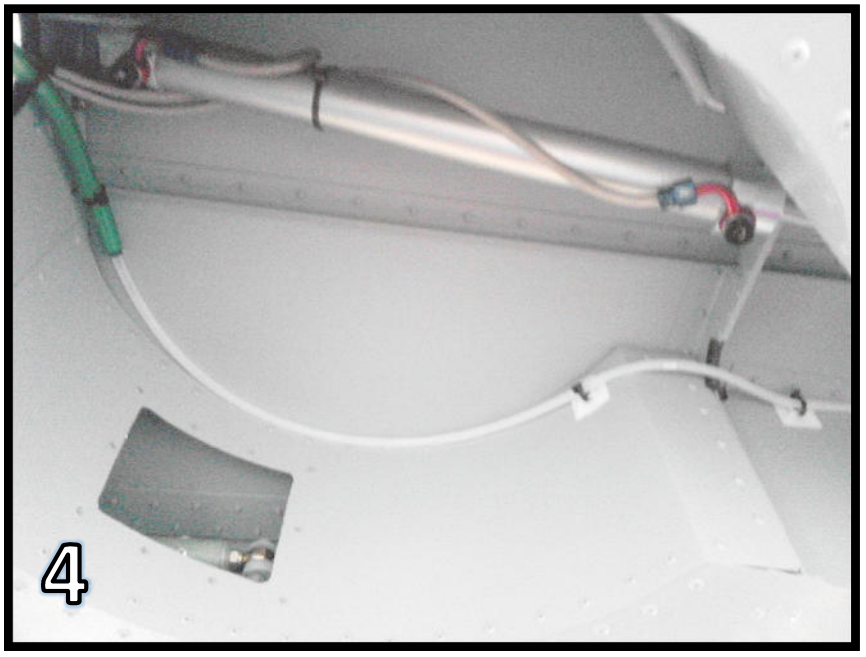
Inser the fittings and cut the braided hoses regulating them both with open/close landing gear. Be sure that they are not too tight and they do not bend at tight radius

Inserire i raccordi e tagliare i tubi trecciati a misura regolandosi sia a carrello estratto che a carrello chiuso. Assicurarsi che questi non siano in tensione e che non facciano pieghe a raggio stretto.







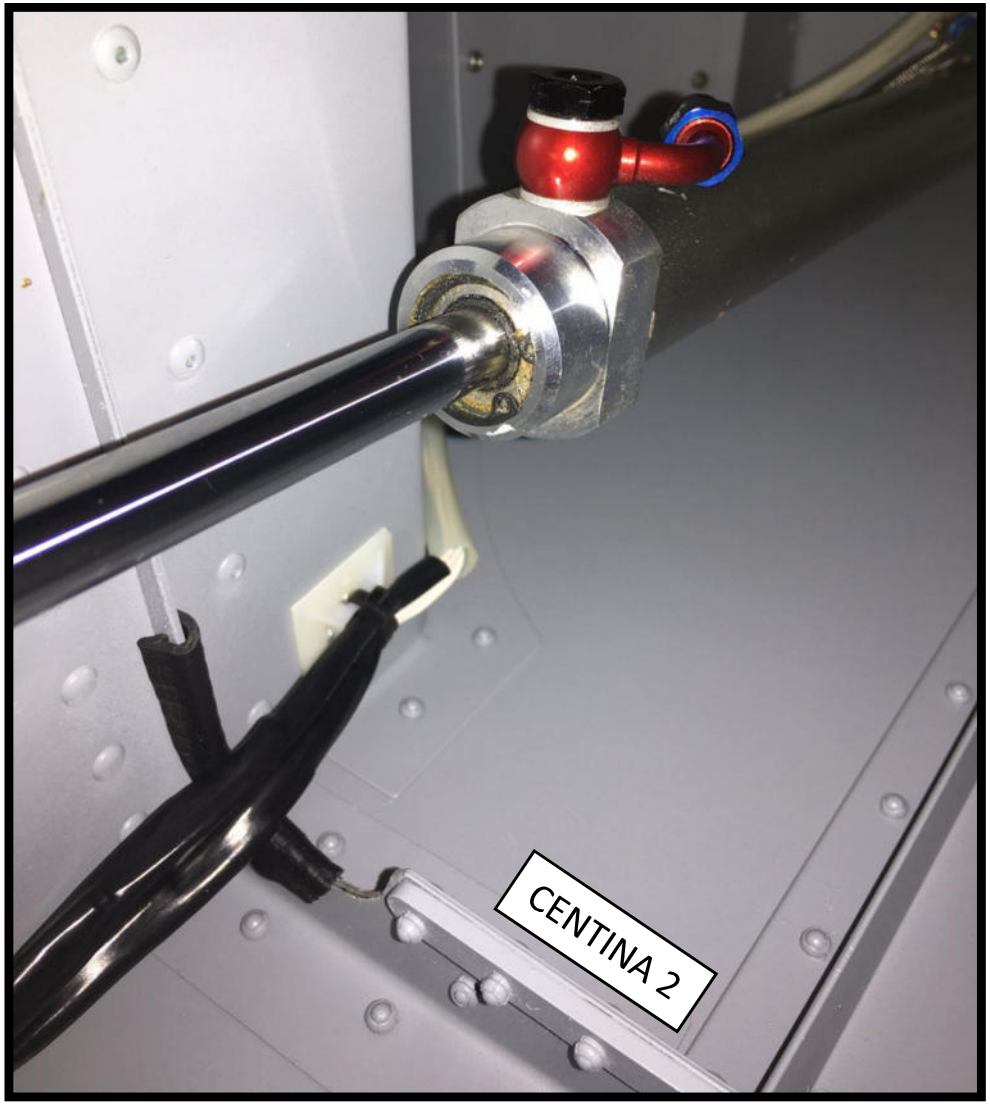


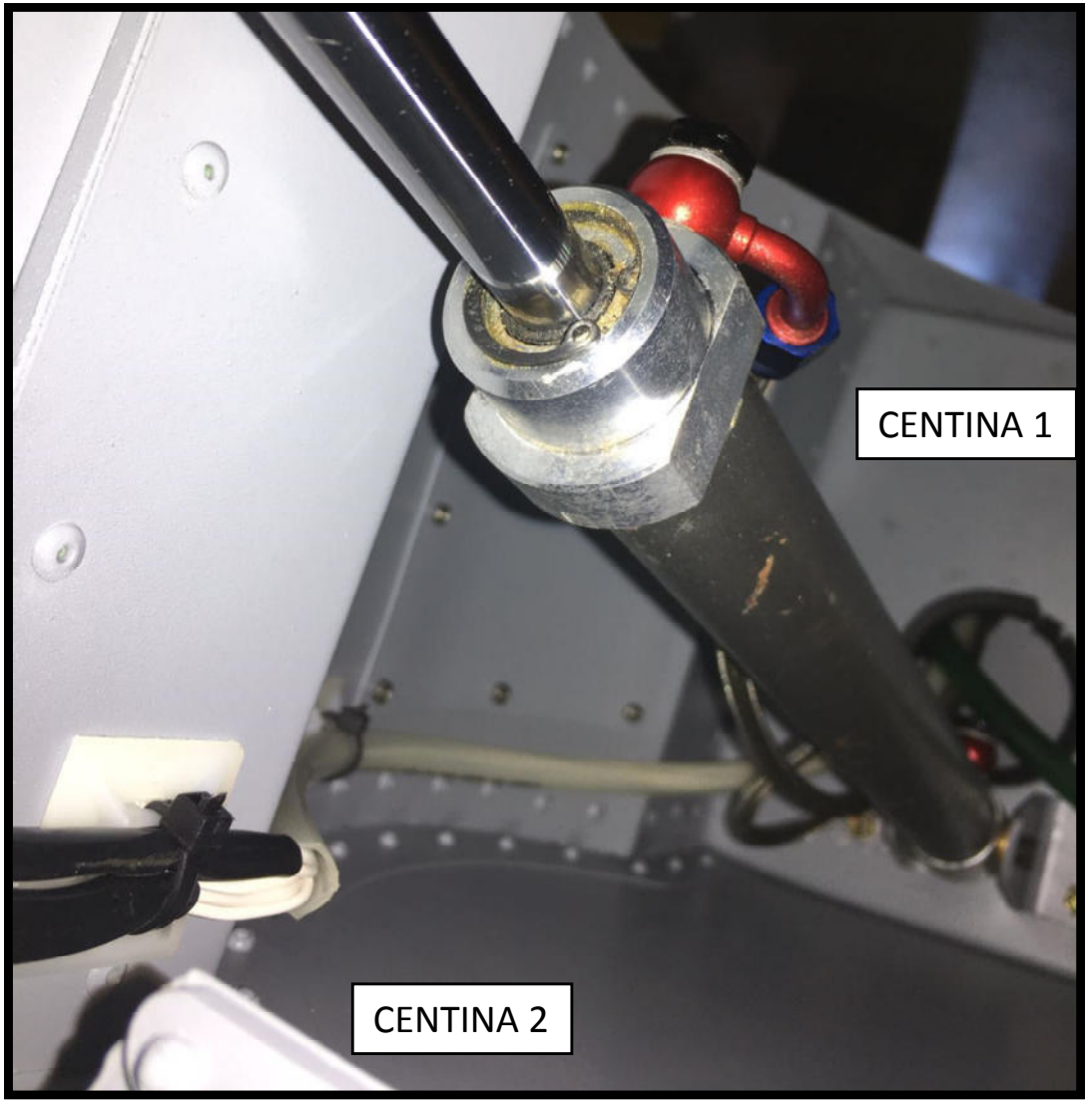
PASSAGGIO IMPIANTO FRENI CARRELLO PRINCIPALE

A. TUBO RILSAN 6-4
B. CURVA RILSAN – MASCHIO 1/8
C. PROLUNGO RILSAN 1/8 M/F (15mm)
D. VALVOLA DI SPURGO MASCHIO 1/8
E. REGGIFASCETTA (DA RIVETTARE Ø3,2)

BRAKE SYSTEM MAIN GEAR
A. RILSAN HOSE 6-4
B. RILSAN ELBOW - MALE 1/8
C. RILSAN EXTENSION 1/8 M/F (15 MM)
D. DRAIN VALVE MALE 1/8

E. CABLE TIE SUPPORT (TO BE RIVETED ø 3,2)





PROLUNGARE I CAVI DEI MICROSWITCH E FARLI PASSARE ALL'INTERNO DEL VANO CARRELLO FINO ALL'INGRESSO IN FUSOLIERA. BLOCCARLI CON REGGIFASCETTE E FASCETTE IN MODO DA NON CREARE IMPEDIMENTO AL MOVIMENTO DEI CARRELLI. RICORDARSI DI PROTEGGERE I CAVI DAL CONTATTO CON I BORDI DELLE LAMIERE

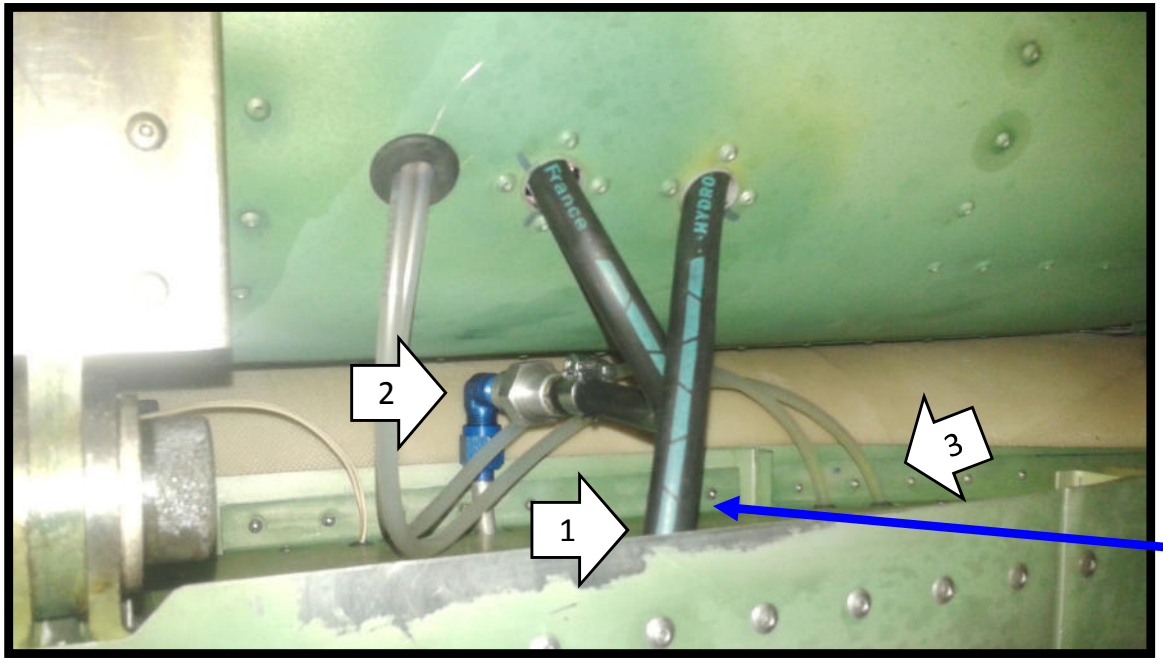
EXTEND THE MICROSWITCH CABLES AND PASS THEM INSIDE THE GEAR COMPARTMENT TILL THE FUSELAGE ENTRANCE. STOP THEM WITH TIE CABLES AND HOSE CLAMP TO AVOID ANY OBSTACLES TO THE GEAR MOVEMENTS. REMEMBER TO PROTECT THE HOSES FROM THE METAL SHEET EDGES.

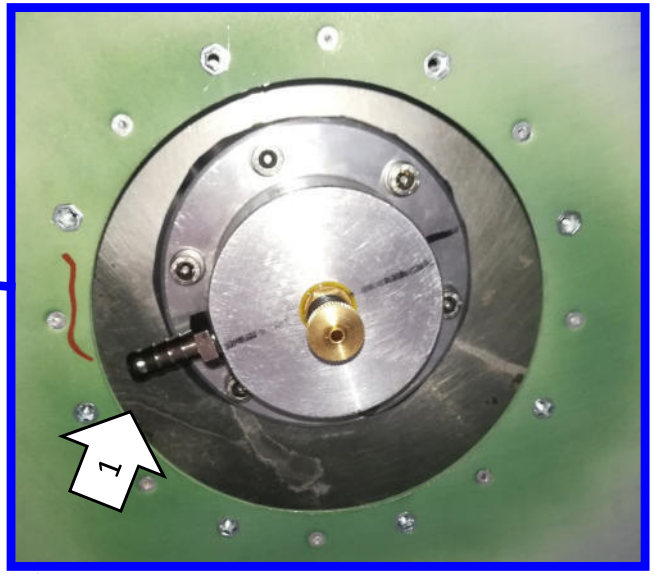
1. FUEL OUTLET
2 FUEL INLET
3 PITOT (TO BE CONNECTED WITH QUICK COUPLING

1: mandata carburante

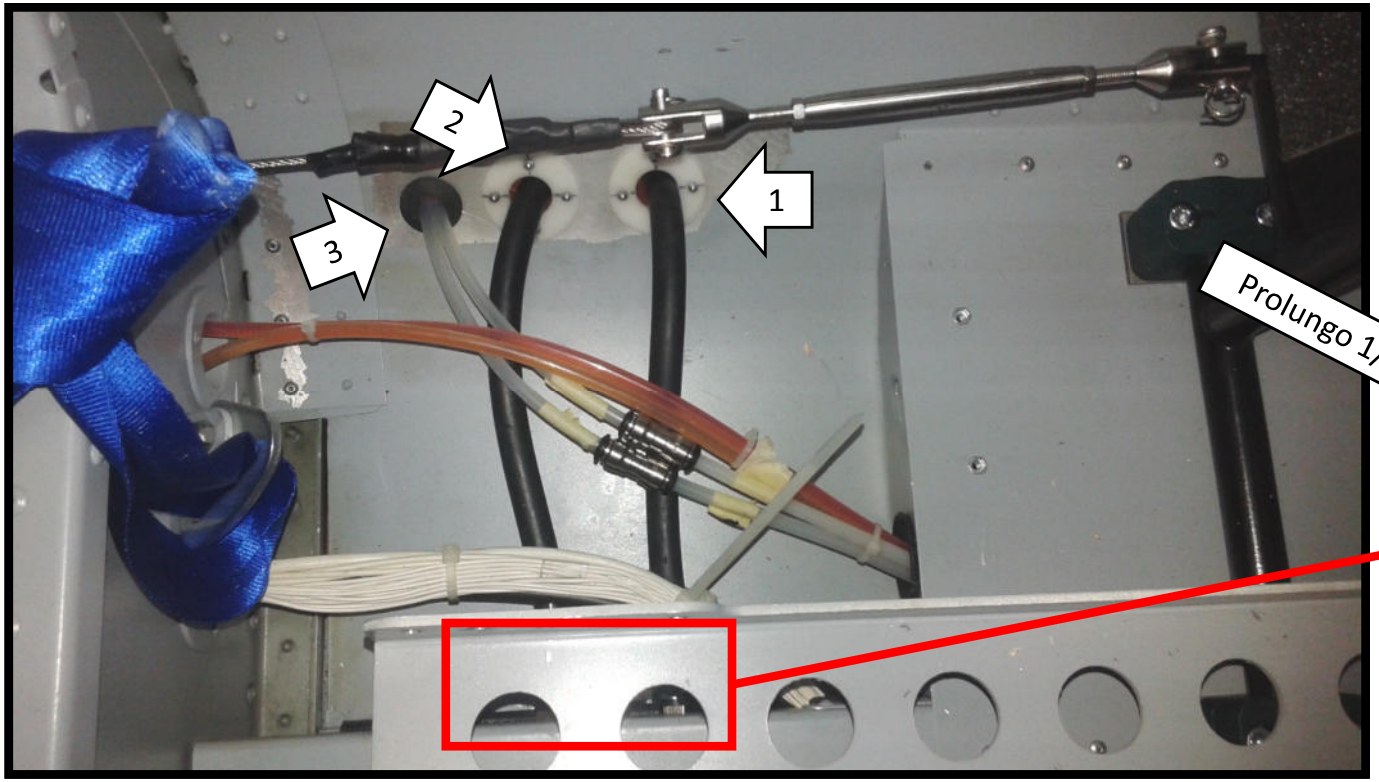
2: ritorno carburante

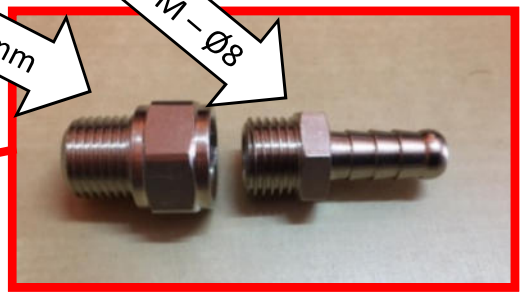
3: Pitot (da agganciare con innesto rapido)





BARBED FITTING 1/4 M - ø 8





Prolungo ¼ M/F 10mm

EXTENSION 1/4 M/F 10MM

STAFFE SEDILE POSTERIORE (SASP DX/SX)

REAR SEATS SUPPORT (SASP RIGHT/LEFT)

SCREW M8X25 + WASHER ø 8 + SELF LOCKING NUT M8

VITE M8X25 + RONDELLA LISCIA Ø8 + DADO AUTOBLOCCANTE M8

CONNECT THE SUPPORT FROM THE EXTERNAL SIDE

AGGANCIARE STAFFE DALLA PARTE ESTERNA

SCREW M8X25+ SPLIT LOCK WASHER ø 8 + WASHER ø 8

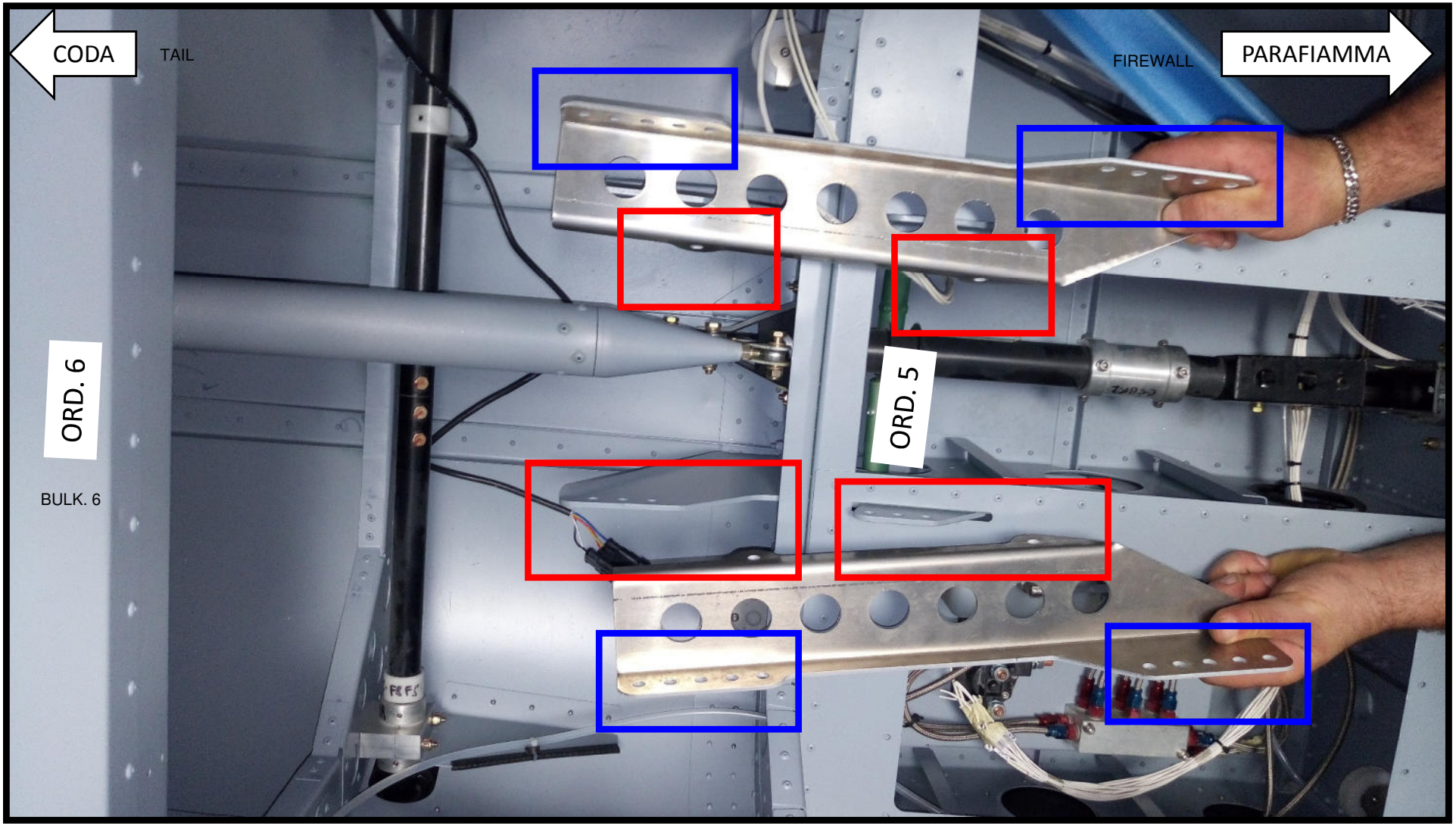
VITE M8X25 + RONDELLA SPACCATA Ø8 + RONDELLA LISCIA Ø8

AGGANCIO STAFFA SU FUSOLIERA

CONNECT THE SUPPORT TO THE FUSELAGE

AGGANCIO SEDILE SU STAFFA

CONNECT THE SEAT TO THE SUPPORT



FRONT SEAT SUPPORT (SASA RIGHT/LEFT)

STAFFE SEDILE ANTERIORE (SASA DX/SX)

CONNECT THE SUPPORT TO THE EXTERNAL SIDE

AGGANCIARE STAFFE DALLA PARTE ESTERNA

SCREW M8X25 + WASHER ø 8 + SELF LOCKING NUT M8

VITE M8X25 + RONDELLA LISCIA Ø8 + DADO AUTOBLOCCANTE M8

SCREW M8X25 + SPLIT LOCK WASHER ø 8 + WASHER ø 8

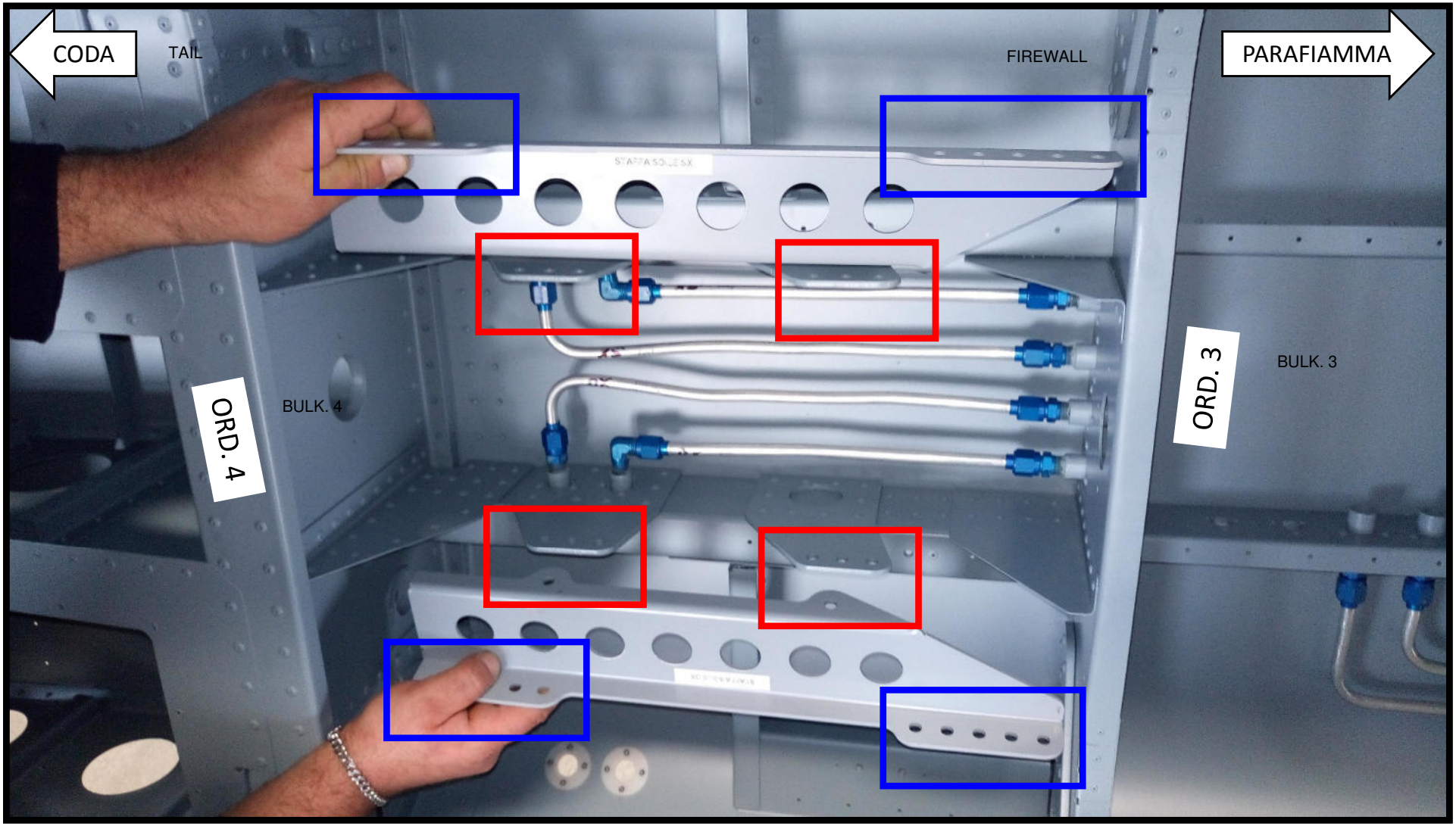
VITE M8X25 + RONDELLA SPACCATA Ø8 + RONDELLA LISCIA Ø8

AGGANCIO STAFFA SU FUSOLIERA

CONNECT SUPPORT TO THE FUSELAGE

AGGANCIO SEDILE SU STAFFA

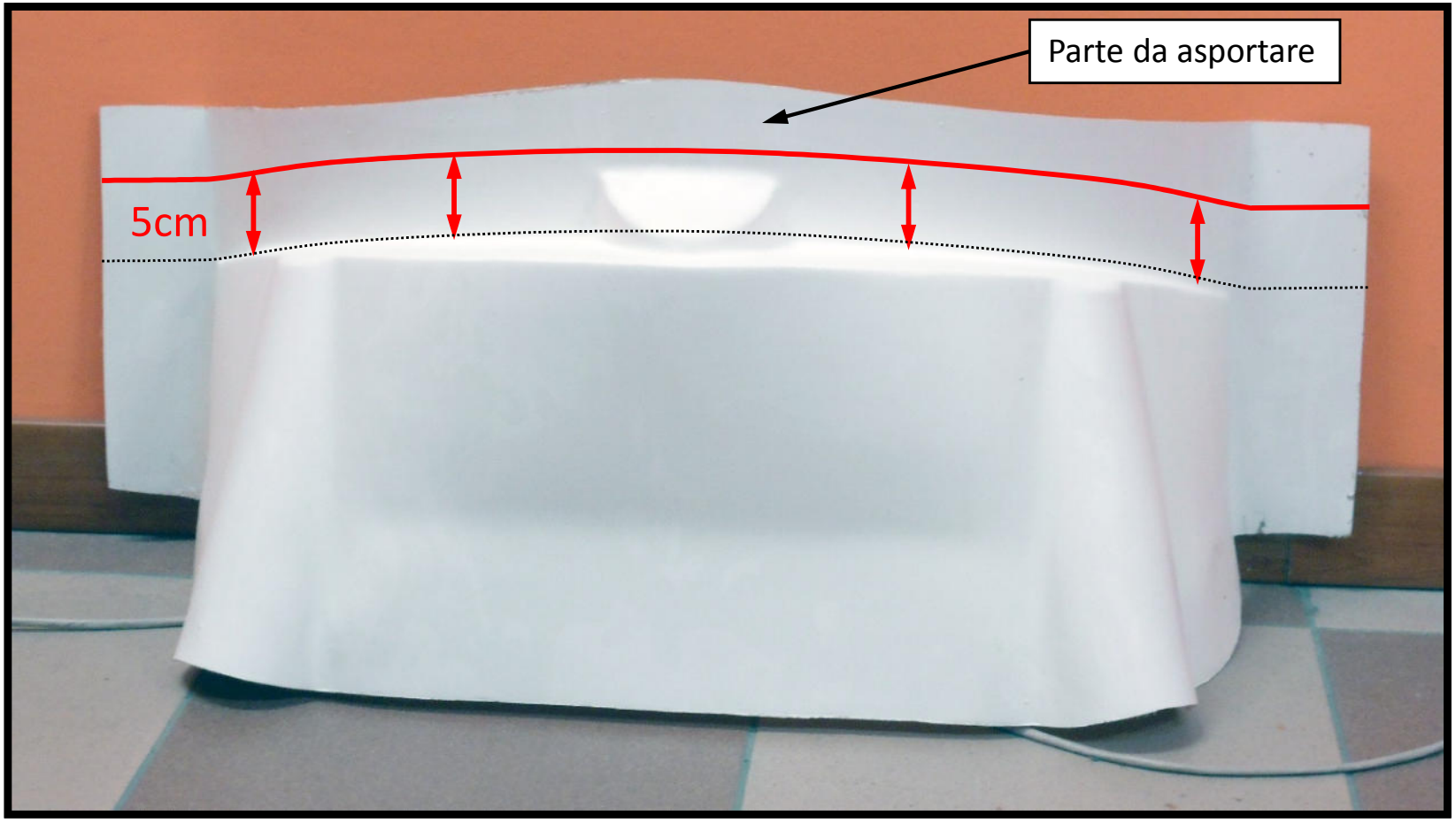
CONNECT THE SEAT ON THE SUPPORT



Agganciare pannello strumenti sul tappo del tunnel e sull’ordinata 2 con viti M4 e rondelle di plastica

CONNECT THE INSTRUMENT PANEL ON THE TUNNEL CAP AND ON THE BULKHEAD 2 WITH SCREW M4 AND PLASTIC WASHER

PART TO BE REMOVED

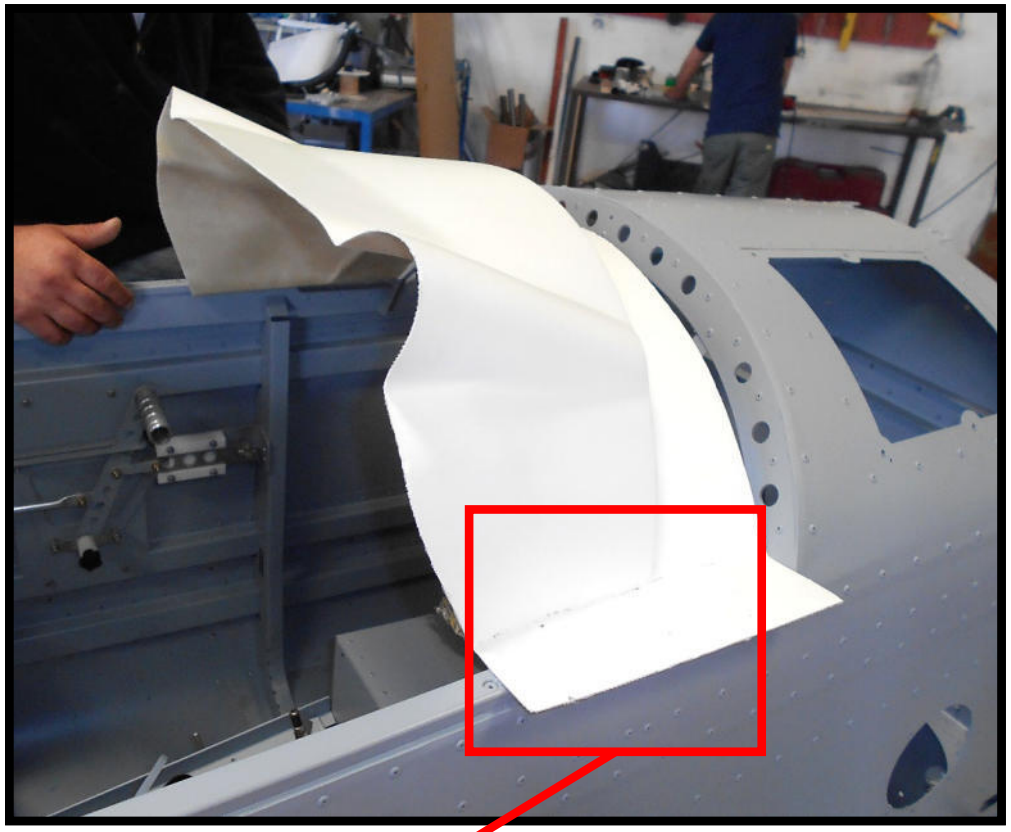


Segnare la parte del cruscotto misurando 5cm dalla piega dello stesso. Tagliare lungo la linea tracciata

MARK THE PART OF THE INTRUMENT PANEL TAKING 5 CM FROM THE BEND. CUT ALONG THE GIVEN LINE

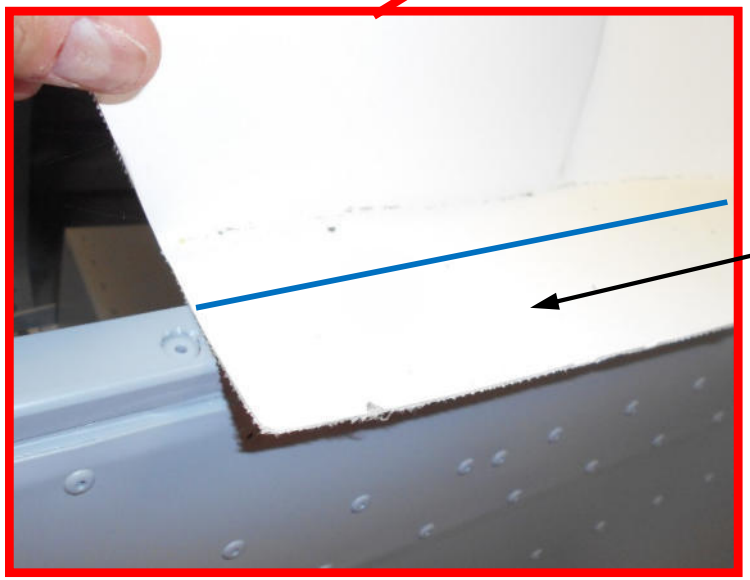
BEND THE PETALS OF THE ARCH TOWARDS THE TAIL AND INSERT THE INSTRUMENT PANEL UNDERNEATH THE ARCH.

Piegare i petali dell'archetto verso la coda ed inserire il cruscotto sotto l'archetto.

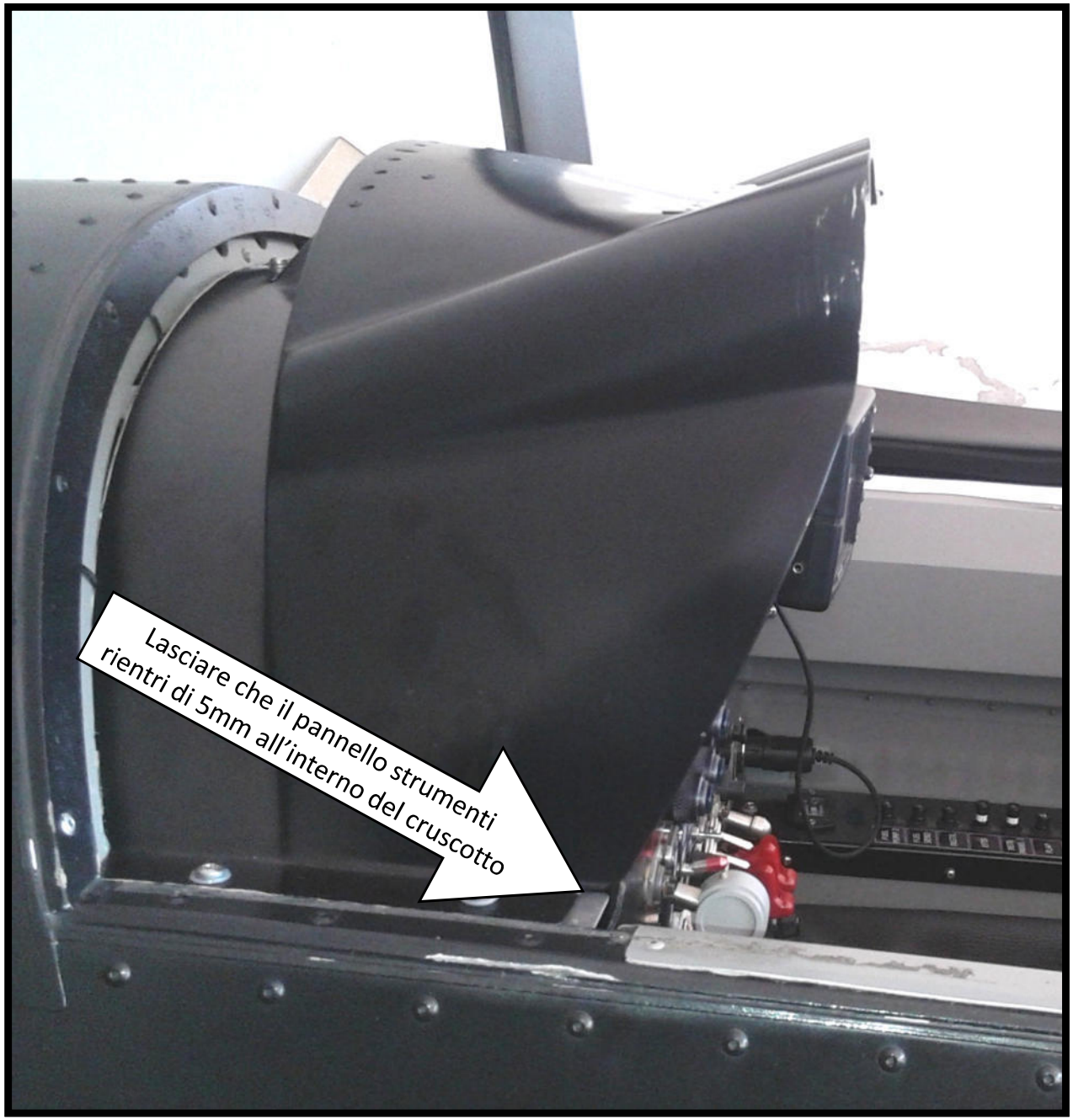


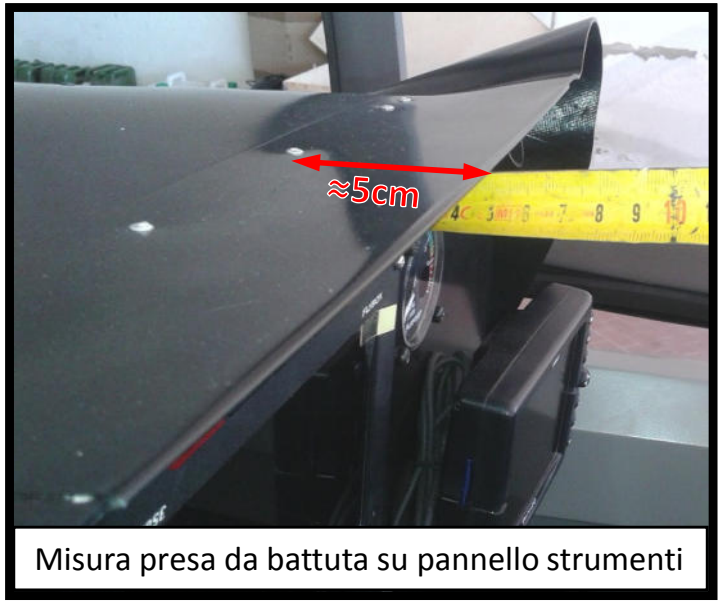
Eliminare la parte eccedente dai labbri laterali del cruscotto in modo che questo possa poggiarsi sulle squadrette inserite in precedenza e fare un foro al centro del labbro restante

REMOVE THE EXCEEDING PART OF THE SIDE LIPS SO THAT IT CAN LEAN ON THE "L" PREVIUOSLY APPLIED AND DRILL A HOLE IN THE REMAINING LIP.



PART TO BE REMOVED





MEASURE TAKEN FROM THE INSTRUMENT PANEL AT THE CONNTACT POINT

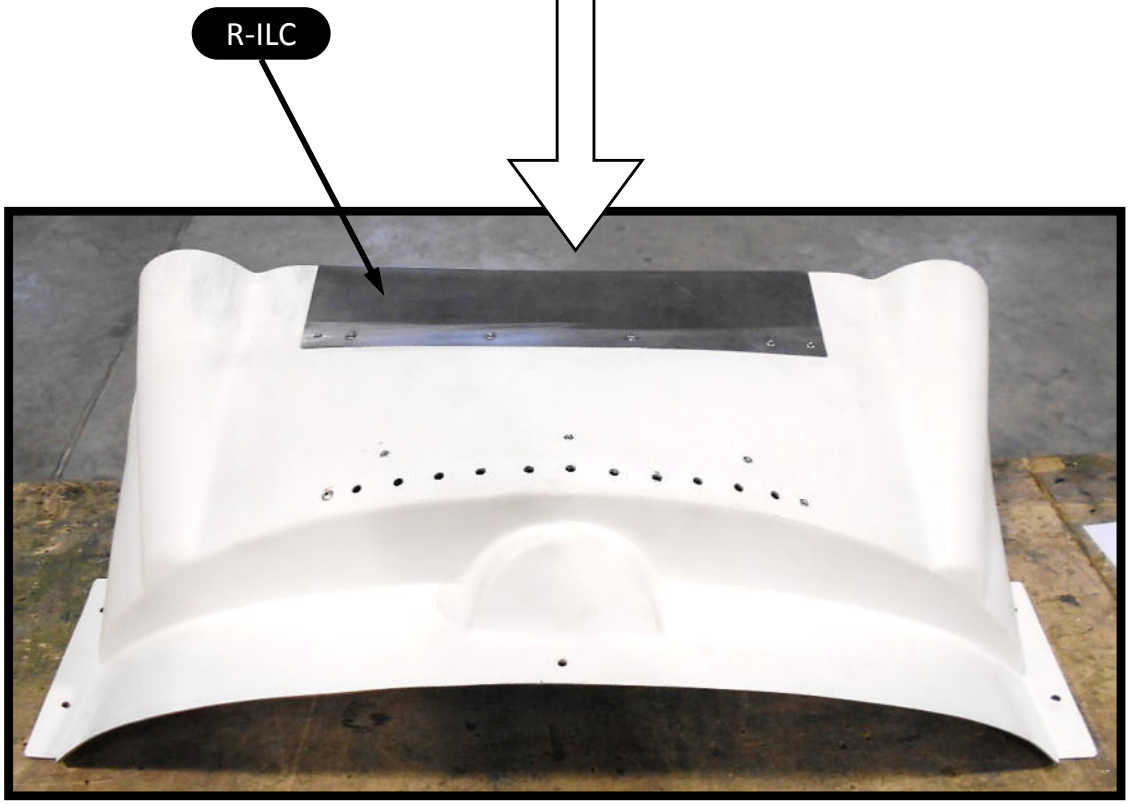
Rifilare il bordo frontale e laterale del cruscotto in resina secondo le misure indicate

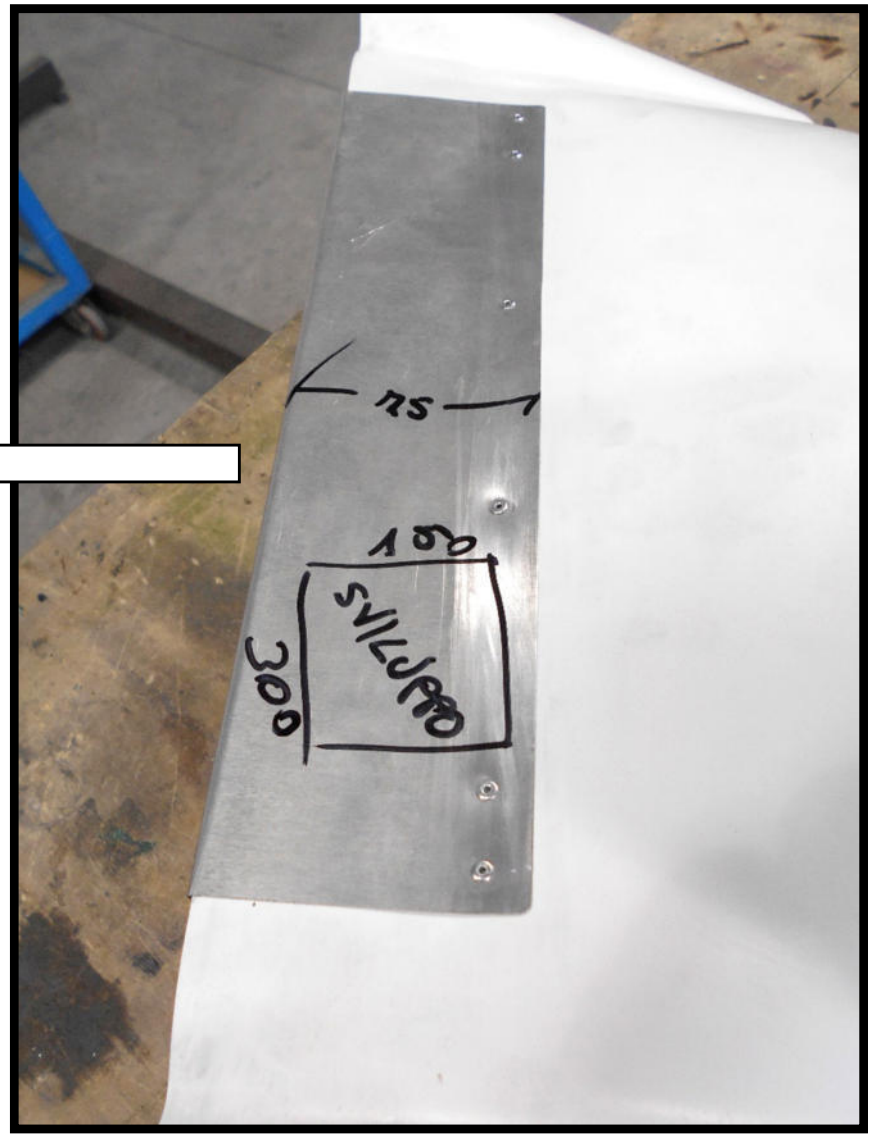
TRIM THE FRONT AND SIDE EDGE OF THE RESIN INSTRUMENT PANEL ACCORDING TO THE GIVEN MEASURES

LEAVE THE INSTRUMENT PANEL 5 MM INSIDE THE DASHBORD

Piegare il fazzoletto di lamiera (R-ILC) (Al 2024 T3, spessore 0.5mm) di dimensioni 300x150mm e piegarlo secondo le indicazioni mostrate, interponendovi il cruscotto in resina.

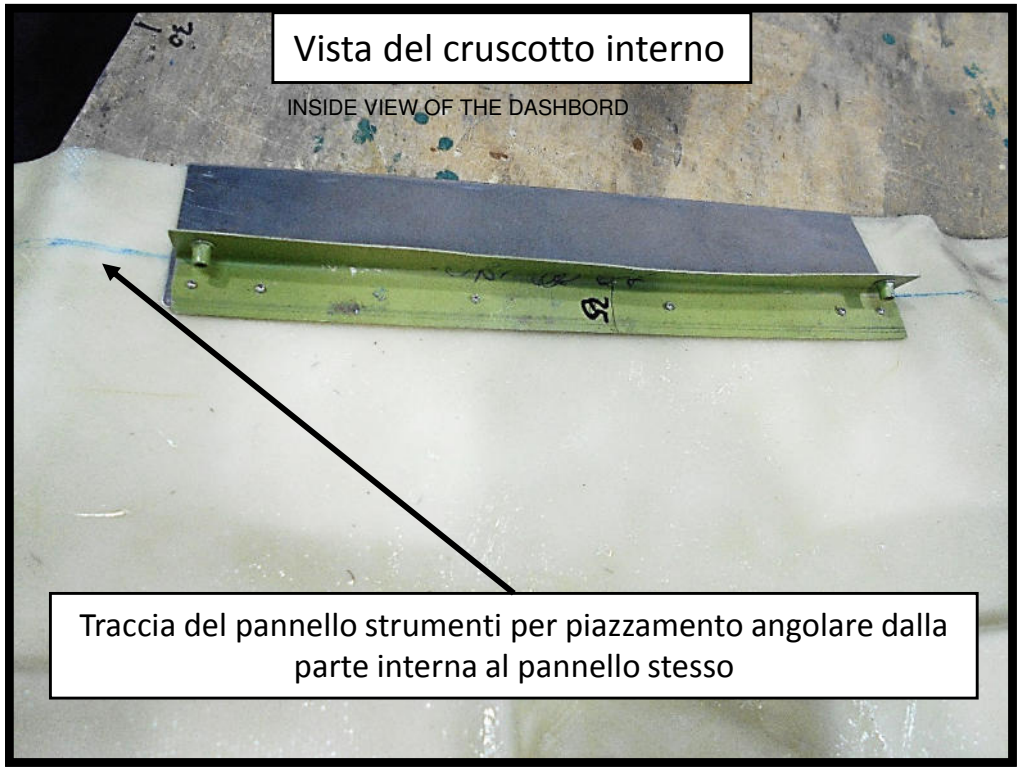
BEND THE METAL SHEET (R-ILC) (Al 2024 T3, TICHNESS 0.5MM) OF DIMENSION 300X150MM AS SHOWN IN THE PICTURES, AND PUT THE RESIN DASHBORD



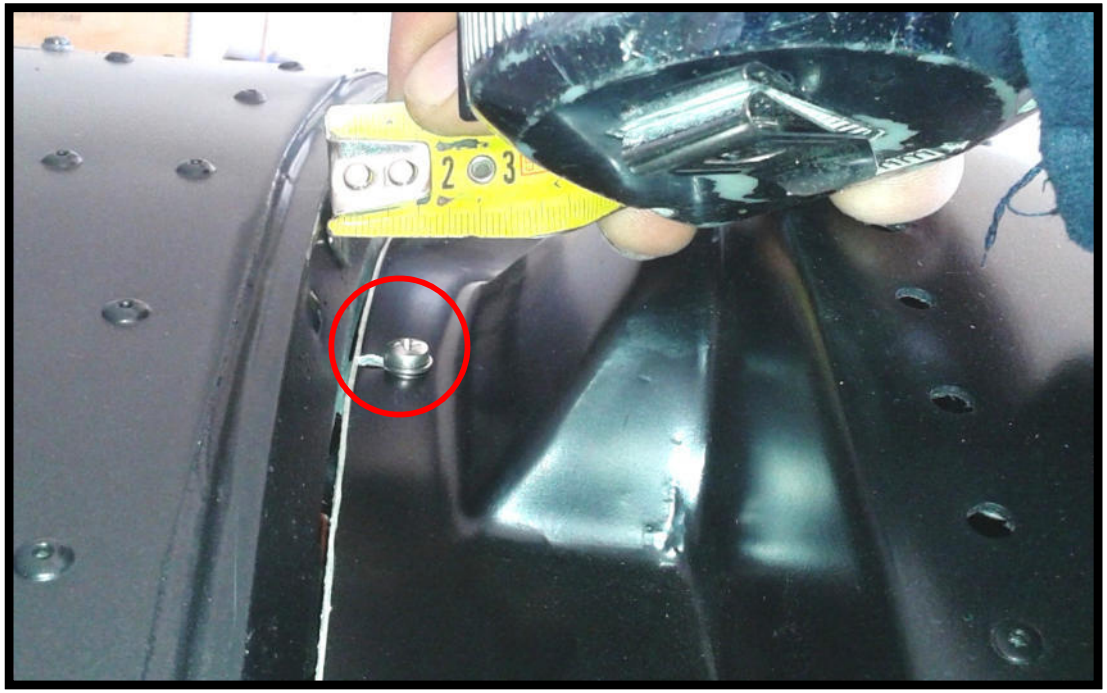


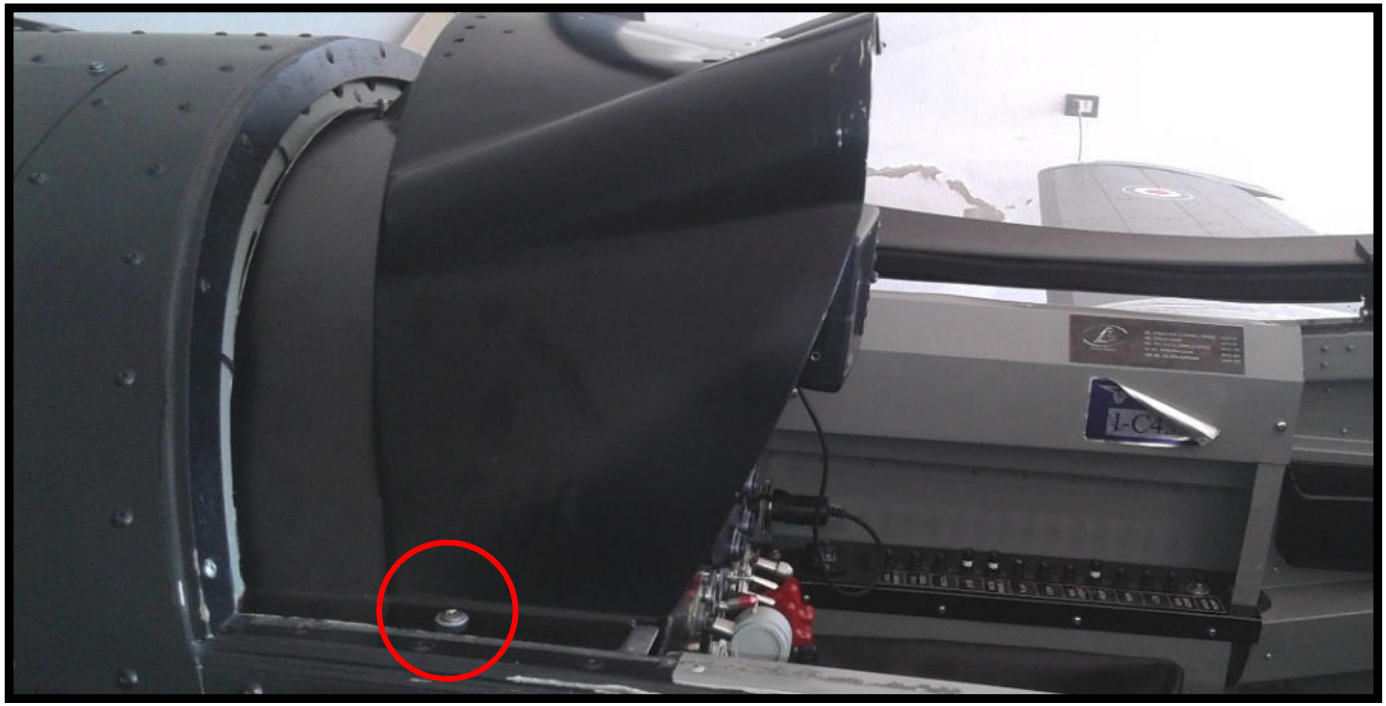
Piazzare l’angolare di lunghezza 300mm da rivettare nella parte inferiore del cruscotto insieme alla prima piastra (effettuare dei fori ad interasse 40mm e rivettare a Ø2,4)
Inserire inserti filettati M4 sulla squadretta

PLACE THE ANGLE WITH A LENGHT OF 300 MM TO BE RIVETED IN THE LOWER PART OF THE DASHBORD TOGETHER WITH THE FIRST SLAB (DRILL 40 MM INTERAXLE AND RIVET AT ø 2,4)
INSERT THREAD FITTINGS M4 ON THE "Ls".



MARK OF THE INSTRUMENT PANEL TO PLACE THE ANGLE FROM THE INTERNAL PART OF THE PANEL



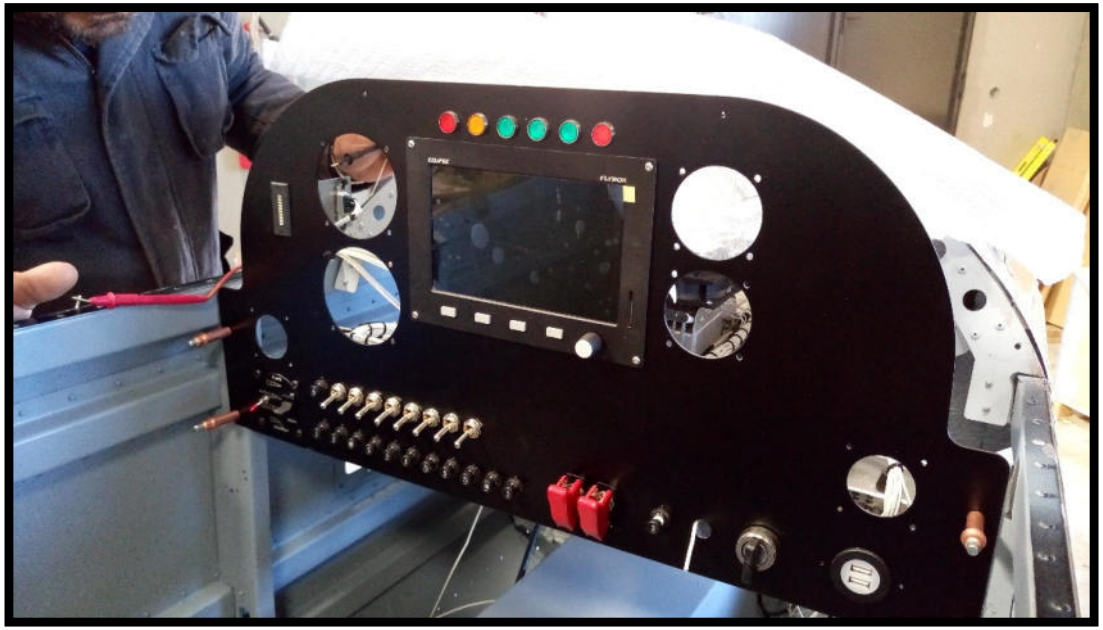


Collocare inserti filettati M4 laddove richiesto ed avvitare il cruscotto in resina con vite M4 e rondella di plastica

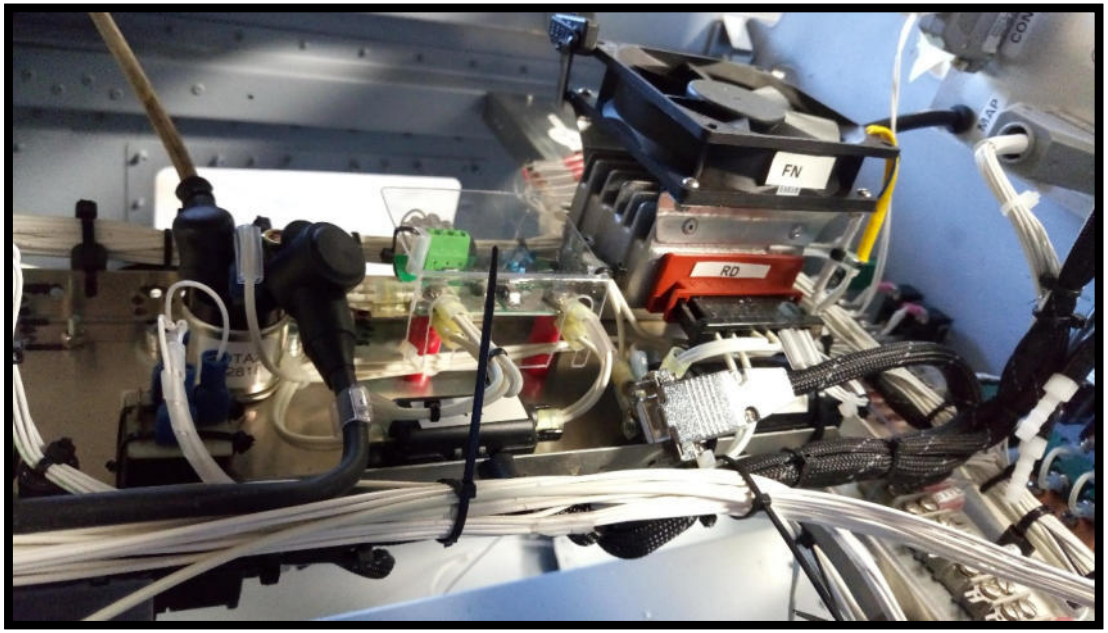
PLACE THE THREADED FITTINGS M4 WHERE REQUIRED AND SCREW THE RESIN DASHBORD WITH M4 SCREW AND PLASTIC WASHER

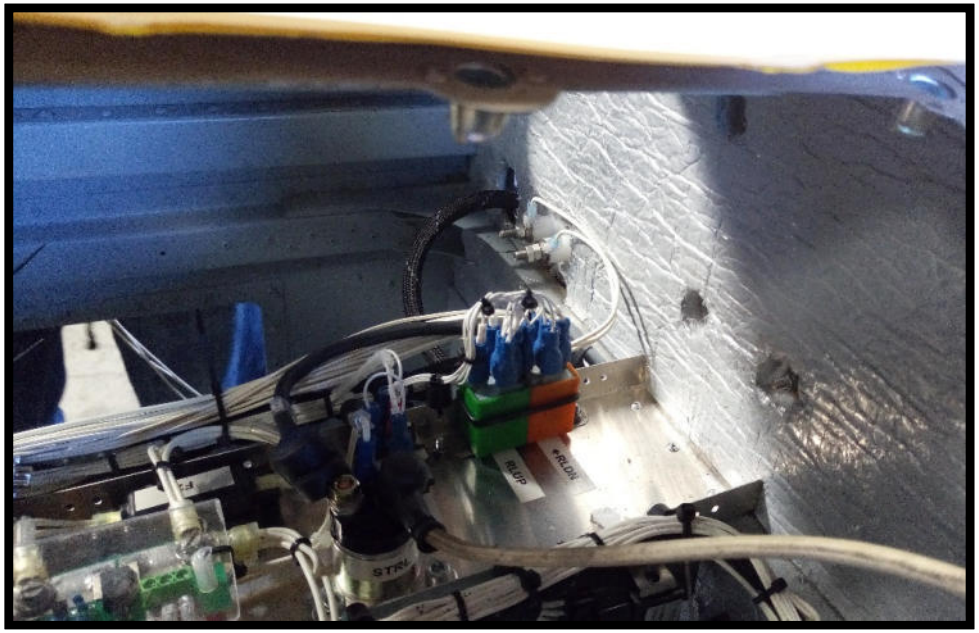
Montare componentistica elettrica e assemblare strumentazione sul pannello

Una volta montati i componenti elettrici sulla T di supporto, rivettare quest'ultima a Ø3,2 su parafiamma ed «L» di aggancio.
Effettuare i collegamenti con gli impianti già presenti in fusoliera e con la strumentazione del pannello



ONCE THE ELECTRIC COMPONENTS ARE ASSEMBLED ON THE T SUPPORT, RIVET THIS ONE AT ø 3,2, ON THE FIREWALL AND ON THE "L".
DO THE CONNECTION WITH THE SYSTEMS ALREADY IN THE FUSELAGE AND WITH THE INSTRUMENT ON THE PANEL





TCEI SCREW M8X120

WASHER

RONDELLA DI SPALLAMENTO

VITE TCEI M8x120

MONTAGGIO ANTIVIBRANTI

ASSEMBLAGE OF THE ENGINE MOUNT ISOLATOR

VALIDO SOLO PER MOTORI ROTAX CON DINAFOCALE

VALID ONLY FOR ROTAX ENGINE WITH REAR RING ENGINE MOUNT

LONG ISOLATOR

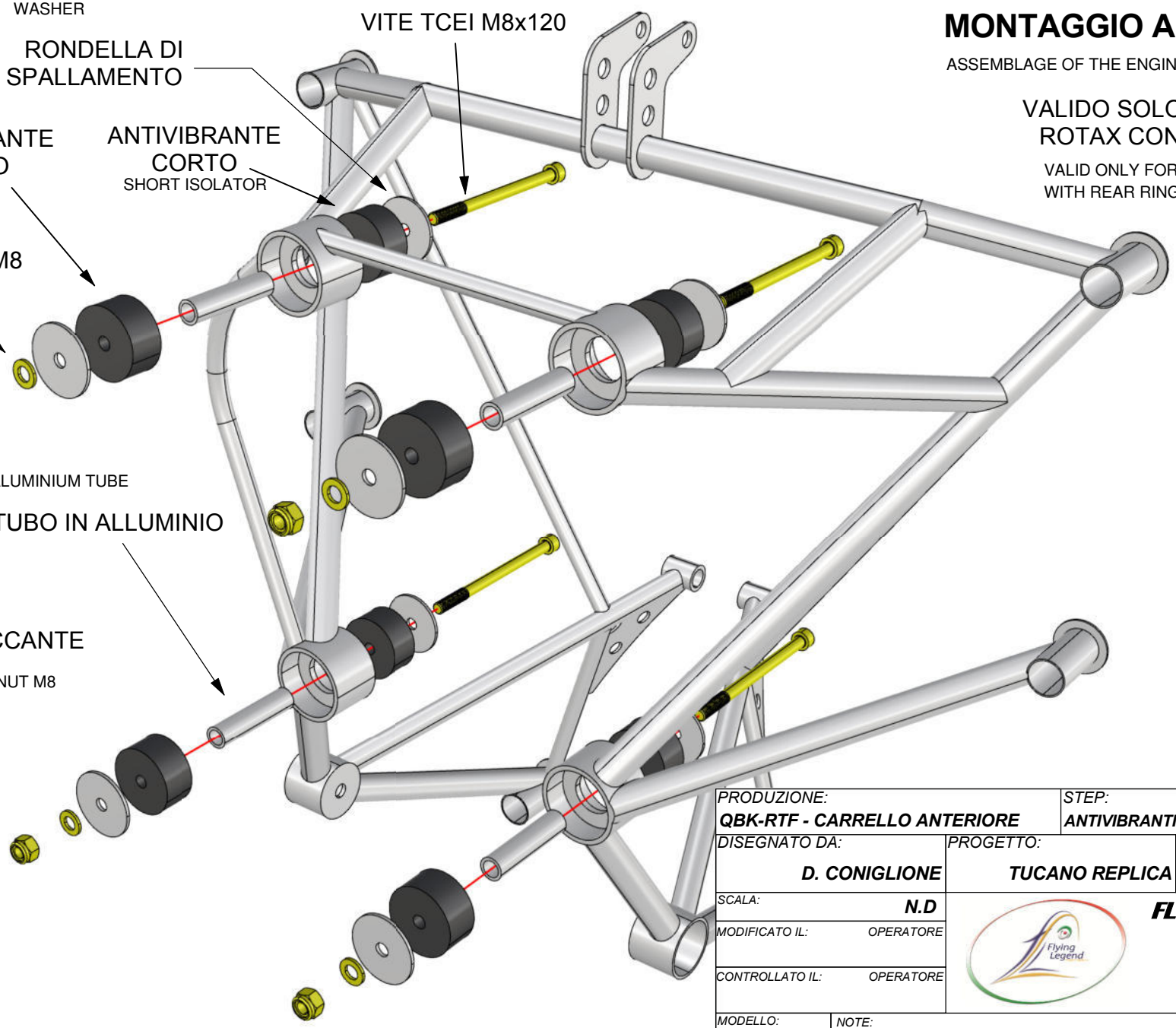
ANTIVIBRANTE LUNGO

ANTIVIBRANTE CORTO

SHORT ISOLATOR

M8 WASHER

RONDELLA M8



ALUMINIUM TUBE

TUBO IN ALLUMINIO

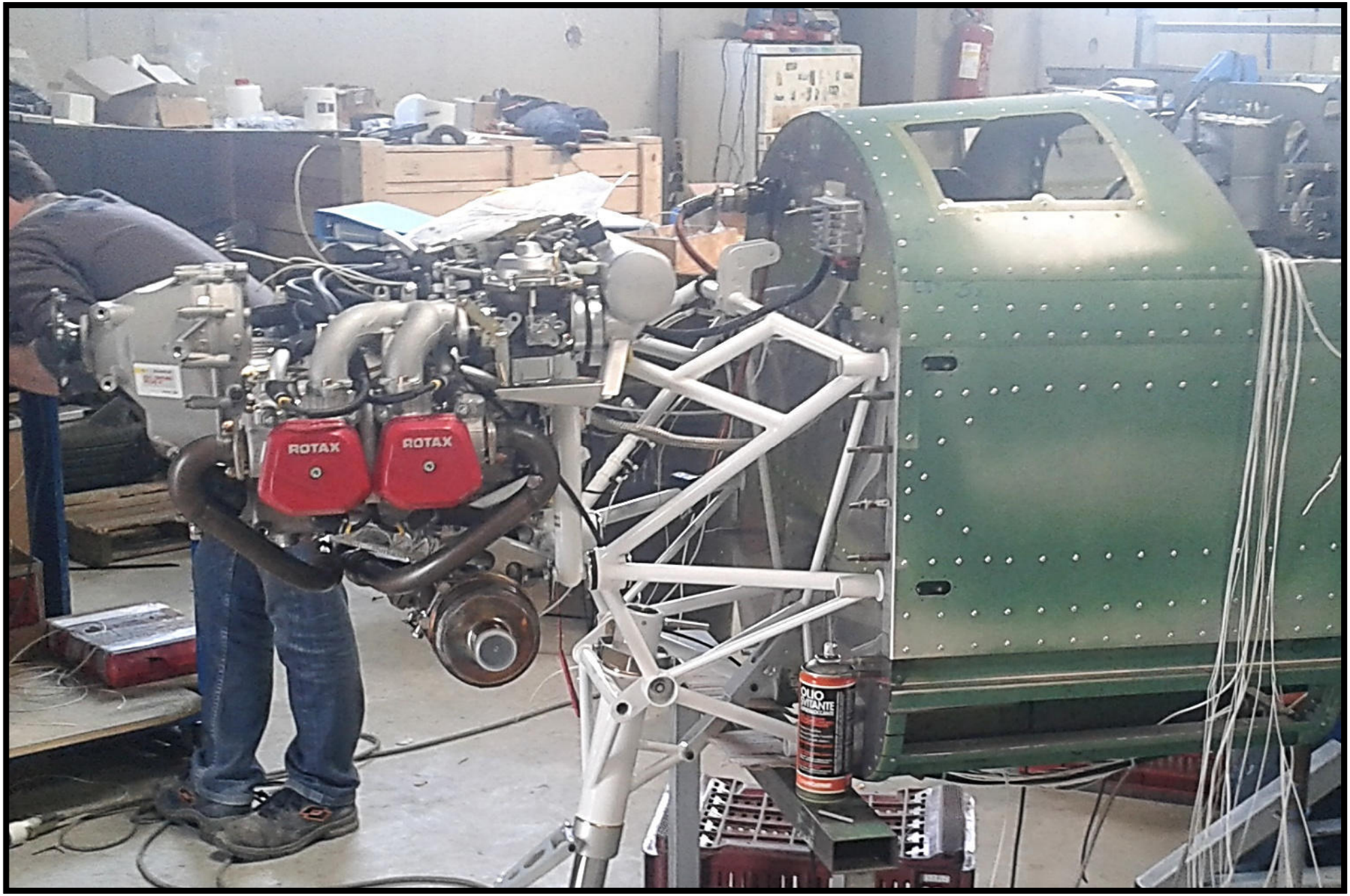
DADO M8 AUTOBLOCCANTE

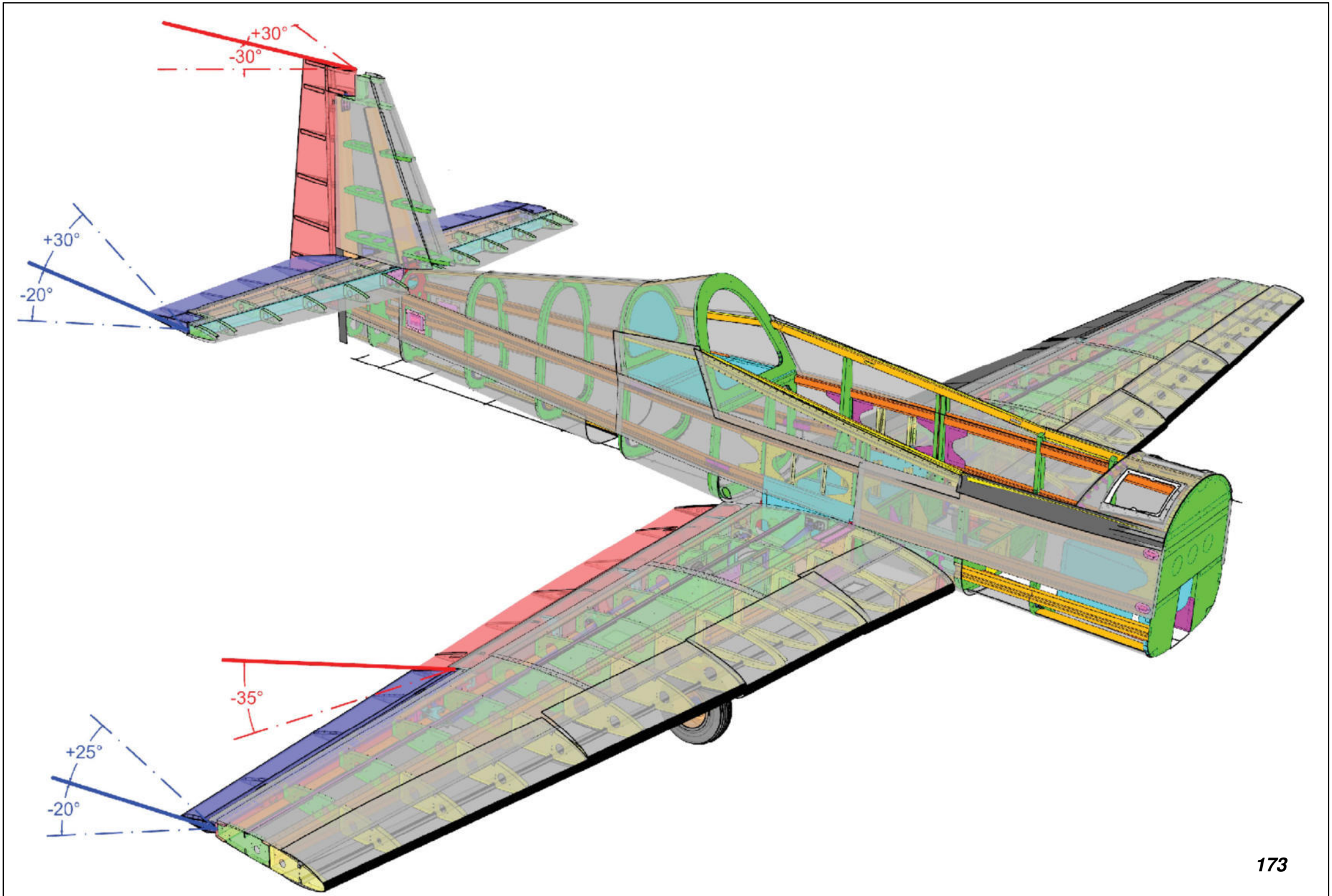
SELF LOCKING NUT M8

PRODUZIONE: **QBK-RTF - CARRELLO ANTERIORE**		STEP: **ANTIVIBRANTI SU CASTELLO MOTORE**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/04/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			
MODELLO: **TR-_____**	NOTE:		DISEGNO **171**

FLYING LEGEND ITALIA
C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

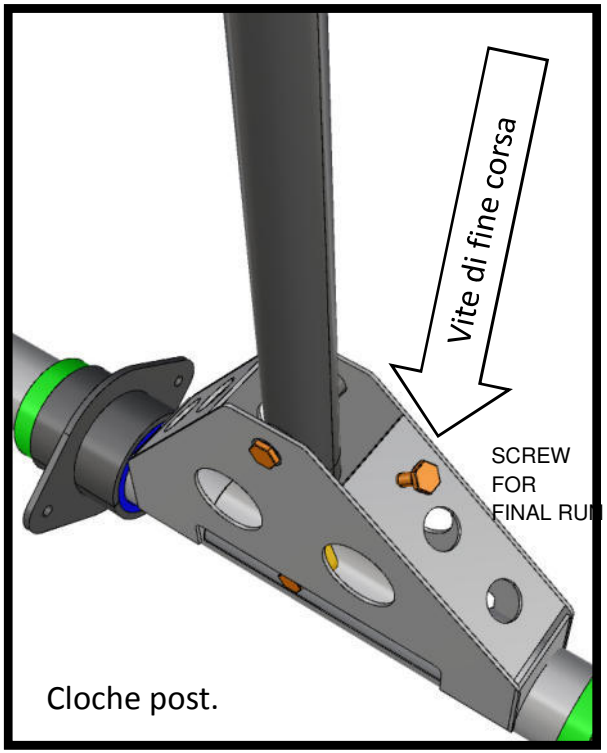
SITO WEB: www.flyinglegend.it
E-MAIL: info@flyinglegend.it

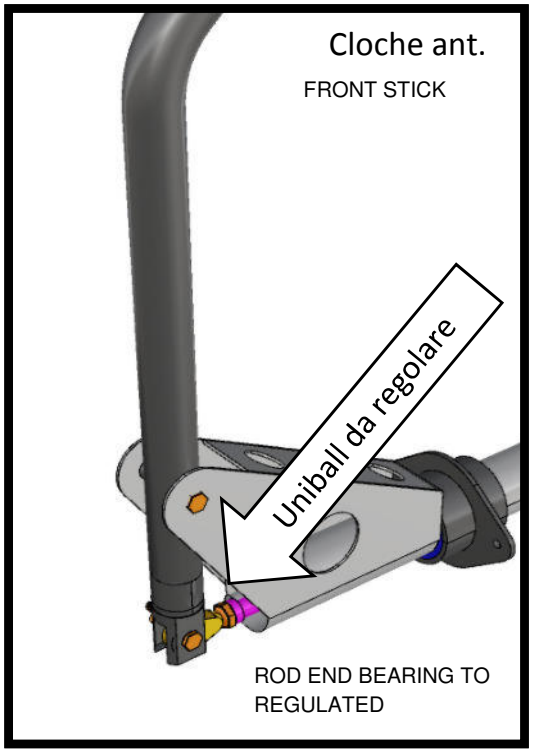

ROTAX
ROTAX
OLIO

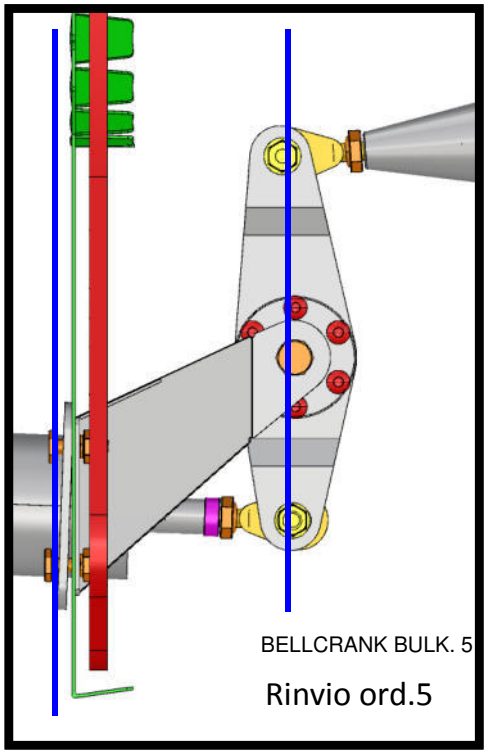

+30°
-30°
+30°
-20°
-35°
+25°
-20°

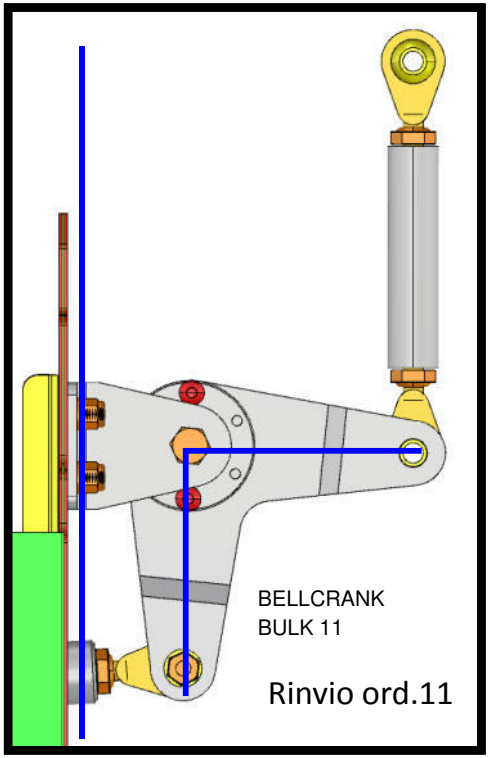
REGOLAZIONE ELEVATORE

- ASSEMBLY TEMPORALY THE FRONT SEAT AND CHECK THAT THE REAR STICK DOES NOT TOUCH IT WHILE PREDENDING A DIVE MANOUVRE. REGOLATE ACCORDINGLY THE SCREW
- BRING THE REAR STICK IN A CENTRAL-VERTICAL POSITION AND REGULATE THE ROD END BEARING DO TO THE SAME WITH THE FRONT STICK SO THAT BOTH ARE IN THE SAME POSITION
- VERIFY THAT THE BELLCRANCKS OF THE BULKHEAD 5 AND 11 ARE ALIGNED WITH THE BULKHEADS (THE ALIGNMENT DOES NOT NEED TO BE 100% PRECISE BUT IT SHOULD BE ENOUGH VISUALLY ALIGNED AND IT SHOULD ALLOW THE CORRECT RUN)
- REGOLATE THE ROD-END BERING OF THE BELLCRANKS SO THAT THE ELEVATOR IS IN POSITION ZERO WHEN THE STICKS ARE IN CENTRAL VERTICAL POSITION
- STOP ALL THE ROD-END BEARING ONCE THE RUN IS CHECKED WITH WHAT IT SHOULD BE





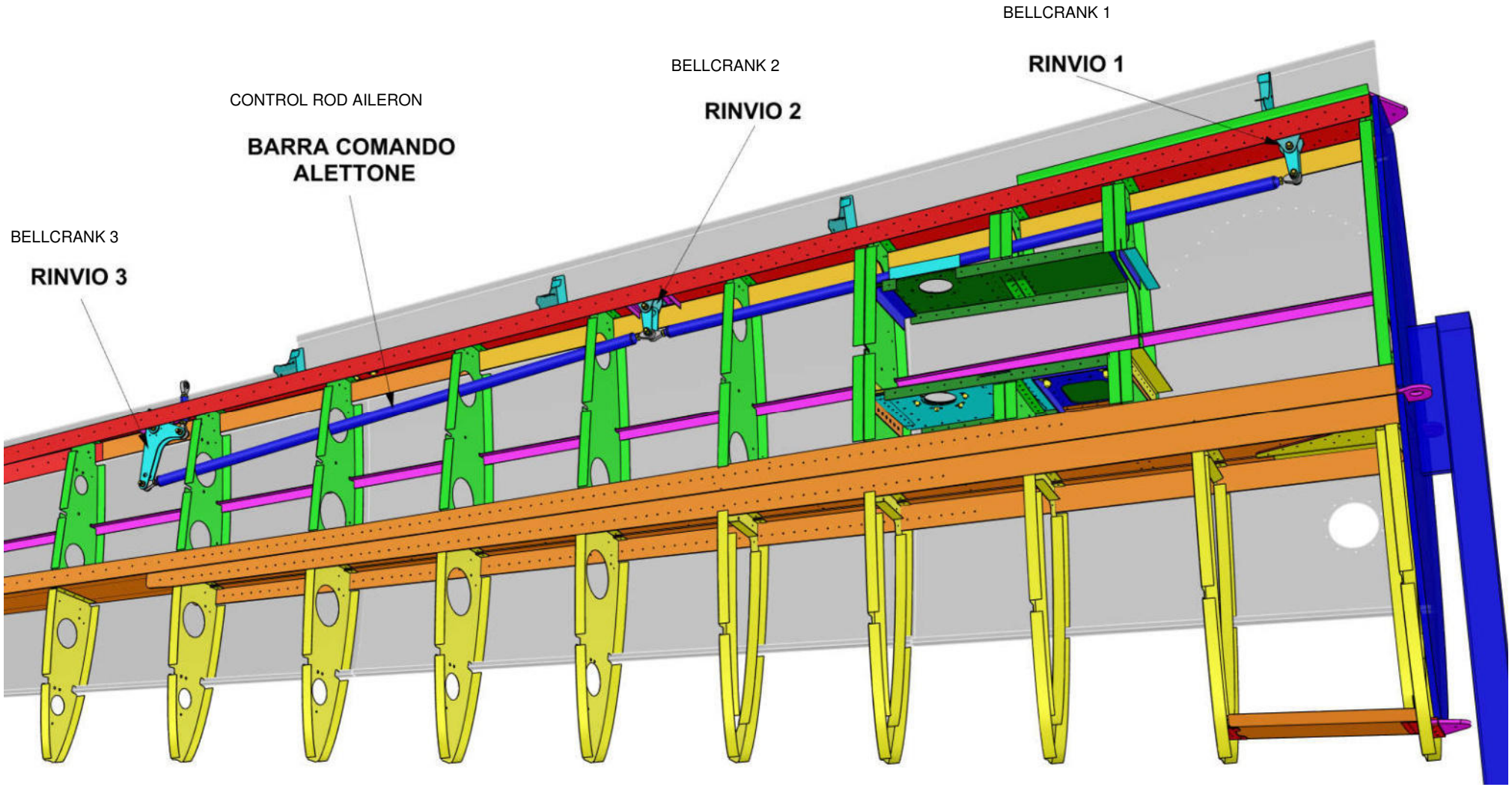




STICK

REGOLAZIONE ALETTONI (1)

AILERON REGULATION (1)

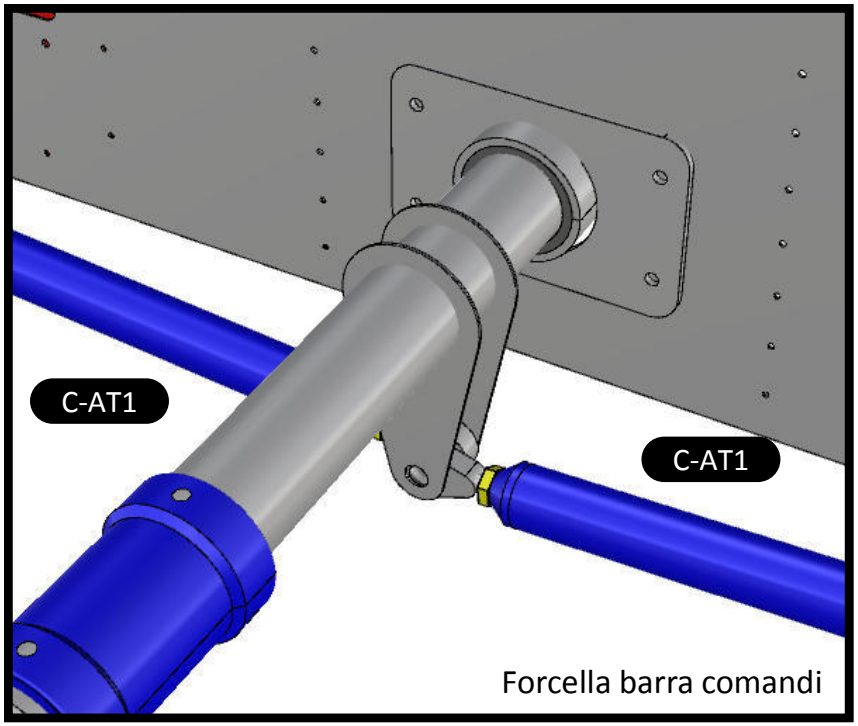


REGOLAZIONE ALETTONI (2)

- STOP THE AILERONS IN POSITION ZERO AND REGULATE THE ROD-END BEARING OF THE ELEMENTS C-ARJ, C-AT3 AND C-AT2 SO THAT THE BELLCRANKS IN THE WING ARE PERPENDICULAR TO THE REAR SPAR WEB (IT IS NOT NECESSARY THAT THEY ARE 100% PRECISE, IT IS SUFFICENT THAT THEY ARE VISUALLY ALIGNED AND THE RUN IS CORRECT)

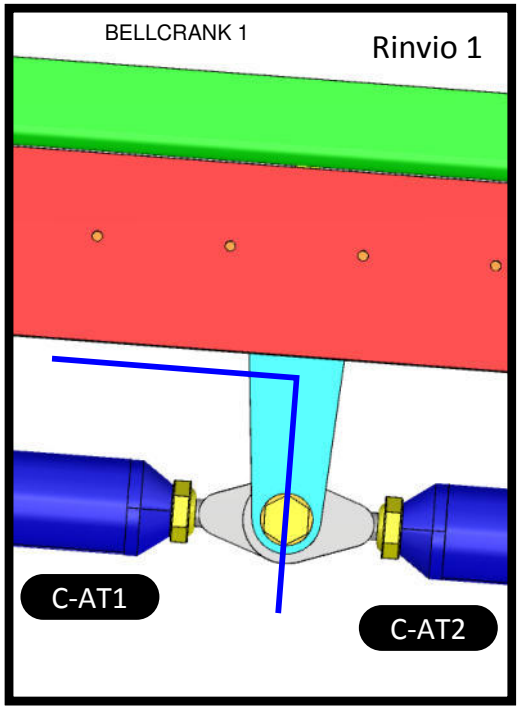
- WHEN THE AILERON ARE STILL IN POSITION ZERO, REGULATE THE ROD-END BEARING OF THE ELEMENTS C-AT1 SO THAT THE STICKS ARE IN CENTRAL-VERTICAL POSITION

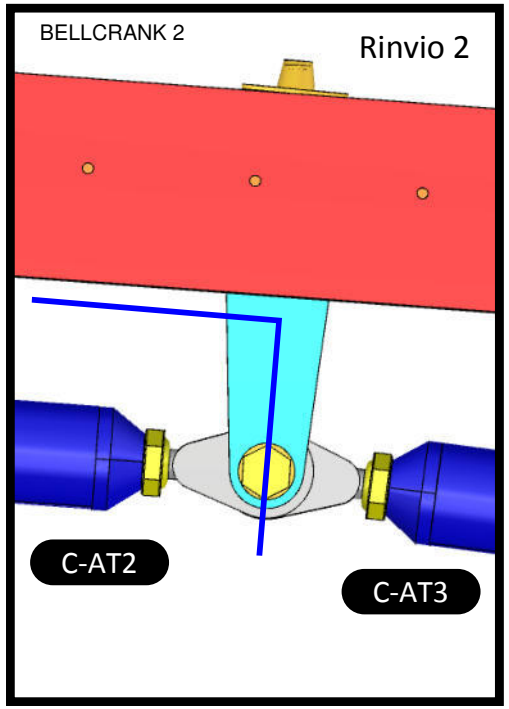
- STOP ALL THE ROD-END BEARING ONCE YOU HAVE CHECKED THAT THE RUNS ARE THOSE EXPECTED.

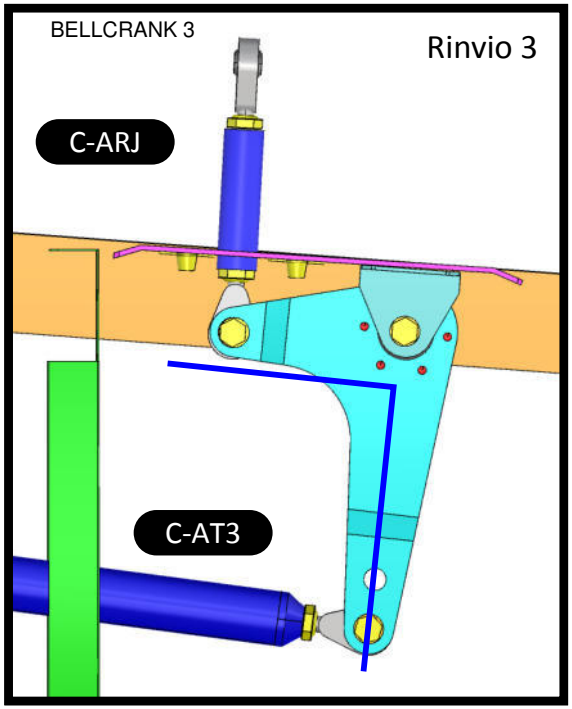


Forcella barra comandi

CONTROL ROD FORK



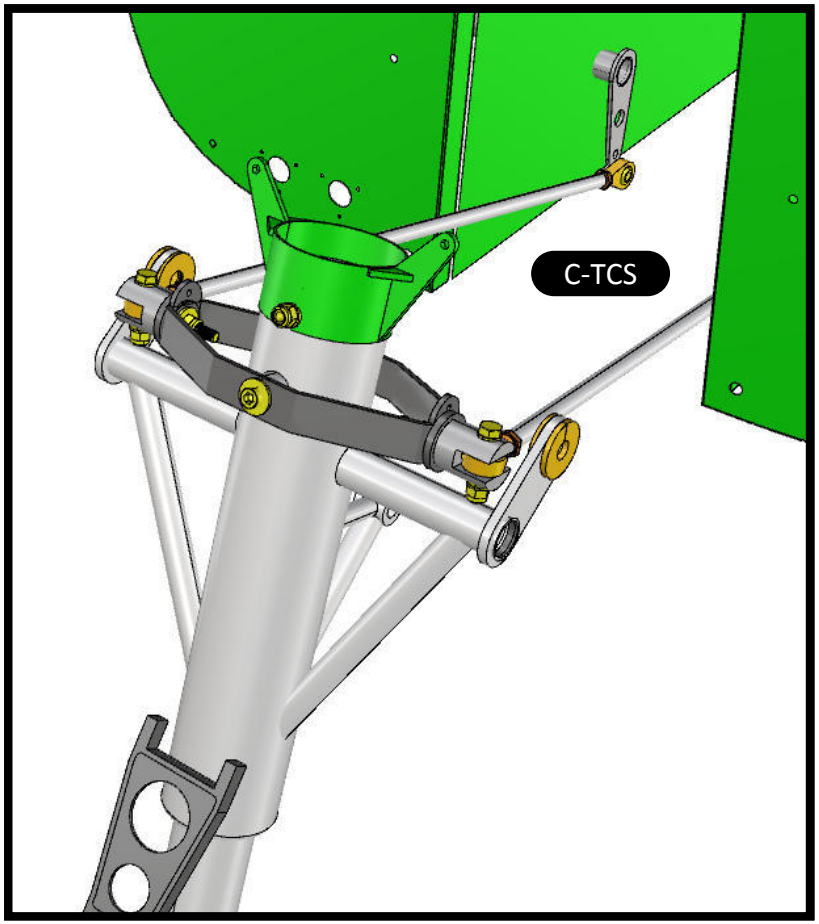


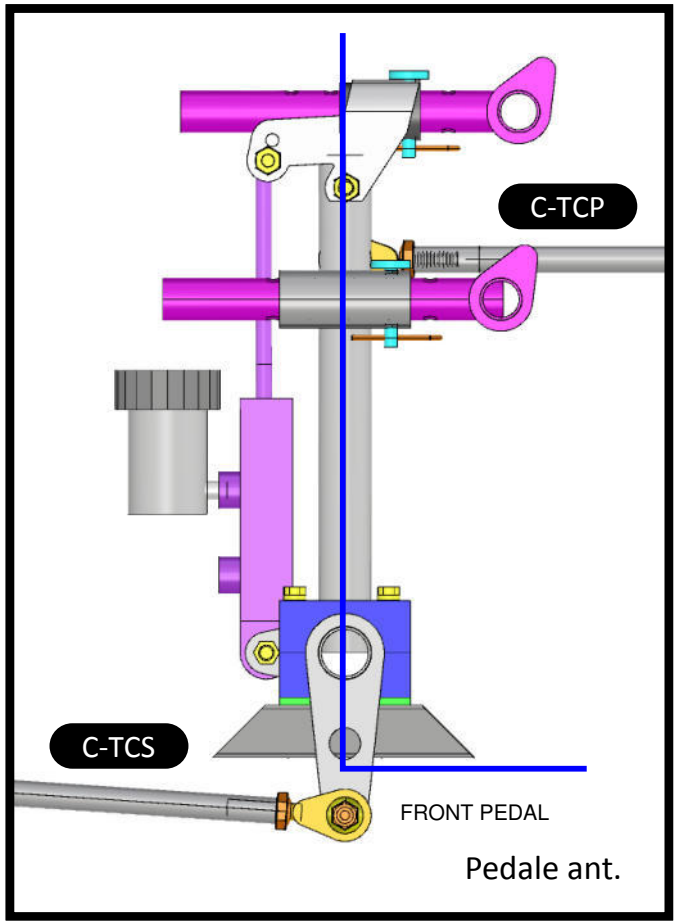


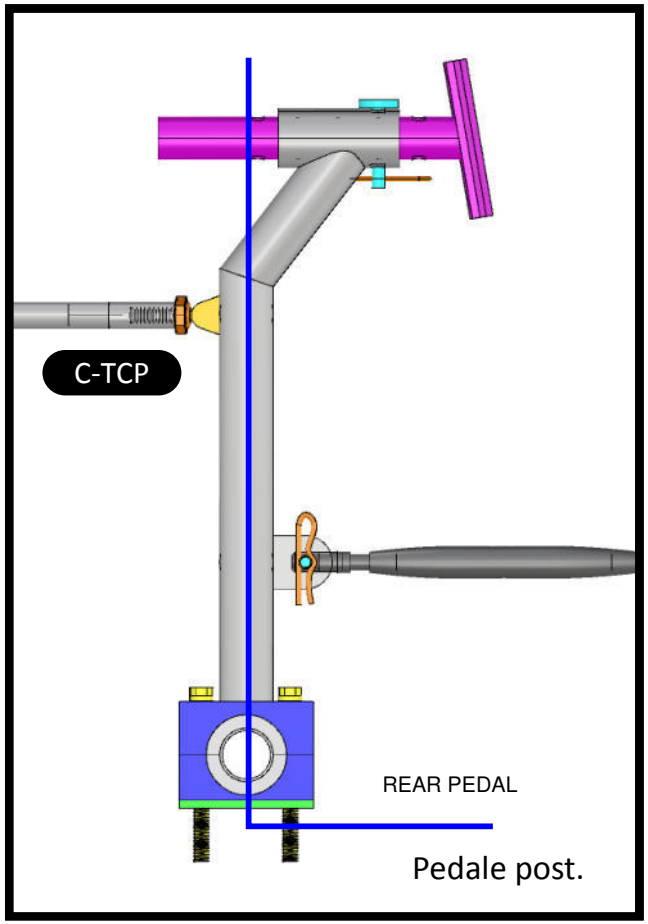
REGOLAZIONE PEDALI – CARRELLO ANTERIORE – TIMONE (1)

PEDALS REGULATION - FRON GEAR - RUDDER

- EXIT THE FRONT GEAR AND STOP IT WITH THE WHEEL IN AXIS IN RESPECT TO THE FUSELAGE (SIMULATE A STRAIGHT PACE)
- REGULATE THE ROD-END BEARING OF THE BEAMS C-TCS AND C-TCP SO THAT THE AXIS OF BOTH PEDALS ARE VERTICAL
- STOP ALL THE ROD END BEARING ONCE THE RUN CHECKED IS THE ONE EXPECTED







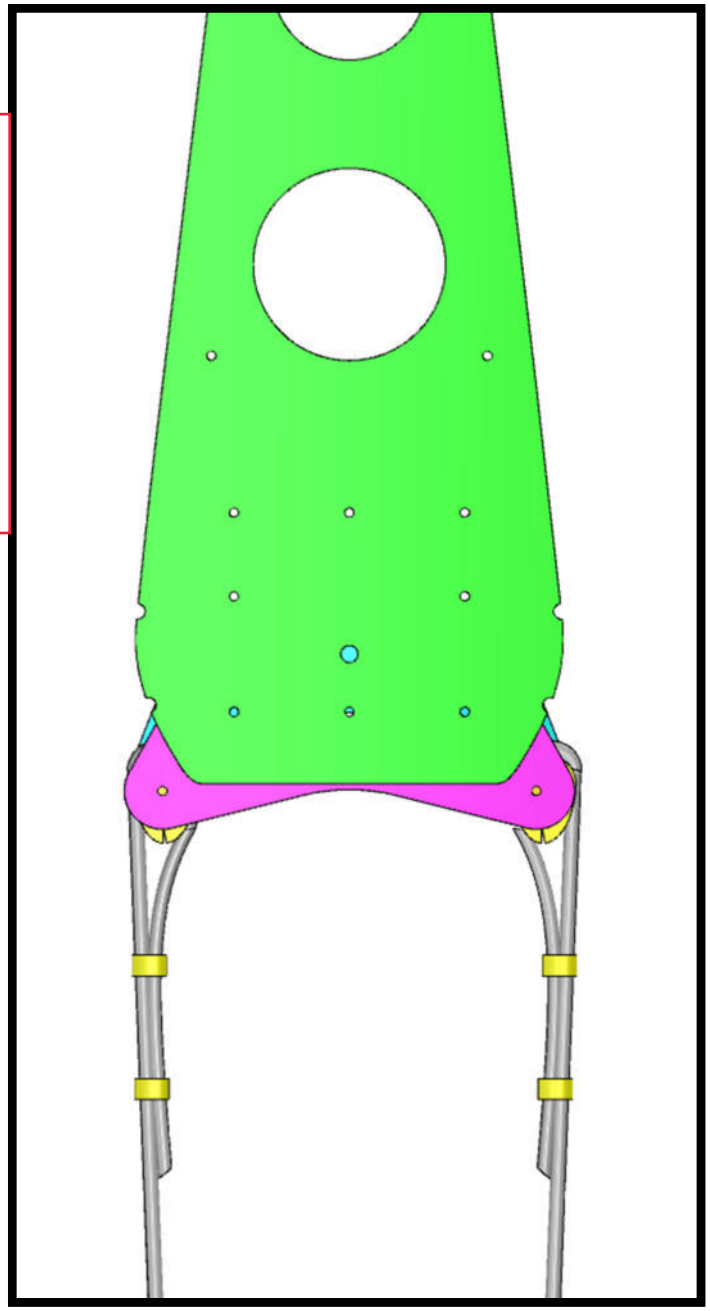
REGOLAZIONE PEDALI – CARRELLO ANTERIORE – TIMONE (2)

- PEDALS REGULATION - FRONT GEAR - RUDDER (2)

  VERIFY THAT THE CRANK-GEAR IS REGULATED AND STOP THE FRONT GEAR IN AXIS IN RESPECT OF THE FUSELAGE (SIMULATE A STRAIGHT PACE)

- STOP THE RUDDER IN POSITION ZERO

- MOVE THE TIE RODS OF THE BACK CRANK-GEAR TO STRAIGHT THE CABLE AND DO THE NECESSARY REGULATIONS TO GARANTEE THE CORRECT ROTATION OF THE RUDDER. STOP THE TIE RODS WHEN YOU FINISH THIS STEP (IT IS SUGGESTED ALSO TO STOP ALSO THROUGH BRAKE WIRE)



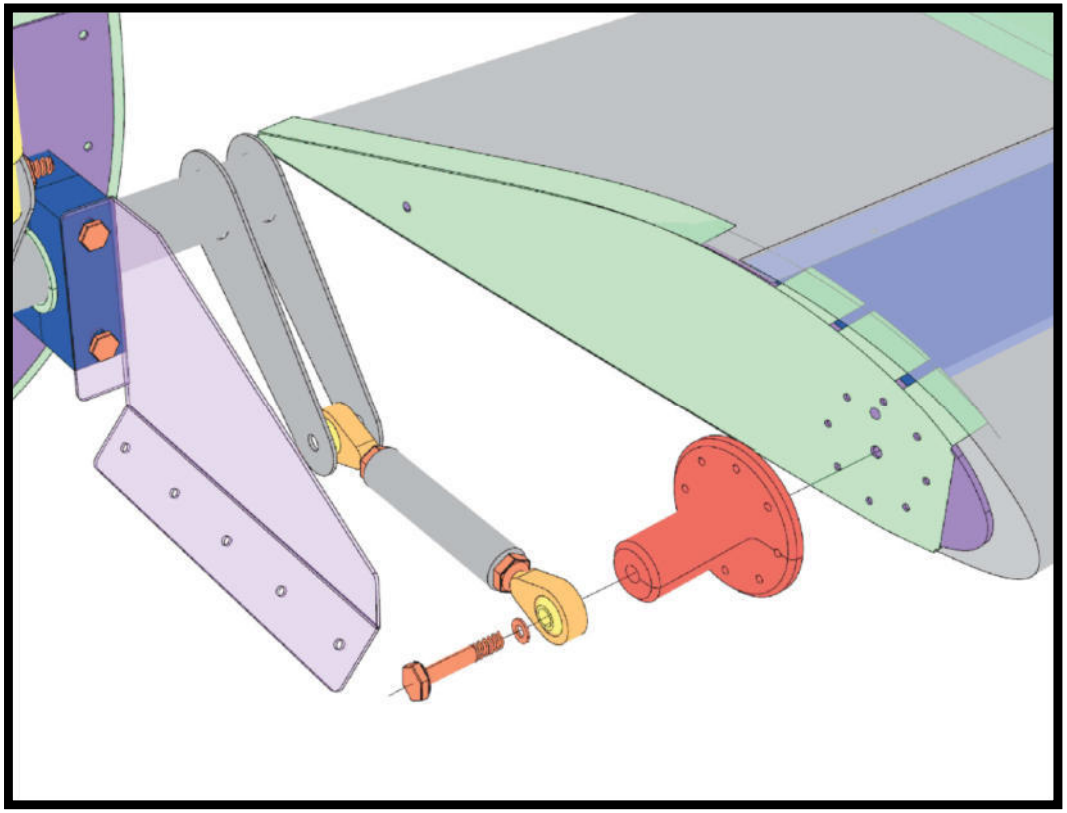
REGOLATE FLAP AND TRIM

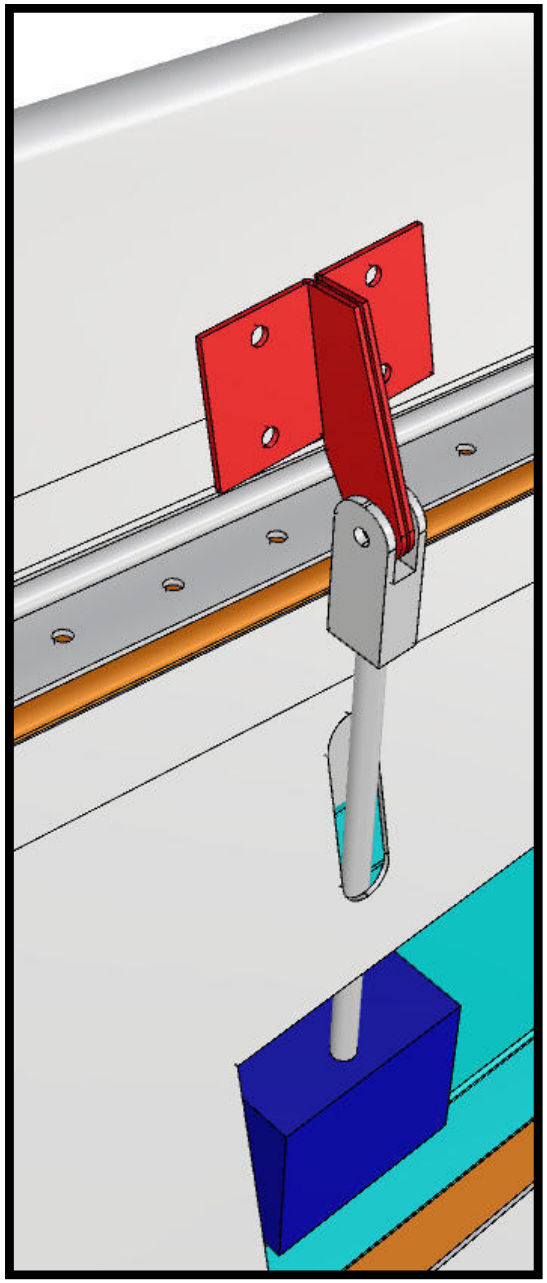
FLAP

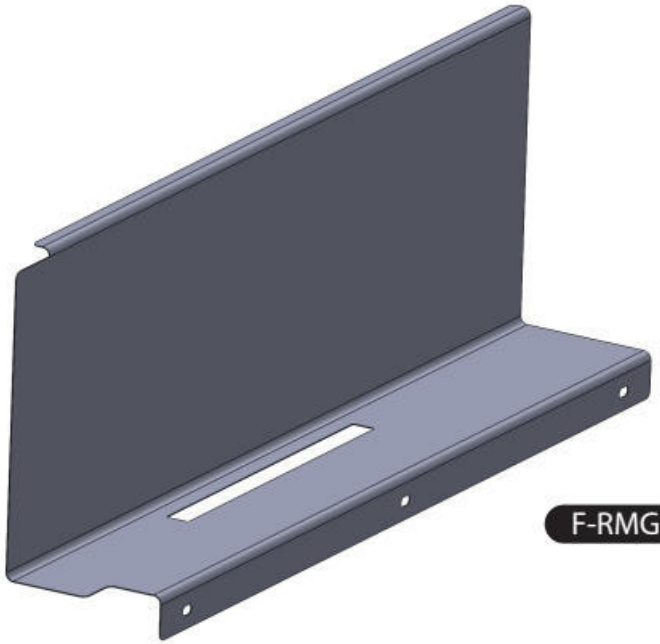
CLOSE ENTIRELY THE FLAP ACTUATOR AND REGOLATE THE ROD-END BEARING OF THE CONTROL ROD TILL YOU BRING BOTH FLAP TO POSIZION ZERO

STOP ALL THE ROD-END BEARING ONCE YOU HAVE VERIFIED THAT THE FLAP RUNS ARE THOSE ESXPECTED

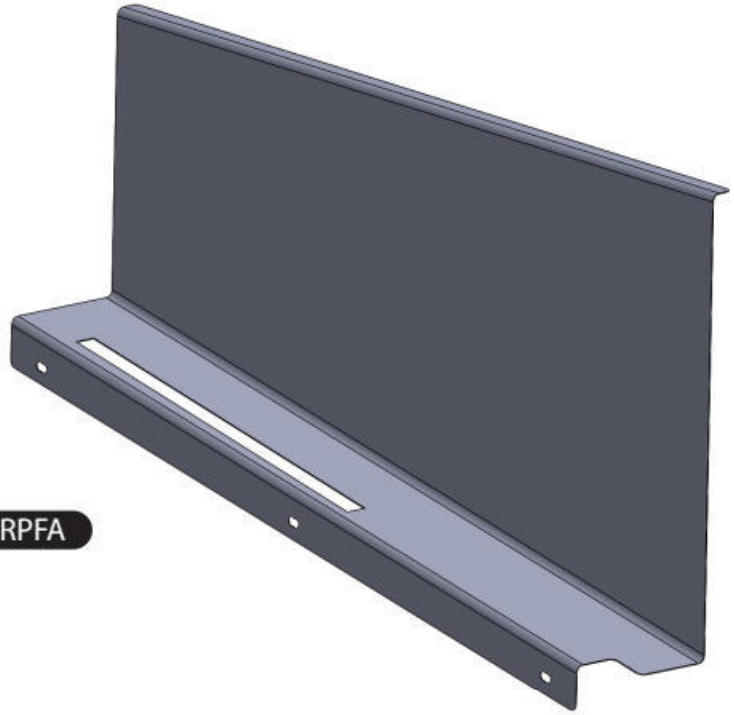
TRIM
FROM THE INSTRUMENT PANEL SET UP AT ZERO THE TRIM EXCURSION
BRING THE TRIM IN POSITION ZERO ACTING ON THE THREADED ROD



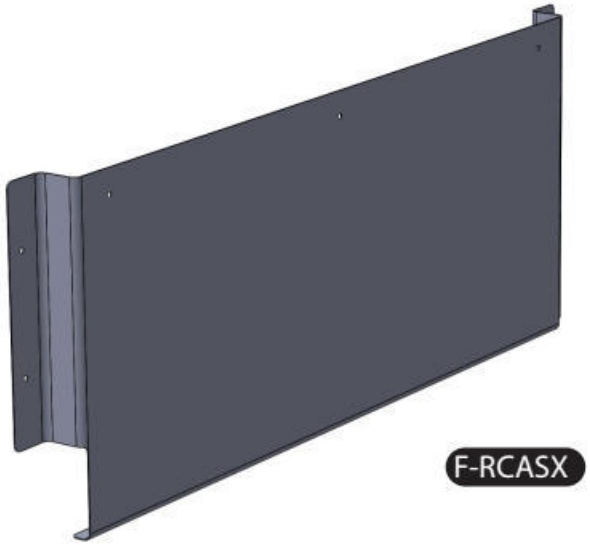




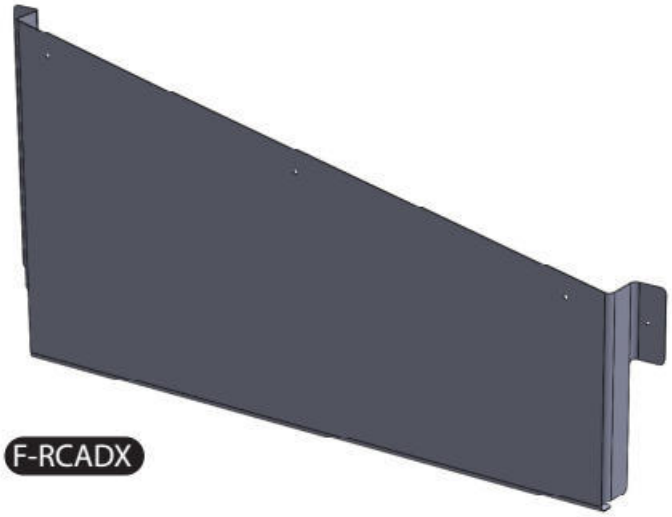
F-RMG



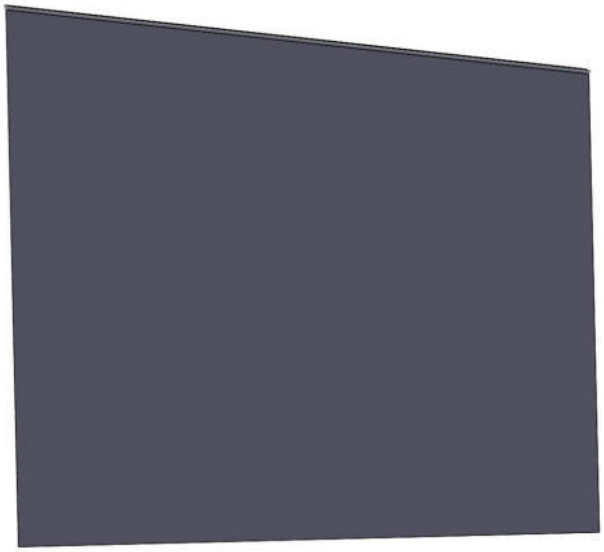
F-RPFA



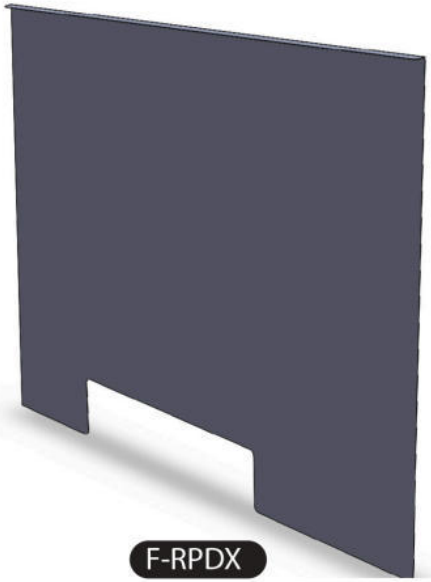
F-RCASX



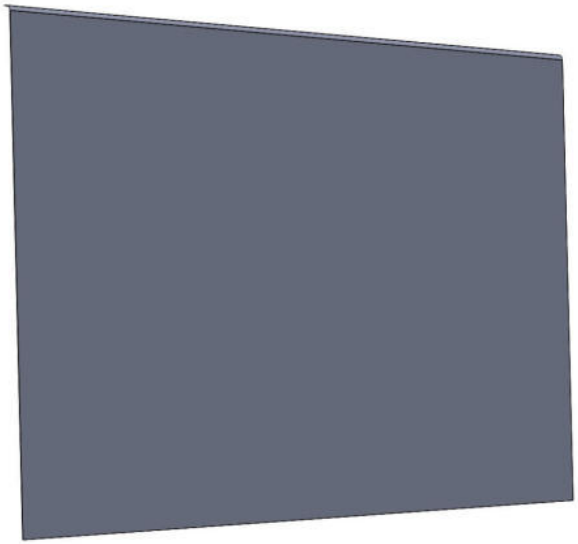
F-RCADX



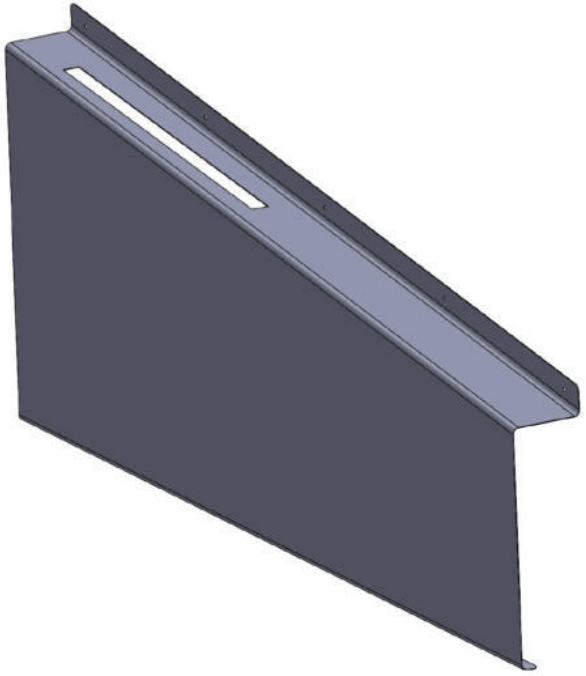
F-RPSX



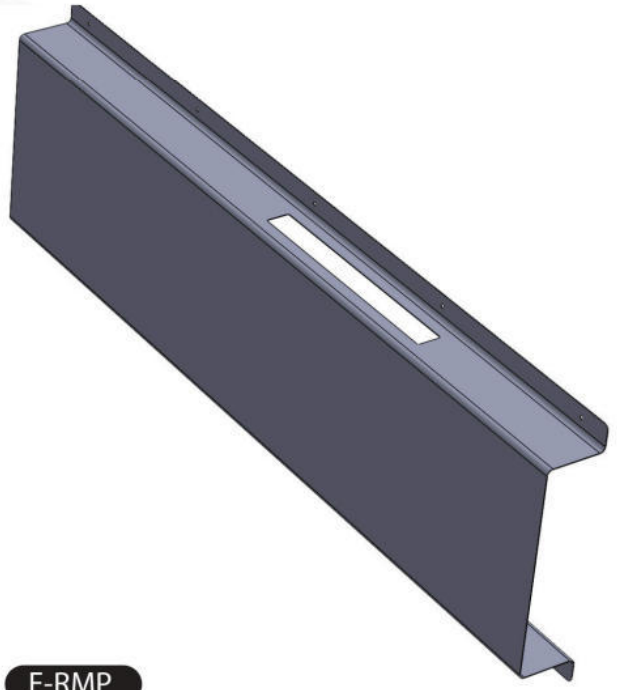
F-RPDX



F-RPCDX
F-RPCSX



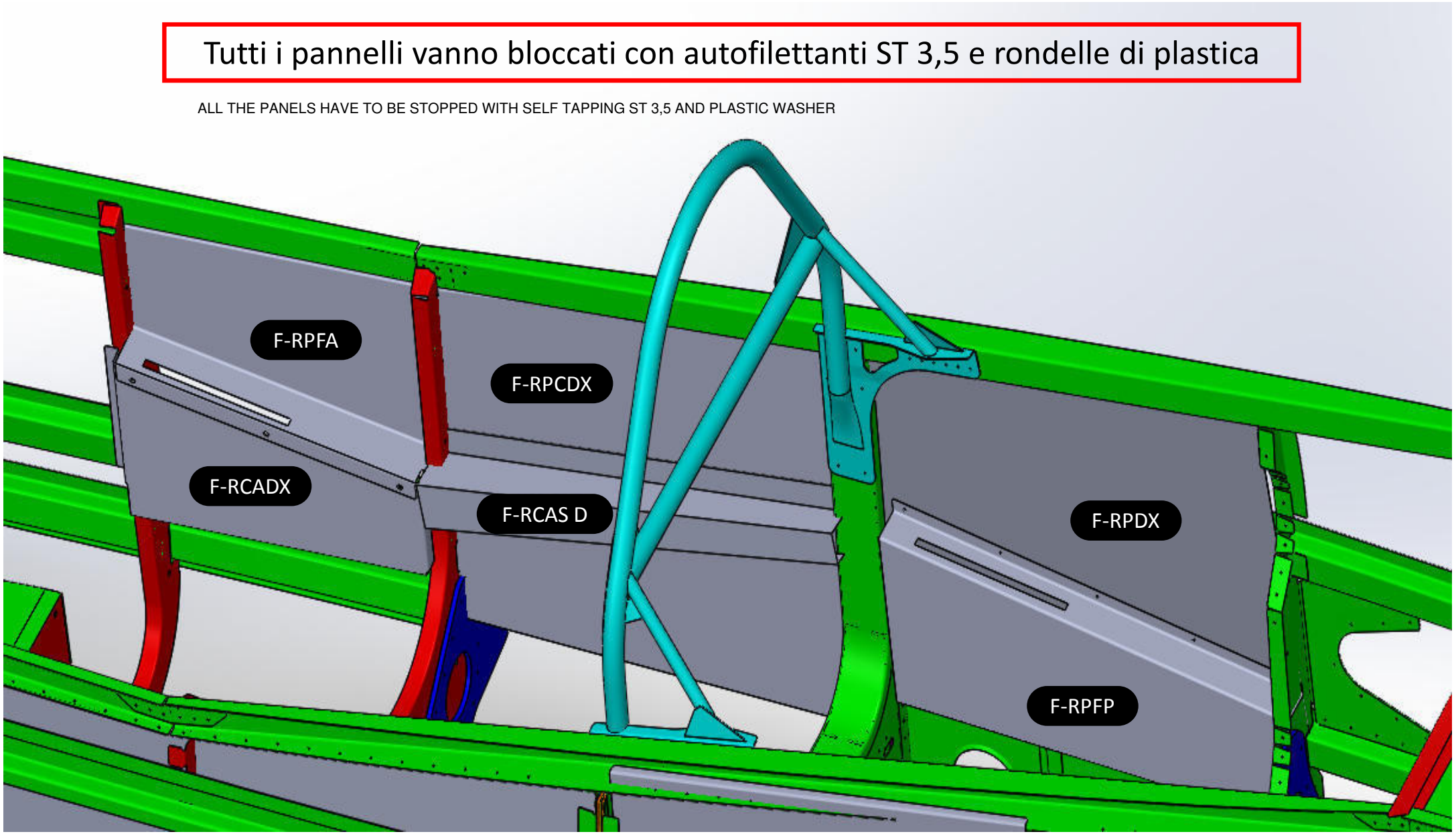
F-RPFP



F-RMP

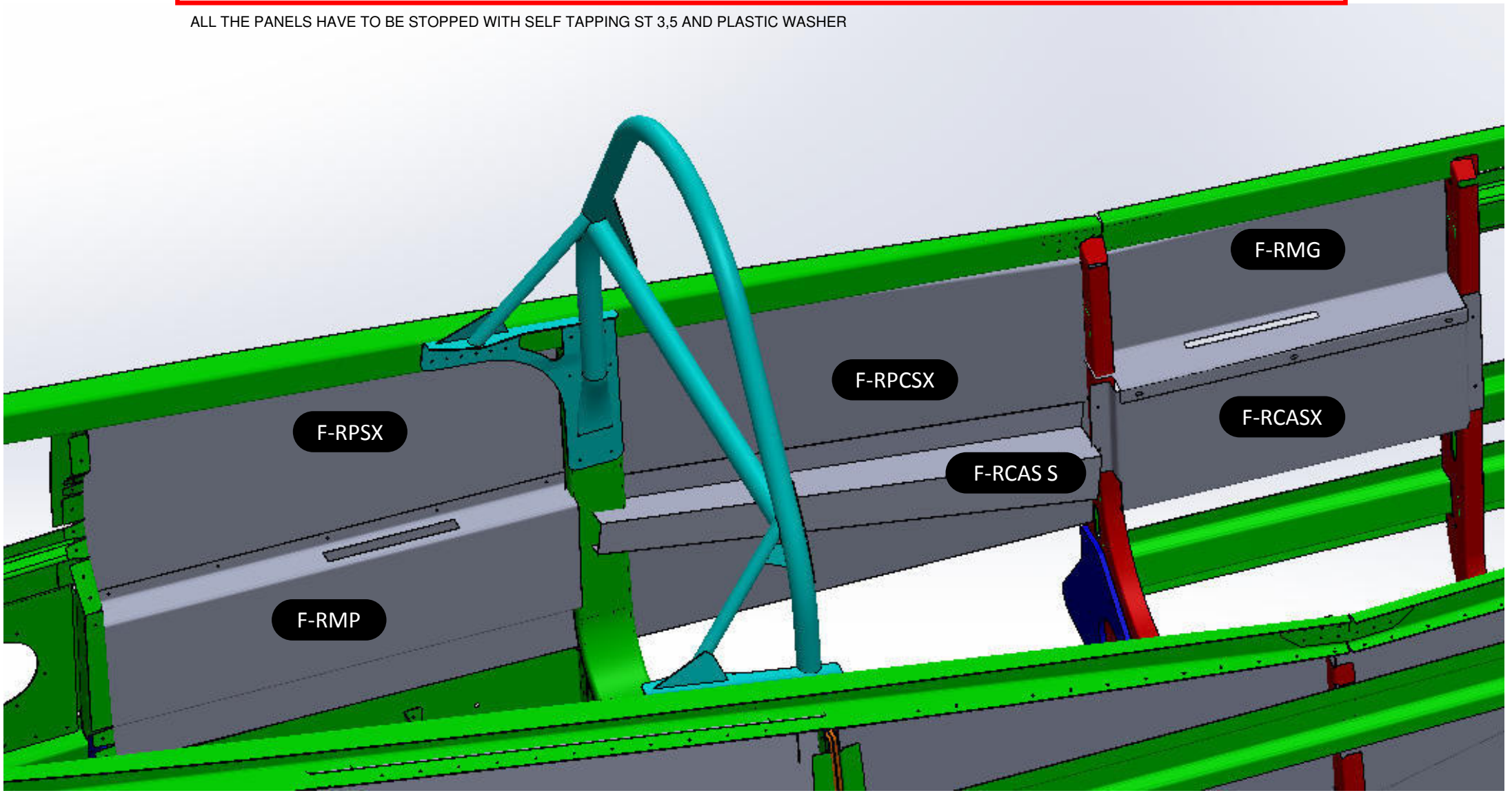
Tutti i pannelli vanno bloccati con autofilettanti ST 3,5 e rondelle di plastica

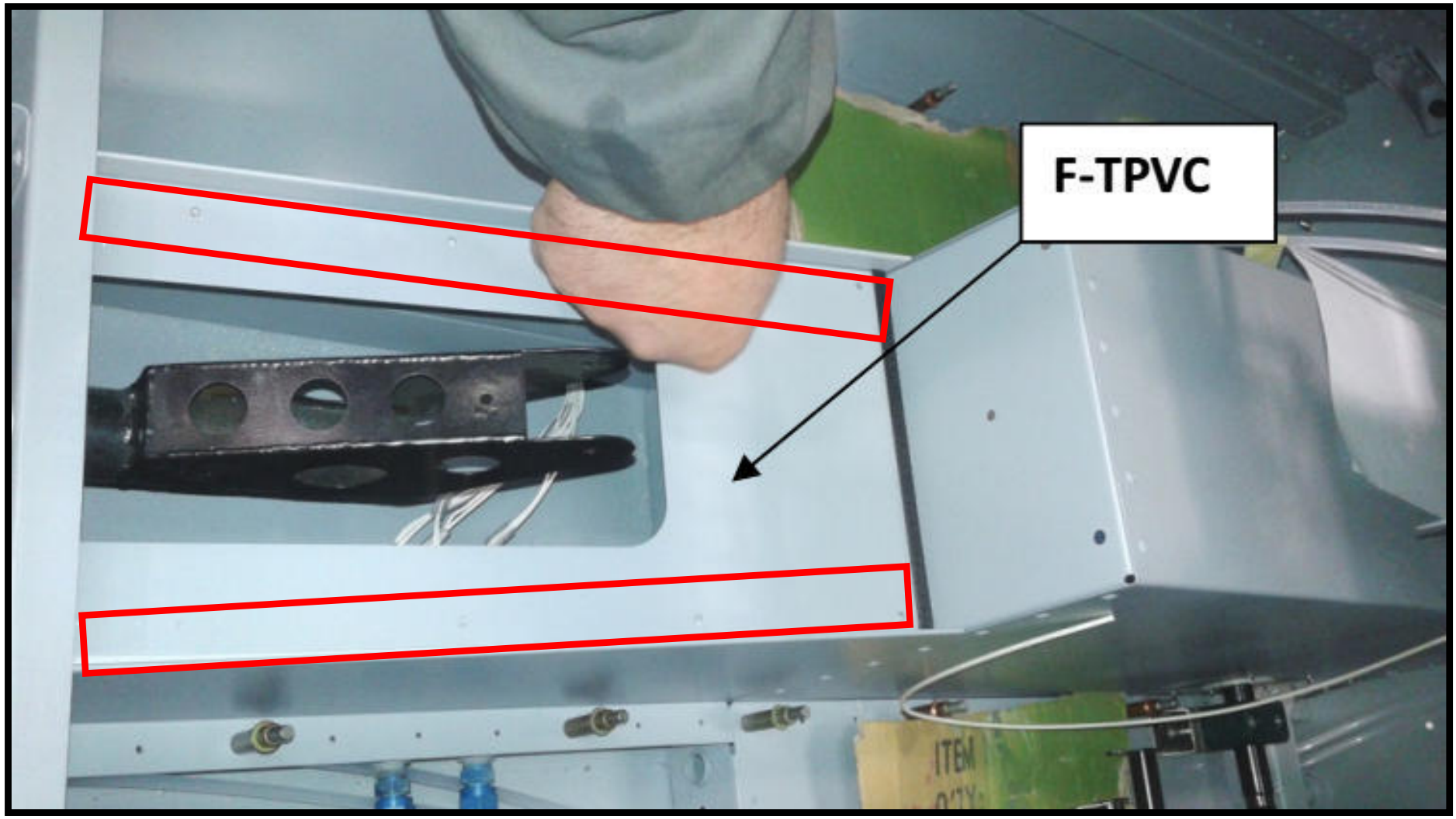
ALL THE PANELS HAVE TO BE STOPPED WITH SELF TAPPING ST 3,5 AND PLASTIC WASHER



Tutti i pannelli vanno bloccati con autofilettanti ST 3,5 e rondelle di plastica

ALL THE PANELS HAVE TO BE STOPPED WITH SELF TAPPING ST 3,5 AND PLASTIC WASHER





Viti M3 su inserti filettati. Inserire Loctite

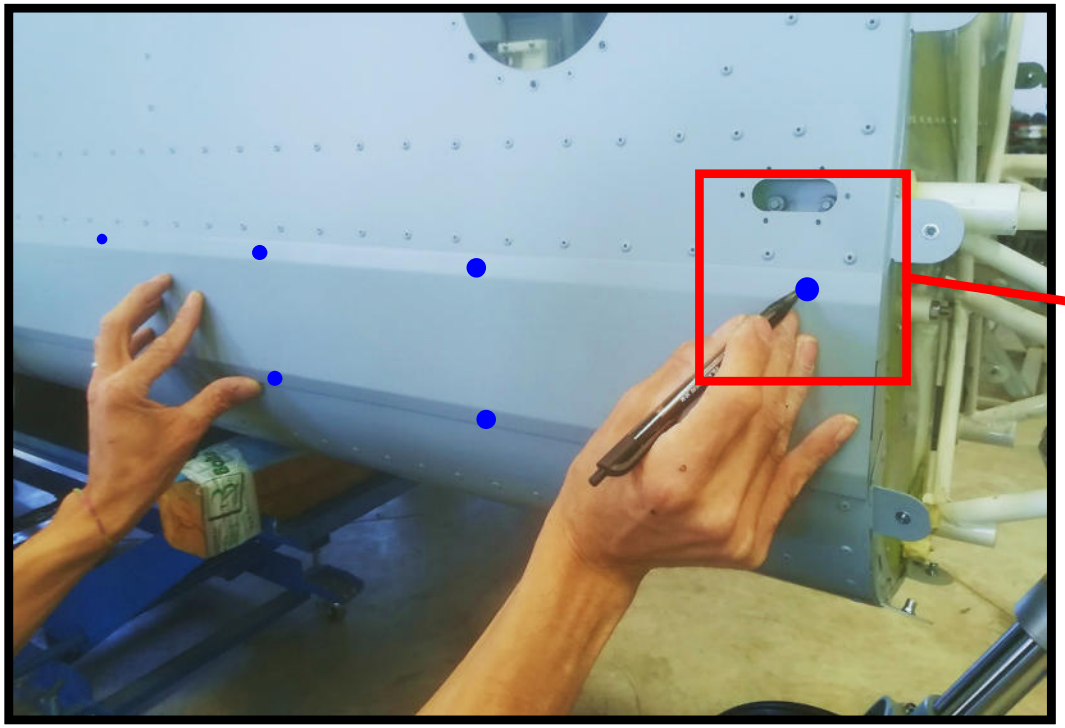
M3 SCREW ON THREADED FITTINGS. APPLY LOCTITE

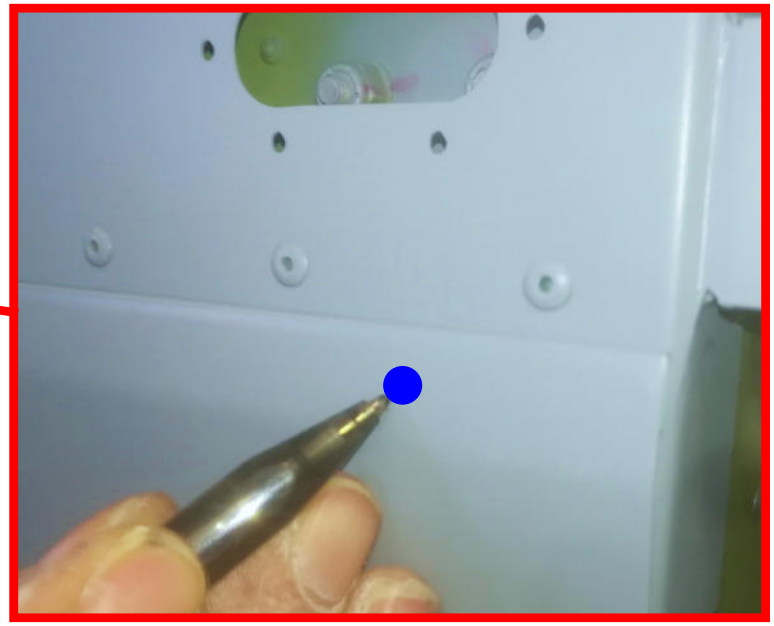
Piazzare il copri-cinghia paracadute per chiudere il relativo alloggiamento sulla fusoliera. Valutare se spostarlo qualche millimetro oltre la parafiamma per il successivo piazzamento del cofano motore.

APPLY THE BELT PARACHUTE COVER TO CLOSE THE FUSELAGE. EVALUATE IF YOU NEED TO MOVE SOME MILLIMETER BEYOND THE FIREWALL TO PLACE LATER THE ENGINE COWLING

Segnare con un pennarello i fori da praticare in modo che cadano nel mezzo tra l'interasse dei rivetti già presenti in fusoliera. Considerare un foro ogni 5 rivetti

MARK WITH A MARKER THE HOLES TO BE DONE SO THAT THEY FALL BETWEEN THE AXLE SPACING OF THE RIVETS ALREADY IN THE FUSELAGE. CONSIDER A HOLE EVERY FIVE RIVETS





Forare i copri-cinghia e riportare i fori sulla fusoliera per rivettatura a Ø2,4. Se fusoliera e copri-cinghia risultano già verniciate è possibile procedere con la rivettatura.

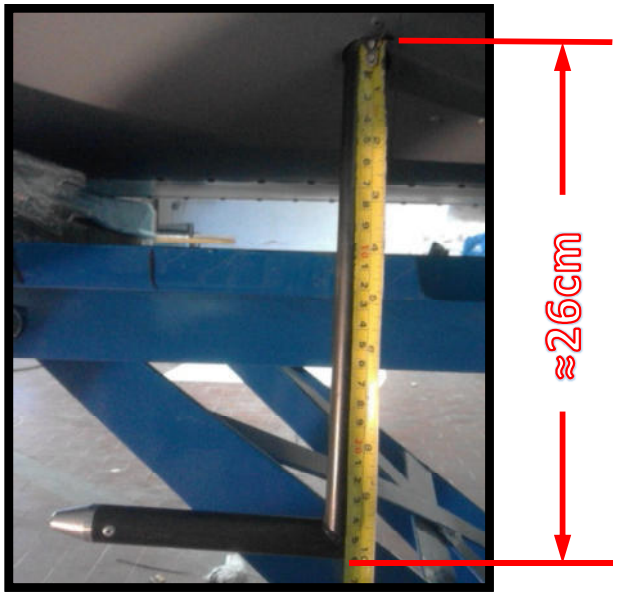
DRILL THE PARACHUTE BELT COVER AND DO THE HOLES ON THE FUSELAGE TO RIVET AT ø 2,4. IF FUSELAGE AND BELT COVER ARE ALREADY PAINTED YOU CAN PROCEED WITH THE RIVETTING.

Inserire il tubo all'interno dell'alloggiamento, portarlo a livello con il bordo del supporto, e orientarlo in direzione del parafiamma in linea con la fusoliera.

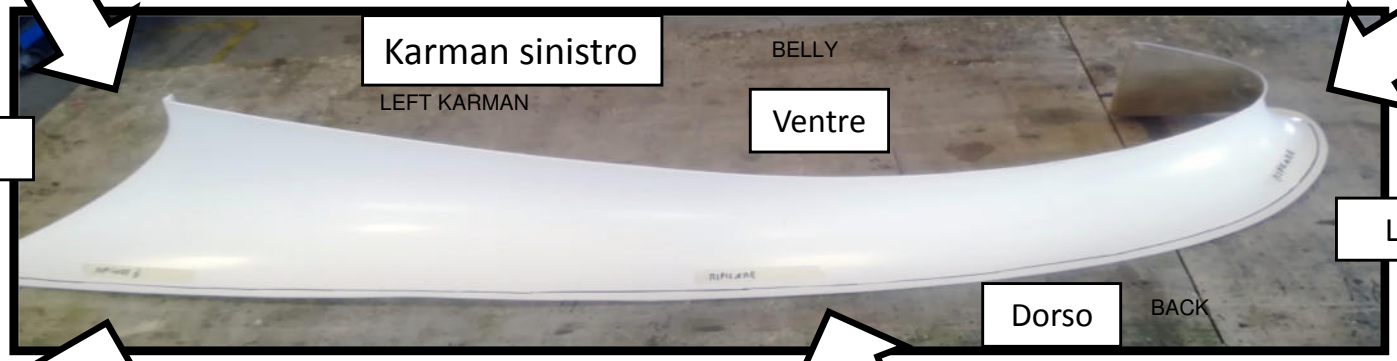
PLACE THE TUBE INSIDE ITS PLACE, LEVEL IT WITH THE EDGE SUPPORT, AND DIRECT IT TO THE FIREWALL IN LINE WITH THE FUSELAGE.

Bullonare predellino con vite M6x50 + rondella + dado autobloccante

BOLT THE ENTRY STEP WITH A SCREW M6X50 + WASHER+ SELF LOCKING NUT



Rifilare i karman alari lungo la linea di taglio (già presente sui karman stessi, incassata in prossimità del bordo) della parte a contatto con la fusoliera, omettendo la parte evidenziata in rosso



Lato coda

TAIL SIDE

Lato parafiamma

FIREALL SIDE

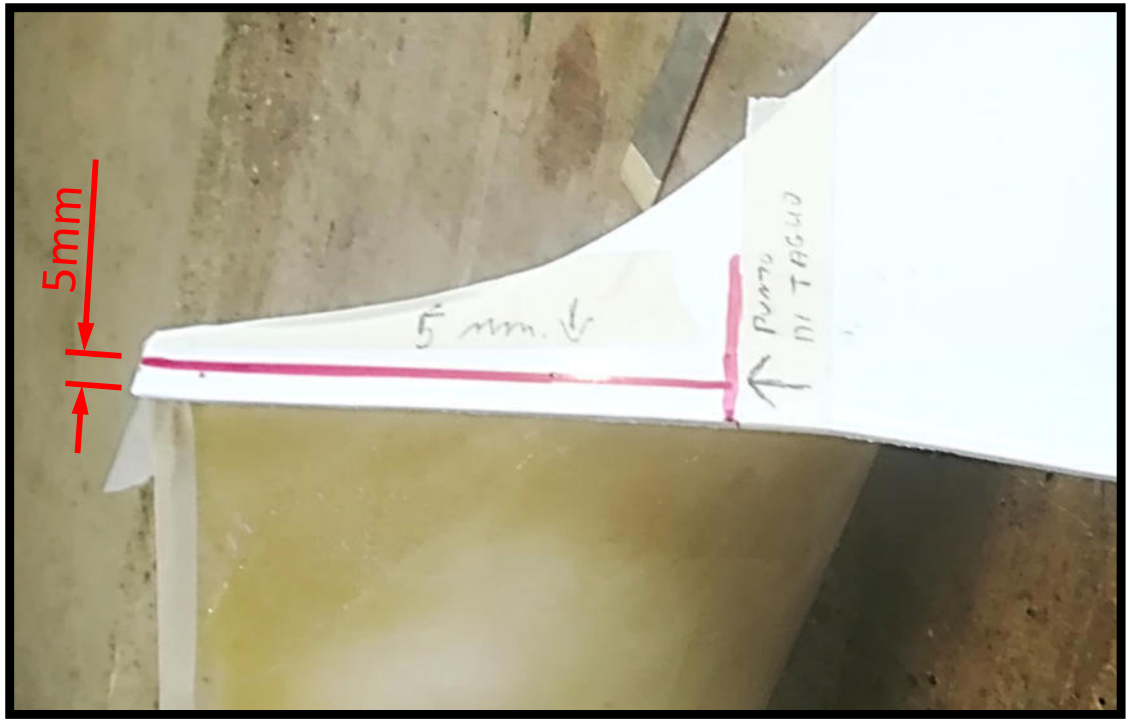
TRIM THE KARMAN WING ALONG THE CUTTING LINE (ALREADY IN THE KARMAN, NEXT TO THE EDGE) TO THE CONTACT SIDE WITH THE FUSELAGE, LEAVE THE PART HIGHLIGHTED IN RED

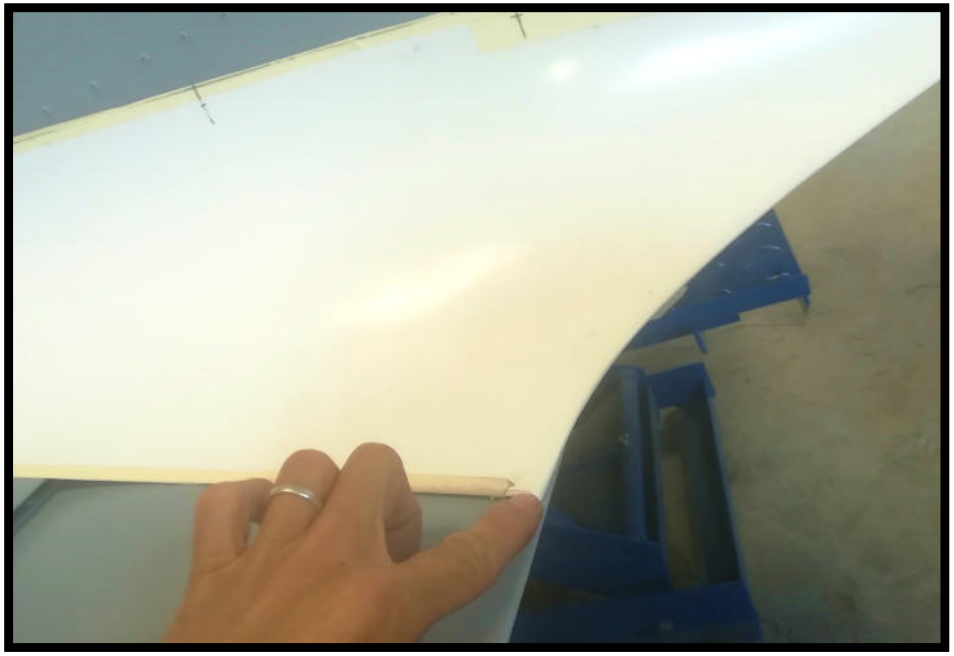
Lato anteriore

Lato posteriore

Piazzare il karman e farlo aderire ad ala e fusoliera. Tracciare nella parte posteriore una linea in prossimità del bordo del flap lasciando almeno 5mm di margine

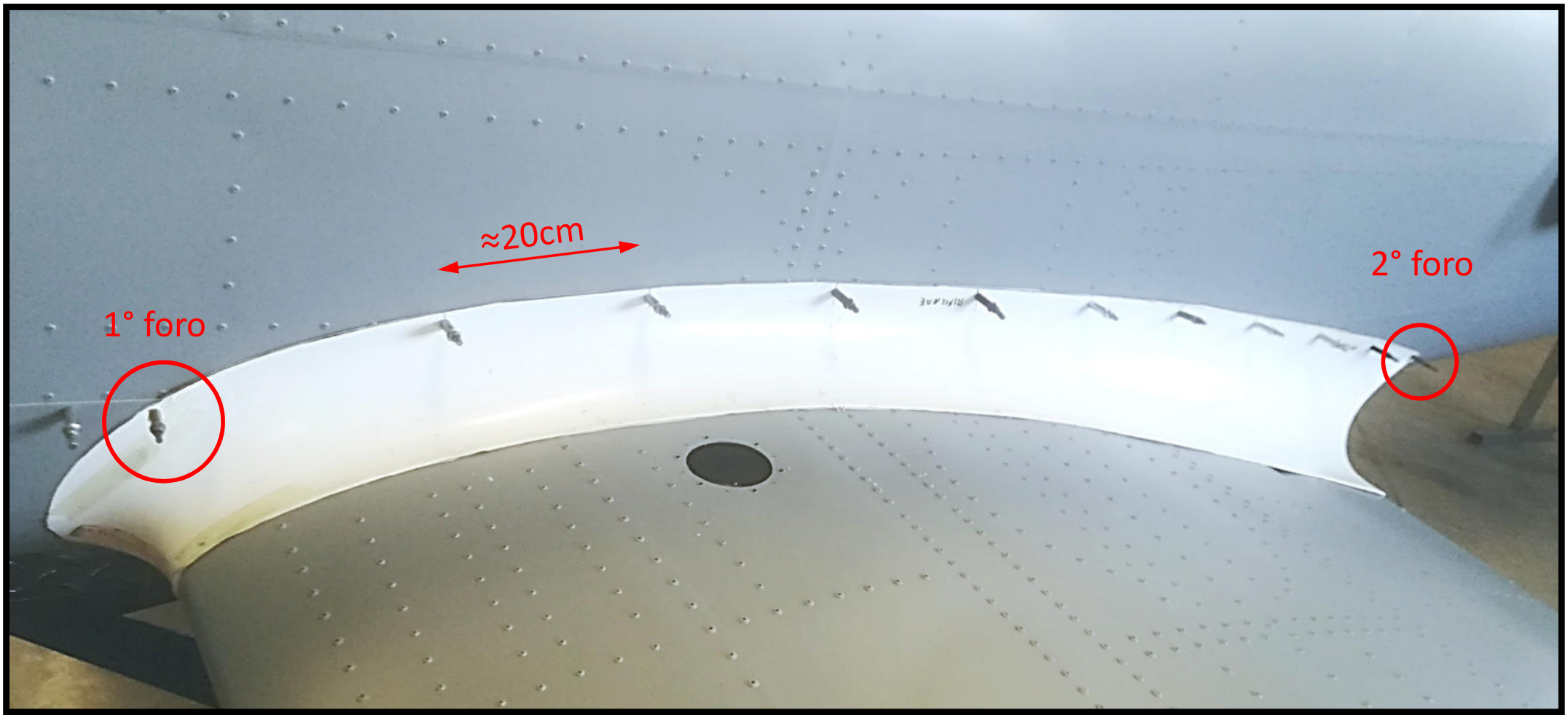
PLACE THE KARMAN AND MAKE SURE THAT IT ADHERES TO THE WING AND TO THE FUSELAGE. MARK IN THE REAR SIDE A LINE CLOSE TO THE FLAP EDGE LEAVING AT LEAST 5MM





Tagliare circa 5mm di materiale e sagomare il bordo in modo che il karman sia allineato al profilo del flap e che quest'ultimo, nella sua escursione, non interferisca con il karman stesso

CUT AT LEAST 5 MM AND SHAPE THE EDGE SO THAT THE KARMAN IS ALIGNED TO THE FLAP PROFILE AND THAT THIS LAST ONE, IN ITS RANGE, DOES NOT INTERFERE WITH THE KARMAN ITSELF



Posizionare il karman in modo da farlo aderire correttamente all'ala ed alla fusoliera. Si effettuino i due fori cerchiati e clecare a Ø2,4. La collocazione dei fori deve seguire le seguenti condizioni:

1) I fori non devono trovarsi in prossimità di altri rivetti già presenti (10mm di distanza minima)
2) I fori devono essere distanti 10mm dal bordo del karman stesso e non devono trovarsi sopra le pieghe del karman, per quanto possibile

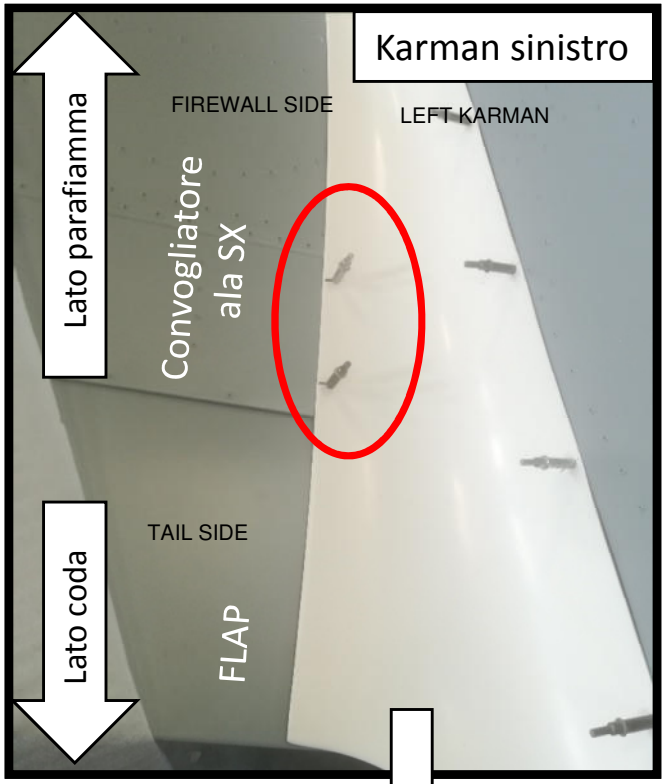
Una volta bloccato il karman procedere alla foratura/clecatura a Ø2,4 di questo sulla fusoliera mantenendo un interasse di circa 20cm, compatibilmente con le condizioni 1 e 2

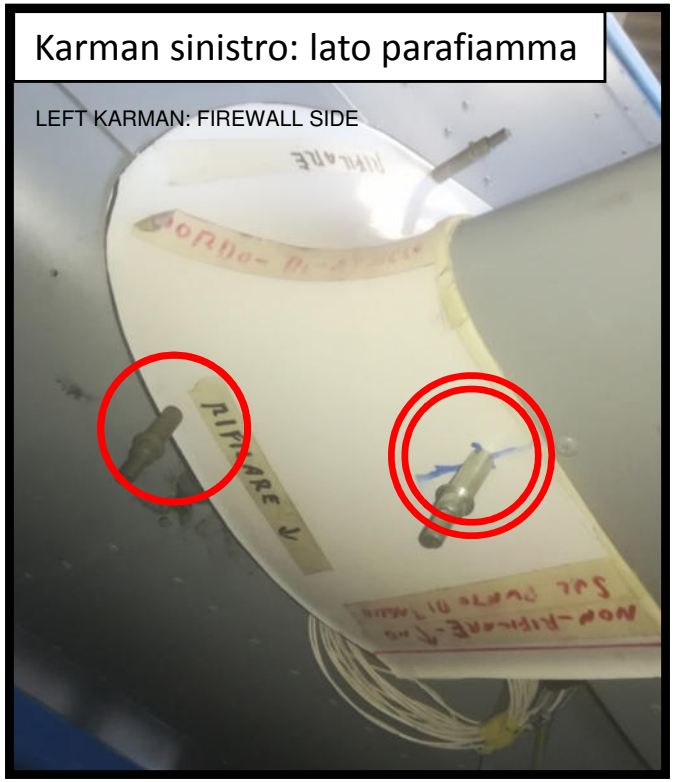
PLACE THE KARMAN SO THAT IT ADHERES CORRECTLY TO THE WING AND THE FUSELAGE. DRILL THE TWO CIRCLED HOLES ø 2,4. THE HOLES POSITION SHOULD FOLLOW THESE CONDITIONS:
1) THE HOLES HAVE TO BE CLOSED TO EXISTING RIVETS (10MM MINIUM DISTANCE)
2) THE HOLES HAVE TO BE 10 MM AWAY FROM THE KARMAN EDGE AND SHOULD NOT BE ABOVE THE KARMAN BENDS, AS MUCH AS POSSIBLE.
ONCE THE KARMAN IS STOPPED PROCEED WITH THE DRILLING/CLECO AT 2,4 OF THIS ONE ON THE FUSELAGE MANTAINING A INTERAXLE OF ABOUT 20 CM, COMPATIBLE WITH CONDITION 1 AND 2

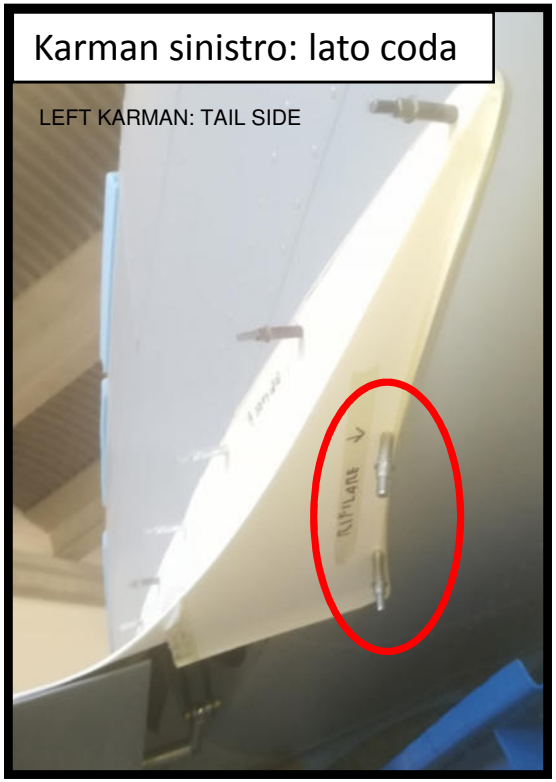
COMPLETE THE DRILLING OF BOTH KARMANS BY ADDING THE CIRCLED HOLES HIGHLIGHTED IN RED AND THESE HAVE TO FOLLOW THESE CONDITIONS:

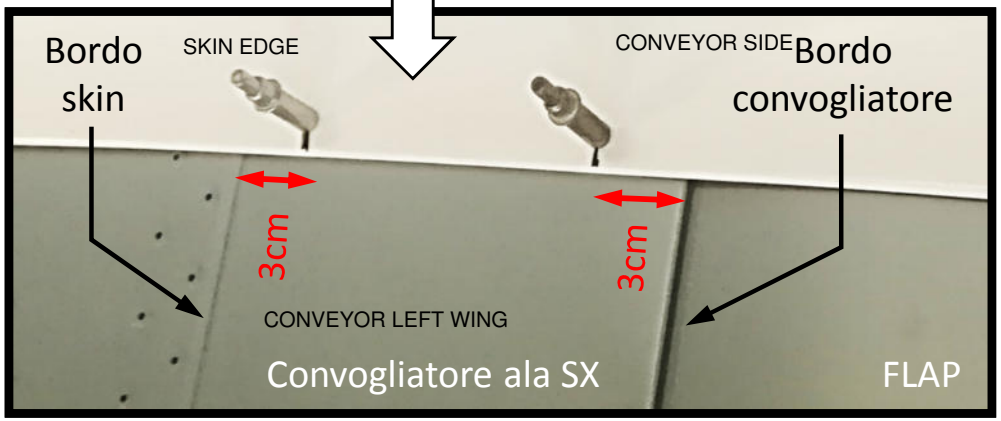
1) THE HOLES SHOULD NOT BE CLOSE TO EXISTING RIVETS (AT LEAST 10 MM OF DISTANCE IS NECESSARY)

2) THE HOLES HAVE TO BE AT LEAST 10 MM FROM THE KARMAN EDGE AND SHOULD NOT BE ABOVE THE KARMAN BENDS AS MUCH AS POSSIBLE









THE HOLES ON THE CONVEYOR OF THE WING HAVE TO BE PLACED 3 CM FROM THE EDHES OF THE SKINS AND THE CONVEYOR. PAY ATTENTION TO DRILL ONLY THE EXTERNAL CONVEYOR AND NOT TO DAMAGE THE INTERNAL ONE AND THE FLAP.

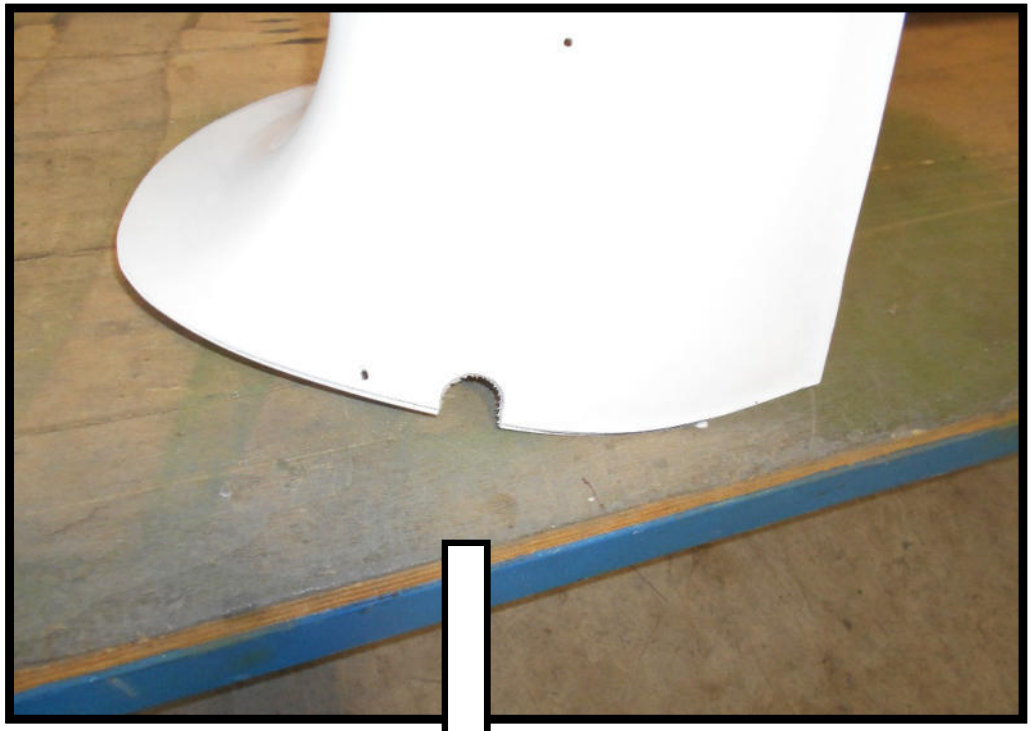
PAY ATTENTION NOT TO DRILL THE TANK WHEN YOU DO THE HOLE HIGHLIGHTED WITH A DOUBLE CIRCLE.
AS MUCH AS POSSIBLE, IT SHOULD FALL AS CLOSE AS POSSIBLE TO THE LIP OF RIB 1

Lato anteriore

FRONT SIDE

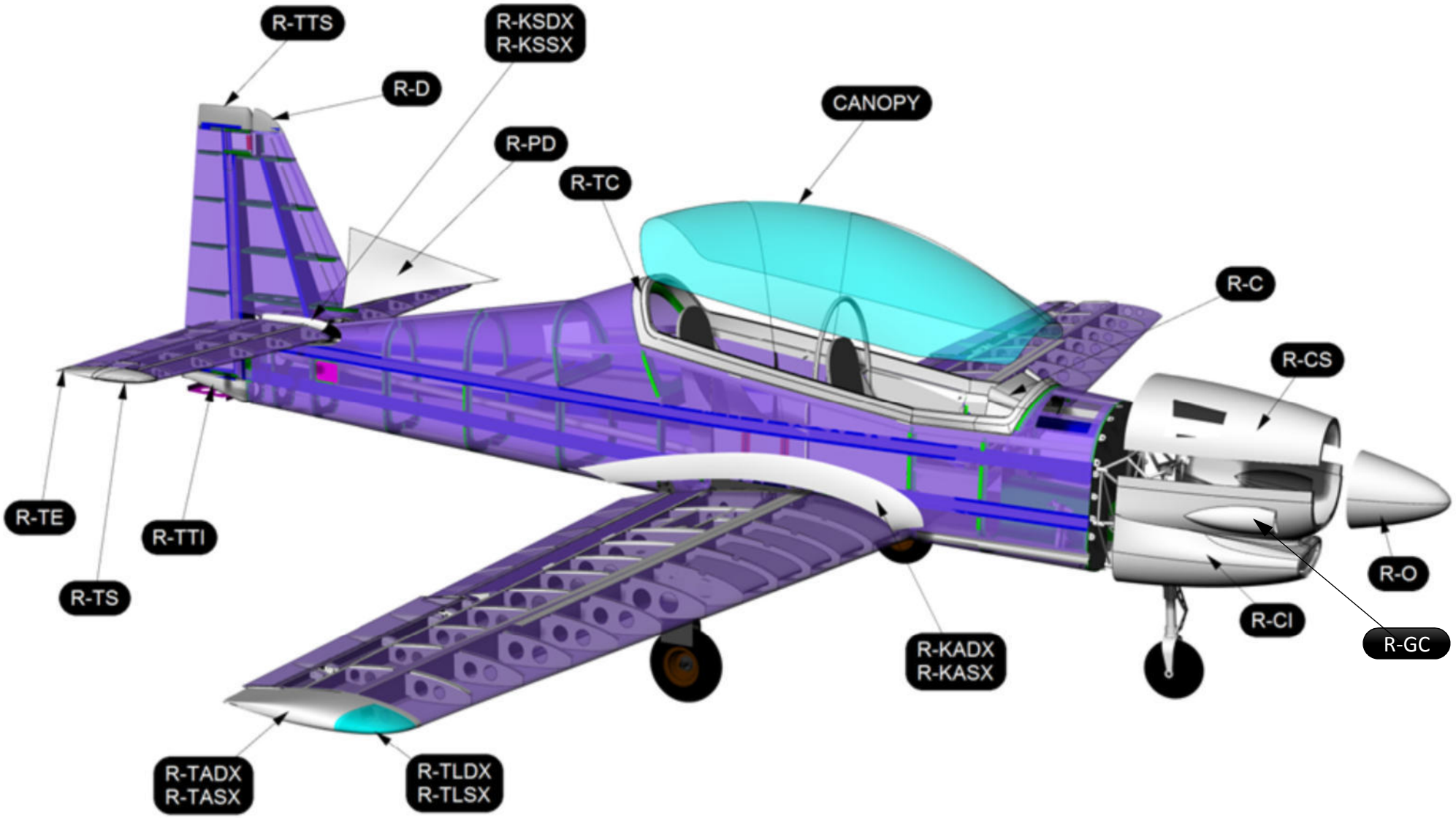
ON THE LEFT KARMAN DO A NOTCH CLOSE TO THE ENTRY STEP

Effettuare sul karman sinistro uno scasso in corrispondenza del predellino



RESINE

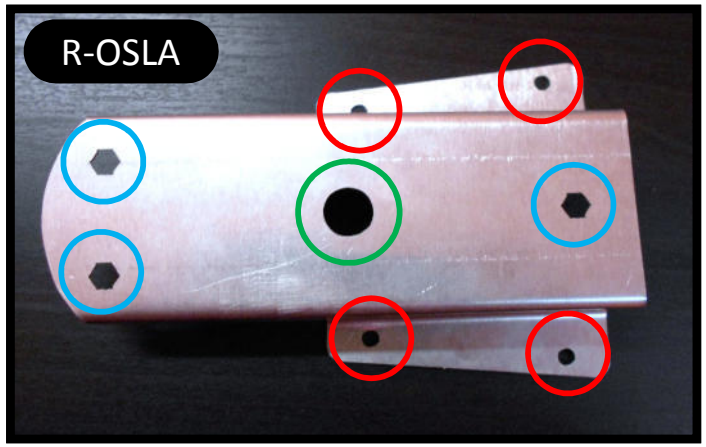
RESIN



TIP ALA WING TIP

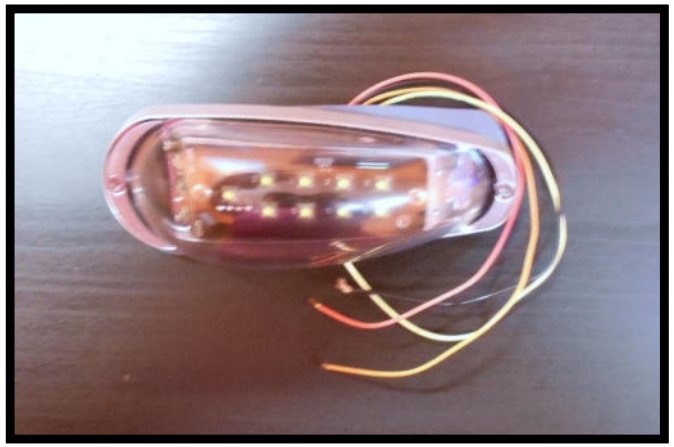
Piazzare la basetta sulla tip e ripassare i fori di bloccaggio. Portare i fori della tip a misura per l'inserimento di inserti filettati M3 con rondella sul retro della resina

PLACE THE ITEM R-OSLA ON THE TIP AND COPY THE STOPPING HOLES. DRILL THE HOLES OF THE TIP TO SIZE TO INSERT THREADED FITTINGS M3 WITH A WASHER ON THE BACK OF THE RESIN



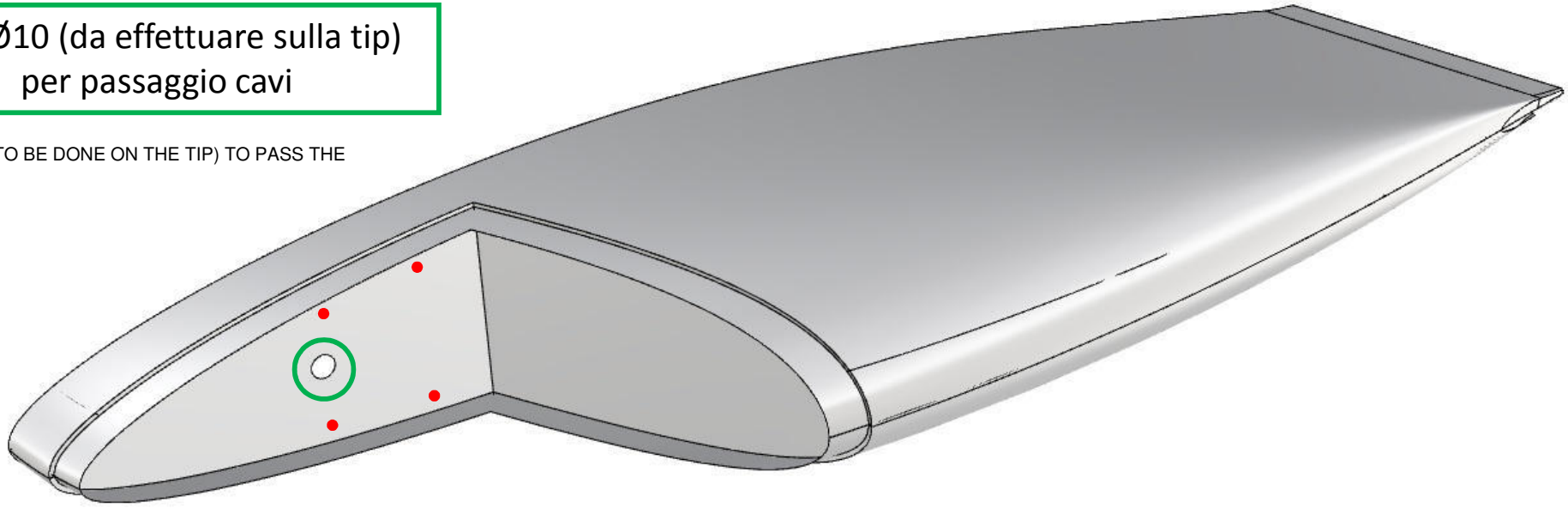
Bloccare la lampadina avvitando sugli inserti filettati da piazzare sugli scassi esagonali evidenziati sulla basetta

STOP THE LIGHT BY SCREWING THE THREADED FITTINGS TO BE PLACED ON THE HEXAGONAL NOTCHES WHICH ARE ON THE ITEM R-OSLA



Foro Ø10 (da effettuare sulla tip) per passaggio cavi

HOLE ø 10 (TO BE DONE ON THE TIP) TO PASS THE CABLES



FORARE (INTERASSE 40-50mm) PER INSERIMENTO DI RIVETTI Ø2.4

FORARE PER INSERIMENTO DI INSERTI FILETTATI M3
(CON RONDELLA INTERNA)

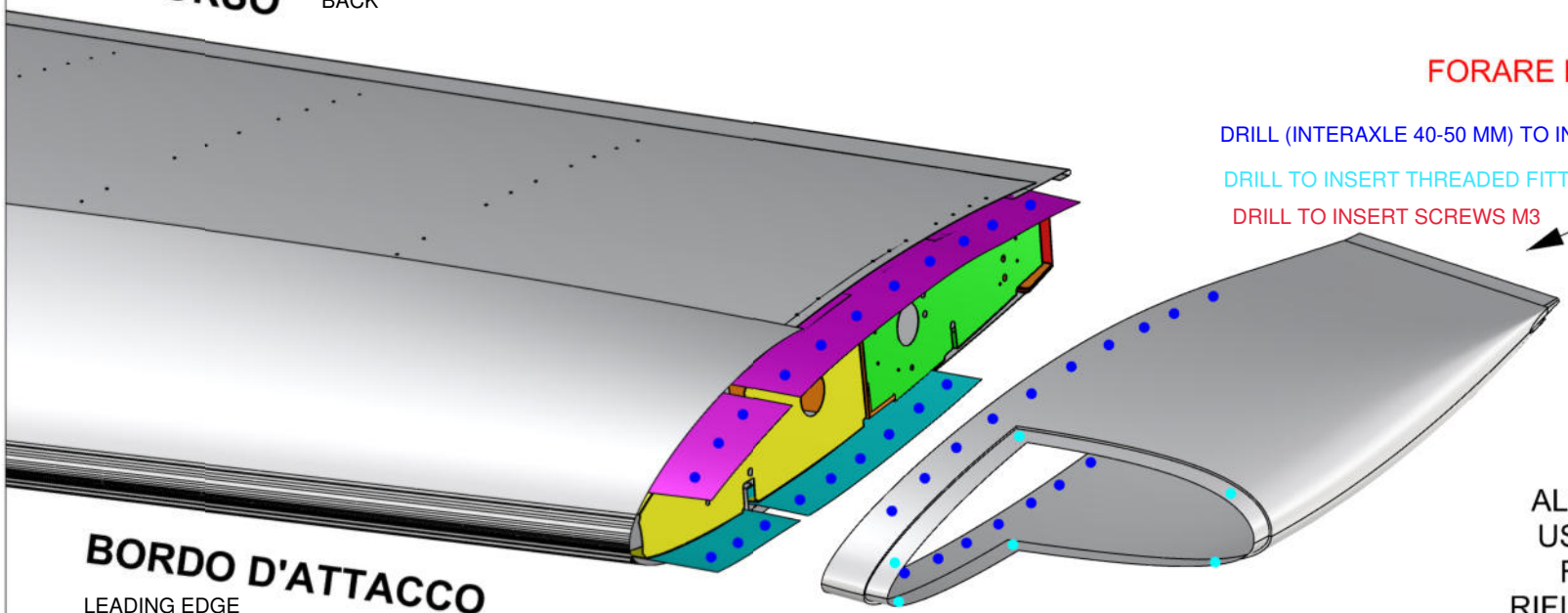
FORARE PER INSERIMENTO DI VITI M3

DRILL (INTERAXLE 40-50 MM) TO INSERT RIVETS ø 2.4

DRILL TO INSERT THREADED FITTINGS M3 (WITH INTERNAL WASHER)

DRILL TO INSERT SCREWS M3

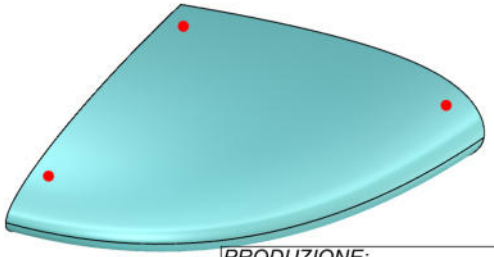
DORSO BACK



BORDO D'ATTACCO
LEADING EDGE

ALLINEARE IL BORDO DI USCITA DELLA TIP CON FLAP ED ALETTONE. RIFILARE, SE NECESSARIO

ALIGN THE TRAILING EDGE OF THE TIP WITH FLAP AND AILERON. TRIM IF NECESSARY.



PRODUZIONE: **QBK-RTF - RESINE**		STEP: **MONTAGGIO TIP ALA**	
DISEGNATO DA: **D. CONIGLIONE**	PROGETTO: **TUCANO REPLICA**	DATA: **18/05/2018**	REV.:
SCALA: **N.D**			
MODIFICATO IL: OPERATORE			
CONTROLLATO IL: OPERATORE			

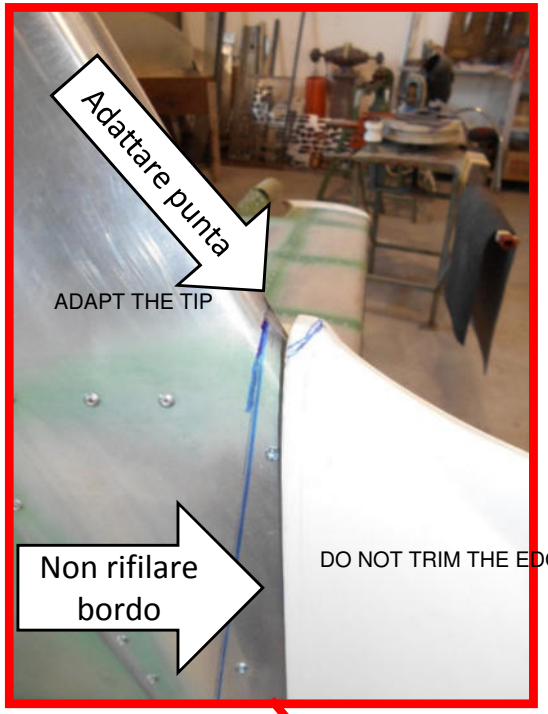
FLYING LEGEND ITALIA
C.DA CAUDARELLA
95041 CALTAGIRONE (CT)

SITO WEB: www.flyinglegend.it
E-MAIL: info@flyinglegend.it

MODELLO: **TR-_____**	NOTE: L'ALA DI RIFERIMENTO È LA SINISTRA	DISEGNO **198**

RACCORDO DERIVA

FIN FITTING

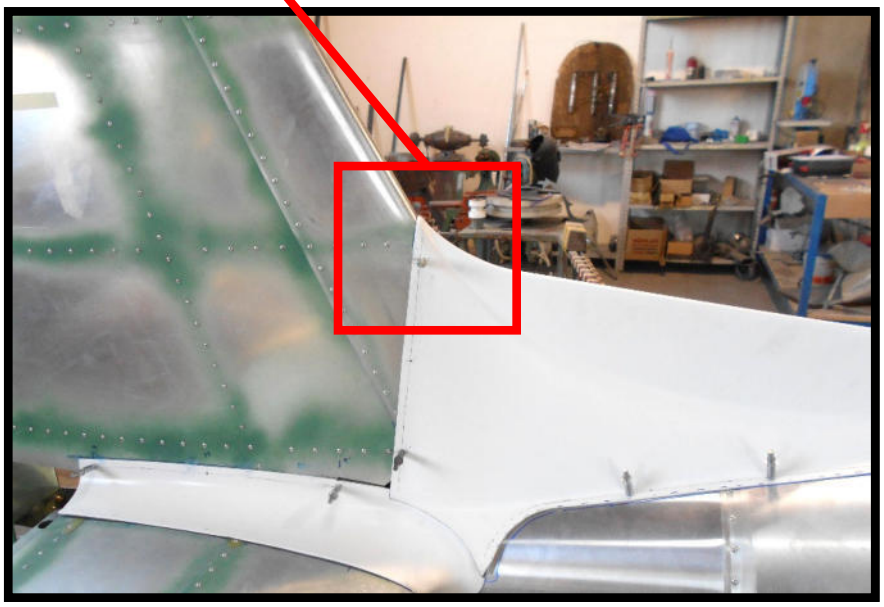


Rifilare i bordi e le punte della pinna della deriva per garantire un regolare adattamento di questa

TRIM THE EDGES AND TIPS OF THE FIN TO GARANTEE THE CORRECT ADADPATION

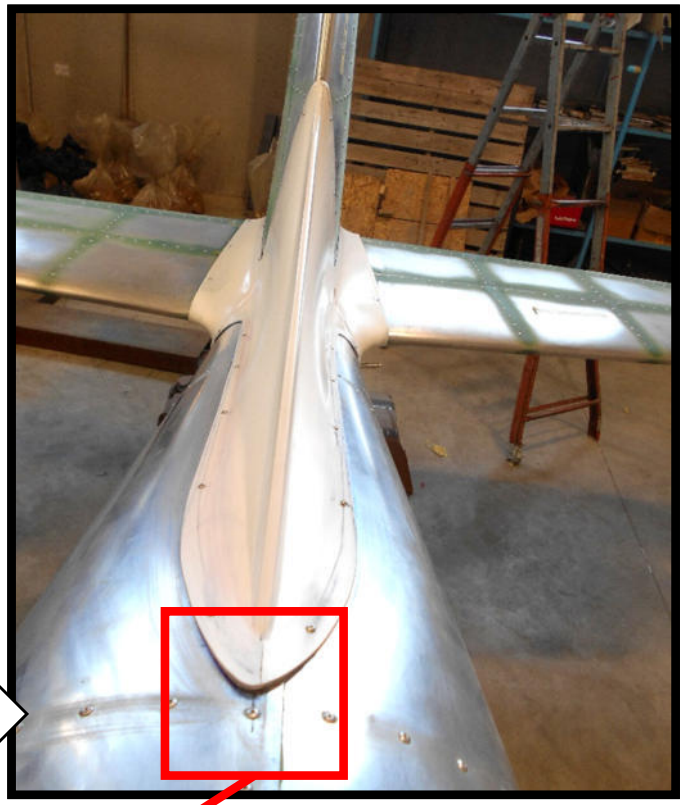
Per un corretto posizionamento fare riferimento alla misura mostrata

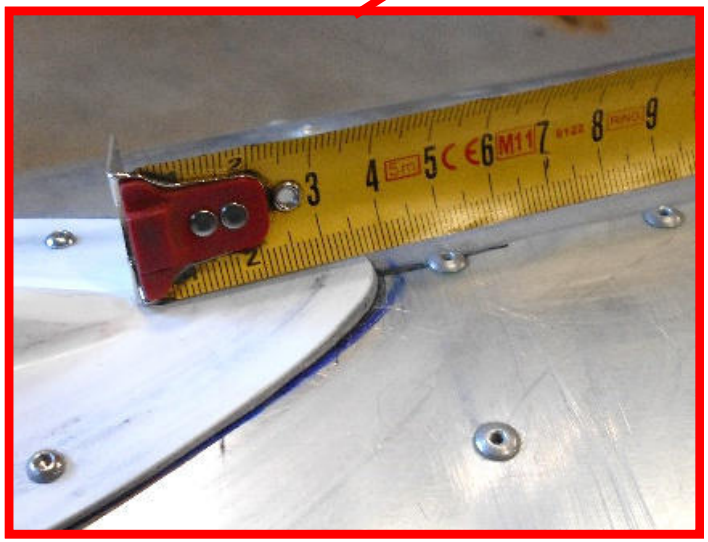
TO OBTAIN THE CORRECT POSION PLEASE HAVE A LOOK AT THE GIVEN MEASURE



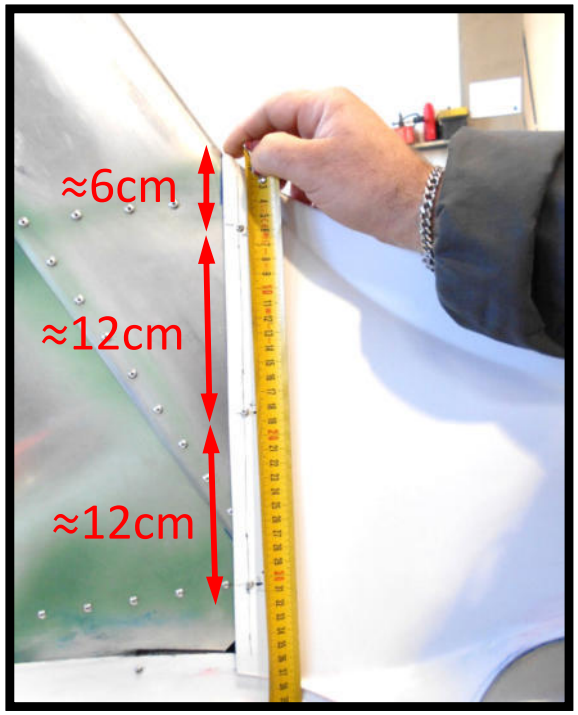
Fila di rivetti ord. 8

RIVET LINE BULK. 8





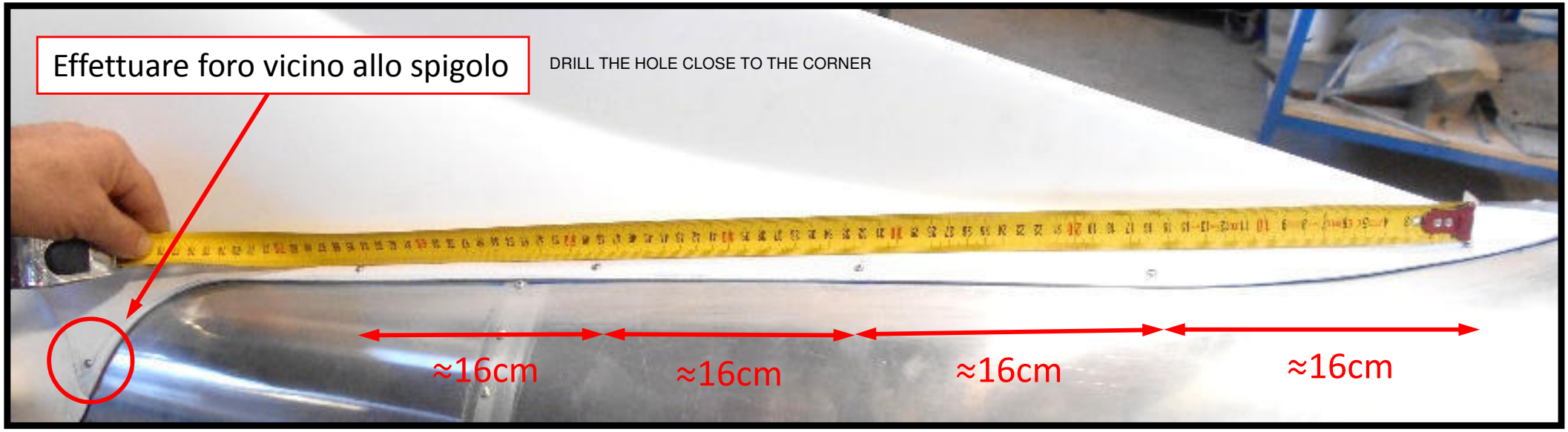
RACCORDO DERIVA



DRILL HOLES OF ø 2,4 ON THE RESIN AND FUSELAGE/FIN FOLLOWING THE GIVEN MEASURES AND CLECO

MAKE SURE THAT THE HOLES ARE NOT CLOSE TO EXISTING RIVETS. IN THIS CASE MOVE THE HOLE OF AT LEAST 1CM.

THE FINAL ASSEMBLY OF THE FITTING RESIN OF THE FIN REQUIRES THE INTRODUCTION OF THREADED FITTING M3 ON FUSELAGE/FIN AND FASTENING WITH SCREWS M3X10 WITH A RAISED HEAD SCREW M3X10 AND A PLASTIC WASHER

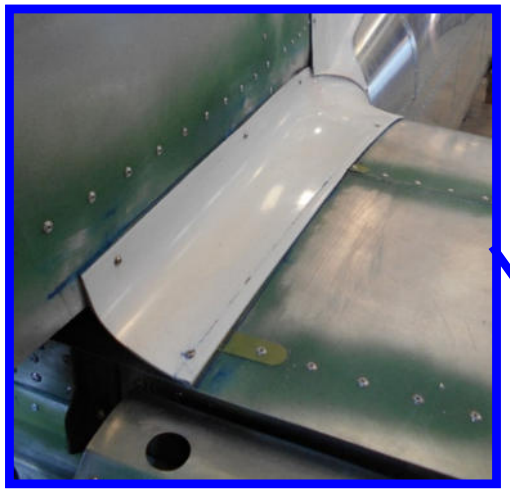


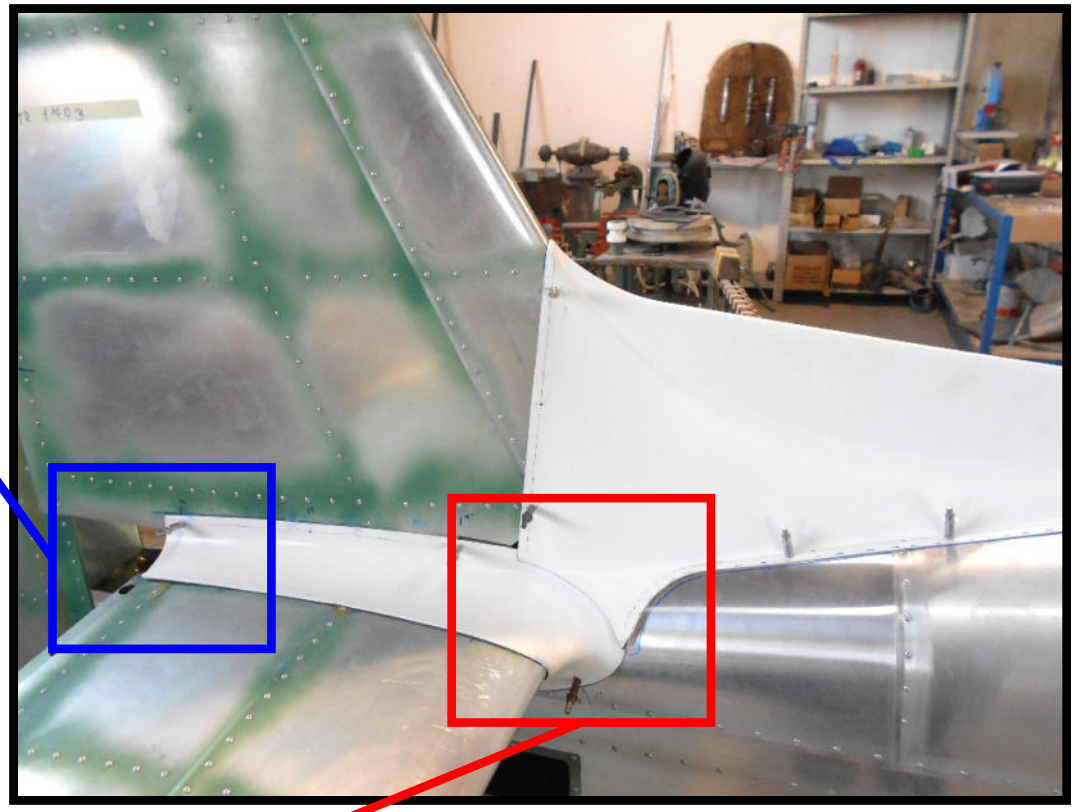
KARMAN STABILIZZATORE

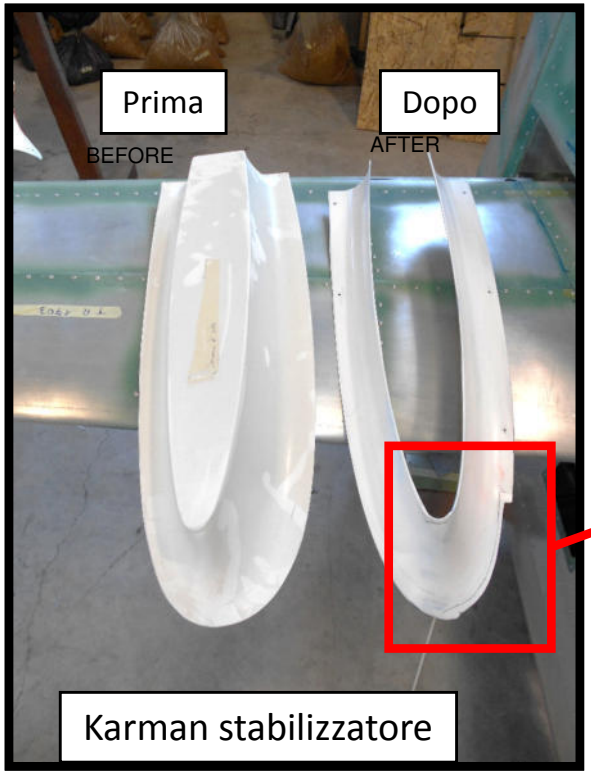
STABILIZER KARMAN

Rifilare i karman fino al bordo dello stabilizzatore in modo che siano collineari con quest'ultimo

TRIM THE KARMAN TILL THE EDGE OF THE STABILIZER SO THAT THEY ARE IN LINE WITH THIS LAST ONE







STABILIZER KARMAN

Taglio per contatto con pinna deriva per garantire continuità di profilo con la prima

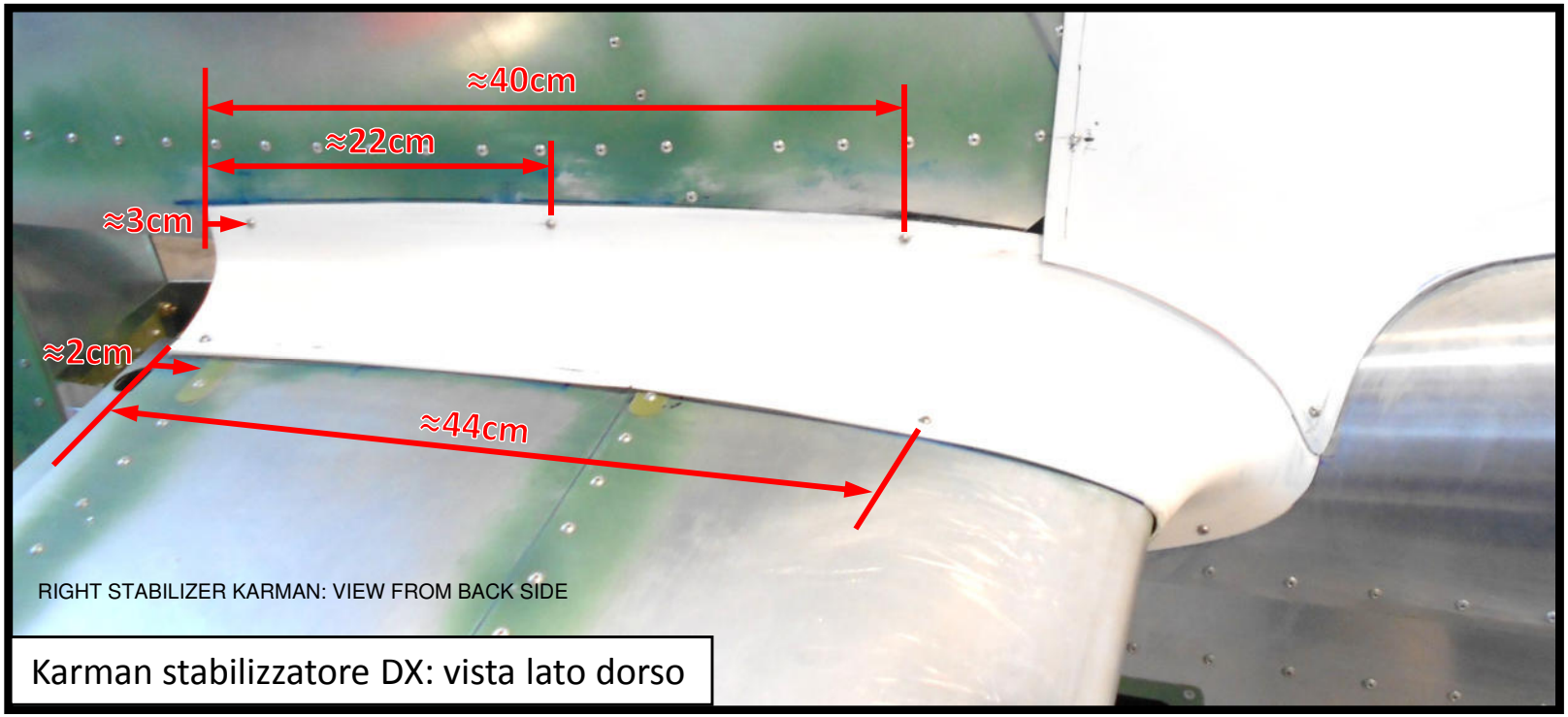
CONNECTION CUT WITH THE FIN TO GARANTEE CONTINUITY WITH THE PROFILE

Tagliare i karman dello stabilizzatore e pinna in resina facendoli combaciare

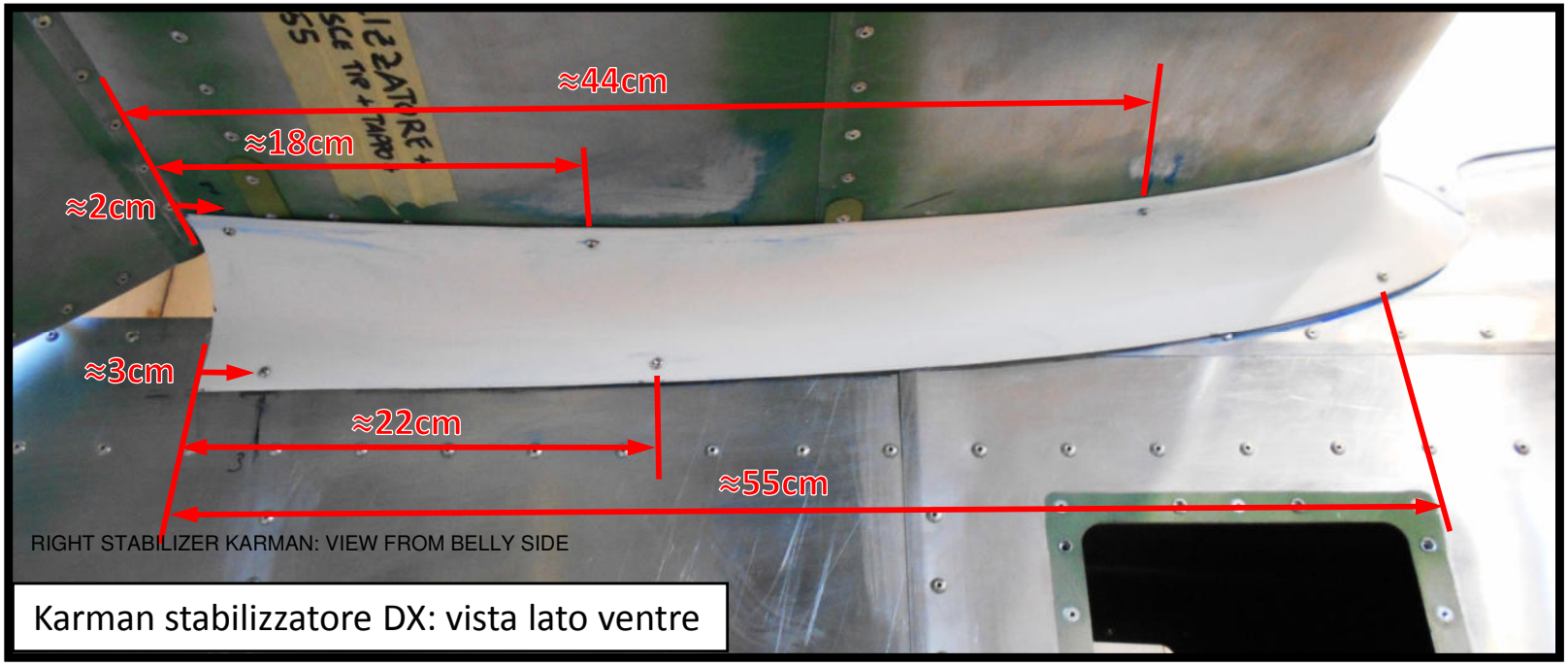
CUT THE KARMAN OF THE RESIN STABILIZER AND FIN TILL THEY LINE UP

KARMAN STABILIZZATORE

STABILIZER KARMAN



Karman stabilizzatore DX: vista lato dorso



Karman stabilizzatore DX: vista lato ventre

Effettuare fori Ø2,4 su resina e, di conseguenza su fusoliera, deriva e stabilizzatore, seguendo le misure indicate e clecare.

DRILL THE HOLES AT ø 2,4 ON THE RESIN AND ON THE FUSELAGE BY FOLLOWING THE MEASURE GIVEN AND CLECO.

Tutti i fori devono distare 10mm dal bordo della resina.

ALL THE HOLES HAVE TO BE 10 MM FROM THE EDGE OF THE RESIN

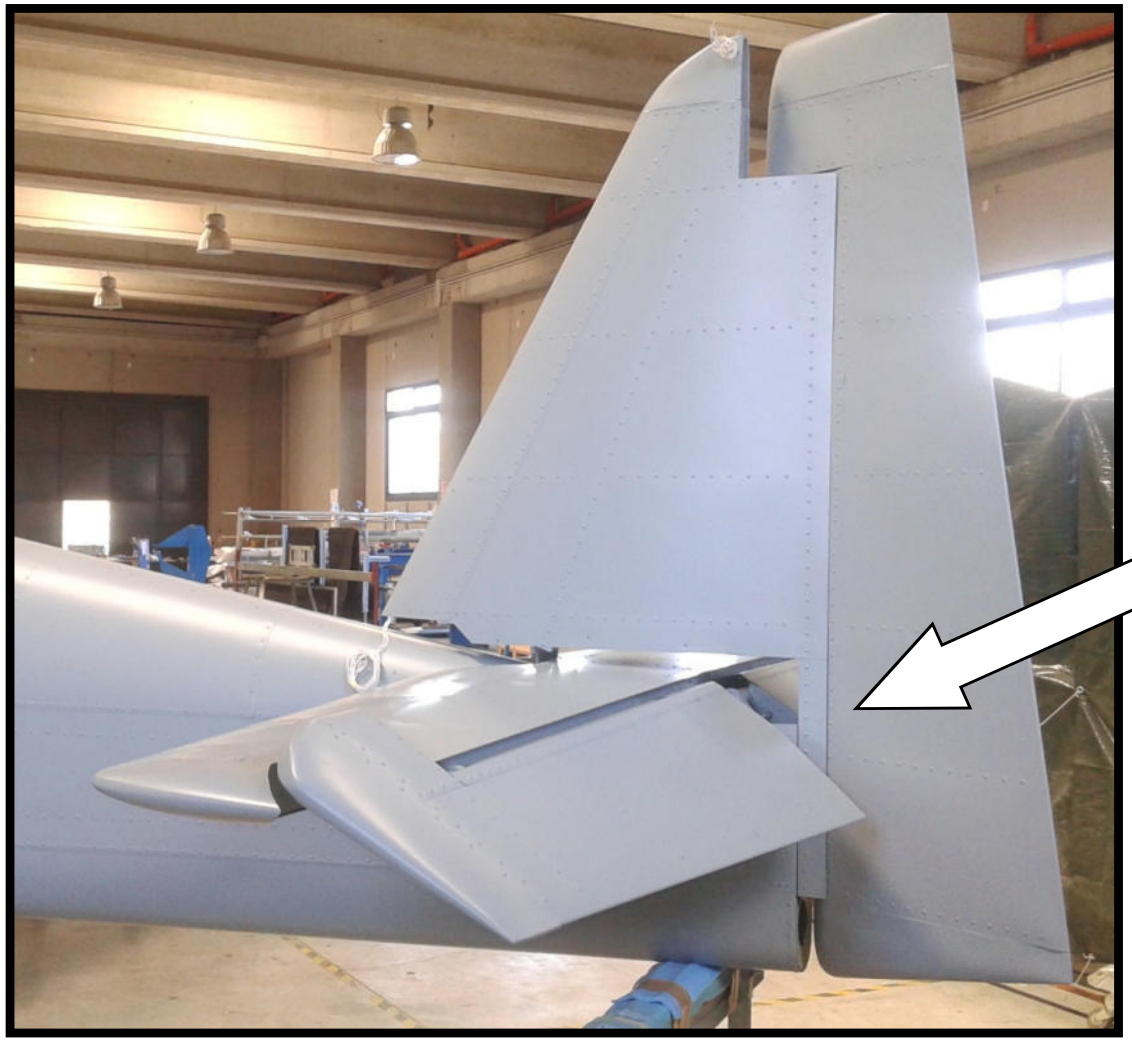
Accertarsi che i fori non siano adiacenti a rivetti già presenti. In tal caso spostare il foro da effettuare di circa 1cm

MAKE SURE THAT THE HOLES ARE NOT CLOSE TO EXISTING RIVETS. SHOULD THE CASE OCCUR, MOVE THE HOLE OF AT LEAST 1 CM

L'installazione finale karman stabilizzatore prevede l'introduzione di inserti filettati M3 su fusoliera e stabilizzatore e il fissaggio mediante viti M3x10 con testa a calotta e rondella di plastica

THE FINAL INSTALLATION OF THE KARMAN STABILIZER REQUIRES THE INTRODUCTION OF THREADED FITTINGS M3 ON THE FUSELAGE AND STABILIZER AND THE FASTENING WITH RAISED HEAD SCREW M3X10 AND PLASTIC WASHER

COPERTURA DERIVA FIN COVER



Applicare placchetta dietro lo stabilizzatore a debita distanza dalla barra di comando. Ripassare i fori e bloccare con inserti filettati, viti M3 e rondelle di plastica

APPLY ITEM R-CD BEHIND THE STABILIZER WITH THE RIGHT DISTANCE FROM THE CONTROL ROD. DRILL THE HOLES AND STOP WITH THREADED FITTINGS, M3 SCREWS AND PLASTIC WASHER

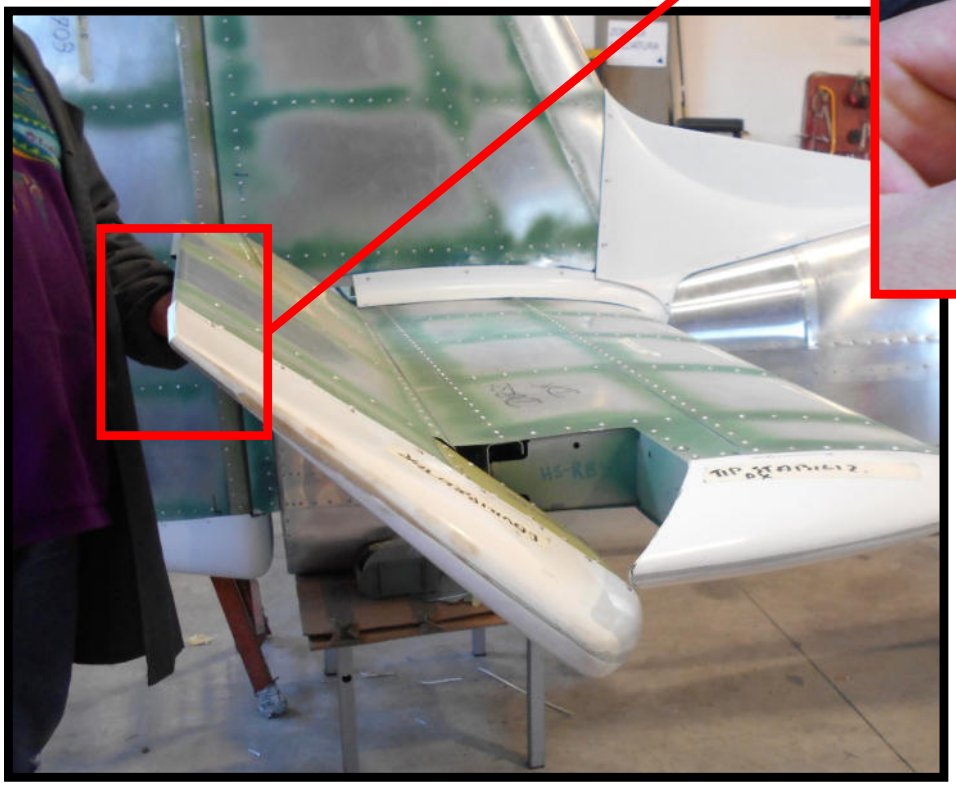
TIP ELEVATORE ELEVATOR TIP

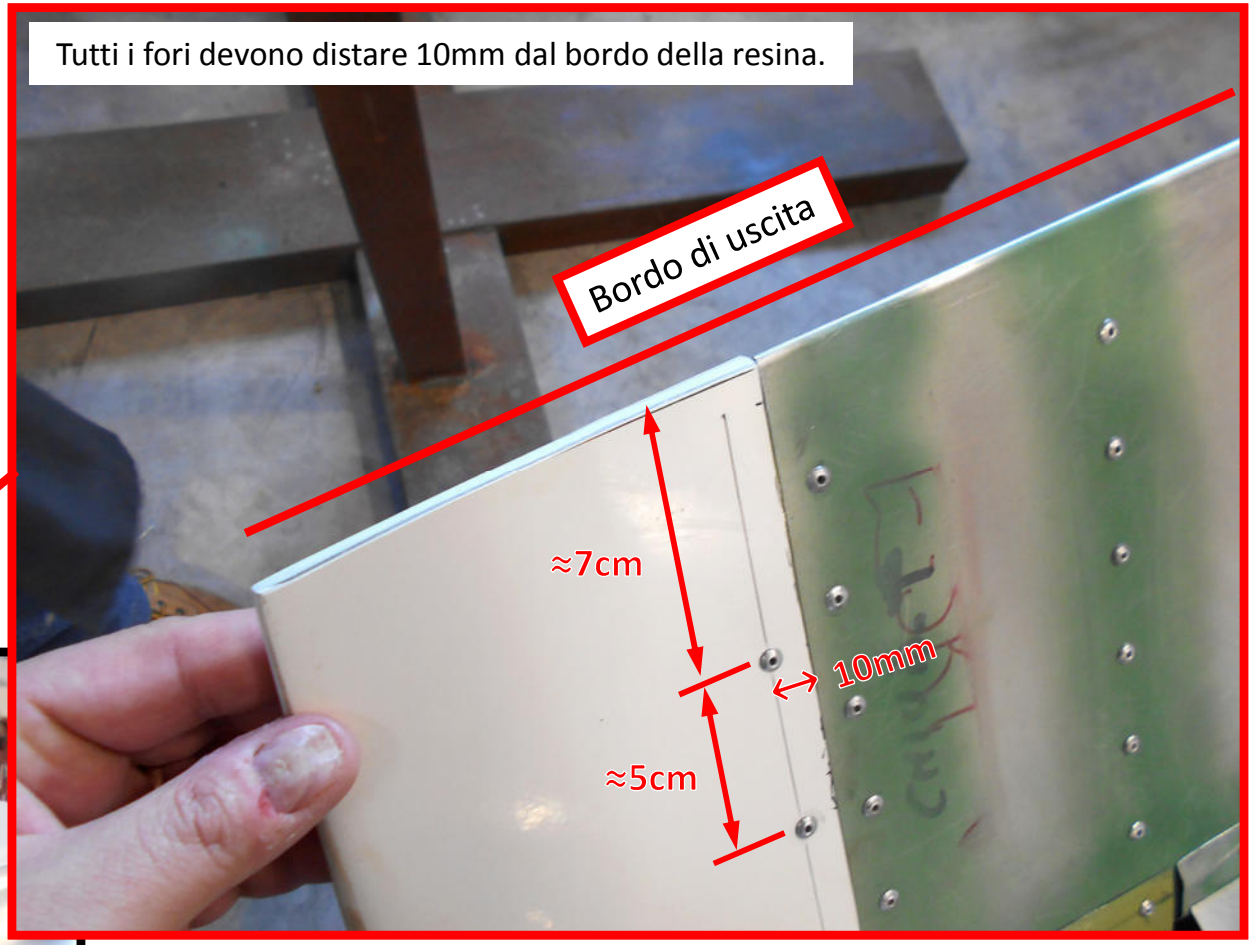
Inserire le tip dell'elevatore e rifilarne la resina allineando i bordi di uscita

INSERT THE TIPS OF THE ELEVATOR AND TRIM THE RESIN TILL YOU ALIGN THE TRAILING EDGES

Forare a Ø2,4 lungo il contorno della tip a partire da 7cm dal bordo di uscita, mantenendo un interasse di circa 5cm

DRILL AT ø2,4 ALONG THE OUTLINE OF THE TIP STARTING FROM 7 CM FROM THE TRAILING EDGE, MAINTAINING A INTERAXLE OF 5 CM





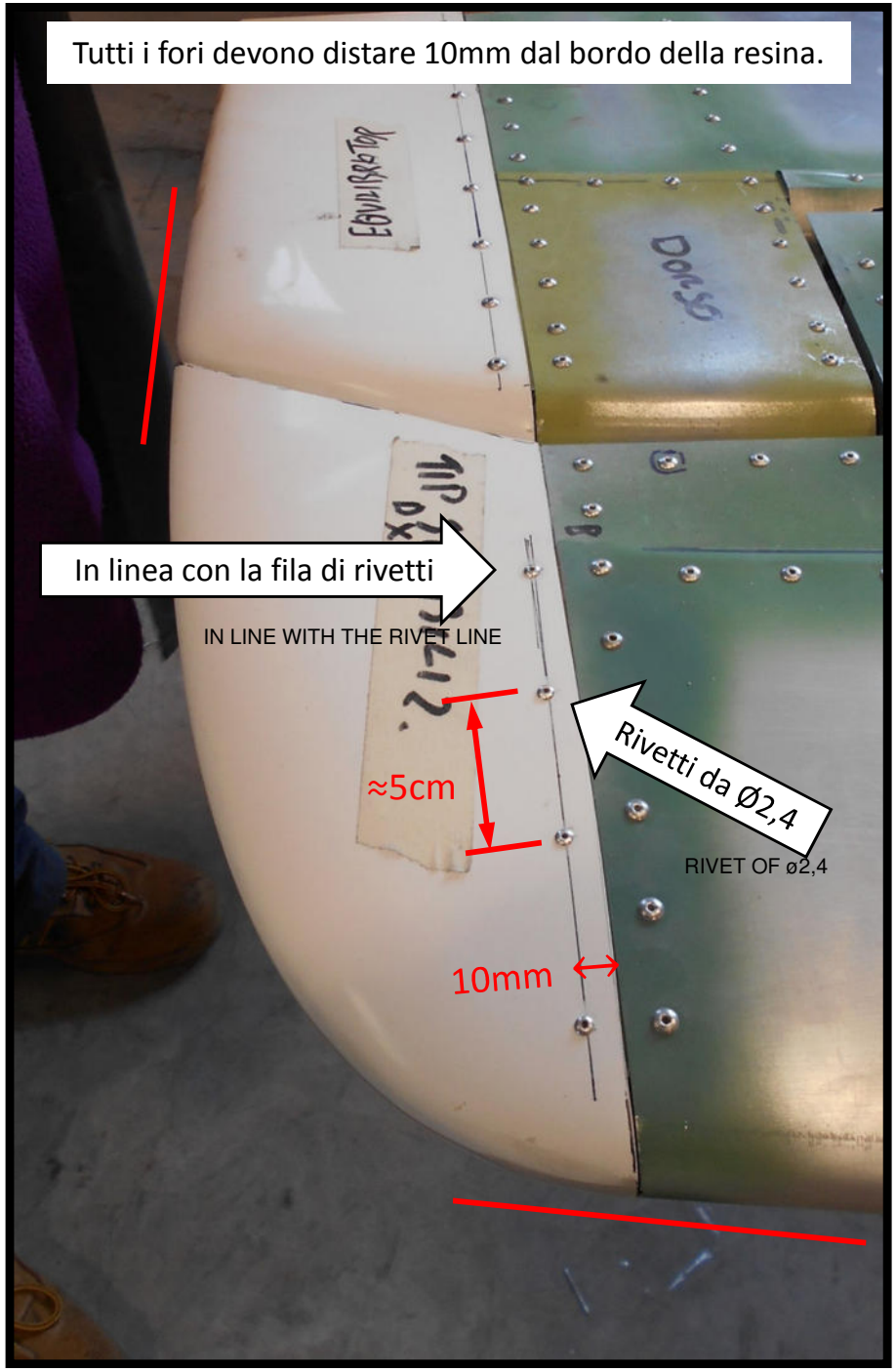
Prima della verniciatura si consiglia di inserire silicone nelle intercapedini tra le tip in resina e gli elevatori

BEFORE PAINTING IT IS SUGGESTED TO APPLY SOME SILICONE IN THE GAPS BETWEEN THE RESIN TIPS AND THE ELEVATORS

TIP STABILIZZATORE

STABILIZER TIP

ALL THE HOLES HAVE TO BE AT LEAST 10 MM FROM THE RESIN EDGE



Inserire le tip dello stabilizzatore e rifilare la parte vicino alla tip dell'elevatore.
Lasciare almeno 5mm di distanza tra le due tip

INSERT THE TIPS OF THE STABILIZER AND TRIM THE SIDE CLOSE TO THE ELEVATOR TIP.
LEAVE AT LEAST 5 MM OF DISTANCE BETWEEN THE TWO TIPS

Cercare di mantenere una continuità di profilo sia con il bordo d'attacco dello stabilizzatore che con la tip dell'elevatore

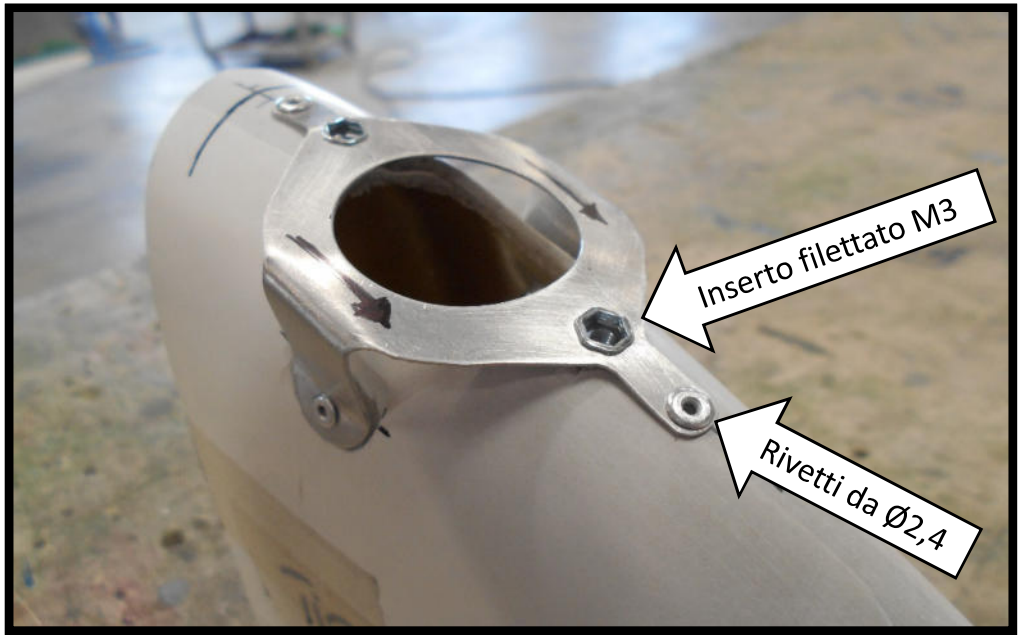
TRY TO MAINTAIN A PROFILE CONTINUITY BOTH WITH THE LEADING EDGE OF THE STABILIZER AND WITH THE ELEVATOR TIP

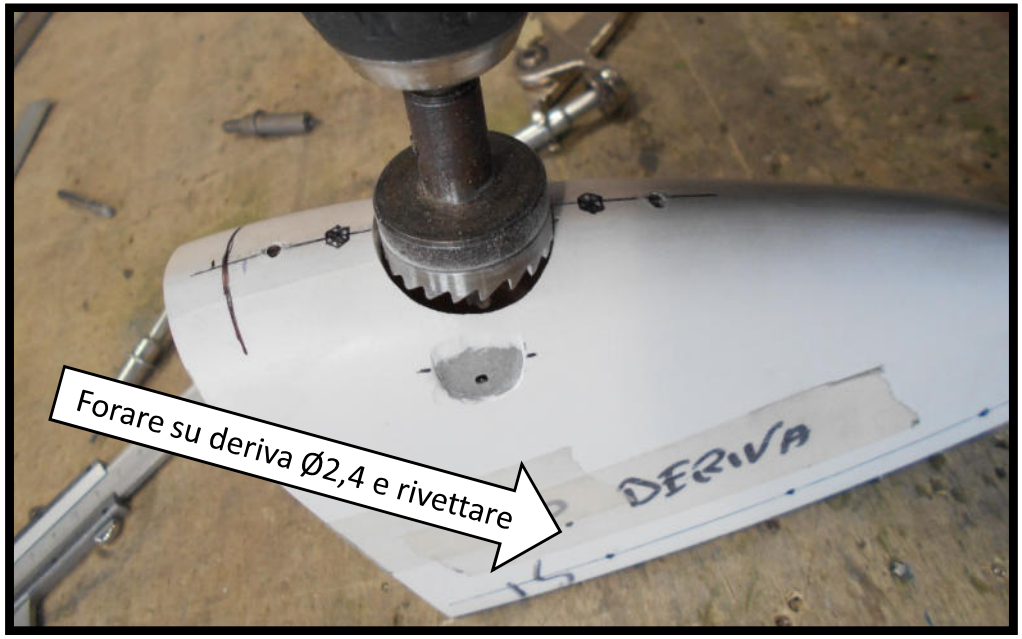
Prima della verniciatura si consiglia di inserire apposito stucco nelle intercapedini tra le tip in resina e l'elevatore

BEFORE PAINTING APPLY SOME SILICONE IN THE GAPS BETWEEN THE RESIN TIPS AND THE ELEVATOR

TIP DERIVA

FIN TIP





Ripassare i fori della placchetta di aggancio della luce della deriva sulla tip della stessa e rivettare

DRILL THE HOLES ON THE CONNECTING SLAB OF THE FIN LIGHT ON THE TIP AND RIVET

Se lo si preferisce, ricoprire la placchetta con resina lasciando liberi gli inserti filettati

IF YOU WOULD LIKE, YOU CAN COVER THE SLAB WITH THE RESIN BY LEAVING FREE THE THREADED FITTINGS

TIP DERIVA E TIMONE

FIN AND RUDDER TIP

TRIM TO ALIGN

Rifilare per allineare

MAKE SURE THAT THERE IS CONTINUITY IN THE PROFILE

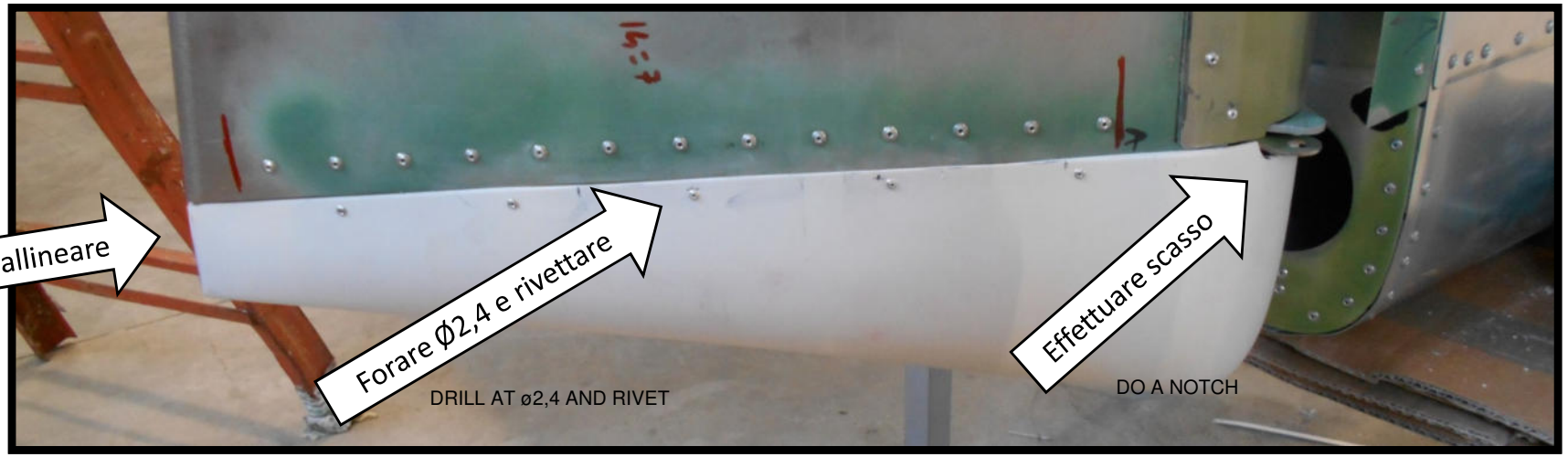
Assicurare continuità di profilo

Forare Ø2,4 e rivettare

DRILL AT ø 2.4 AND RIVET

Forare Ø2,4 e rivettare

FRILL AT ø 2,4 AND RIVET



TRIM TO ALIGN

Rifilare per allineare

Forare Ø2,4 e rivettare

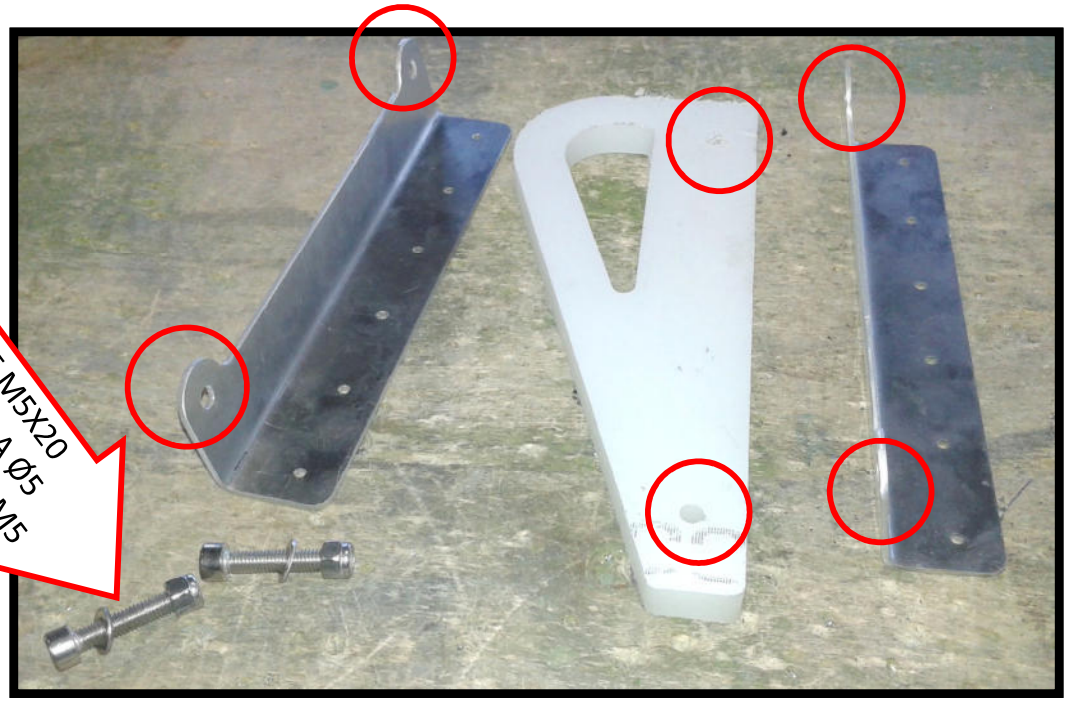
DRILL AT ø2,4 AND RIVET

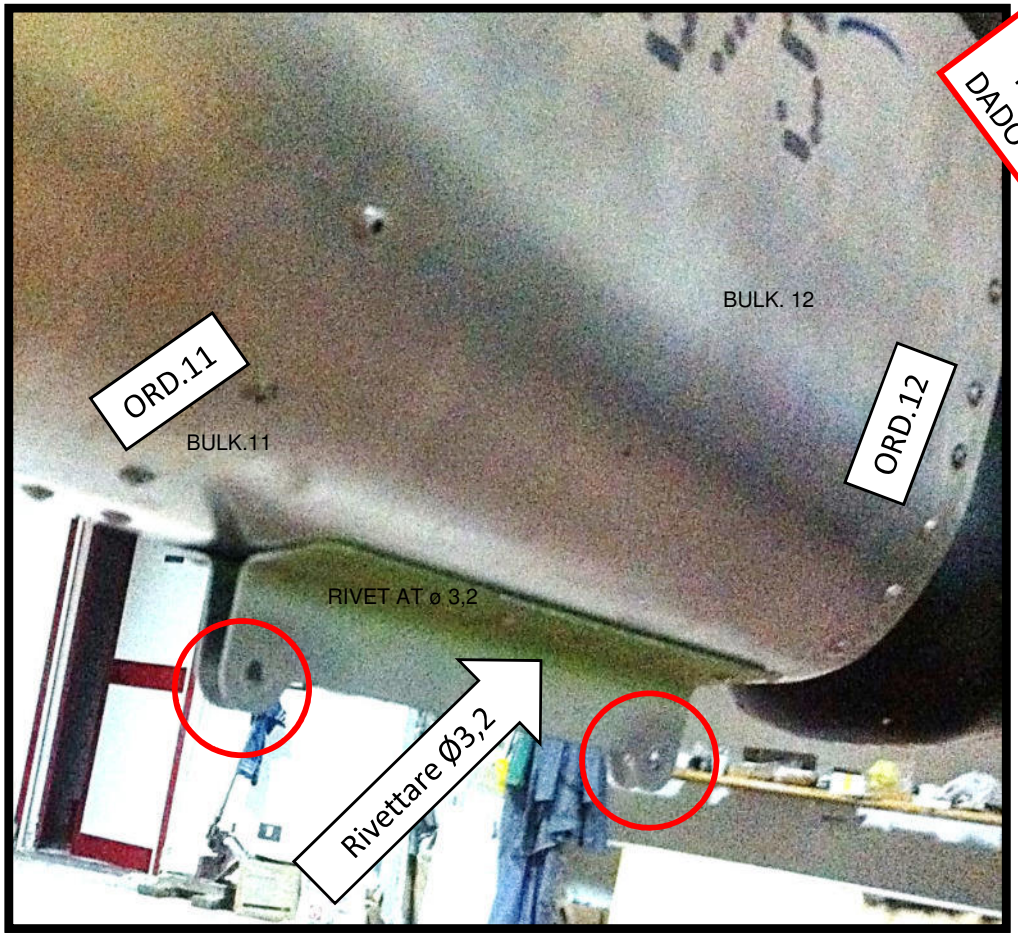
Effettuare scasso

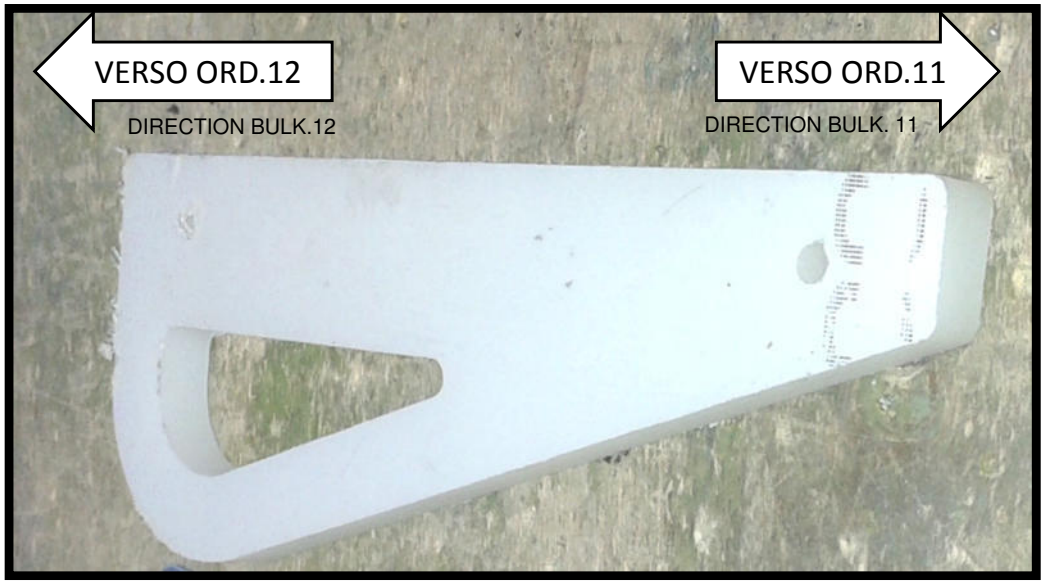
DO A NOTCH

PATTINO DI CODA

SCREW M5X20
WASHER ø5
SELF LOCKING NUT M5







Allineare il pattino al centro del correntino di fondo e non farlo fuoriuscire oltre l'ordinata 12

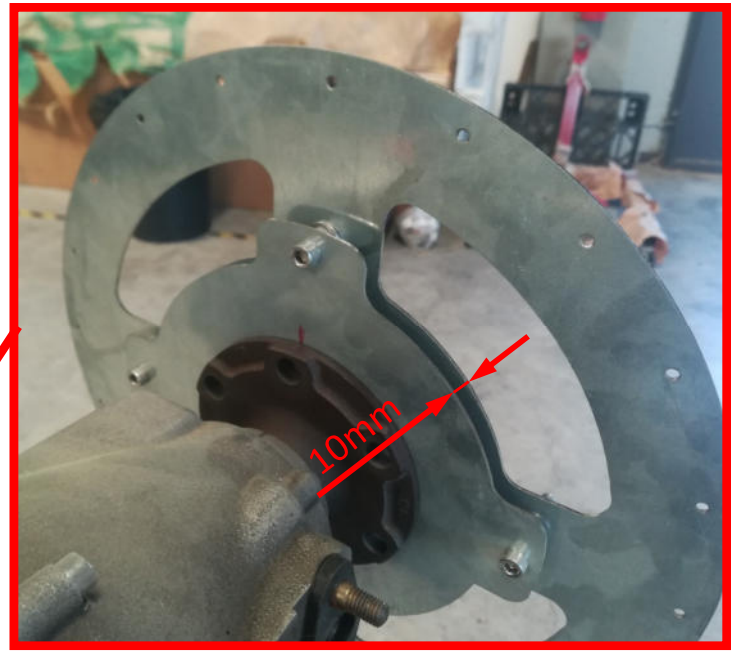
ALIGN THE PADDLE TO THE CENTRE OF THE C ROD AT THE END AND MAKE SURE IT DOES NOT EXIT FROM BULK 12

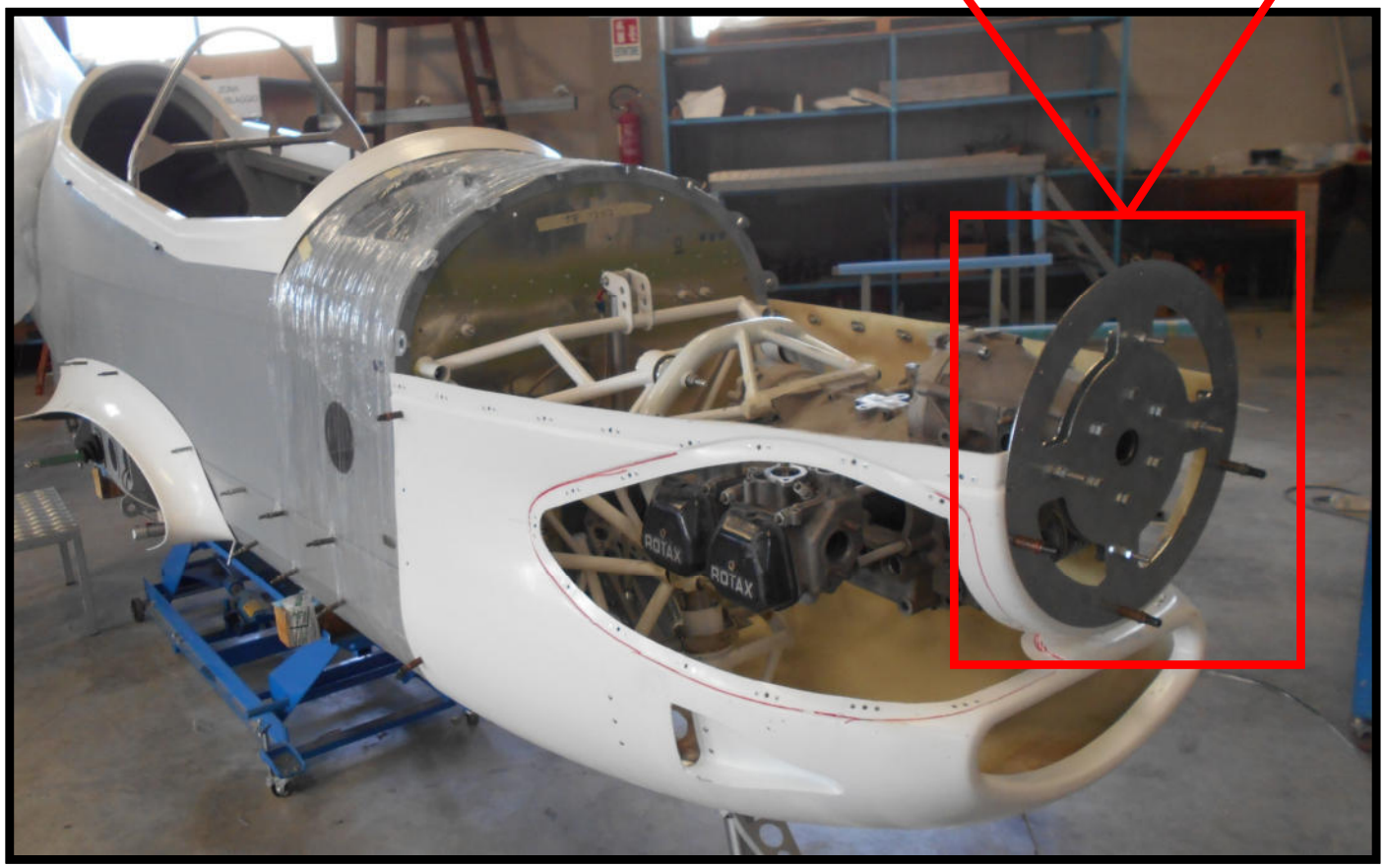
COFANO MOTORE

ENGINE COWLING

Fissare il piattello di supporto cofano al riduttore elica e livellare orizzontalmente

STOP THE SUPPORT COWLING BACKING PLATE TO THE PROP TO THE GEAR REDUCER AND LEVEL IT HORIZONTALLY





La distanza indicata sul disegno è variabile in base agli spessori che sono nel mozzo dell'elica, sapendo che lo spazio finale tra l'ogiva dell'elica e il cofano deve essere di 15mm

THE GIVEN DISTANCE SHOWN IN THE PICTURE MIGHT VARY DEPENDING FROM THE THICKNESS WHICH ARE IN THE HUB OF THE PROP. THE FINAL SPACE BETWEEN THE PROP SPINNER AND THE COWLING HAS TO BE 15MM

COFANO MOTORE

ENGINE COWLING

Livellare orizzontalmente la dima.
Adagiare il cofano alla fusoliera e bloccarlo con pinze alla dima garantendo una corretta simmetria tra le parti destra e sinistra.
Ripassare alcuni i fori dal piattello sulla resina

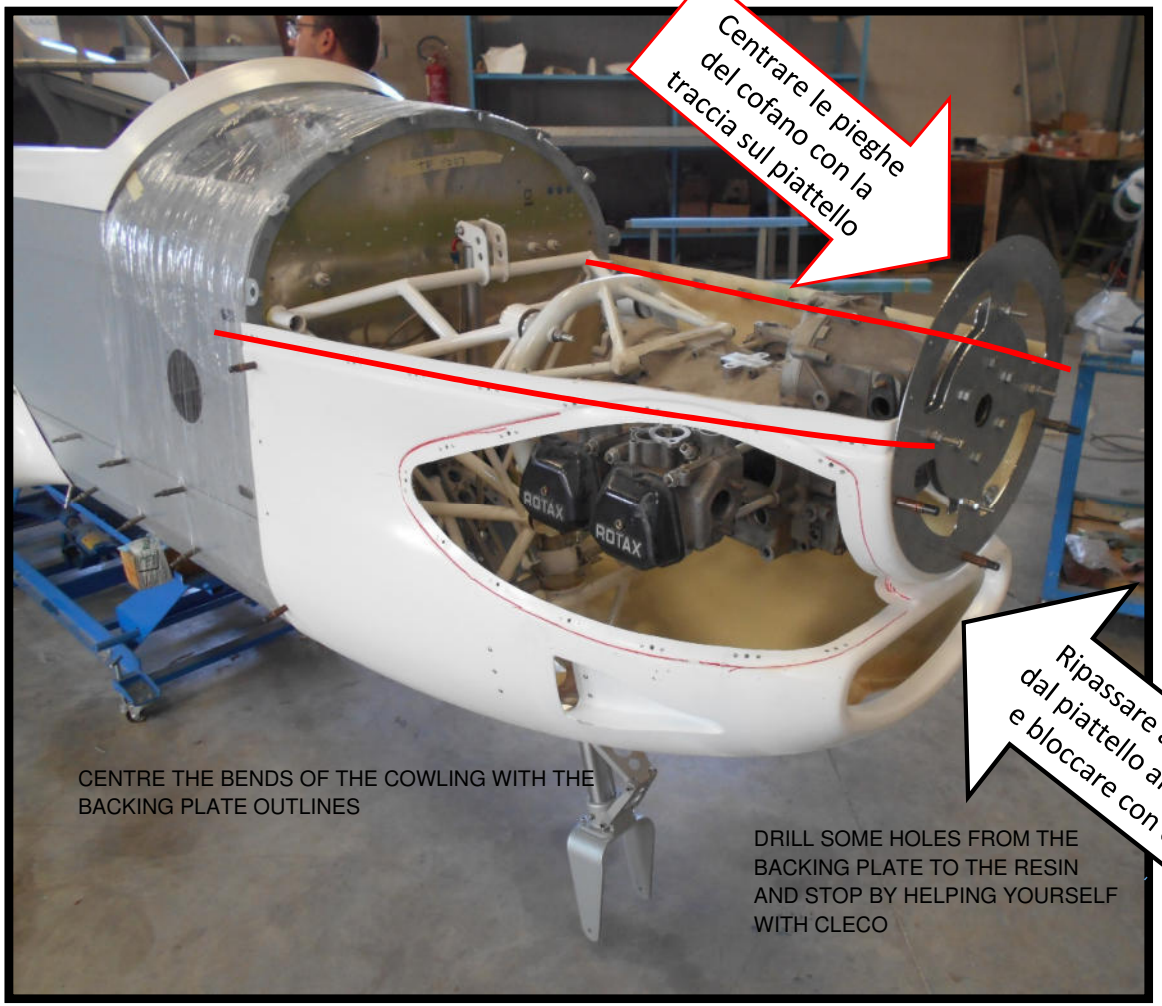
LEVEL THE JIG HORIZONTALLY
LEAN THE COWLING TO THE FUSELAGE AND STOP IT TO THE JIG HELPING YOURSELF WITH SOME CLAMPS SO THAT YOU GARANTEE A PERFECT SYMMETRY BETWEEN RIGHT AND LEFT SIDE.
DRILL SOME HOLES FROM THE BACKING PLATE TO THE RESIN

SIGN AND DRILL THE HOLE OF THE PETALS OF THE FIREWALL ARCHES

Segnare e ripassare i fori dei petali degli archetti del parafiamma

ALIGN THE BEND OF THE COWLING HELPING YOURSELF WITH THE RIVET LINE

Centrare le pieghe del cofano con la traccia sul piattello

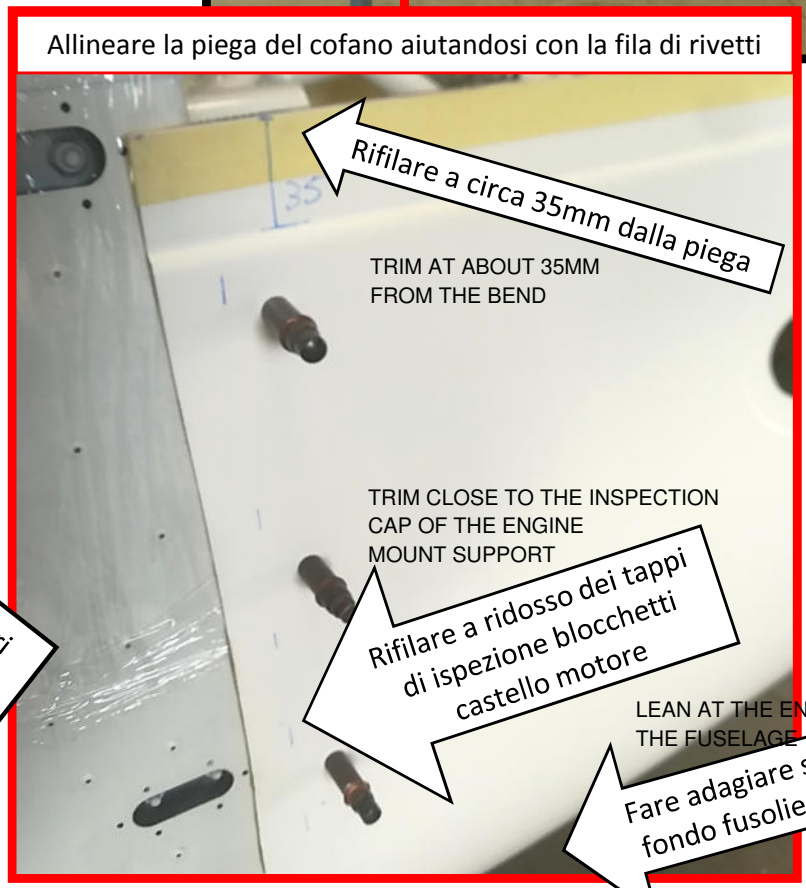


CENTRE THE BENDS OF THE COWLING WITH THE BACKING PLATE OUTLINES

Ripassare alcuni fori dal piattello alla resina e bloccare con cleco

DRILL SOME HOLES FROM THE BACKING PLATE TO THE RESIN AND STOP BY HELPING YOURSELF WITH CLECO

Allineare la piega del cofano aiutandosi con la fila di rivetti



Rifilare a circa 35mm dalla piega

TRIM AT ABOUT 35MM FROM THE BEND

TRIM CLOSE TO THE INSPECTION CAP OF THE ENGINE MOUNT SUPPORT

Rifilare a ridosso dei tappi di ispezione blocchetti castello motore

LEAN AT THE END OF THE FUSELAGE

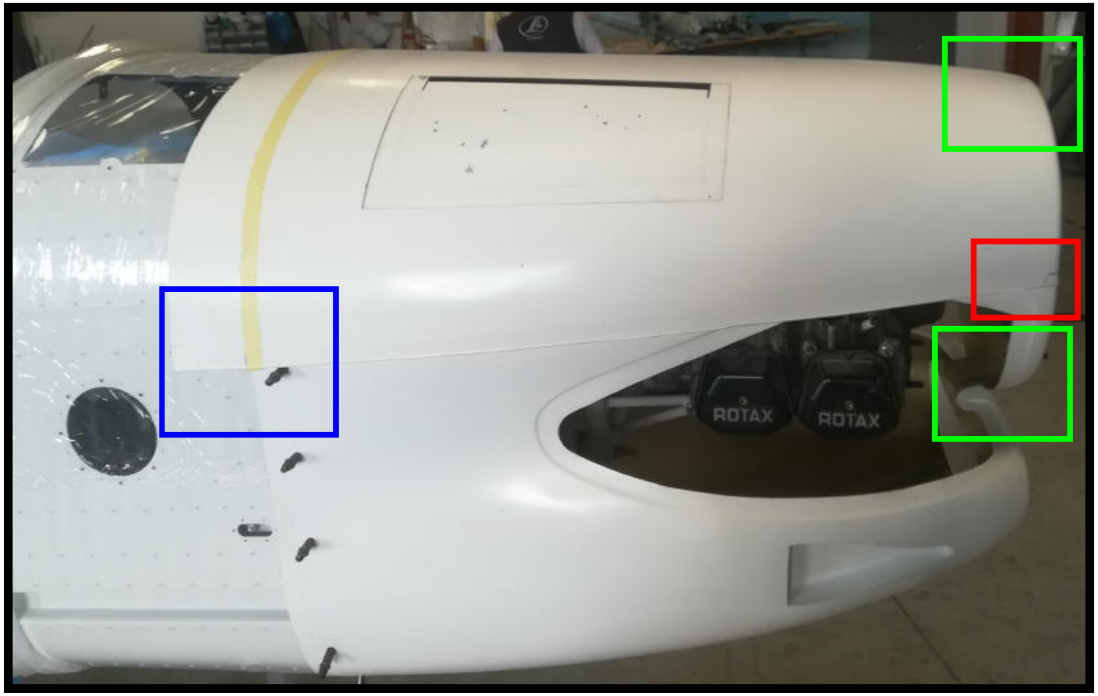
Fare adagiare su fondo fusoliera

COFANO MOTORE

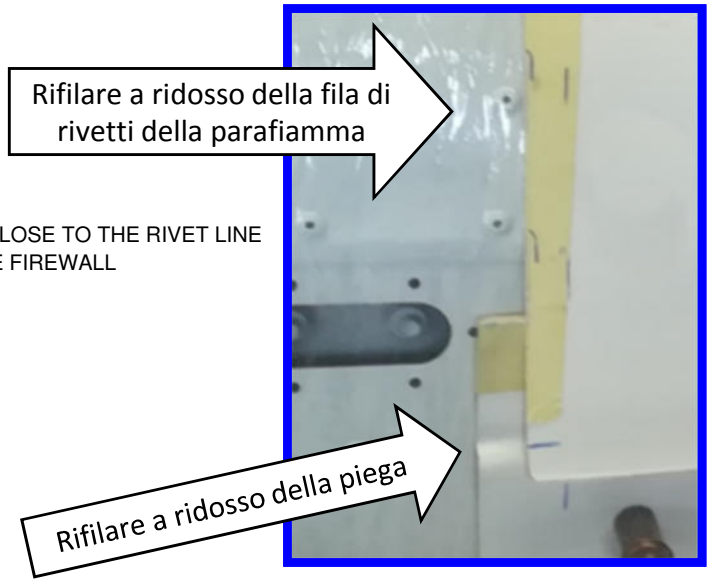
ENGINE COWLING

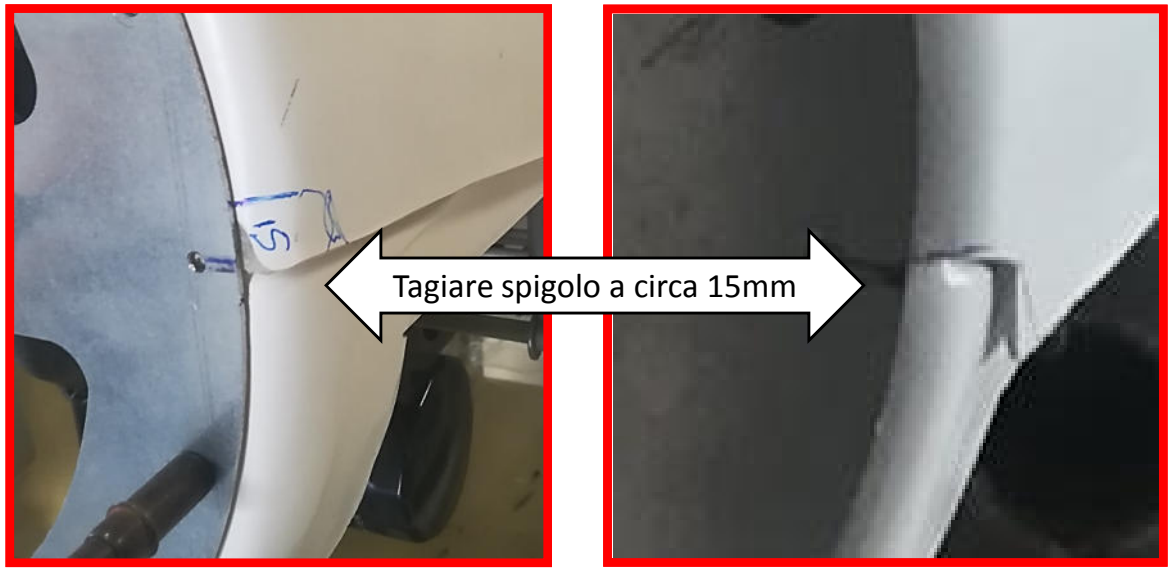
PLACE THE UPPER COWLING AND CUT FOLLOWING THE INSTRUCTIONS.

Piazzare opportunamente il cofano superiore e tagliare secondo indicazioni



VALID FOR BOTH SIDES OF THE COWLING





TRIM CLOSE TO THE BEND

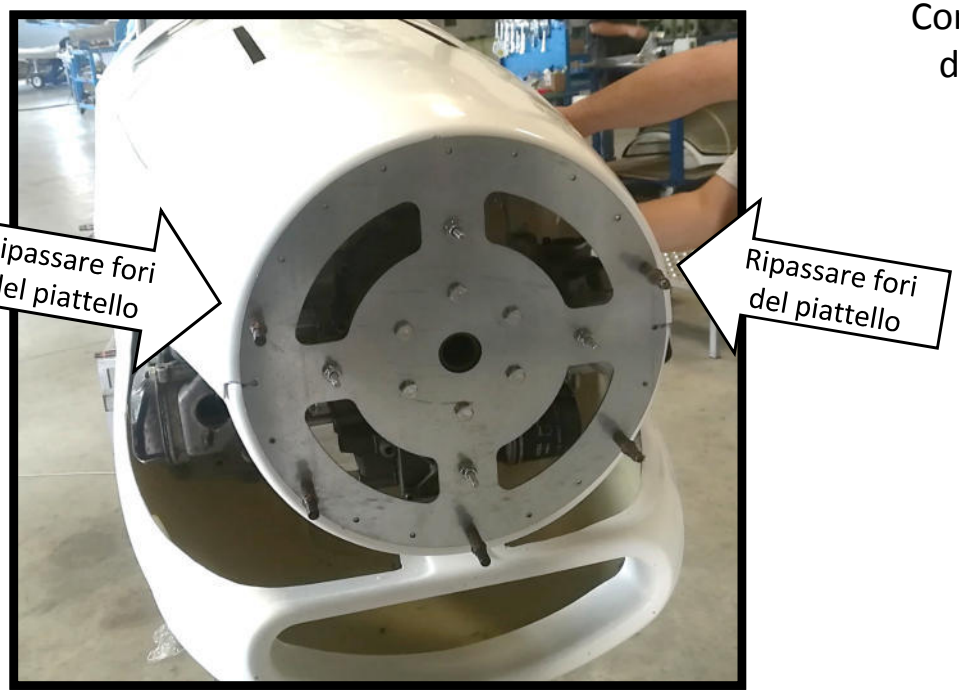
CUT THE CORNER OF ABOUT 15MM

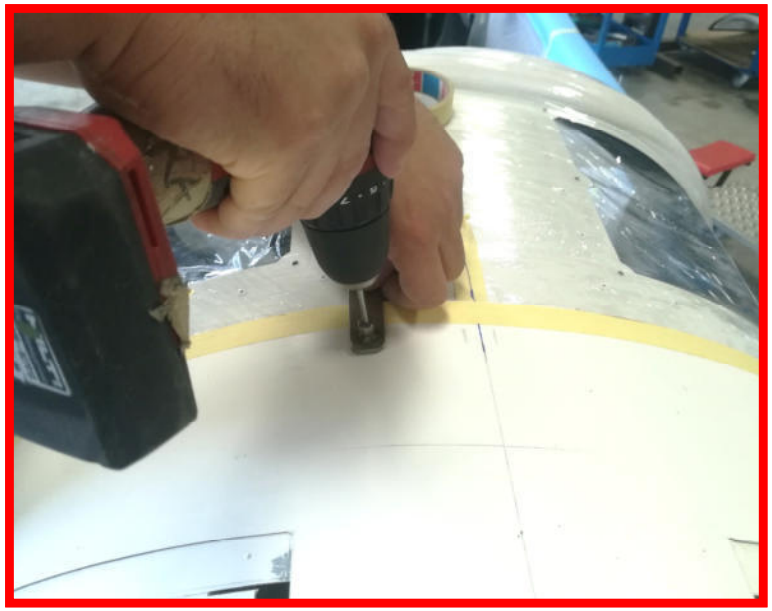
COFANO MOTORE

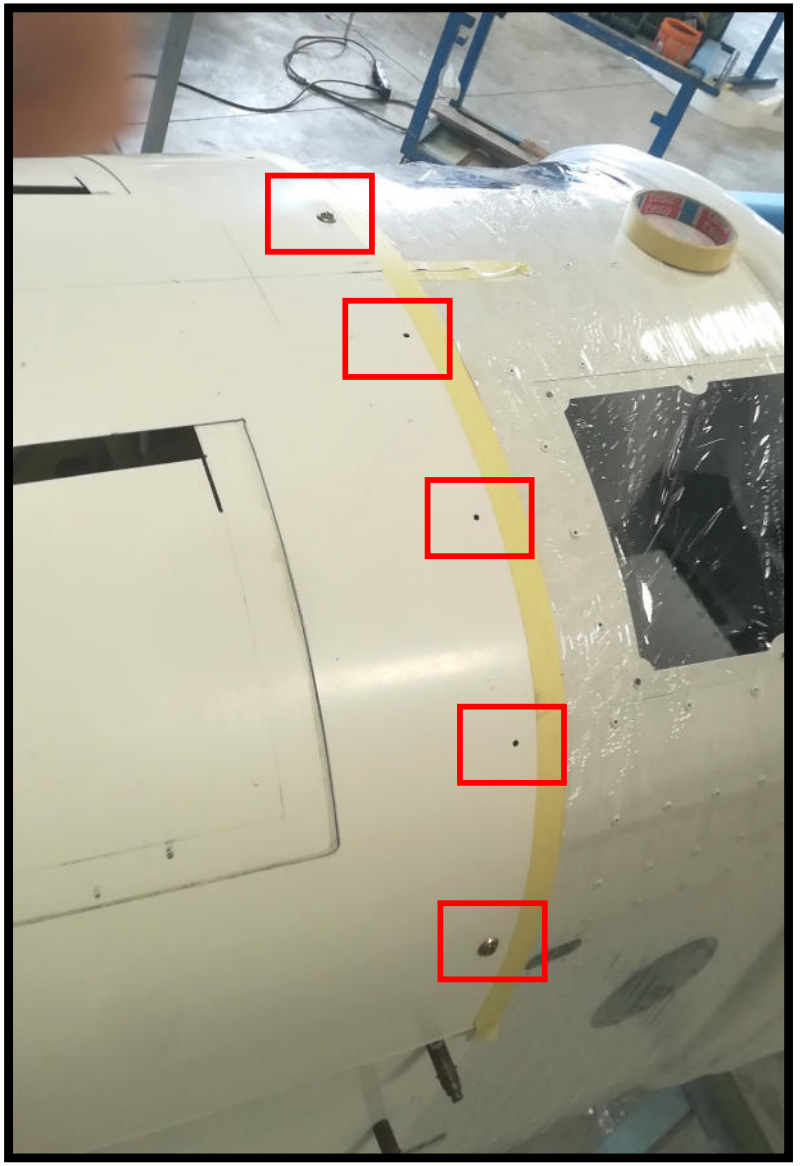
WITH A HOLEFINDER COPY THE PETALS HOLES OF THE FIREWALL ARCHES ON THE UPPER COWLING AND APPLY THE CAMELOCK

Con l'ausilio di un cercafori ripassare i fori dei petali degli archetti della parafiamma sul cofano superiore e montare le camelock

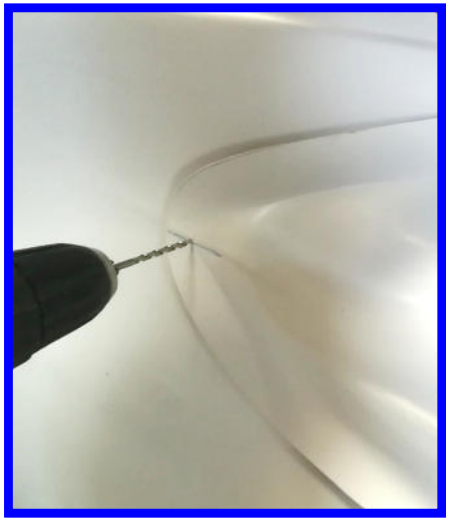
DRILL THE BACKING PLATE HOLES

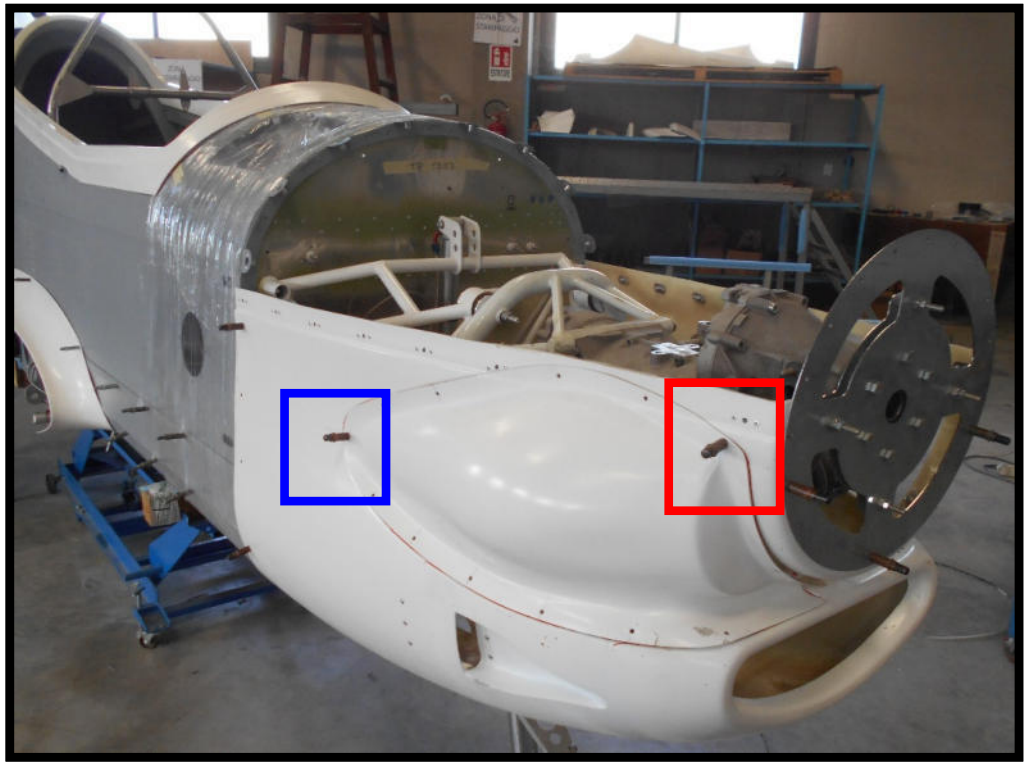




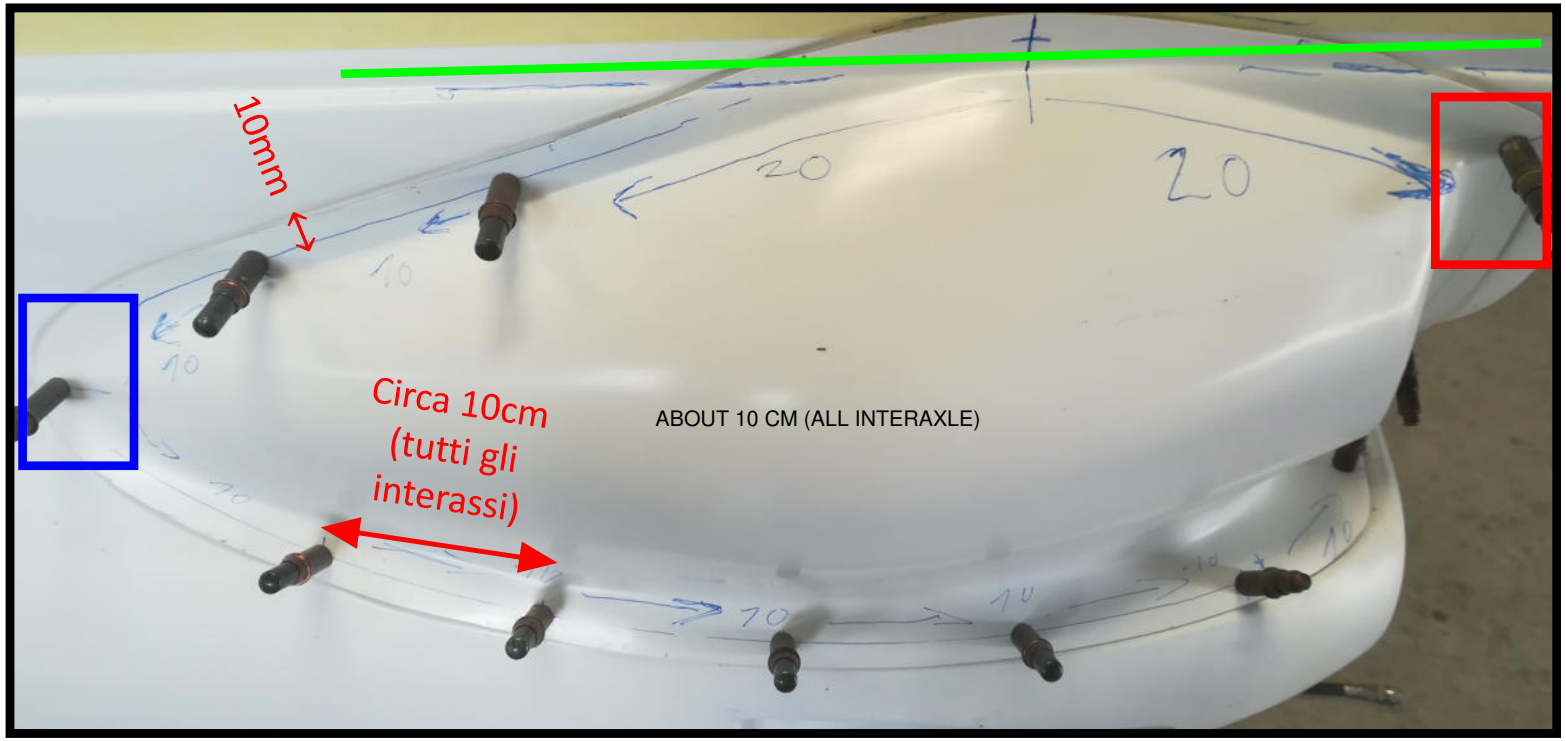


COFANO MOTORE COWLING ENGINE





Piazzare le gocce del cofano facendole adagiare nella loro sede.
Si consiglia di effettuare per primi i fori evidenziati in modo da bloccare la goccia in posizione



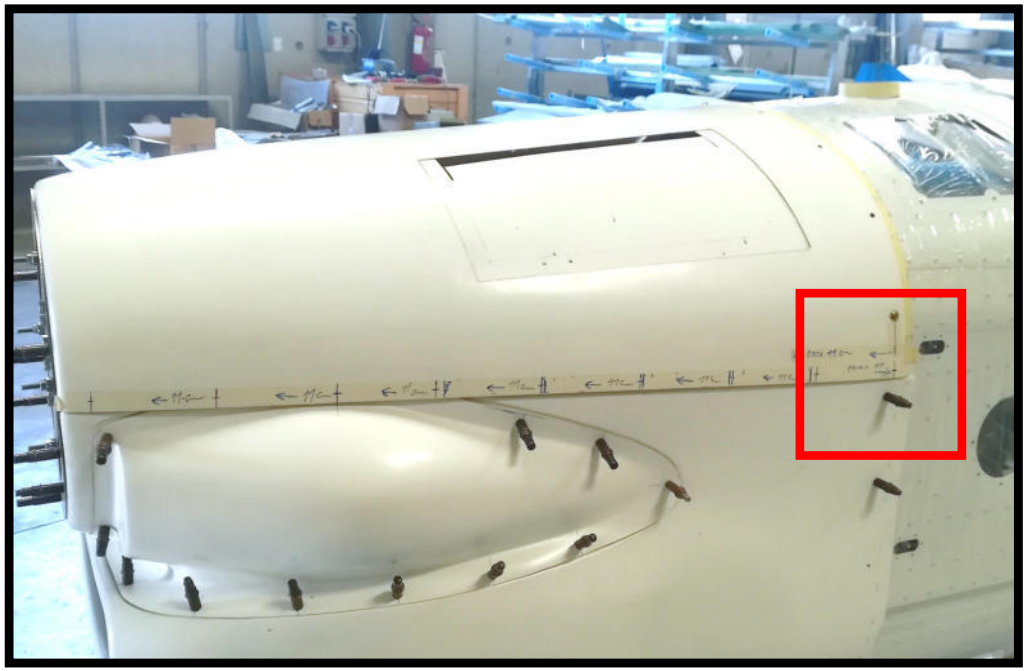
DO NOT DRILL THE BUMPS ABOVE THE REFERENCE BEND

Non forare la goccia al di sopra della piega di riferimento

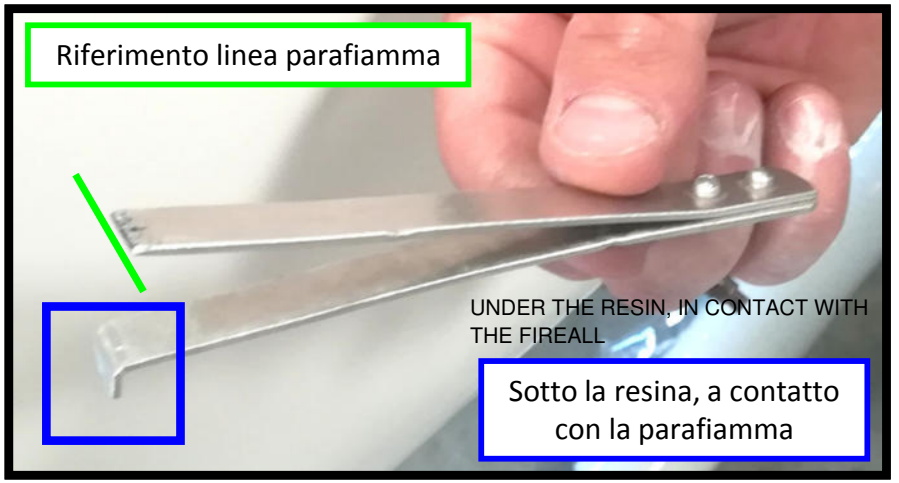
PLACE THE "BLISTER BUMPS" IN THEIR PLACE. IT IS SUGGESTED TO DO BEFORE THE HIGHLIGHTED HOLES SO THAT THE BUMPS ARE STOPPED IN THEIR POSITION.

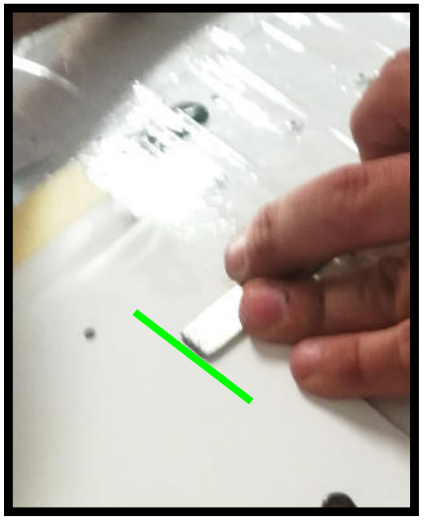
COFANO MOTORE

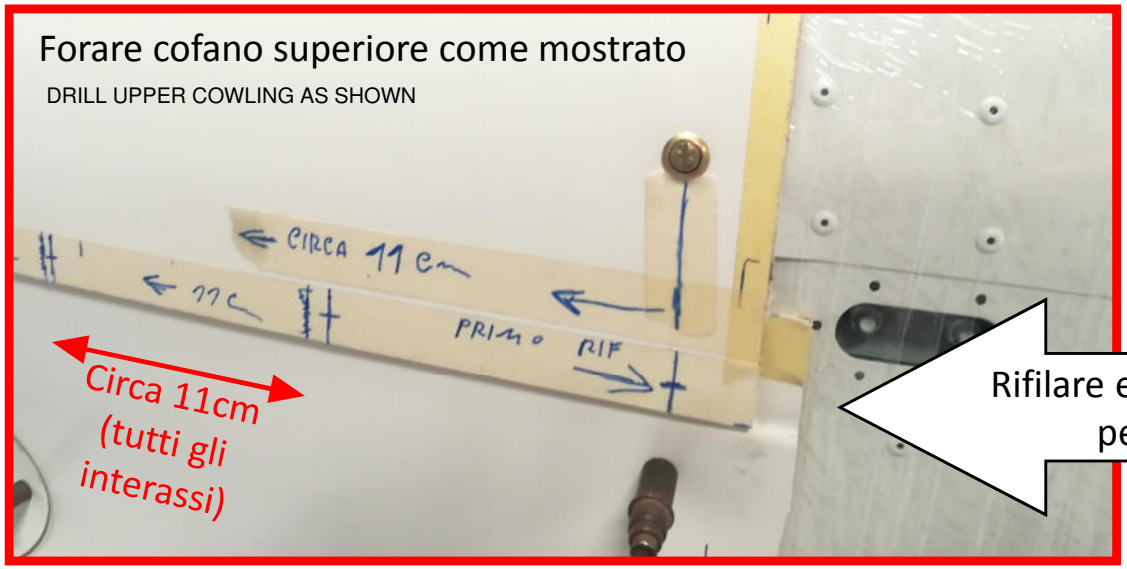
ENGINE COWLING



FIREWALL LINE REFERENCE





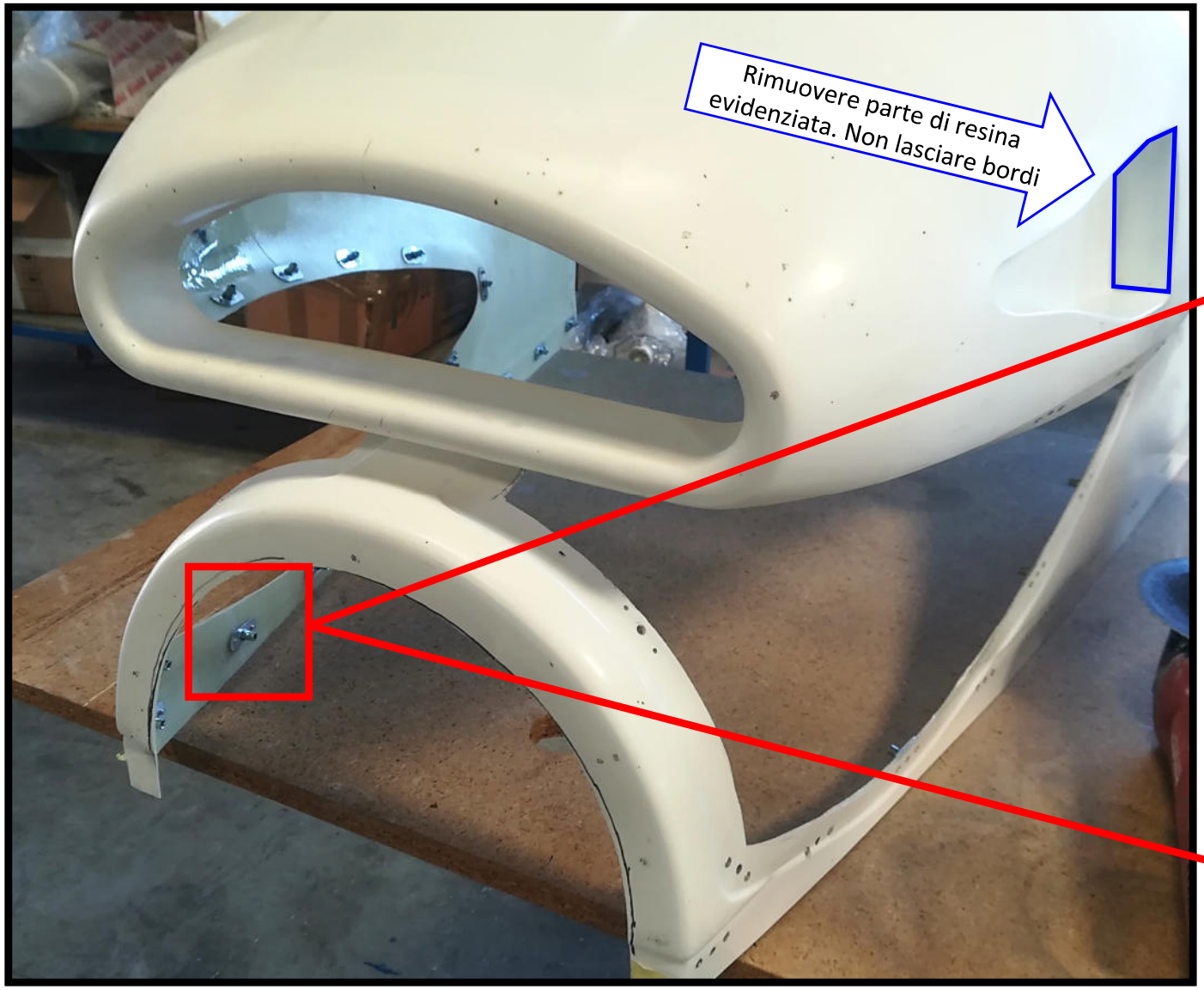


Rifilare entrambe le parti del cofano utilizzando l'apposito attrezzo per il riferimento della collocazione della parafiamma

TRIM BOTH PARTS OF THE COWLING BY USING THE RIGHT TOOL FOR THE REFERENCE OF THE FIREWALL POSITION

COFANO MOTORE

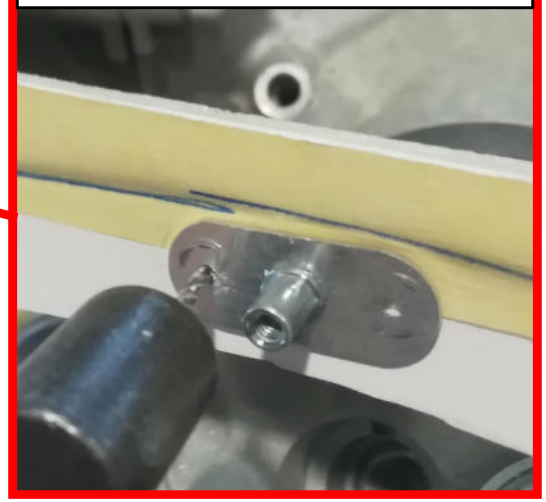
CENTRE THE SLAB WITH A SCREW



Centrare la piastrina con vite

DRILL THE HOLES AND RIVET ø 2,4

Ripassare fori e rivettare a Ø2,4



Rivettare a Ø2,4 le piastrine di ancoraggio che bloccano le gocce ed il cofano superiore su quello inferiore

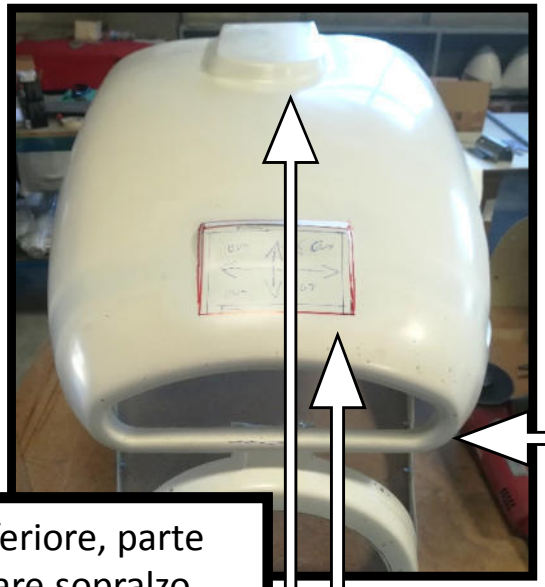
RIVET AT ø 2,4 THE MOORING SLAB WHICH STOP THE BUMPS AND THE UPPER COWLING ON THE LOWER ONE

COFANO MOTORE

ENGINE COWLING

Effettuare gli scassi e tagliare le parti mostrate

DO THE NOTCHES AND CUT THE PARTS SHOWN.



Presa d'aria cofano inferiore: tagliare a circa 2cm dalla piega

AIR INTAKE LOWER COWLING: CUT ABOUT 2 CM FROM THE BEND

Ventre cofano inferiore, parte posteriore: tagliare sopralzo lasciando circa 5mm di bordo

BELLY LOWER COWLING, REAR PART: CUT UPPER PART LEAVING 5 MM FROM THE EDGE.

Ventre cofano inferiore, parte anteriore: tagliare sopralzo lasciando circa 5mm di bordo

BELLY LOWER COWLING, FRONT PART: CUT UPPER PART LEAVING 5 MM FROM EDGE

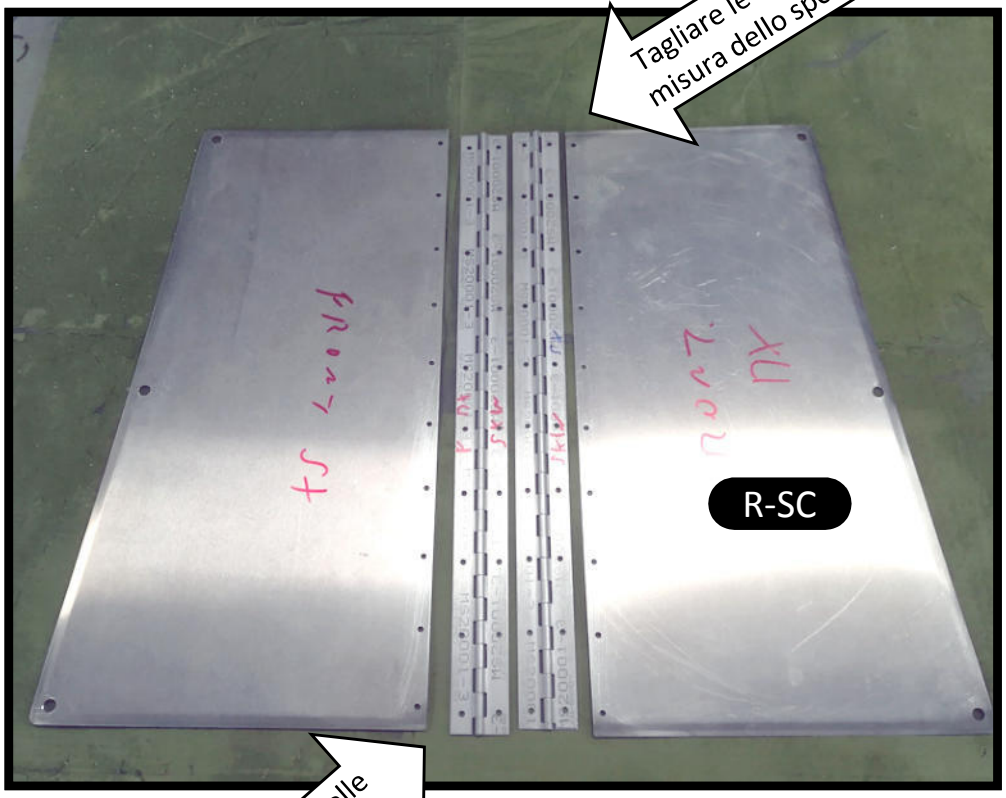
Gocce cofano: realizzare scasso per presa d'aria

BLISTER BUMPS: REALIZE A NOTCH FOR AIR INLET

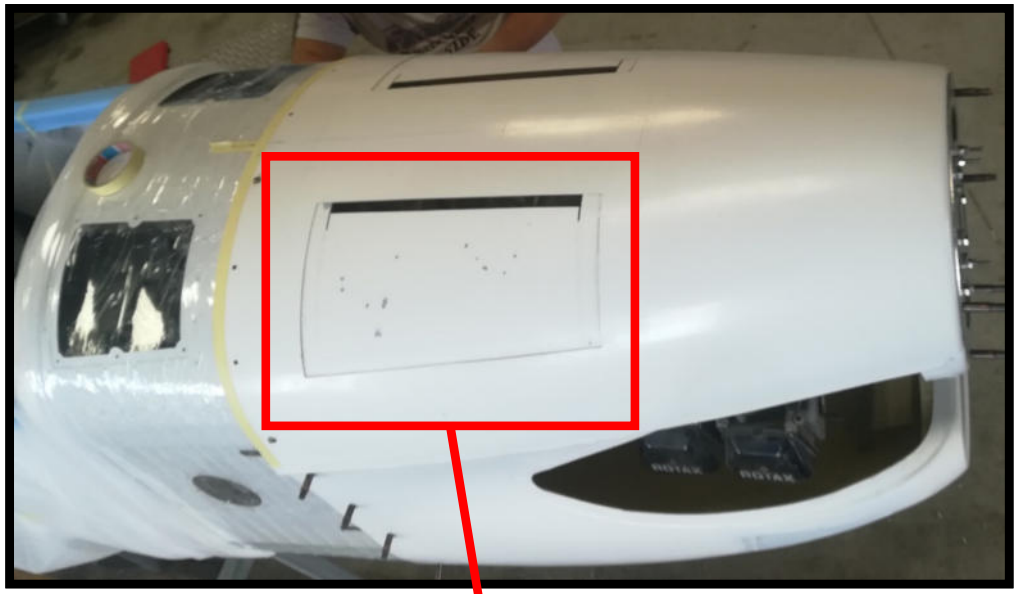
CUT THE HINGE TO THE SIZE OF THE DOOR

COFANO MOTORE

ENGINE COWLING

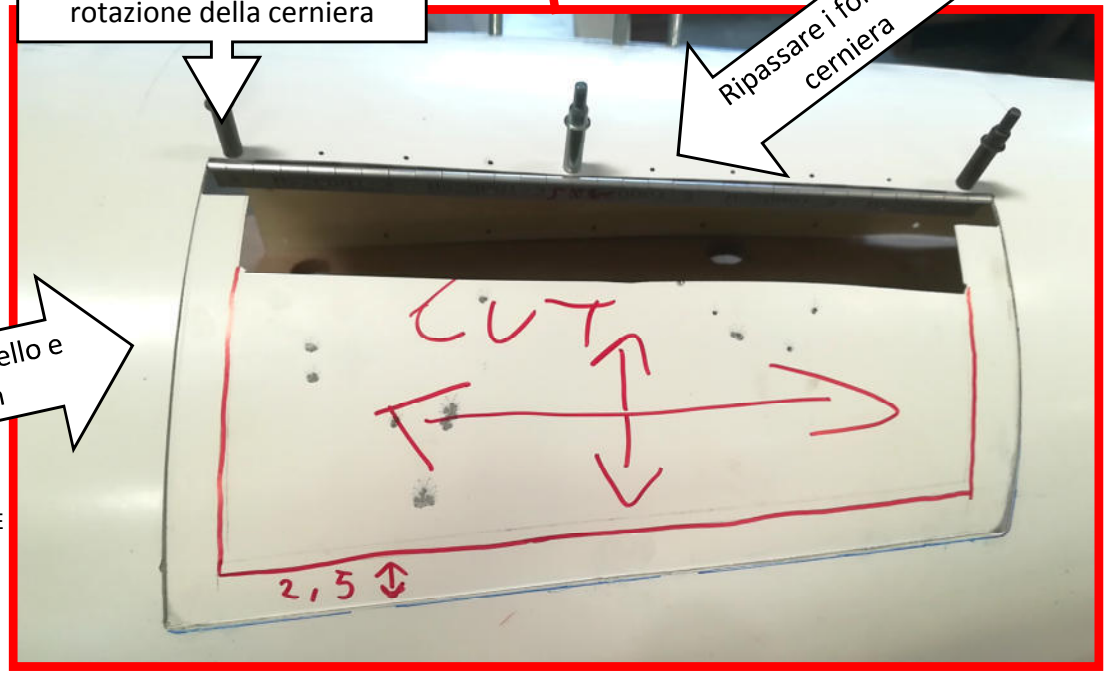


DRILL IN BOTH SIDE OF THE HINGE THE HOLES OF THE DOOR



DO TWO NOTCHES TO GARANTEE THE FREE ROTATION OF THE HINGE

DRILL THE HOLE OF THE HINGE

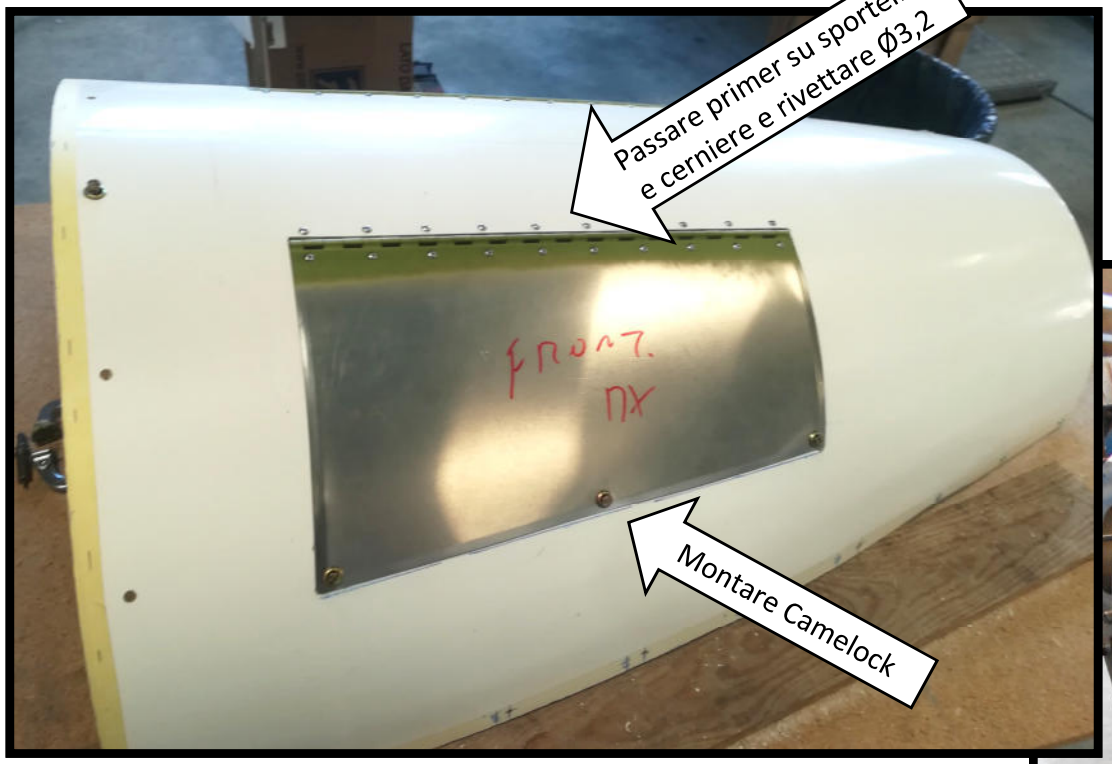


TRACE THE DOOR PROFILE AND CUT LEAVING 2,5 CM

COFANO MOTORE

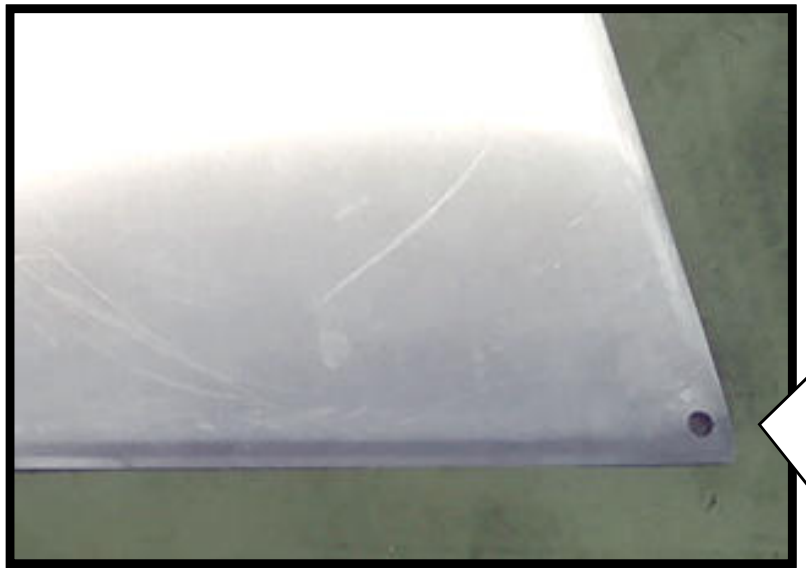
ENGINE COWLING

APPLY SOME PRIMER ON THE DOOR
AND ON THE HINGE AND RIVET AT ø 3,2



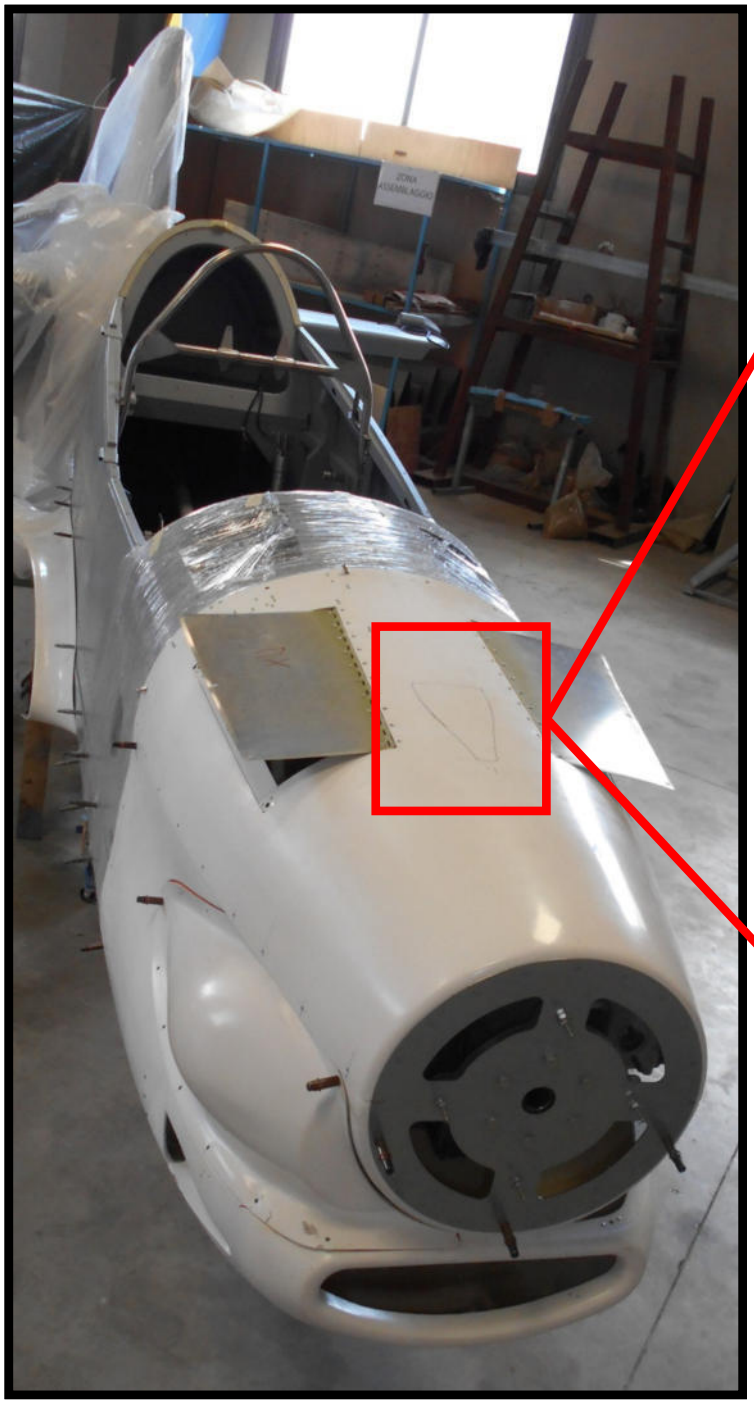
ROLL THE DOORS SO THAT THEY GET THE RIGHT SHAPE BEFORE RIVETING

Rullare gli sportelli per
fargli assumere la giusta
sagoma prima di rivettare

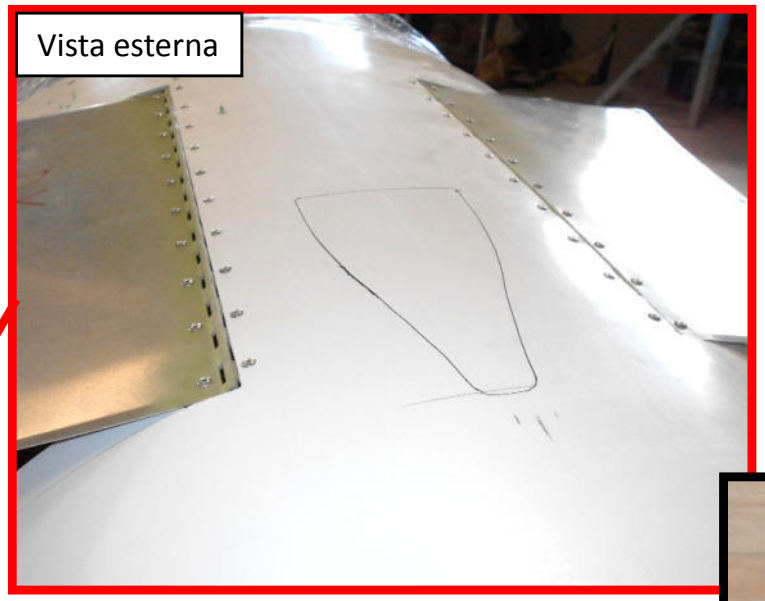


DO THE EDGES TO THE DOORS ONCE THEY HAVE BEEN ROLLED

COFANO MOTORE



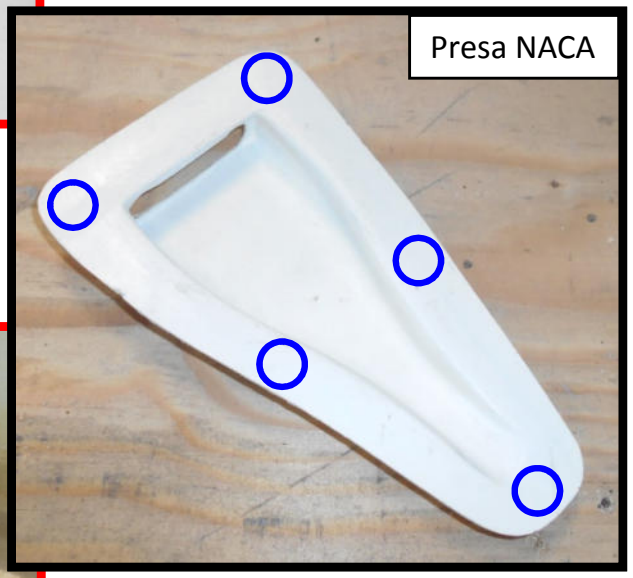
EXTERNAL VIEW



INTERNAL VIEW

Posizionare al centro del cofano superiore, realizzare lo scasso ed applicare presa NACA fissandola alla resina con 5 rivetti Ø2,4

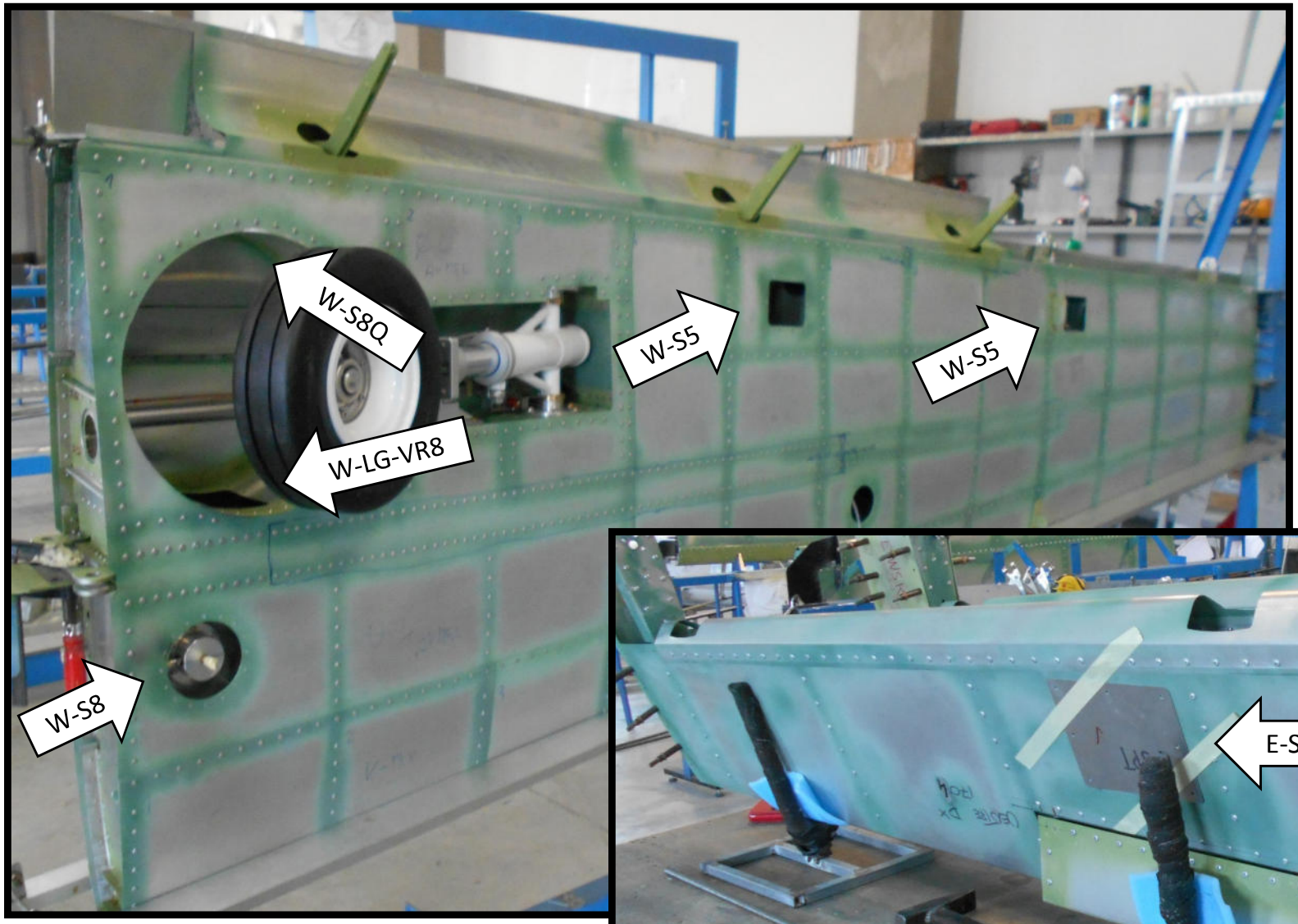
NACA DOOR

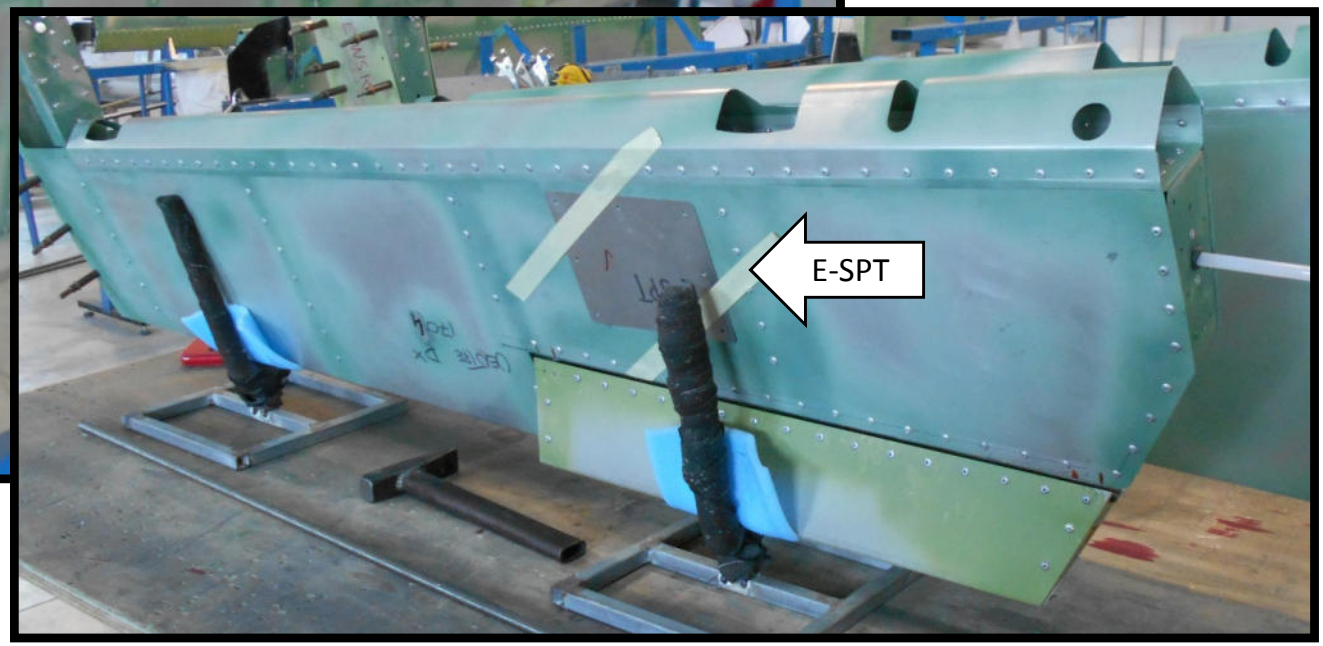


PLACE THE NACA AT THE CENTRE OF THE UPPER COWLING AND REALIZE THE NOTCH AND THEN APPLY THE NACA AND STOP IT TO THE RESIN WITH 5 RIVETS ø2,4

TAPPI DI ISPEZIONE

INSPECTION CAPS





ALL THE INSPECTION CAPS HAVE TO BE CLOSED WITH SCREW M3X10 + PLASTIC WASHER

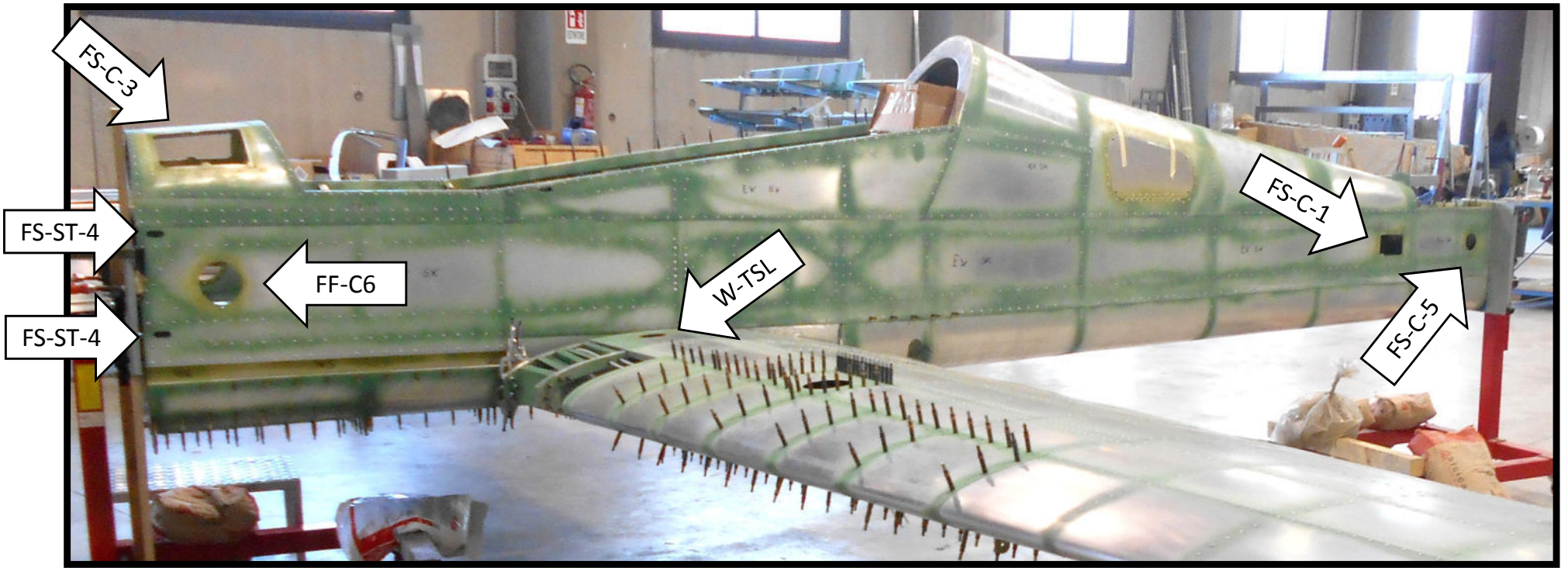
Tutti i tappi di ispezione vanno chiusi con viti M3x10 + rondella di plastica.

TAPPI DI ISPEZIONE

INSPECTION CAPS

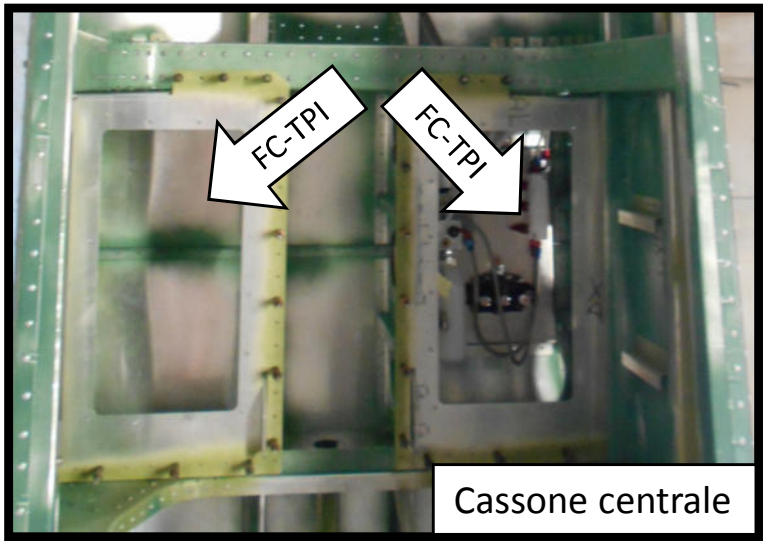
THE INSPECTION SLABS OF THE ENGINE MOUNT SUPPORTS (FS-ST-4) HAVE TO BE RIVETED WITH ø3,2

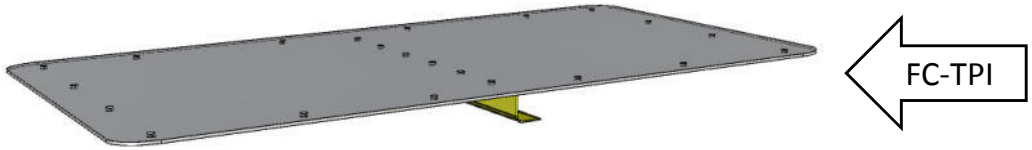
Le piastrine di ispezione dei blocchetti castello motore (FS-ST-4) sono da rivettare a Ø3,2



ALL THE INSPECTION CAPS HAVE TO BE CLOSED WITH SCREWS M3X10 + PLASTIC WASHER

Tutti i tappi di ispezione vanno chiusi con viti M3x10 + rondella di plastica.





PAY ATTENTION TO DISTINGUISH RIGHT AND LEFT PANEL

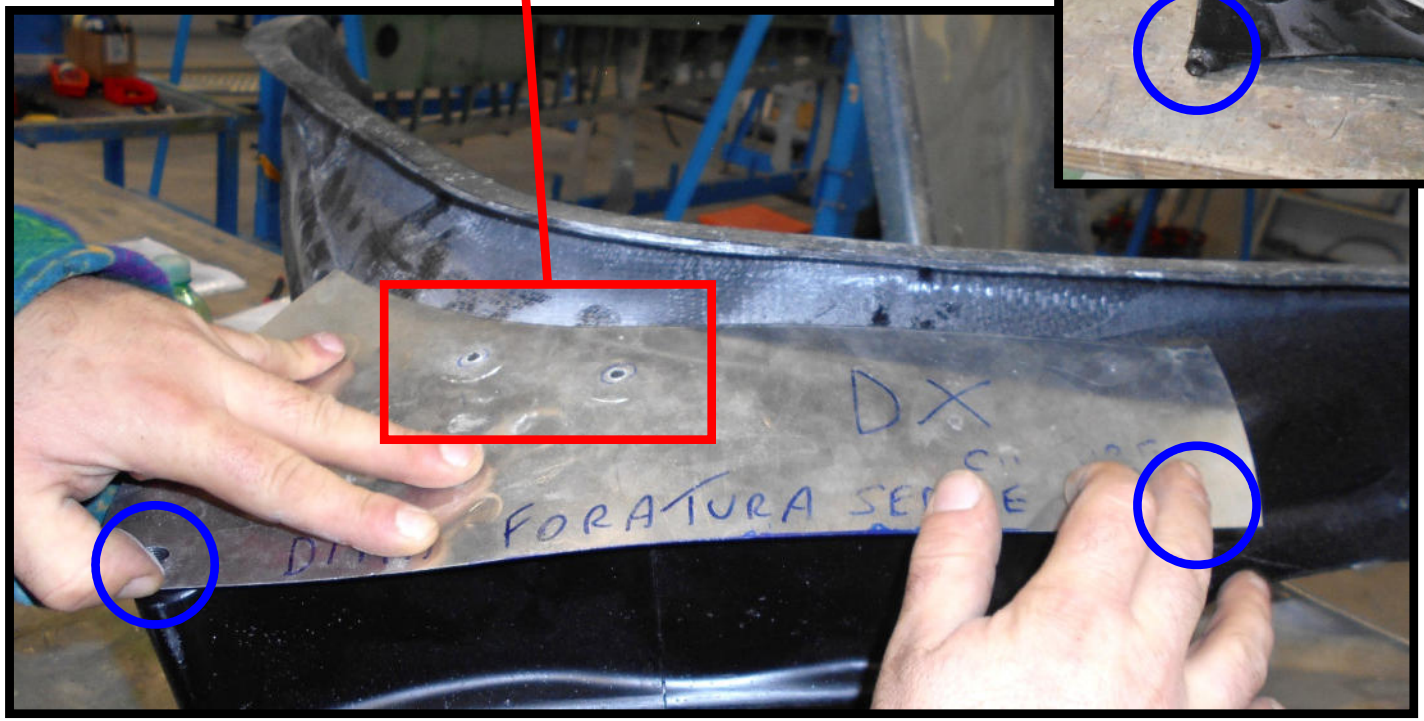
Attenzione a distinguere i pannelli destro e sinistro.

La Z di rinforzo deve essere orientata verso la coda e va all'interno del cassone centrale

THE REINFORCED Z HAS TO BE POINTED TOWARDS THE TAIL AND HAS TO GO INSIDE THE CENTRAL BOX

HOLES TO PASS THE BELTS

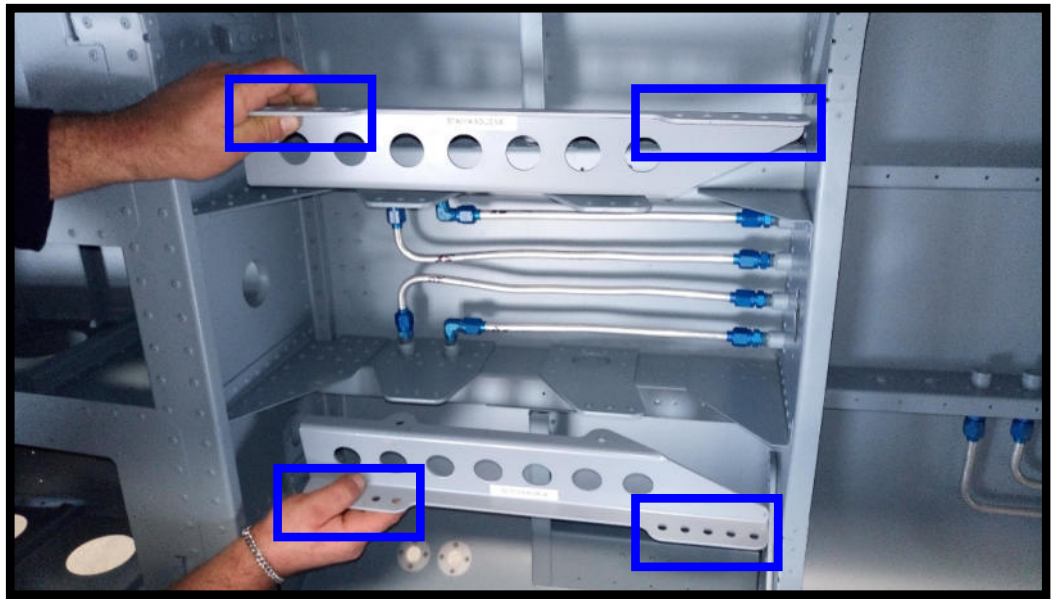
NOTCHES USED TO PASS THE BELTS



CUTTER ø 30

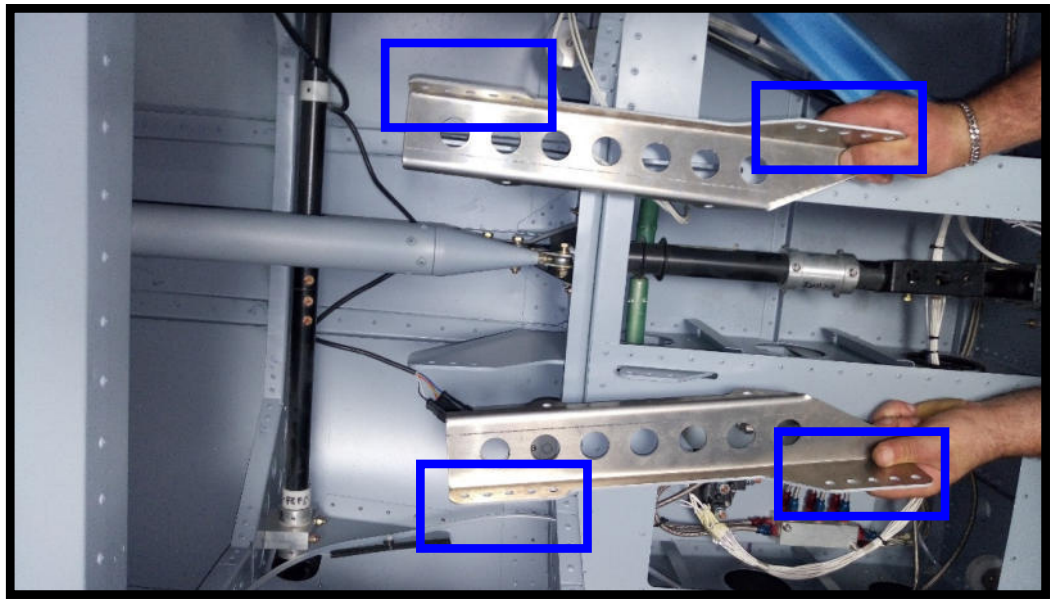
SUPPORT FRONT SEAT

Staffe sedile anteriore



SUPPORT BACK SEAT

Staffe sedile posteriore

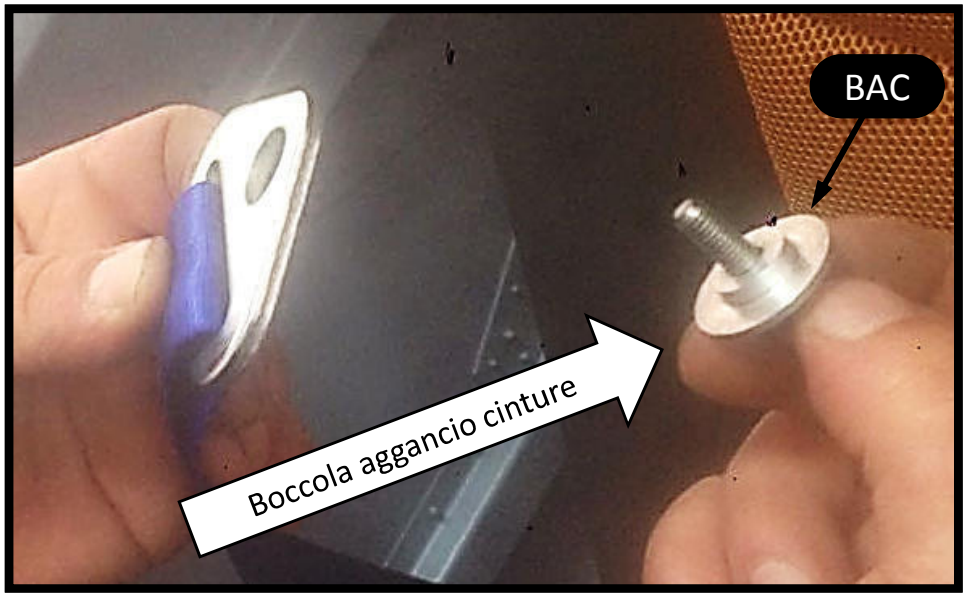


CONNECT THE SEAT ON THE SUPPORTS

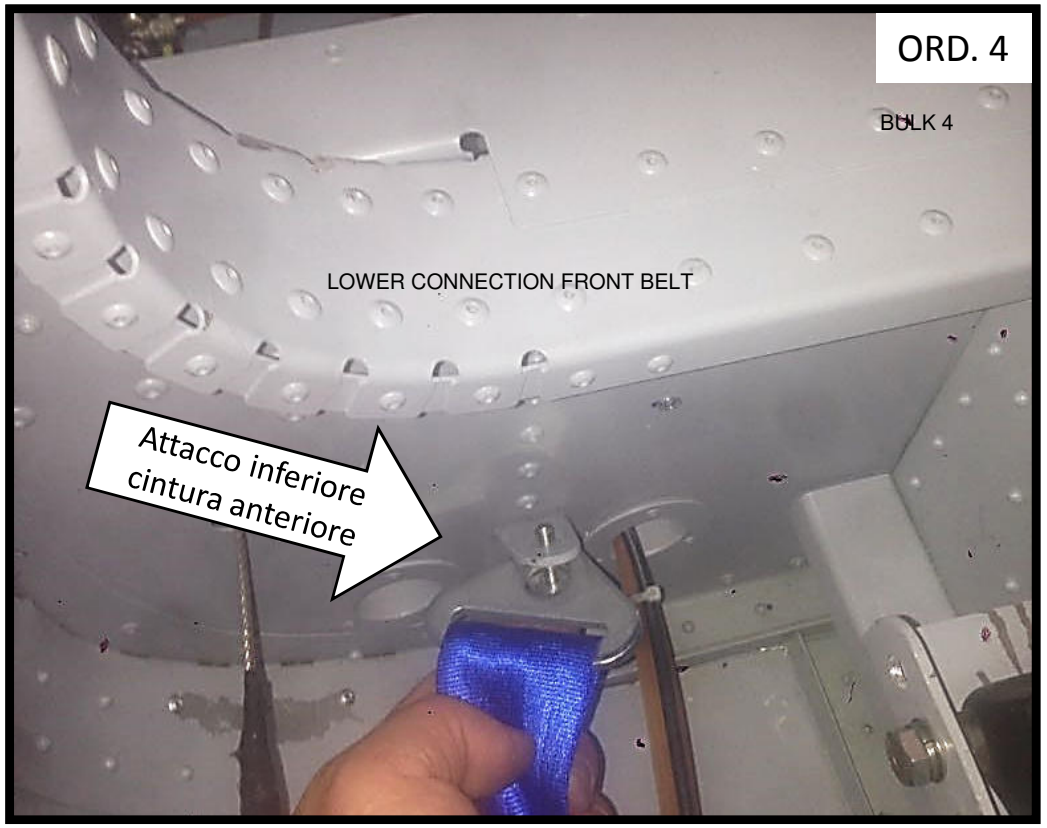
AGGANCIARE SEDILE SU STAFFE

VITE M8X25 + RONDELLA SPACCATA Ø8
+ RONDELLA LISCIA Ø8

SCREW M8X25 + SPLIT LOCK WASHER ø 8 +
WASHER ø 8

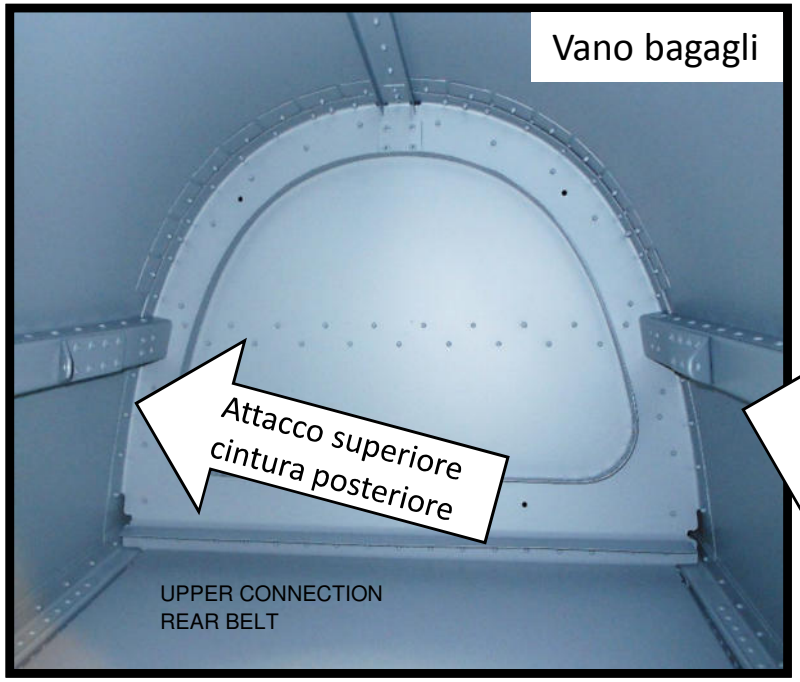


BUSHING TO CONNECT BELTS



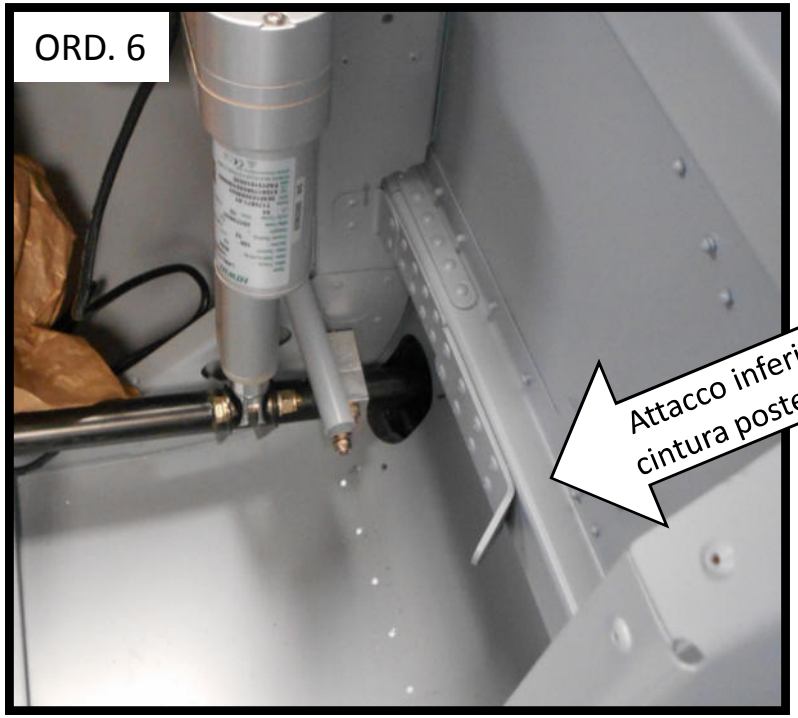
Agganciare tutte le cinture bloccandole alle rispettive staffe con vite TCEI M6x25 dado M6 autobloccante e rondella liscia (tranne quelle superiori-anteriori)

CONNECT ALL THE BELTS BY STOPPING THEM TO THEIR SUPPORTS WITH SCREW TCEI M6X25 SELF LOCKING NUT M6 AND WASHER (EXCEPT THOSE UPPER-LOWER)

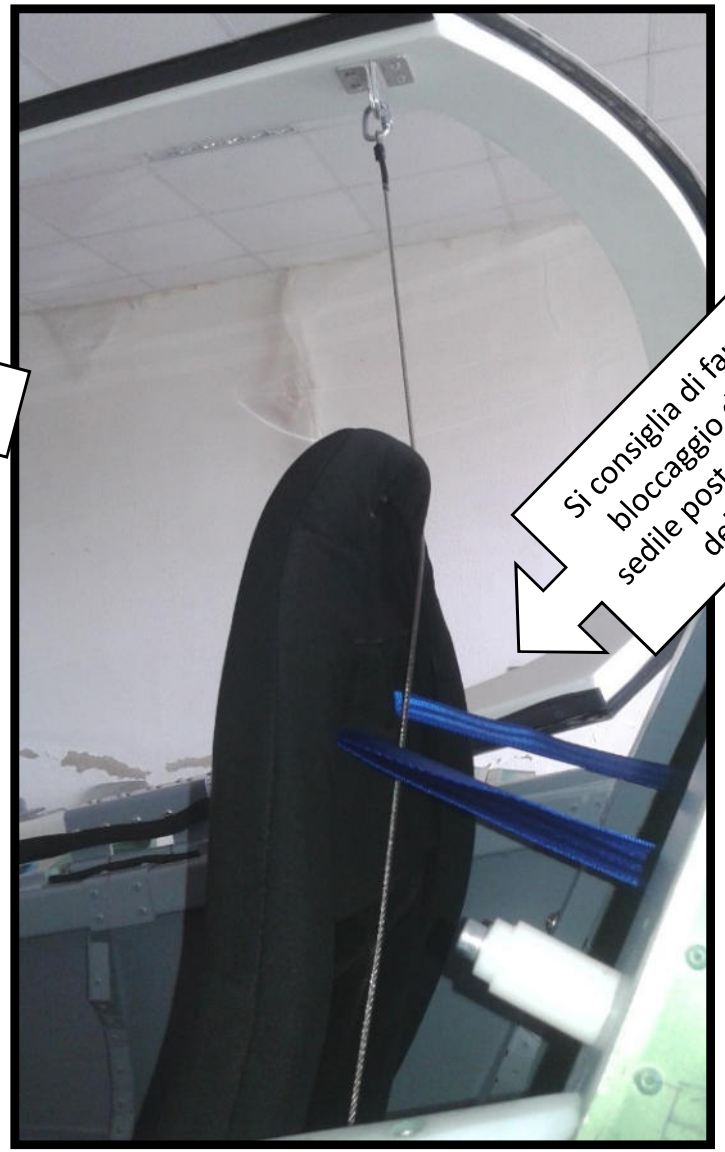


Attacco superiore cintura posteriore

UPPER CONNECTION
REAR BELT

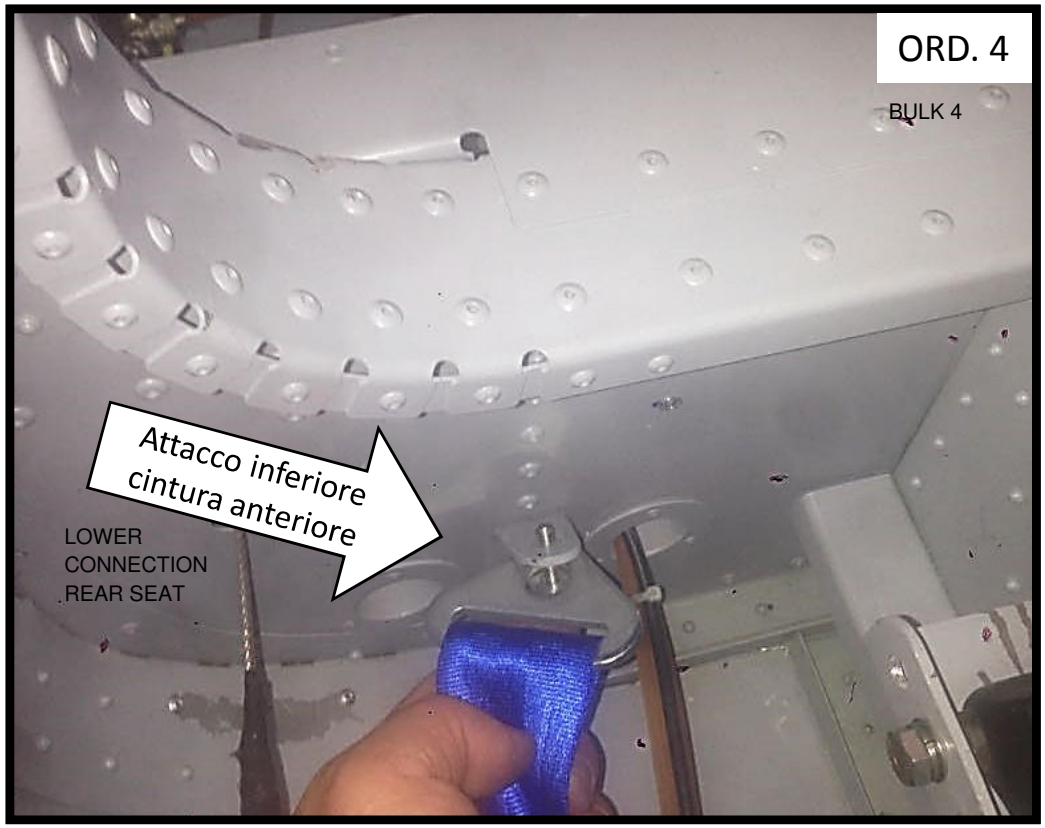


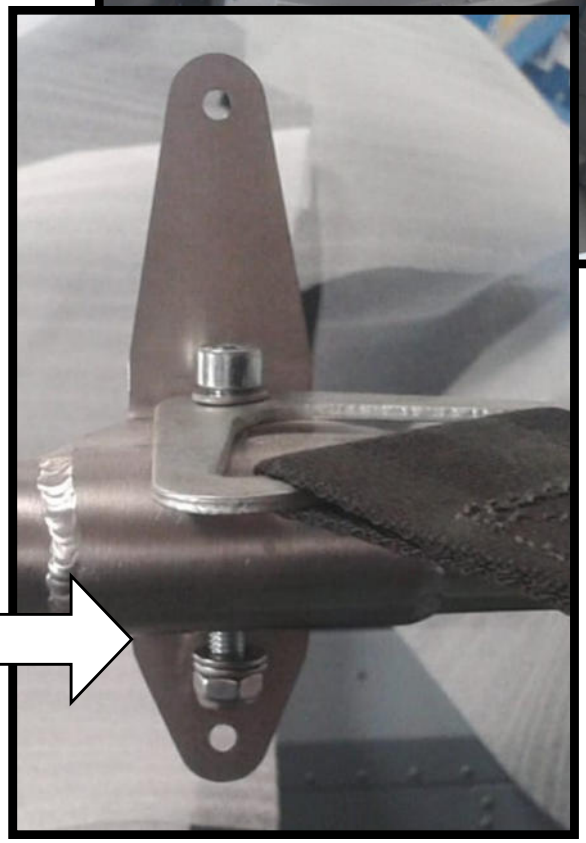
REAR CONNECTION
REAR BELT



Si consiglia di far passare il cavo di bloccaggio del canopy dietro al sedile posteriore, tra le due bretelle della cintura di sicurezza

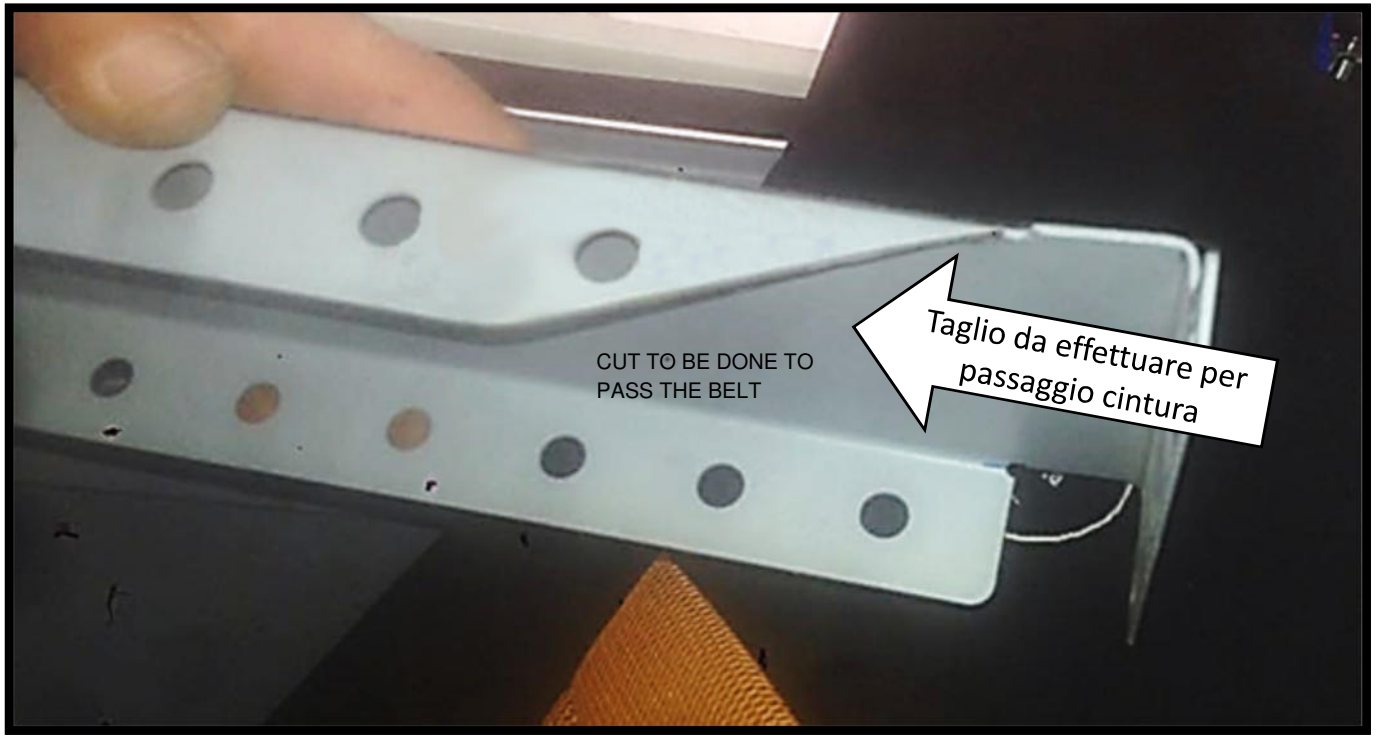
IT IS SUGGESTED TO PASS THE STOPPING CABLE OF THE CANOPY BEHIND THE REAR SEAT, BETWEEN THE TWO STRAPS OF THE SECURITY BELT

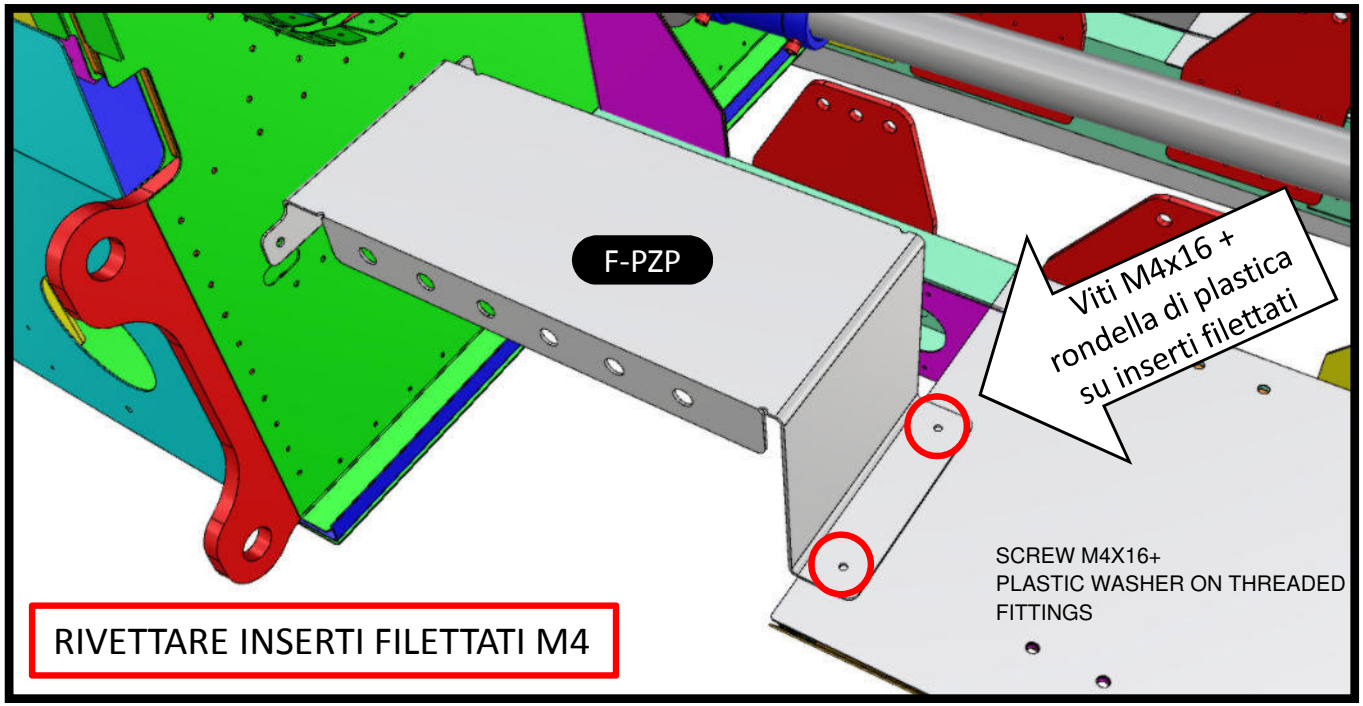




ONLY FOR THESE BELTS USE SCREWS TCEI M6X70 + WASHER (X3) + SELF LOCKING NUT M6 TO CONNECT ON THE ROLLBAR

Solo per queste cinture, utilizzare vite TCEI M6x70 + rondella liscia (x3) + dado M6 autobloccante per aggancio su rollbar





RIVET THREADED FITTINGS M4

Per qualsiasi dubbio nell'esecuzione delle operazioni contenute in questo ciclo di produzione, fare riferimento al manuale "Informazioni generali sulla costruzione"

	START PRODUCTION DATE ____/____/_____	**MODEL**	**TR -**
	PRODUCTION CYCLE: **FINAL ASSEMBLAGE QBK-RTF** REV. 1 - 27/06/2018	**DRAWING**	REV. 1 – 27/06/2018
		CONTROLLED	DATE ___/___/_____ SIGNATURE
	END PRODUCTION DATE ____/____/_____	**APPROVED**	DATE ___/___/_____ SIGNATURE

STEP	Assembly step	DESCRIPTION	TABLE	✓
1	Celebrate the kit arrival	Avoid to use champagne bottle as it is usually done for the vessels	-	
2	Pay attention when you unload the container	Unload and take pictures of any single item to be sure that the goods arrived in good conditions.	-	
3	Verify the delivery check	FL provides you a delivery checklist and you can write a report (including some pictures) in case any non compliance occur or you require further clarification.	-	
4	Internal painting	Cover with some paper the aluminum pipes of the fuel system (optional), pay attention to the threads of the plastic washer cable protection, the rollbar and paint the internal parts of the aircraft including the floor previously disassembled.	-	
5	Rudder cable pulley	Assembly the pulley for the rudder cable passage and assembly them on bulkhead 4 and 5	From 1 to 4	
6	Insert the flap rod	Place in the fuselage the control rod of the flap and the actuator. Check that the rod is centered as compared to the fuselage and that the actuator is perpendicular to the rod. Assembly the bellcrancks on the bellcrank fork.	From 5 to 15	
7	Place control rod of the elevator	Assembly to the fuselage the pipes (C-CBT1/2/3) together with their connection parts, get internally through the actuators (C-CBR1) and (C-CBR2) connect them. Assembly the bellcranks on the bulkheads 5 and 11 and connect the actuator pipe of the elevator and the actuators. (C-CBR2). Evaluate the sticks insertion.	From 16 to 31	
8	Realize the gear system.	Follow check FUSELAGE- GEAR SYSTEM	-	

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STEP	Assembly step	DESCRIPTION	TABLE	✓
9	Complete the fuel system (valve compartment)	The QBK includes a return fuel system with aluminum pipe with internal diameter of 8mm and AN fittings, from the firewall to the valve compartment and from the valve compartment to the half-wings. The valve and the wing connection have to be done from the builder who will use the one which are approved by the local authority. In any case, we suggest to use a fireproof protection for the pipes. The scheme provided is a suggestion for the installation of the Rotax 912 (Do a leakage proof test for the pipes.)	From 32 to 37	
10	Complete brake system	This one has to be completed by the builder, we suggest to use RISLAN pipe 4x6mm (Do a leakage proof test)	From 38 to 43	
11	Complete the electric system, radio and Pitot	We suggest to use the cable protection passage already in the fuselage – check with FL the scheme and the instruments that you would like to use	From 44 to 51	
12	Place the Throttle	The builder can decide in which side he would like to install the throttles on the supports already provided. Check the throttle run based on the type of engine used and check the smooth operation between the two throttles (front-rear). The drawing supplied are useful if you install Rotax 912 and 914.	From 52 to 59	
13	Place the floor	Once the systems of the fuselage are completed and checked, the builder can start to assembly the internal floor of the pedals and the entry step. Please use rivets Ø3,2 (if necessary move the holes from size 2,4 to 3,2)	60, 61	
14	Re-assembly the crank-gear	Place the crank-gear as per drawing supplied.	From 62 to 67	
15	Assembly the smoke seal kit	Place the headsets and the smoke seal in the external bulkheads of the central box to pass the cables and the controls.	68	
16	Painting	Paint all the aircraft parts: half –wing- rudder - Fin - Stabilizer - Elevator, Fuselage, (not the canopy), apply only the primer and evaluate the assemblage of the items resin tip before painting (which can be assembled also subsequently) see point 35-38	-	
17	Assembly the main gear	Place all the items of the main gear, assembly the brake, the wheel and, only after you have checked the locking of the gear, adjust the drive units of the microswitch. Insert the fender (paint these ones only once they are worked)	From 69 to 92	

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STEP	Assembly step	DESCRIPTION	TABLE	✓
18	Level the fuselage	Place the fuselage on sawhorses near the bulkhead 2-4-5-11 and check the correct level position either on the longitudinal axis and the cross one. Use a electronic level.	93, 94, 95	
19	Place the half-wings	Assembly the control rod of the aileron (C-AT1)on the half wings, subsequently, place the two half wings in the fuselage (without flaps and ailerons and insert the rod (C-AT1) in the smoke seal cover) bolt the main spar with the rib 4. Once the twist are checked for both half wings, drill the holes close to the rear spar and the front connection to the final size of Ø6,3 mm (with AN4). Write the measures in the given table (S1, S2, S3). Do not forget to connect the aileron beams (C-AT1) to the control rod. alla	From 96 to 104	
20	Place Aileron and Flaps.	Assembly the counterbalances on the ailerons and assembly the wings. Assembly the flaps and bolt them to the connection which goes to the actuator with AN4. Check the correct symmetry of flaps and ailerons.	From 105 to 111	
21	Stabilizer assemblage	Stop the stabilizer near the bulkheads 10-11 of the fuselage using bolts AN4. Close to the front spar of the stabilizer place inclined spacers and, close to the rear spar, place level spacers together with thicknesses which are going to compensate the arrow of it. Measure the distance between the half wings and the stabilizer spars from both side of the aircraft and check that they are equal and are within the given margin of tolerance (if not, compensate with the thicknesses). Once achieved, bolt definitively and complete table (S4)	From 112 to 115	
22	Elevator assemblage	Join the two elevators to the rod (C-ETT). The elevator is placed on the stabilizer with the help of hinges (to be installed) and at the end, connected with the controls. Install the motor, the connection beams and the drive units of the TRIM actuator and connect the electric cables. Check that there are not obstacles or surfaces in contact while the elevator is working correctly.	From 116 to 124	
23	Fin assemblage	The fin is placed on the bulkhead 12 of the fuselage with the help of AN3 bolts and to the bulkhead 10 with bolts AN4. Before bolting, check the correct vertical position as compared to the fuselage axis. At builder discretion, pass the light system for the fin. Complete table (S5).	From 125 to 128	
24	Rudder Assemblage	Realize and apply to the fin the half-hinges to be able to assembly the rudder. The upper hinge can be slightly regulated. Once the liniarity is achieved between fin and rudder, apply some rivets ø3,2 on the upper hinge and stop it to avoid micro movements.	From 129 to 135	

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STEP	Assembly step	DESCRIPTION	TABLE	✓
25	Rudder control assemblage	Pass and crimp the rudder cables and make sure they are perfectly tight with the rudder cable tie rod previously assembled in the crank-gear.	From 136 to 139	
26	Assembly front gear	Assembly the wheel on the front gear leg and assembly everything on the engine mount. Assembly the retraction knee, check the right locking and place the microswitch. Connect the hydraulic actuator to the retraction knee and connect it to the system. Connect the rods to the crank –gear to the steering joint	From 140 to 152	
27	Connect the fuel system, the hydraulic system, the Pitot and the cable protections microswitch.	Assembly the fittings to the actuators of the three gears and connect the braided hose. Extend the microswitch cables of the main gear till the fuselage entry to connect the jacks in the central box. Stop the cables along the gear and the wheel compartment. Place the connection elements of the brake pliers and pass a Rilsan 6-4 pipe stopping it along the leg gear continue along the gear and wheel compartment till the fuselage entry. Extend and place the cable of the microswitch tunnel in the hole which is on the firewall to connect it to the terminal box. Connect the fuel system and Pitot between wing and fuselage.	38, from 152 to 160	
28	Seat supports	Assembly the front and rear seat supports. The seat installation will be done later.	161, 162	
29	Instrument Panel	Assembly the resin dashboard and install the instruments on the instrument panel. On the "T"supports the electric units and install in the fuselage. Do the connections between the instruments, the electric units, the systems already in the fuselage and Pitot. Check the flap and trim movements.	From 163 to 170	
30	Engine installation	Install the engine on the engine mount. For a perfect installation, follow the engine instructions supplied and adjust it to the components already in the fuselage.	56, 171, 172	
31	Setting and checks of the mechanical and electric controls.	Adjust and stop all the rod-end bearing which are in the controls. Check the correct strokes of the mobil units. Enlarge the holes of the ribs in case there are interferences in the aileron control rod with the central box. Do not forget the safety wiring of all the bolts in the control lines.	15, 16, 21, 22, 24, da 26 a 29, 62, 63, 65, 96, 104, 108, 110, 111, 121, 123, 136, 139, 151, da 173 a 179	

Per qualsiasi dubbio nell'esecuzione delle operazioni contenute in questo ciclo di produzione, fare riferimento al manuale "Informazioni generali sulla costruzione"

STEP	Assembly step	DESCRIPTION	TABLE	✓
32	Check gear operation and actuators, brakes and gear emercency.	Place the aircraft on sawhorses leaving the gear compartments free to check their locking. Check the cylinder strokes, the correct opening of the gear knees (if necessary, regulate with some rod end bearings knees and actuators) and check that the microswitch location guarantee the block of the gear during the locking phase. Test the locking of the emergency in case of gear failure and check the brakes and the parking brakes. Fill the hydraulic and brake system with oil before you do the checks, and do not forget the safety wiring of the rod-end baring once the test are completed. Complete the table (S5)	From 40 to 43, 74, 82, 149, 150, 158	
33	Coating and valve fuel cap	Place on the fuselage structure with the help of self tapping screws ST 3.5x9 the panels. If you would like not to remove some panels, you can also rivet them at Ø2,4mm	From 180 to 184	
34	Wing cover, parachute strap cover, belly skin wing-fuselage and entry step.	Install the parachute strap cover. Trim the wing cover so that they adhere to the wing and the fuselage. Remove the exceeding parts which interfere with the flaps and rivet at Ø2.4. Do a notch on the left wing cover to apply the entry step and assembly it. Evaluate if you would like to apply the wing cover with rivet before or after the painting. Place the cover belly skin between wing and fuselage.	From 185 to 195	
35	RESIN and COVER	Place the resin near the tip, the stabilizer root and adjust the cowling (do not forget to do on it air vents and inspection window). Evaluate if you would like to piant before or after the installation.	From 196 to 219	
36	Close inspection valve box	Before starting to paint, evaluate to close the inspection valve boxes which are on the wing, the fuselage and the elevator (which have to be closed in any case before the first flight test) or if you would like to paint them separately.	220, 221	
37	Canopy	Move to checklist ***FUSELAGE – Canopy***	-	
38	Proceed with the final painting	Previuously, we have suggested to paint the single units only with the primer to guarantee a intact painting in the final phase. Of course our is just a suggestion and the final decision remains with the builder. We also suggest to paint the canopy frame separately .	-	
39	SEATS + harnesses+ rear pedal floor.	During the installation phase , there is the opportunity to regulate the hight of the front and rear seats based on the final users.	161, 162. From 222 to 227	

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STEP	Assembly step	DESCRIPTION	TABLE	✓
40	Propeller and spinner	Assembly the propeller and the spinner to the engine. Follow the instruction of the manufacturer and adjust them to the components already in the fuselage.		
41	Weight	At this stage the aircraft is ready for the first flight, with a working engine and empty fuel tanks. – We suggest not to install the battery which might be placed as weight adjuster after. Place under the three wheels, scales and comunicate the weights to FL. (ATTENTION: Only after written authorizathion provided by FL and once the correct centrage graph is obtained, the first flight is allowed.)	-	
42	FIRST FLIGHT	FOLLOW THE CORRECT FLIGHT TEST PROCEDURES (we suggest to do the flight tests without fenders)	-	
43	HAPPY LANDING	CELEBRATE	-	