

KRILL AIRCRAFT



Mini AreS 1.7m Jet FC *ARF* ***for X45-P60 micro-turbine or EDF***

ASSEMBLY MANUAL

The all new Mini AreS Jet FC 1.7m long ARF was designed by the Italian aerobatic pilot Sebastiano Silvestri. This sport jet-model design is based on a mix of the BeA Hawk and L-39 Albatros real aircraft design, adding the ultimate aerodynamically tricks of the most modern pattern models and using the 20 years of experience in flying jets of Seba.... the result is surprising!

This innovative design combined with the modernst lightweight full composite structure made by KRILL MODEL from Ceska Republic EU, give at Mini AreS Jet an impressive precision and smoothness at any airspeed and flight condition. Thanks of his low wingload and the large moving surfaces, it can be a fantastic aerobatic jet-trainer or an aggressive 3D jet... let you surprise from your new Mini AreS Jet ARF !

.....the only aerobatic-fun limit is your fantasy!

Specifications:

Wing span:1500 mm

Length:..... 1700 mm

Wing area:..... 42,50 dm²

Radio:..... 7+ channels

Servos:... minimum 8 servos (JR3911, JR3411 or Spektrum A5060)
+ 2 servos for the vector (if installed)

Weight with recommended power set up:**Micro-turbine X45:**

Weight with empty tank... 4.800g

(with RX 1300-2S and Turbine 2400-2S lipo packs included)

Suggested tank 1.500cc

Options:

- standard thrust tube
- thrust tube + vector

EDF:

Flying weight RTF (with 5000-12S lipo pack 40C):... 6.500g

JP 105mm 12 blades aluminum EDF unit, 875 Kw motor, 130A ESC

Required radio system:

- Minimum 7-channel radio system (better 9ch)
- 8 + 2 mini servos for elevators, ailerons, flaps, rudder, steering + vector
- Power Box extension

Additional required tools:

- Driller
- Drill bits: 1,5mm
- Phillips screwdriver
- Hobby knife
- Soldering iron

Additional required adhesives:

- thin CA
- medium CA
- epoxy 5minutes

Warning

This RC aircraft is not a toy!

If misused, it can cause serious bodily harm and damage to property. Fly only in open areas, preferably in official flying sites, following all instructions included with your radio and motor.

Before starting assembly

Before starting the assembly, remove each part from its bag and protection for a prior inspection. Closely inspect the fuselage, wing panels, rudder, and stabilizer for damage. If you find any damage or missing parts, contact the place of purchase.

Warranty information

KRILL MODEL guarantees this kit to be free from defects in both material and workmanship at the date of purchase.

This warranty does not cover any parts damage by use or modification, and in no case shall KRILL MODEL's liability exceed the original cost of the purchased kit.

Further, KRILL MODEL reserve the right to change or modify this warranty without notice. In that KRILL MODEL have no control over the final assembly or materials used for the final assembly, no liability shall be assumed or accepted for any damage of the final user-assembled product. By the act of using the product, the user accepts all resulting liability.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.

RADIO SET UP

For a more realistic jet flying, more stable and easy in the wind, we recommend to install the 3 axis gyro system stabilizer as **I-GIRO Power Box** or the **Mercury SRS Power Box** that include the gyro feature and offer more safety.

Flaps (standard flight):

We recommend to use flaps down for starts and landings to make them shorter and easier.

- ✧ Activate the FLAP function in your radio.
- ✧ For take off use approx. 20° flaps down and mix 5% elevator down
- ✧ For landing use approx. 40° full flap down and mix 8% elevator down

Flaps (3D flight):

We recommend to use flaps with 2 independent channels and mix them with ailerons only in the 3D flight mode.

Control throws:

📧 **For the AILERON** we recommend the following throws:

Use approx. 10% aileron differential (more up) for normal flight.

| | | |
|------------------|------------------|-----------|
| High rate: | 30° left & right | |
| Normal flight: | D/R: 50% | Expo: 10% |
| 3D: | D/R: 100% | Expo: 30% |
| Start & landing: | D/R: 60% | Expo: 20% |

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

| | | |
|------------------|---------------|-----------|
| High rate: | 30° up & down | |
| Normal flight: | D/R: 60% | Expo: 40% |
| 3D: | D/R: 100% | Expo: 60% |
| Start & landing: | D/R: 100% | Expo: 80% |

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

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

Start & landing:

D/R: 100%

Expo: 40%

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

Mixing:

We recommend the following mix (if you have a programmable computer radio):

➤ ***Rudder → Elevator DOWN***

full rudder to the right, the elevator have to go up (positive) approx. 2%

full rudder to the left, the elevator have to go up (positive) approx. 2%

➤ ***Rudder → Ailerons***

full rudder to the right, the ailerons have to go left approx. 3%

full rudder to the left, the ailerons have to go right approx. 3%

Recommended Center of Gravity

The recommended CG is **190mm** behind the front leading edge of wing on fuselage.

Pre-flight

Never attempt to make full throttle dives! This model have to be flown like a full-scale airplane. If the airframe goes too fast, such as in a high throttle dive, it may fail. Throttle management is absolutely necessary.

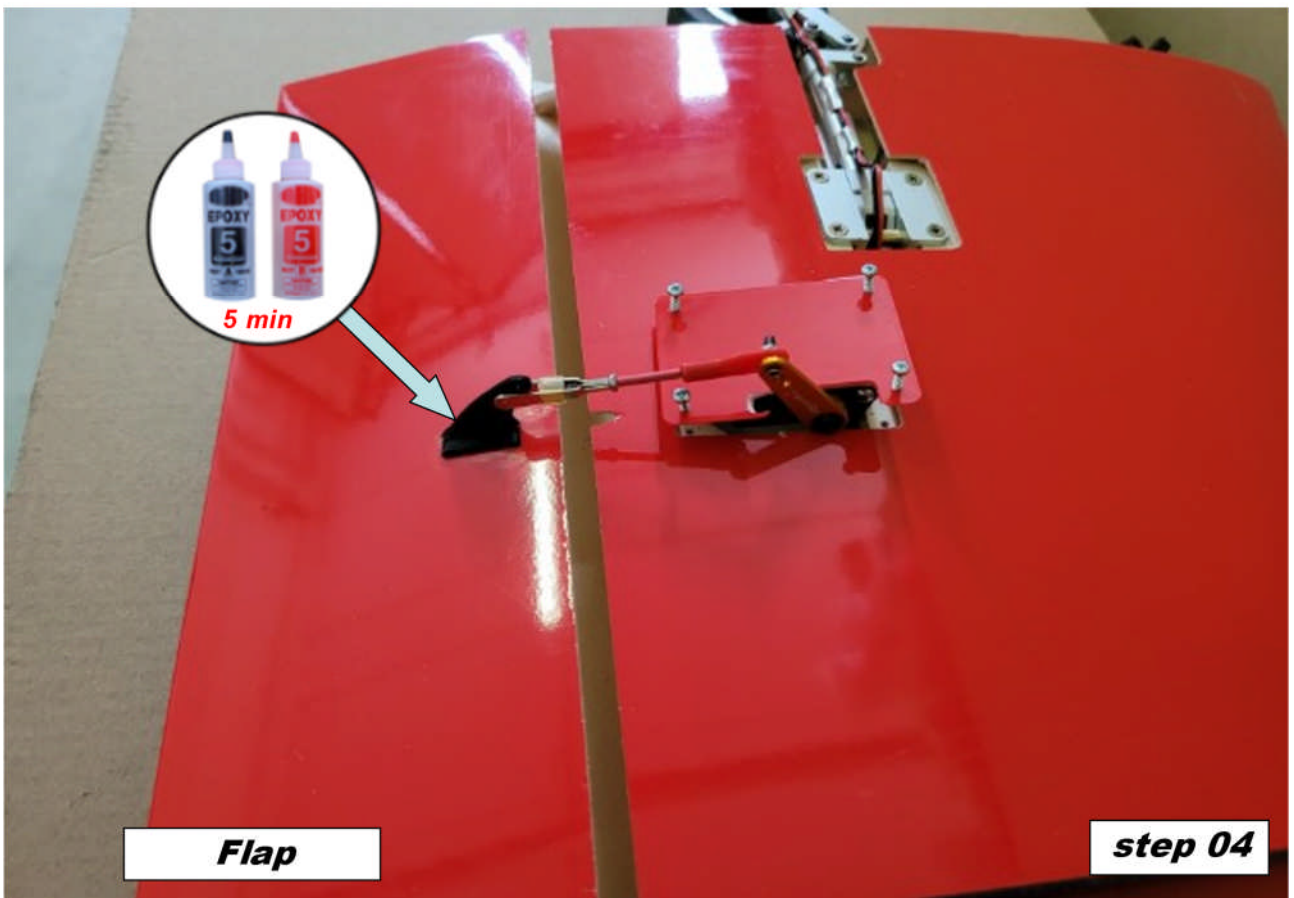
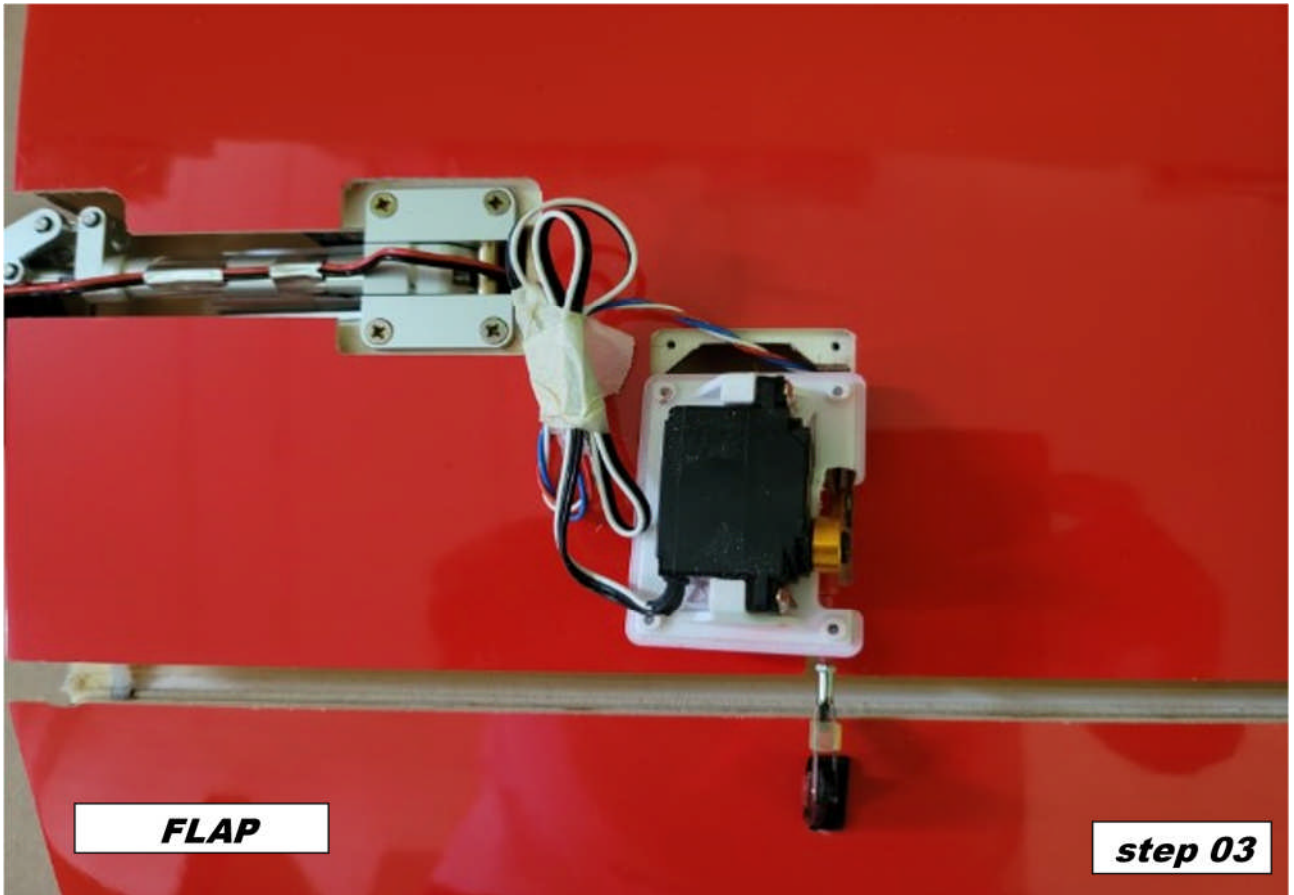
Range test your radio

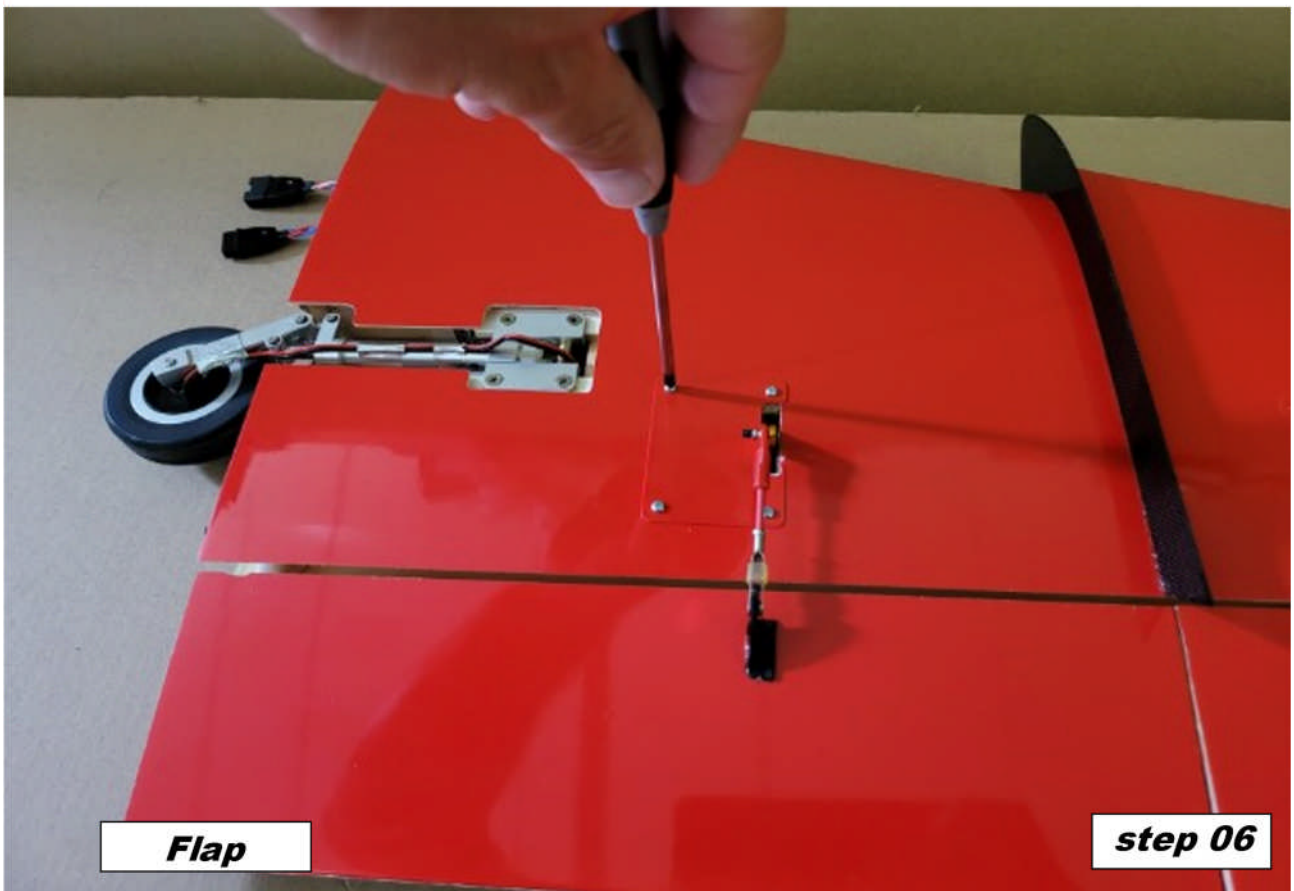
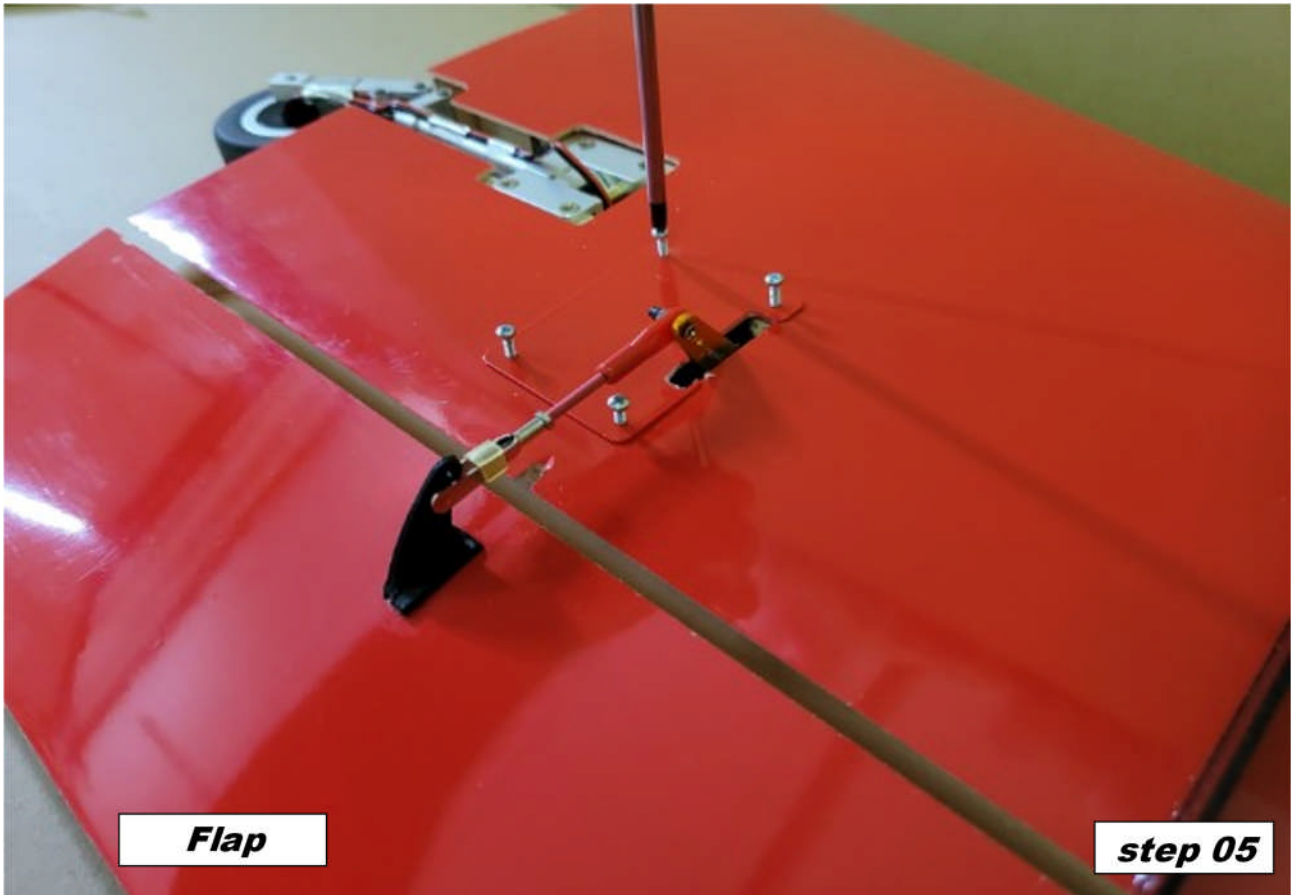
- ✓ Before fly, be sure to range check your radio as manufacturer's instruction manual of you radio-system recommend.
- ✓ Double-check all controls (aileron, flaps, elevator, rudder and throttle) move in the correct direction.
- ✓ Be sure that your motor battery pack is fully charged, as per the instructions included with your batteries and that your radio is fully charged as per its instructions.

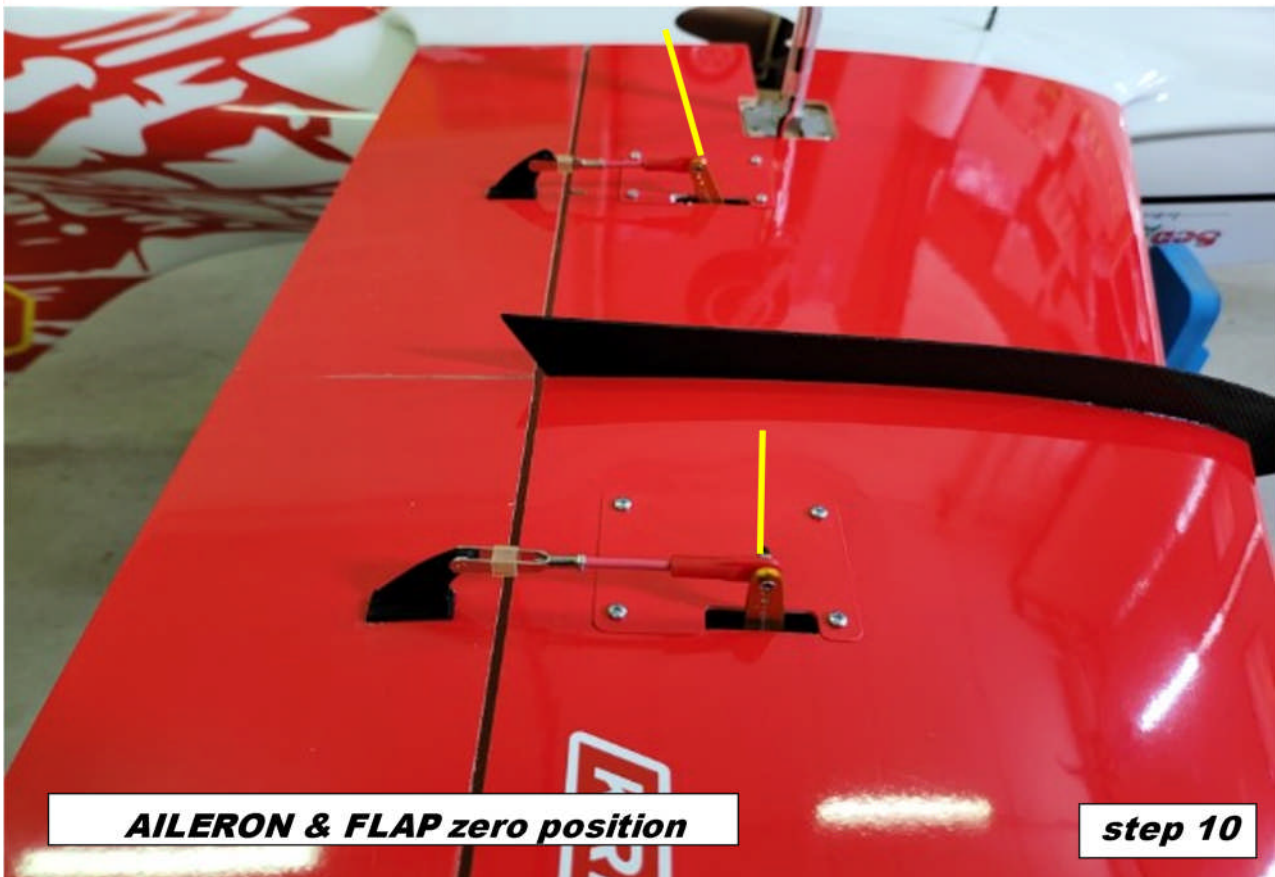
Finally... have nice flights!

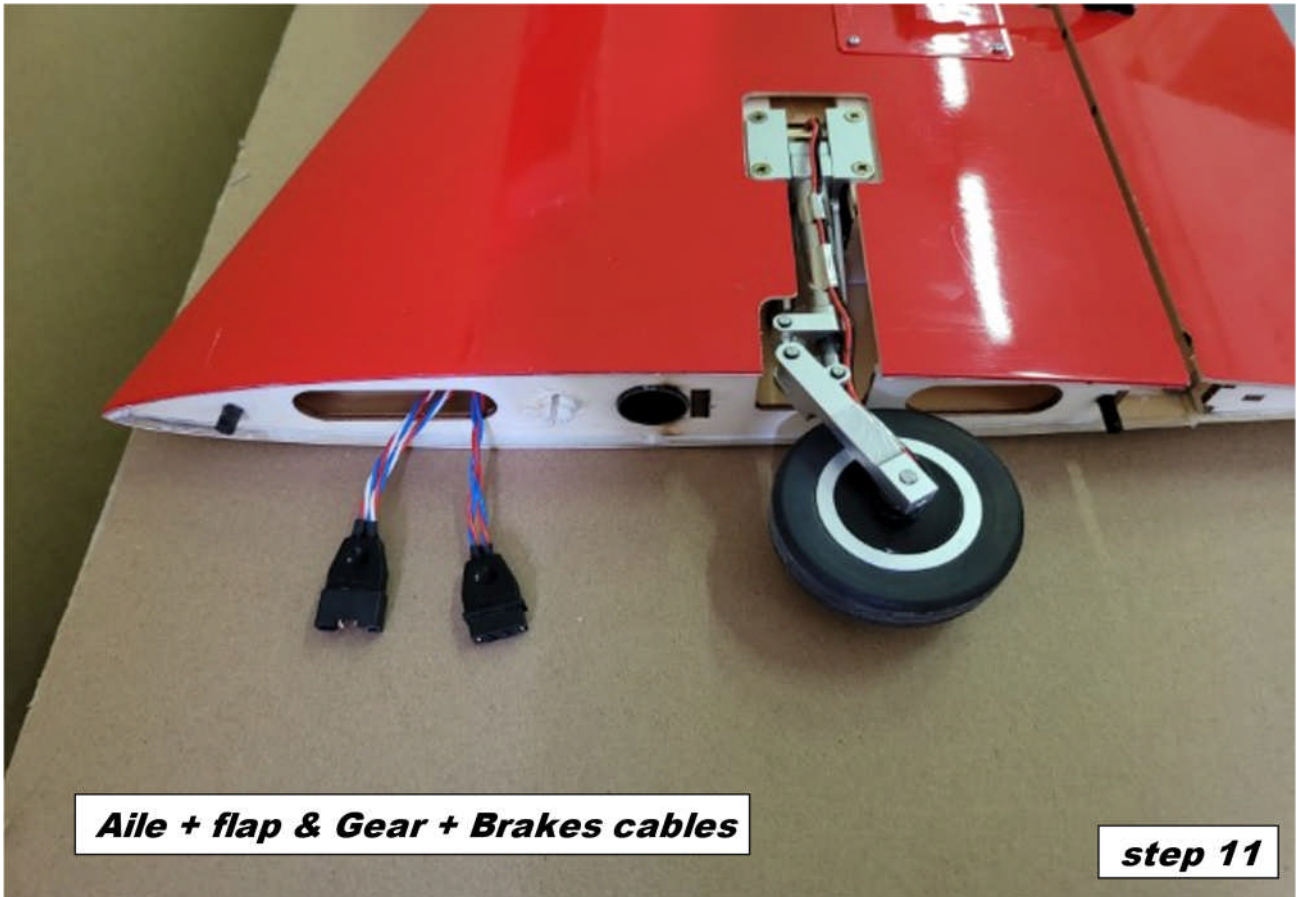


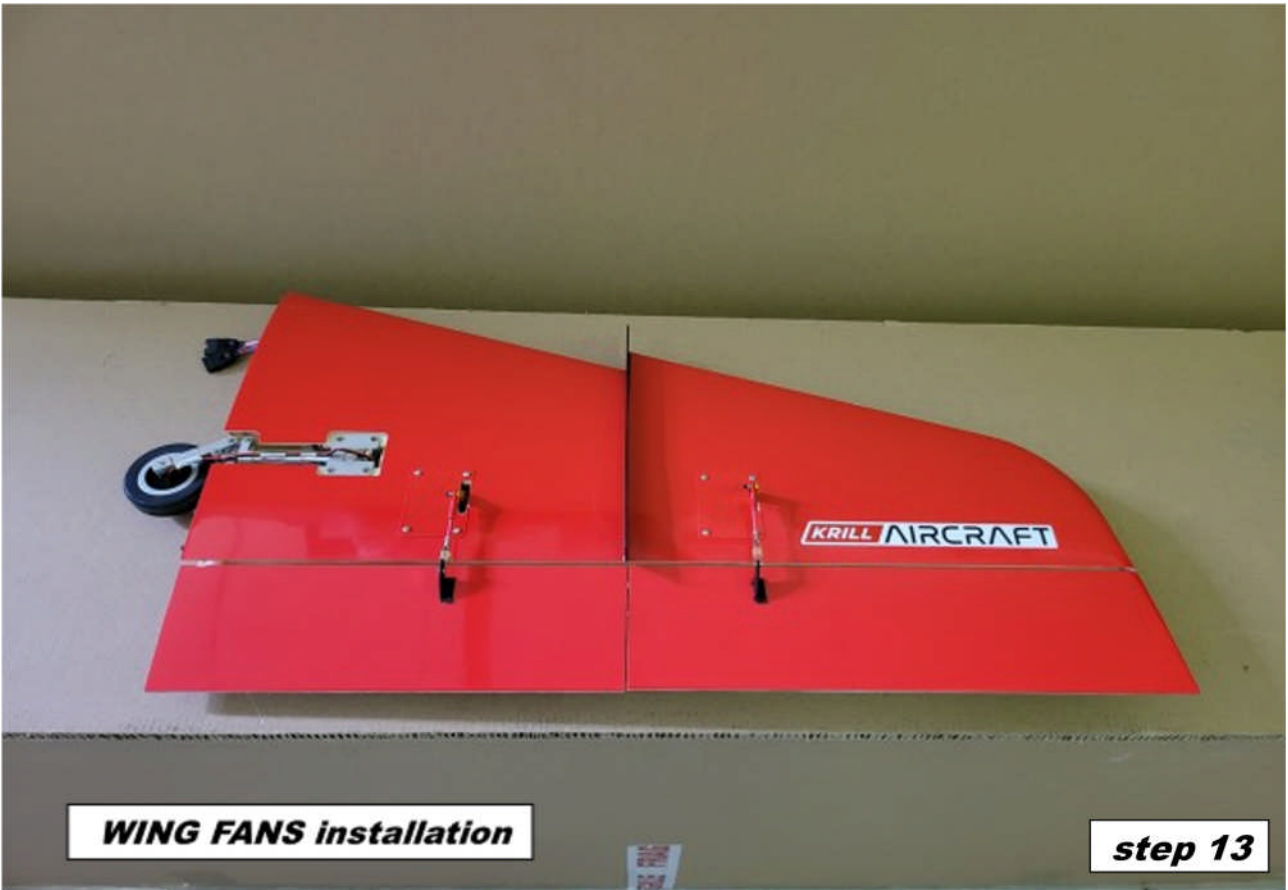
BUILDING IN PICTURES:





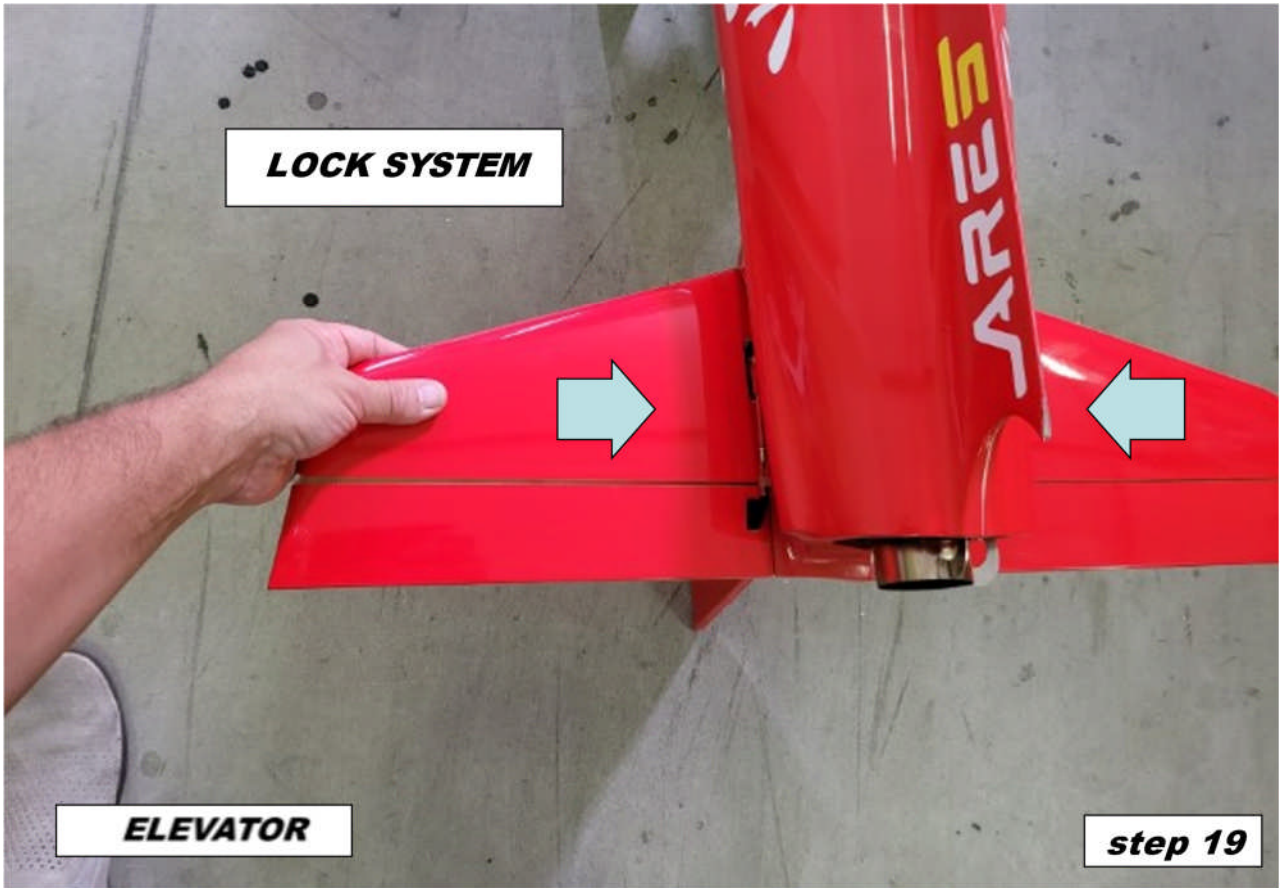




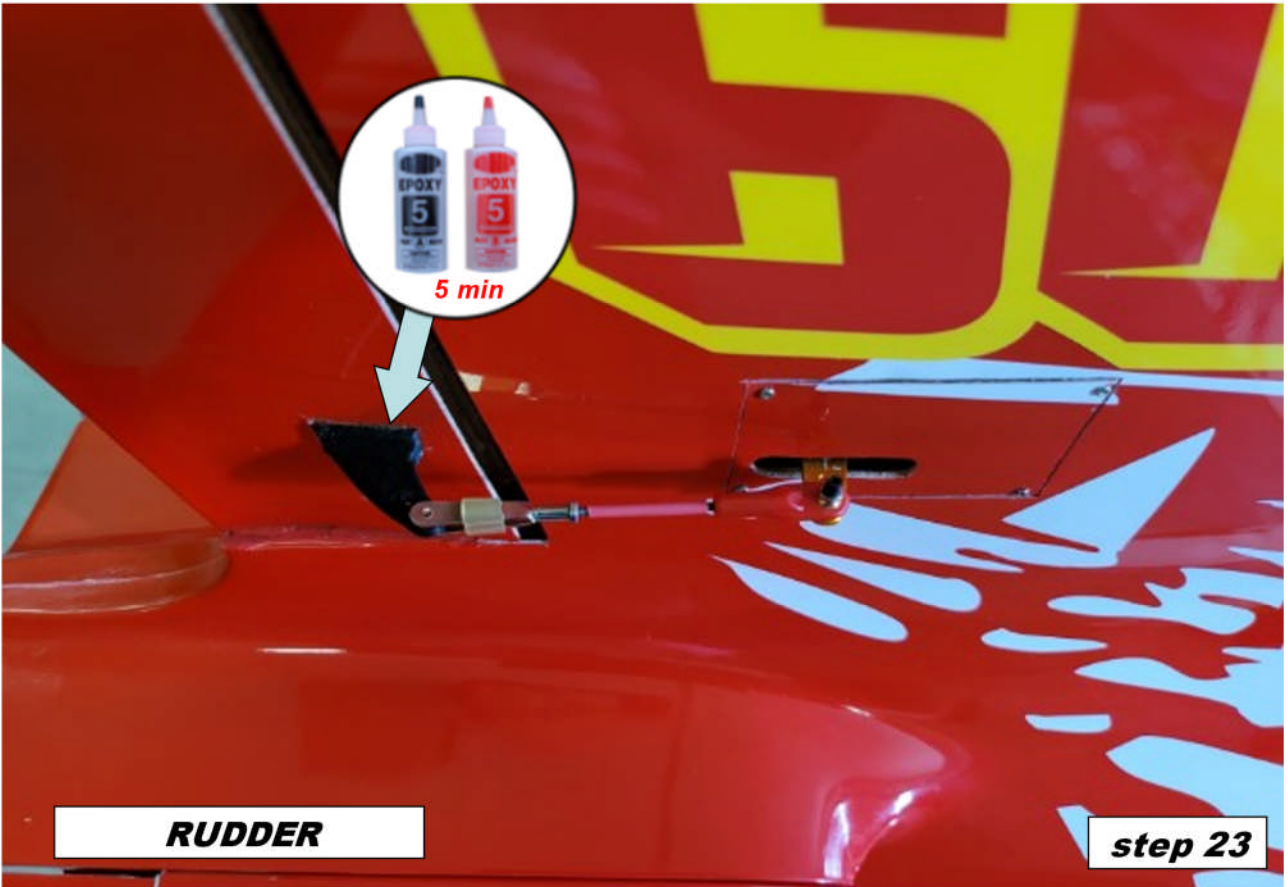








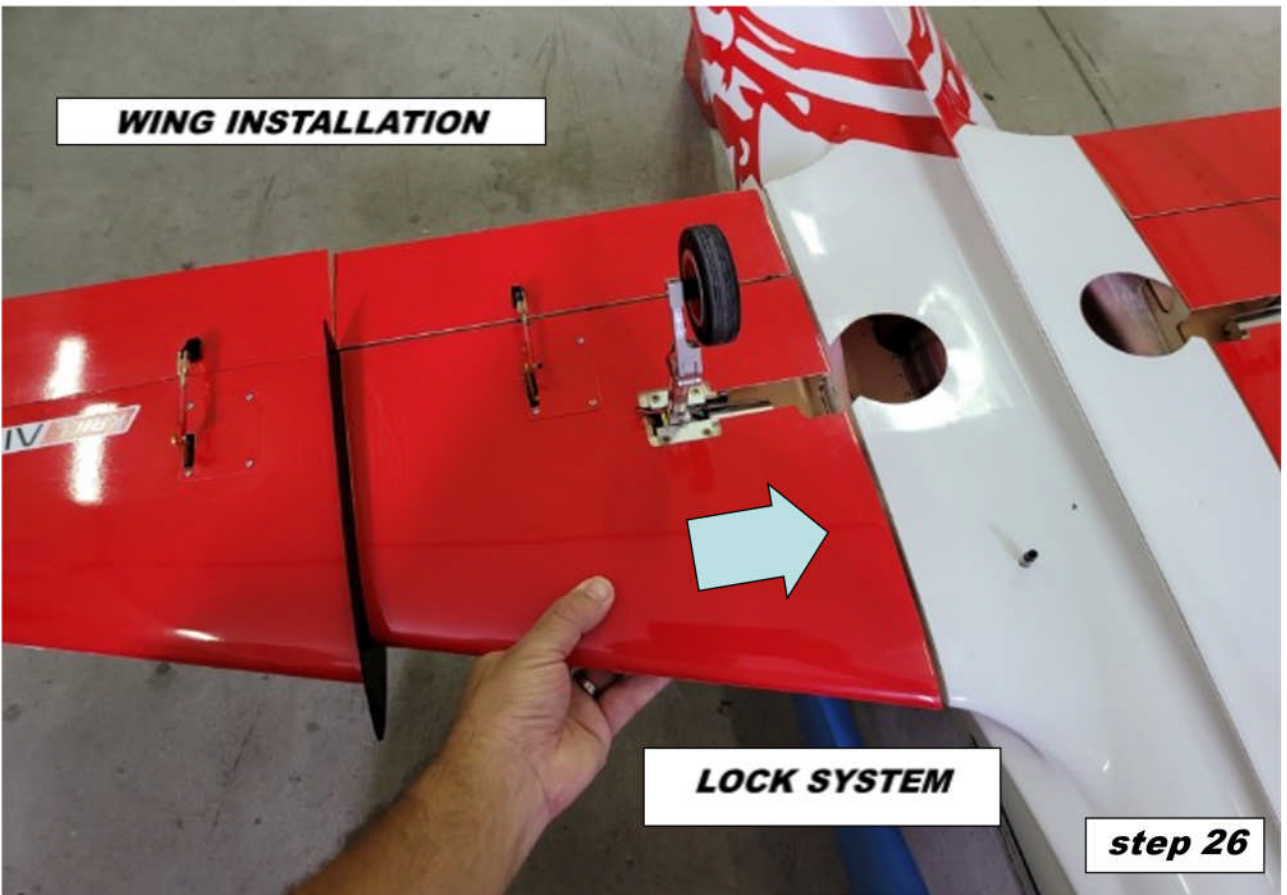






WING INSTALLATION

step 25

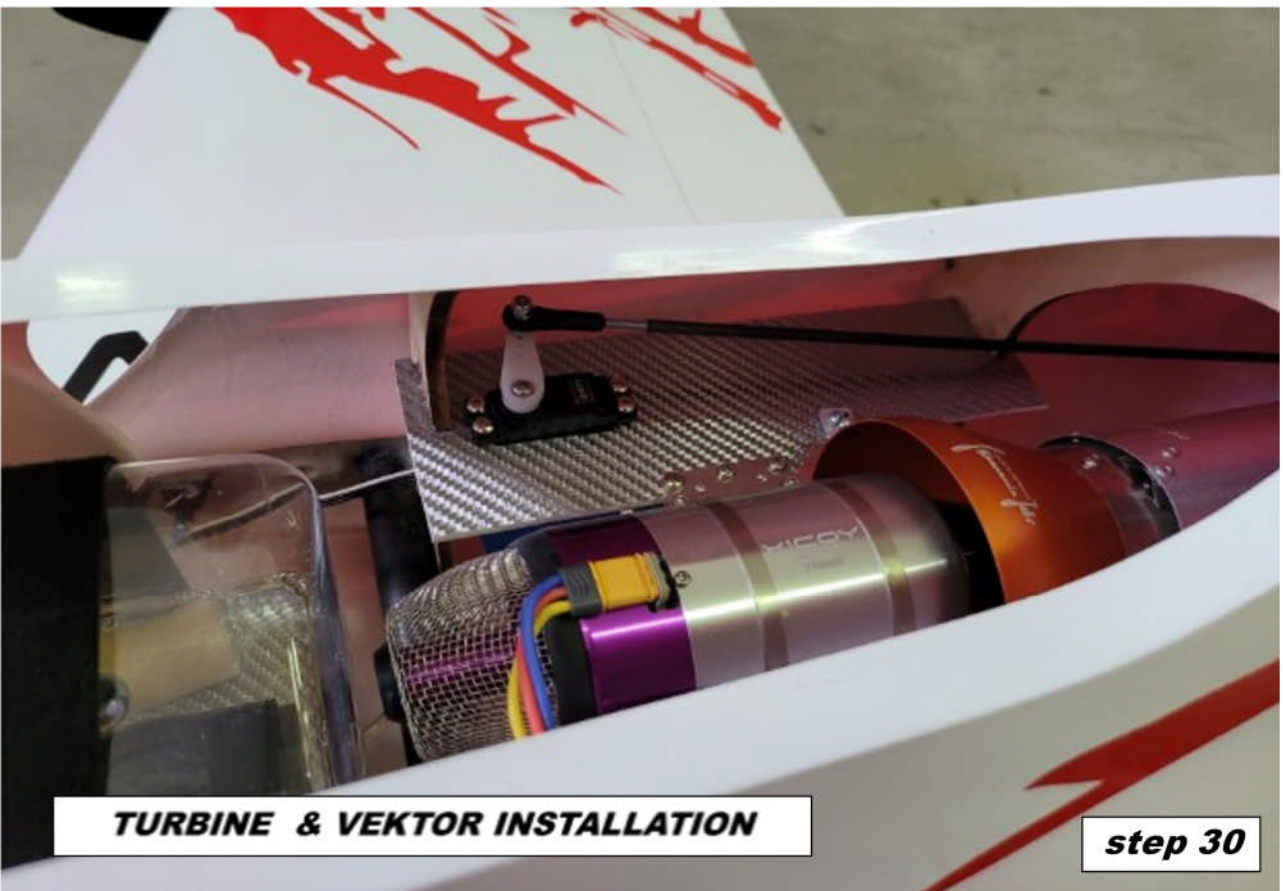
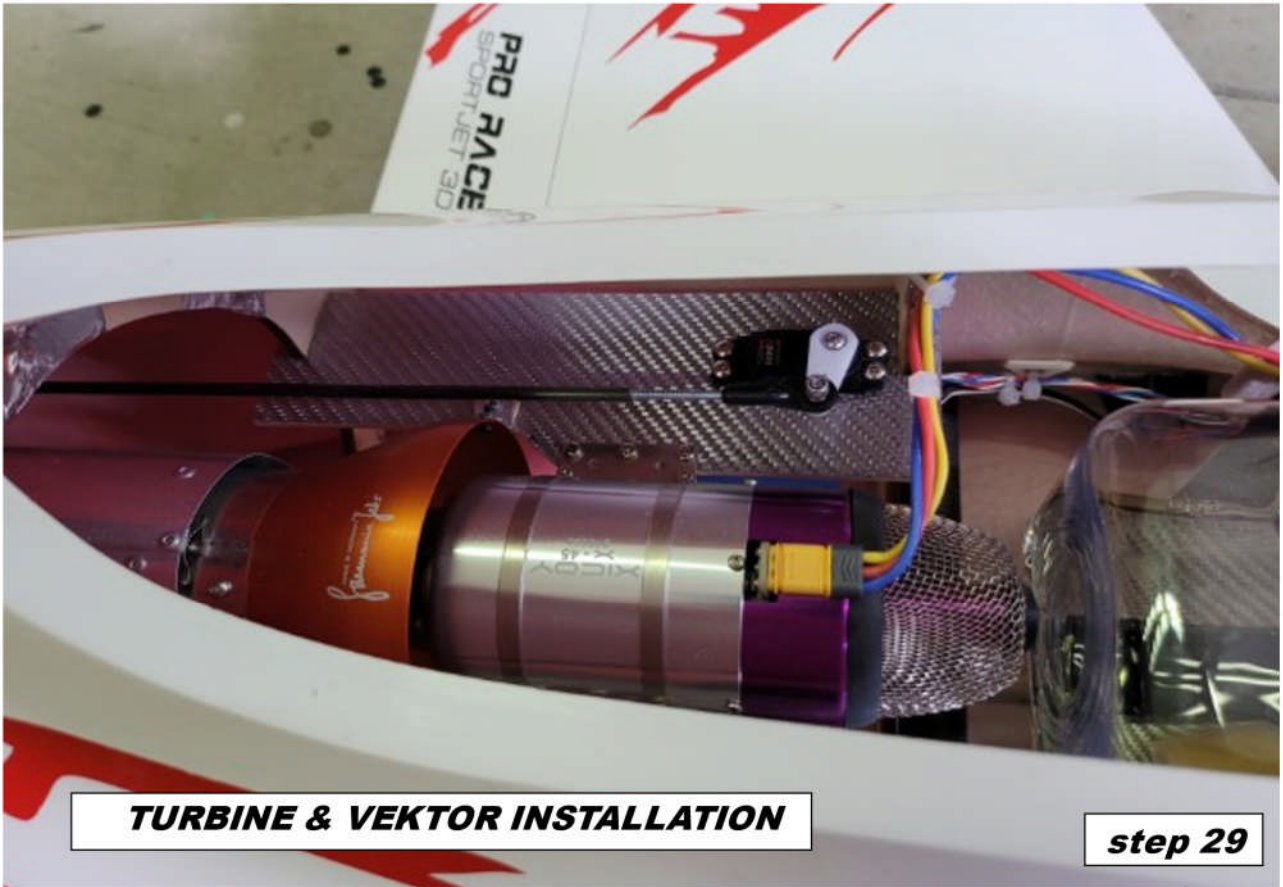


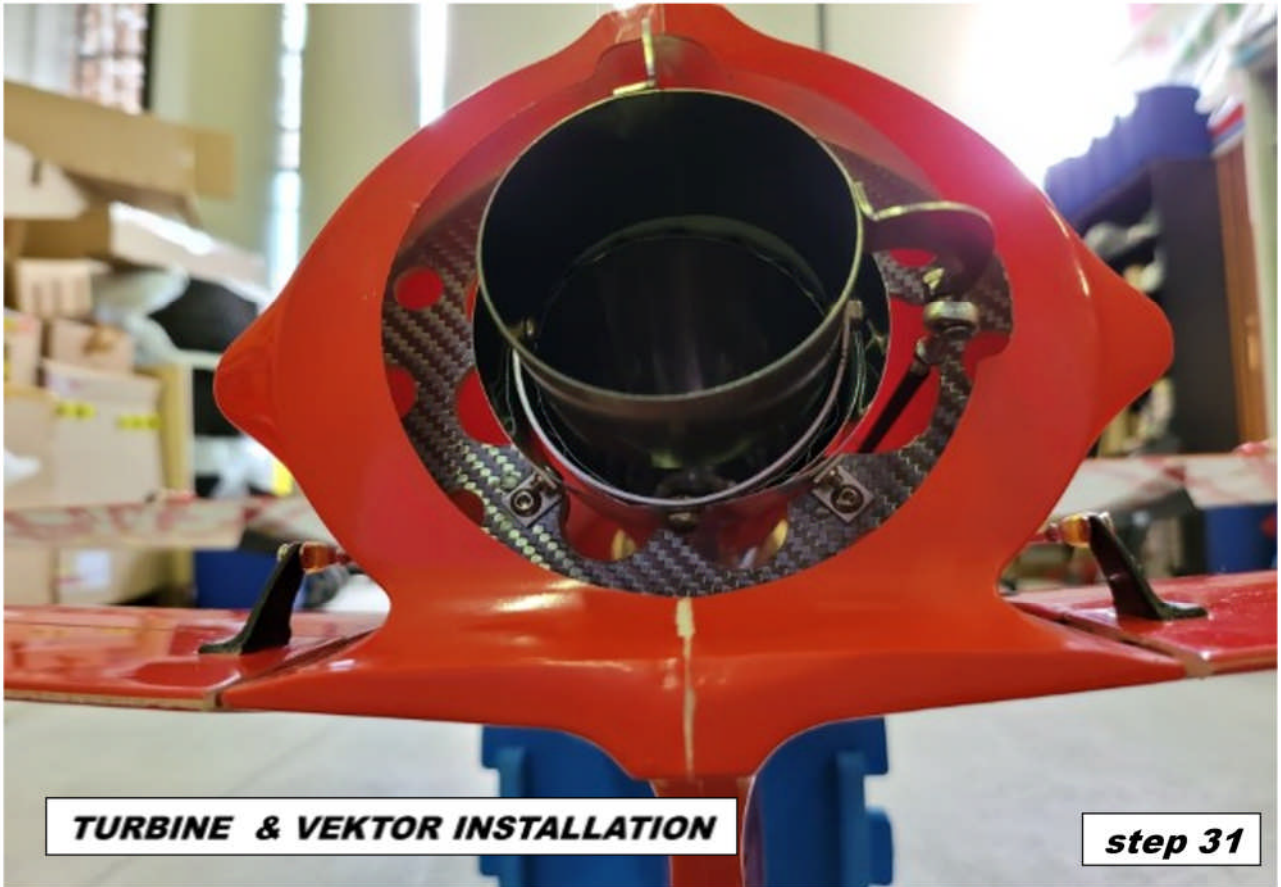
WING INSTALLATION

LOCK SYSTEM

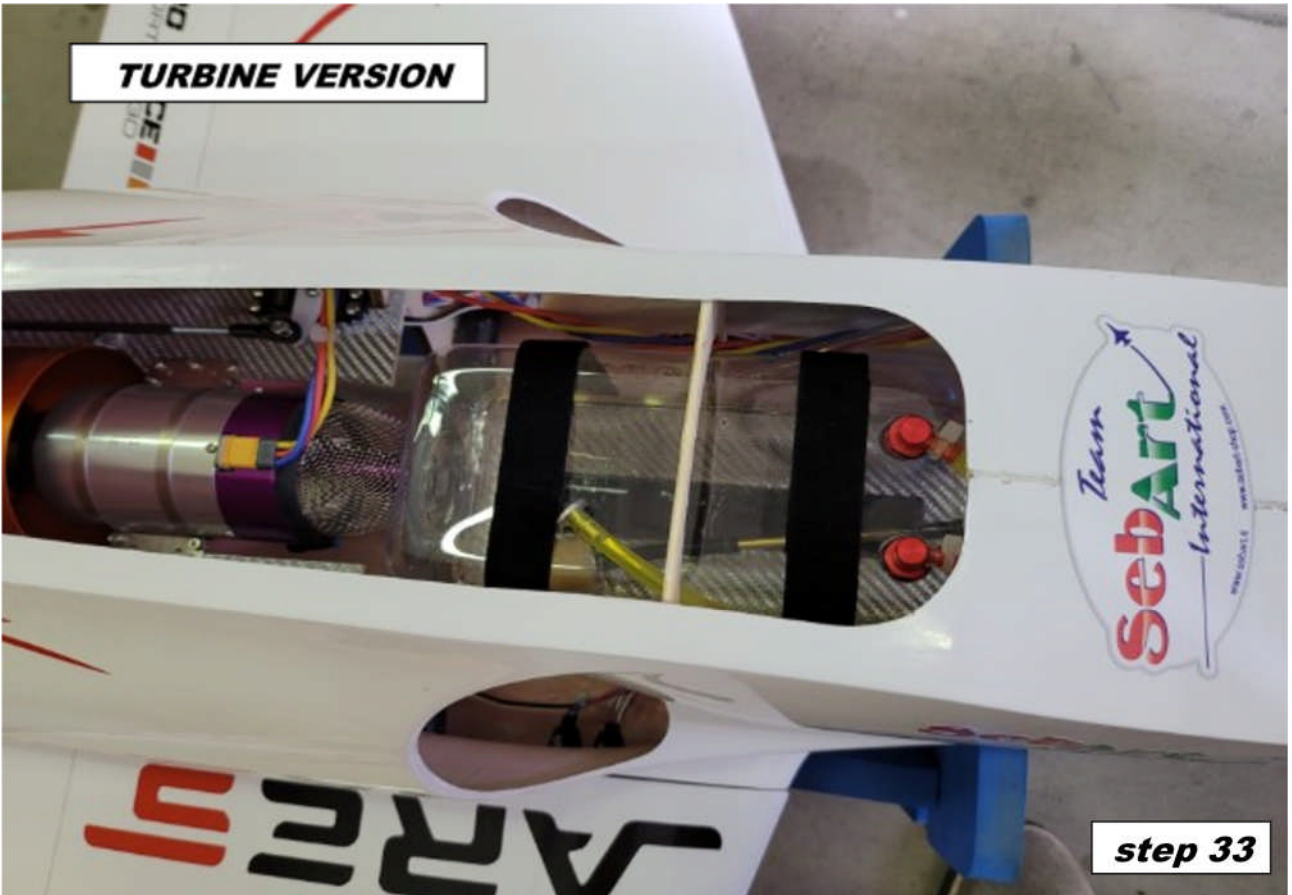
step 26



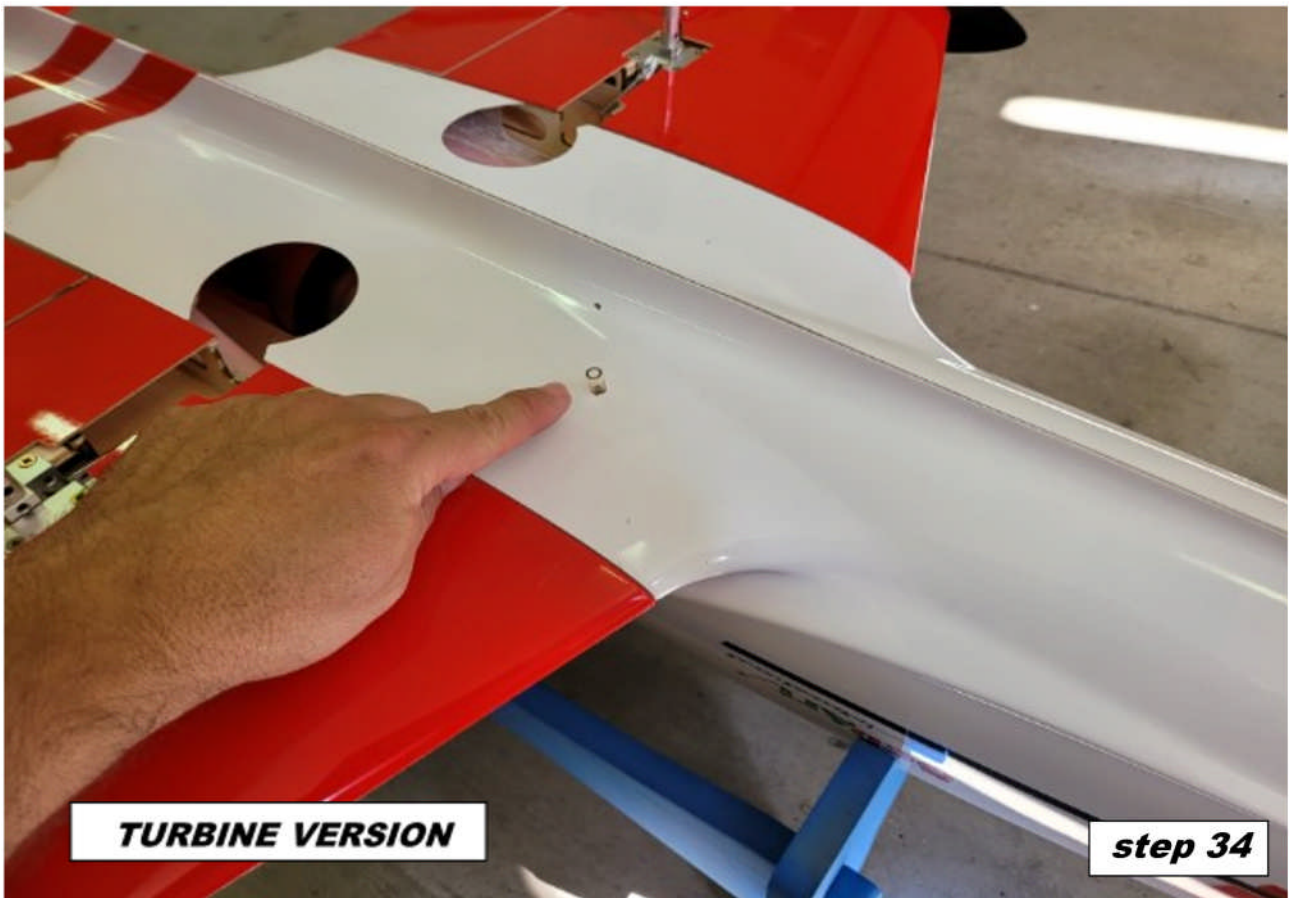




TURBINE VERSION

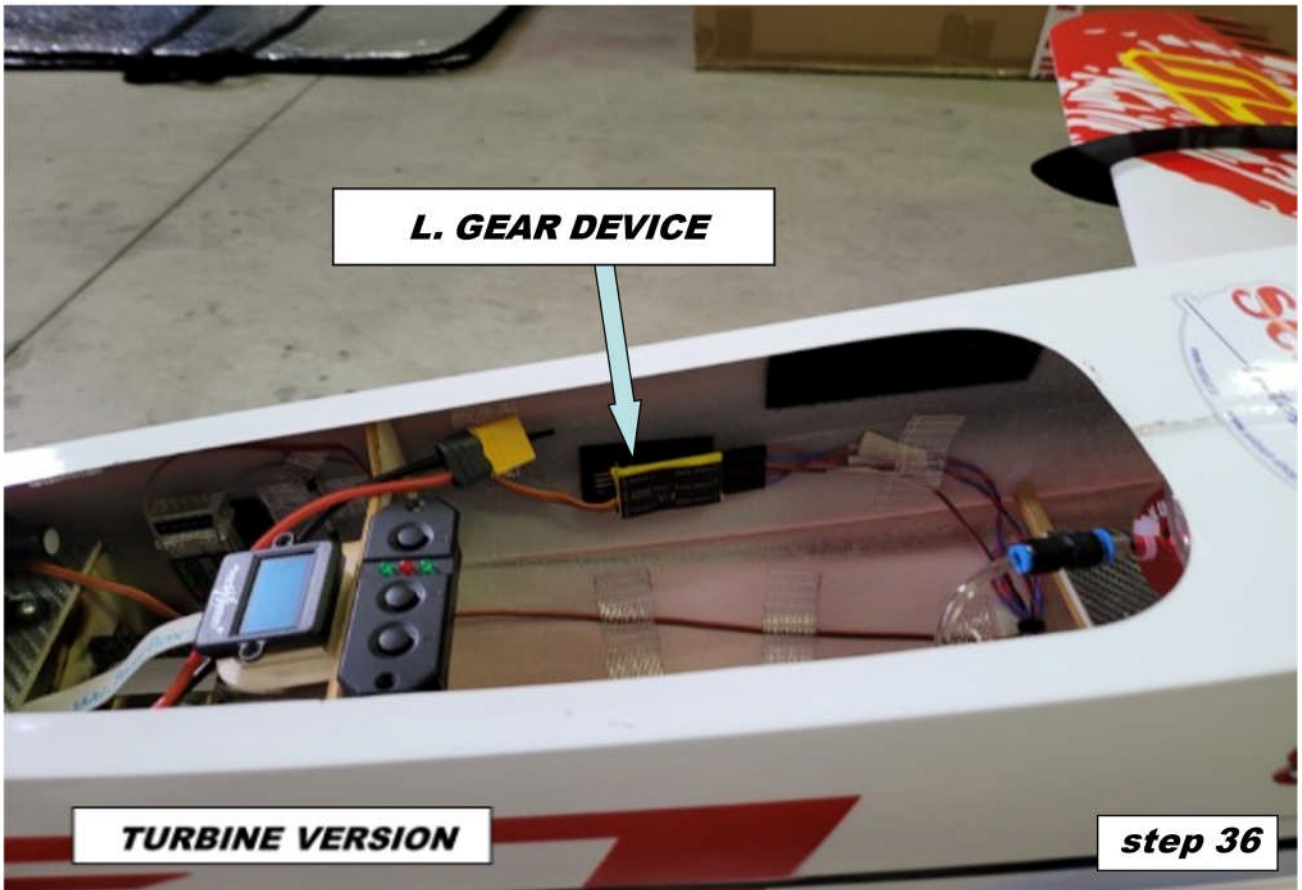
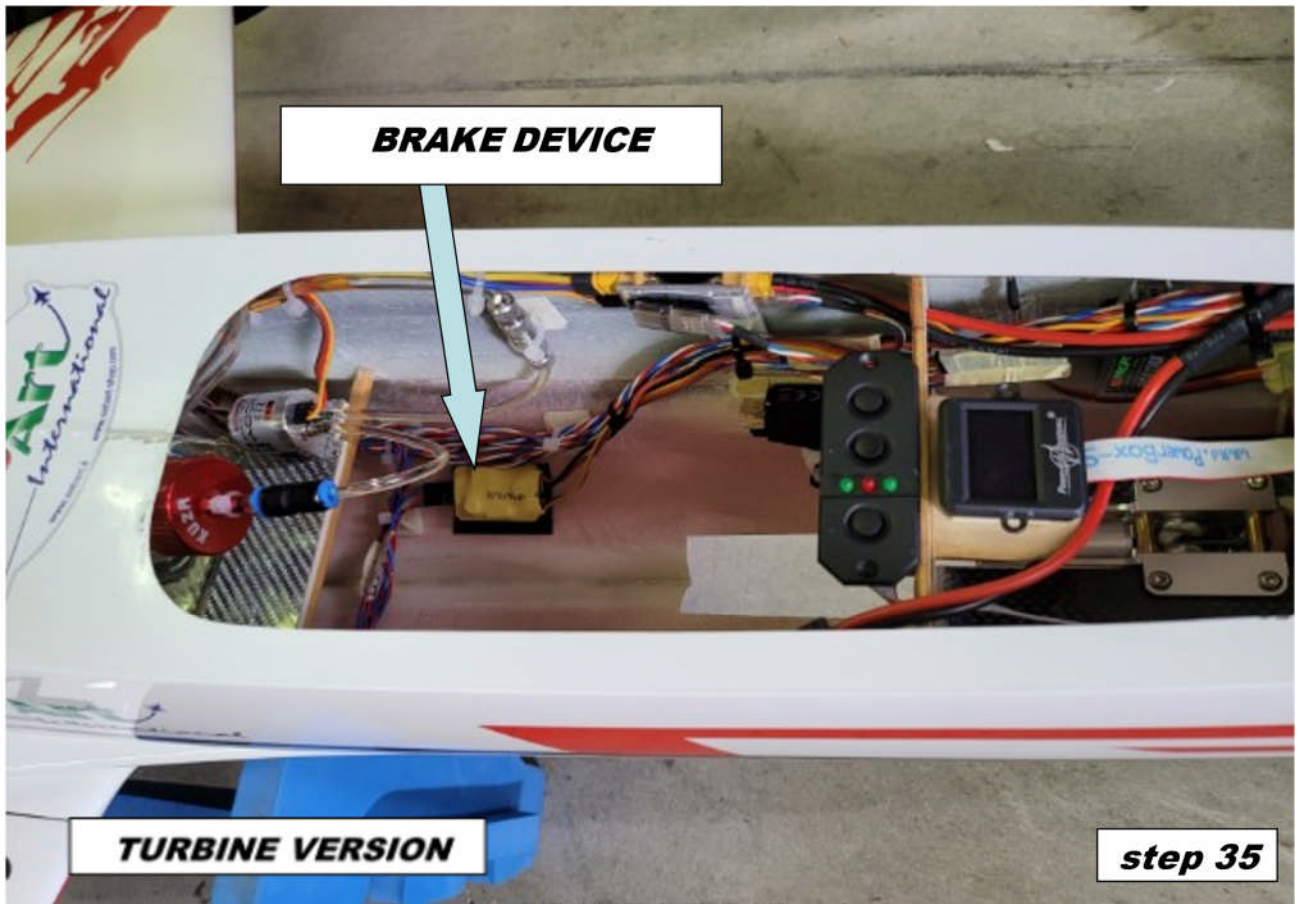


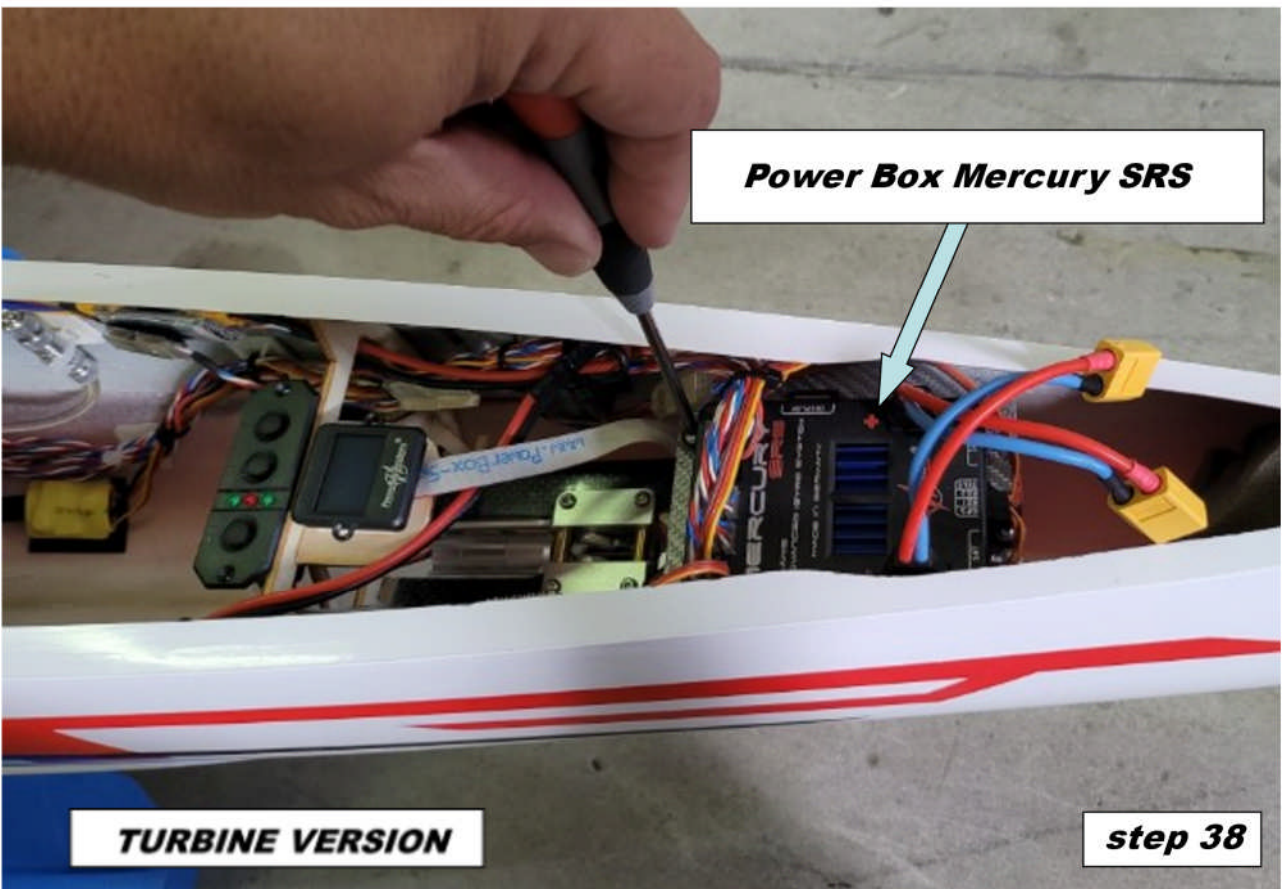
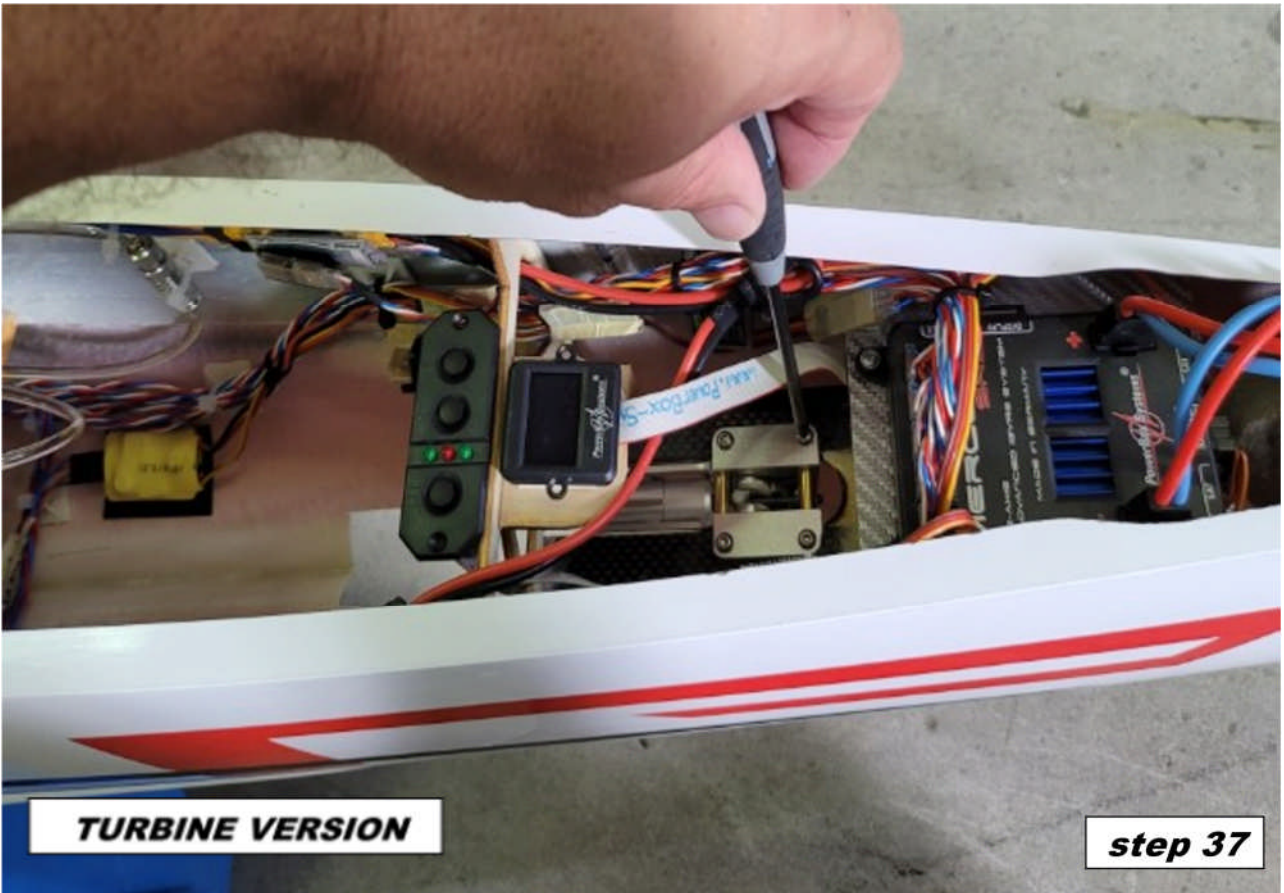
step 33

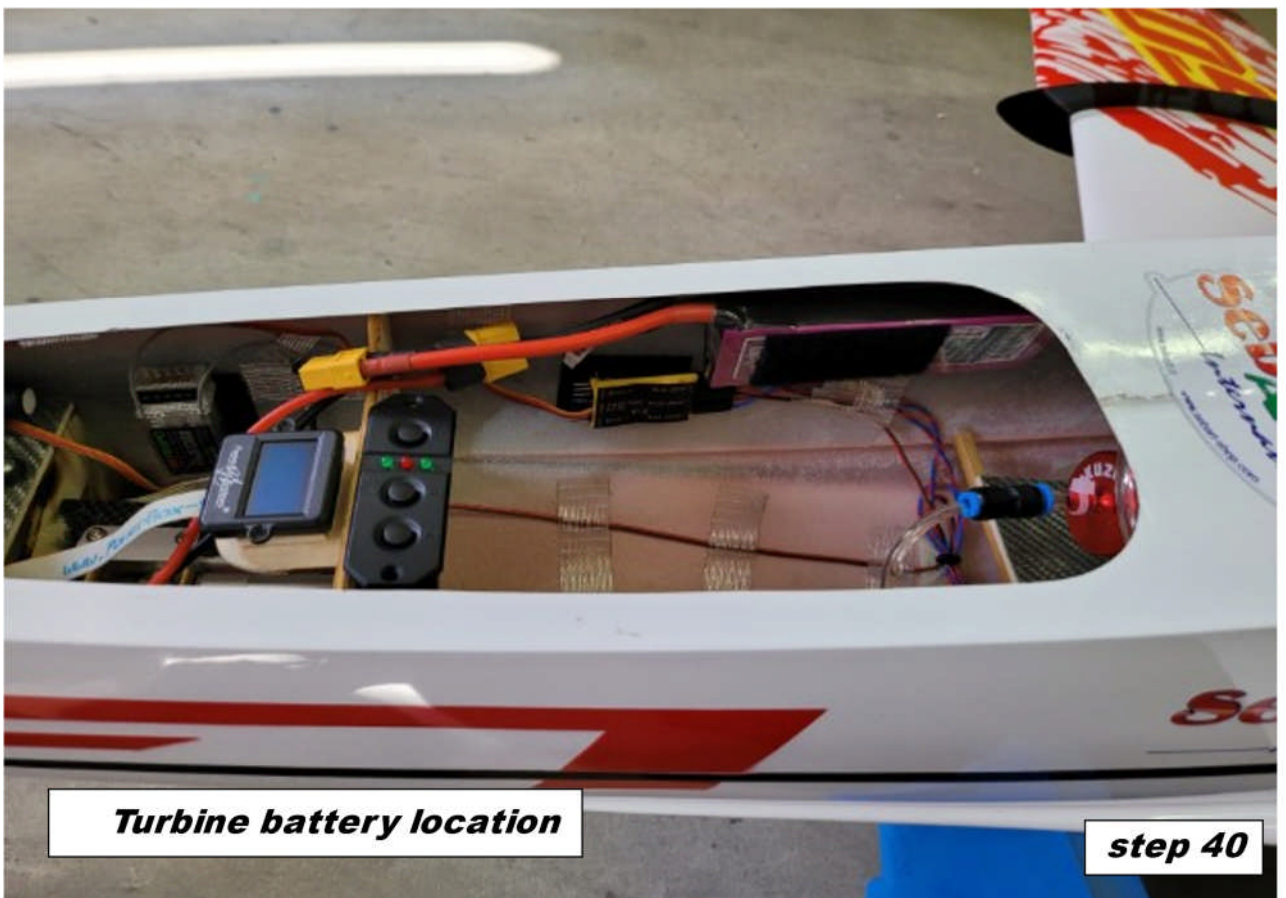
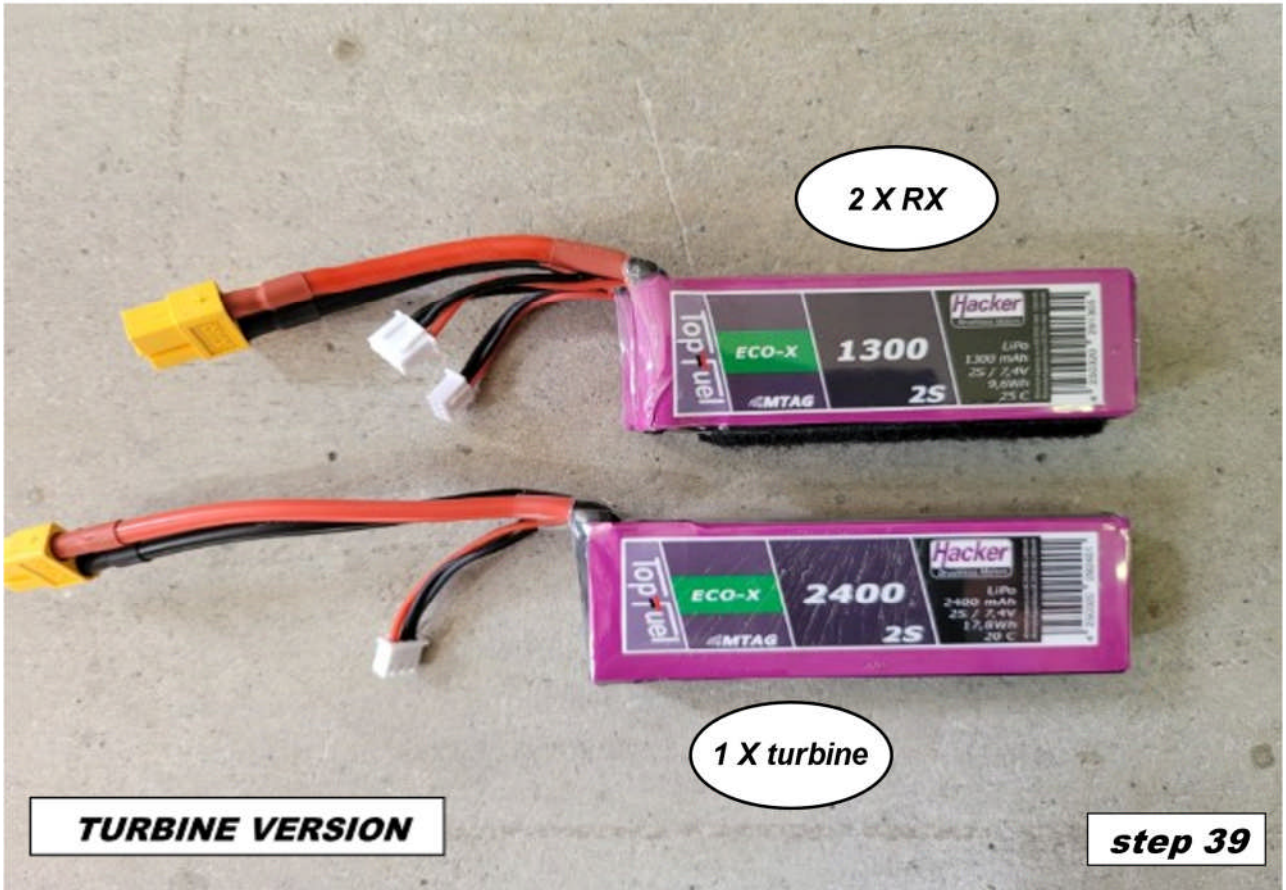


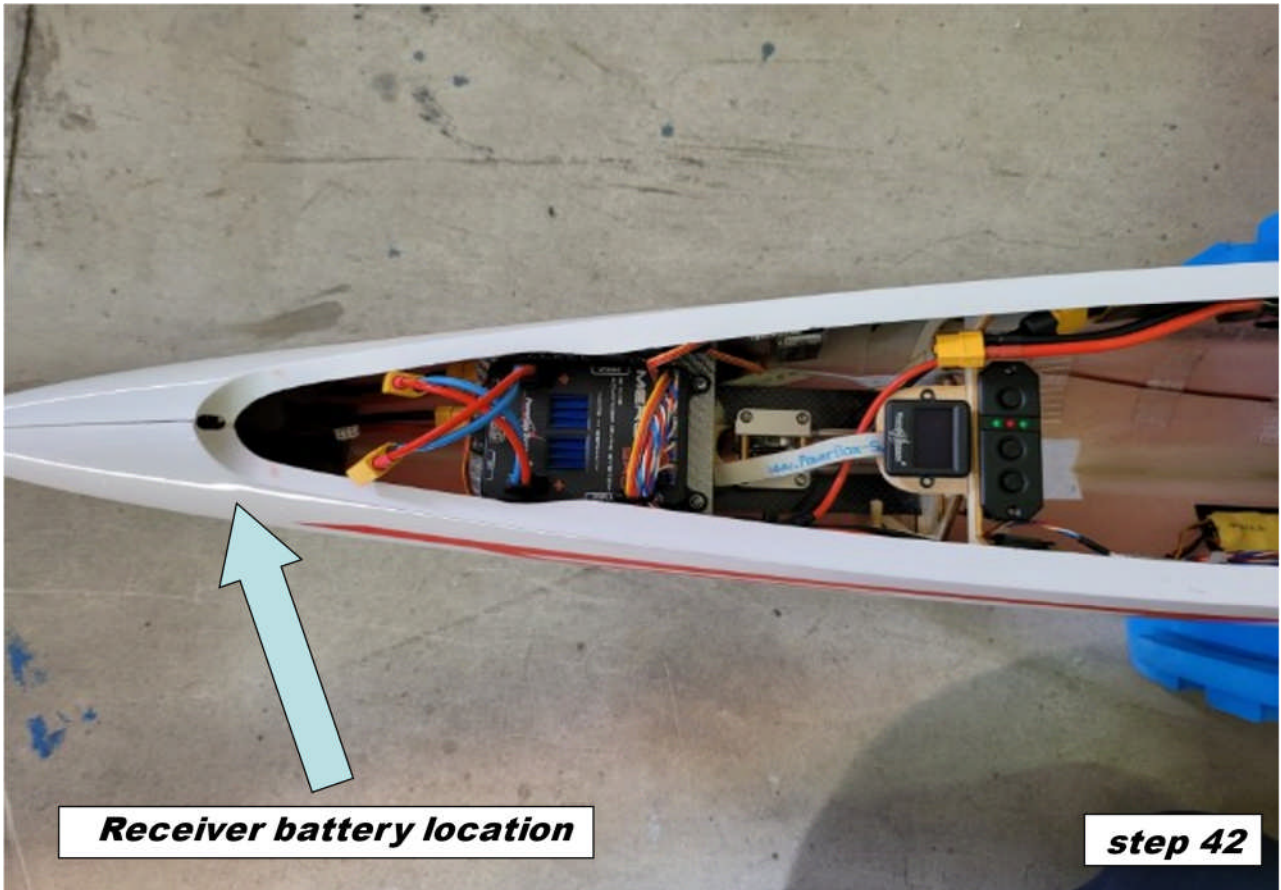
TURBINE VERSION

step 34









Receiver battery location

step 42



Canopy installation

step 43

