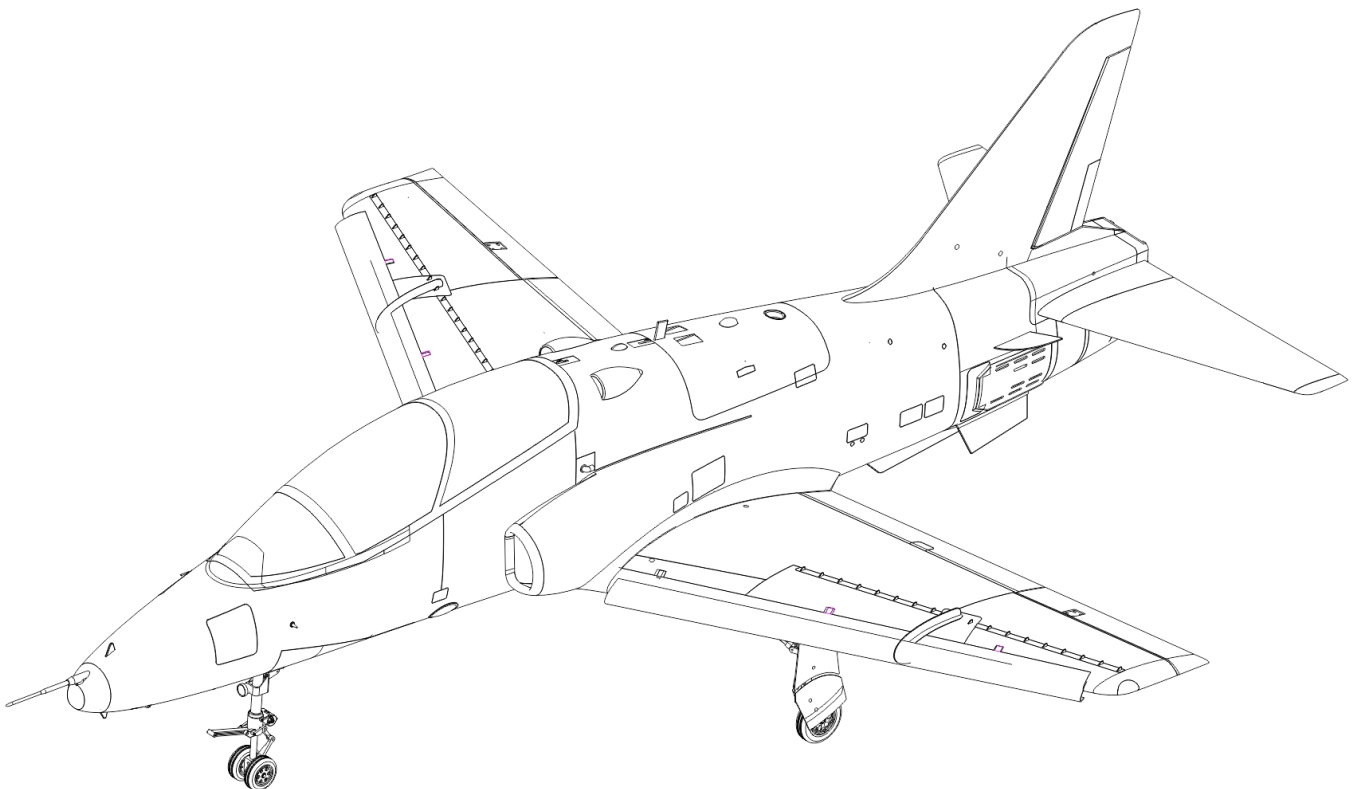


HSDJETS[®]

HT-45 GOSHAWK 8~10KG EPO TURBOJET INSTRUCTIONS V1.0



Product S/N:

Want to learn more about the product video,
pictures, and other matters of attention Please
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PREFACE

Thank you very much for purchasing the HT-45 8-10 kg EPO foam jet like real machine. The HT-45 "Goshawk" is a US Navy's active carrier based advanced trainer, which has been improved on the basis of the famous British Eagle training aircraft. Because of its excellent performance, it has become the only special shipborne advanced trainer in the US Navy's shipborne aircraft force.

HT-45 8-10 kg turbojet, with detailed reference to the details of the real aircraft and its realistic appearance, excellent structural design and flight characteristics design, will lift the EPO foam jet to a new level, giving you an extraordinary visual and action experience.

NEW FEATURES:

- Excellent structural design
- High reduction t-45 Tiger Squadron Decal
- First use of leading edge flap on foam jet.
- JP custom image retractable landing gear
- Full motion horizontal tail
- Hidden design of all tail rudders
- 2700cc dual tank design
- Greater equipment space
- Speed reducer



Note: the model product is a product with certain risks. Please do not allow children under the age of 14 to play. Children over the age of 14 should be used under the guidance of adults with flight experience. Buyers without flight experience should be used under the guidance of adults with certain flight experience of turbojet aircraft. Please carefully read the requirements of the manual before assembling the model, During debugging and flight, please adjust according to the parameters indicated in the manual.

IMPORTANT TIPS

01. Model aircraft is not a toy, and the operator needs to have certain experience; Inexperienced beginners must learn step by step under the guidance of experienced professionals!
02. Before assembly, you must carefully read the product manual and operate in strict accordance with the instructions of the manual.
03. Huang Sai airlines and its dealers will not bear any legal responsibility for the losses caused by the operation in violation of the requirements of the manual.
04. The use age of model aircraft must be children or adults over 14 years old.
05. This model product is made of EPO material, and the surface is sprayed with environment-friendly water-based paint. It is not allowed to wipe with chemical agents or rain for a long time, otherwise the model product will be damaged.
06. It is not allowed to fly in public places, high-voltage line dense areas, near highways, near airports or other areas prohibited by laws and regulations.

07. Do not fly in thunderstorm, strong wind, heavy snow or other harsh environment.
08. The batteries of model aircraft cannot be thrown or placed randomly. When storing, ensure that there are no inflammables and explosives within 2 meters around!
09. Damaged or scrapped model batteries shall be properly recycled and disposed of. They shall not be discarded at will to avoid spontaneous combustion and fire.
10. When flying in the airfield, the garbage generated after the flight shall be properly disposed of, and the model and its accessories shall not be discarded or burned at will.
11. In any case, the battery inside the aircraft model can only be connected when the throttle lever is in the starting position and the transmitter is on.
12. Whether the model aircraft is in normal flight or in slow landing, do not try to recover the model by hand. The model must be recovered after landing and stopping stably.

PRECAUTIONS FOR TURBOJET AIRCRAFT MODEL

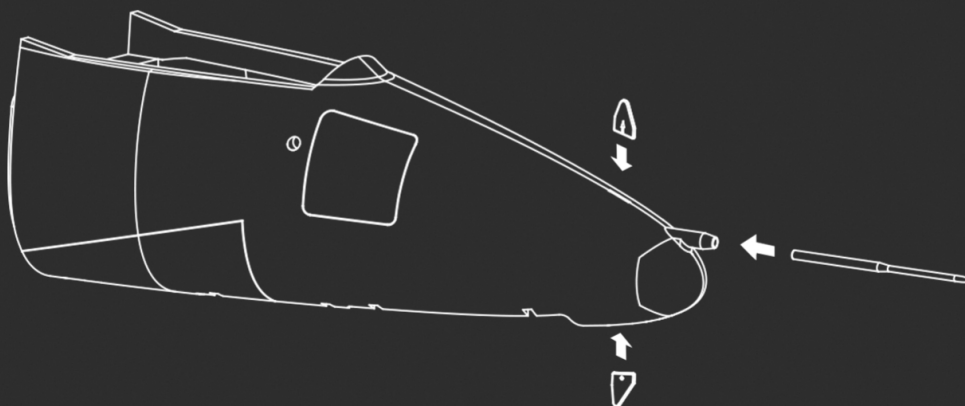
1. Turbojet fuel should be stored properly. Pay attention to whether there is open fire around when refueling, and often check the state of the oil storage tank.
2. Before starting the turbojet engine, please prepare the carbon dioxide fire extinguisher (dry powder fire extinguisher is not allowed) to avoid engine fire burning the body.
3. During the process of starting the engine, always observe its operation state. If there is a fire in the cabin caused by the engine spray fire, the first reaction is to close the main oil valve of the engine to prevent the excess fuel from entering the engine again to avoid the expansion of the fire, and then deal with it quickly with a carbon dioxide fire extinguisher.
4. Please observe the running state of the engine before taking off, and take off after the test is stable.
5. After the flight, be sure to close the main oil valve of the engine. When not flying, draw out the aircraft oil. Avoid oil accumulation in the engine, which will cause fire when the engine is restarted.

**BASIC PARAMETERS:**

- Wingspan: 1501mm
- length: 1904mm
- Takeoff weight: 9kg
- Engine: 8~10kg turbojet engine
- Oil tank: 2700cc double main oil tank
- Servo: Medium metal servo×5, Standard metal servo×1, 17g metal servo×4, 9g metal servo×3
- Landing gear: JP customized T-45 special landing gear
- Light: Wing left red and right green, fuselage light×3. Landing gear light×1

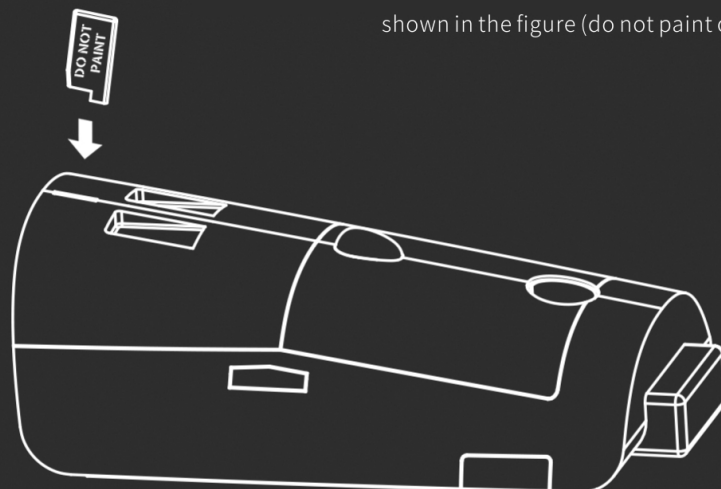
1. Head assembly

- Apply a small amount of EPO glue to the nose pitot tube for insertion
- Apply a small amount of EPO glue to the upper and lower black triangular ornaments of the machine head. The arrow is up and the arrow is down



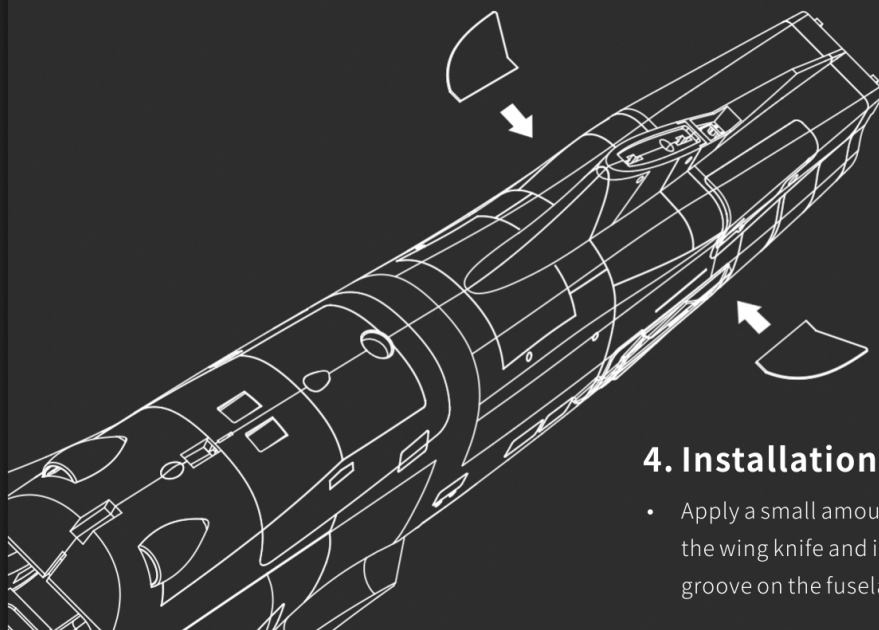
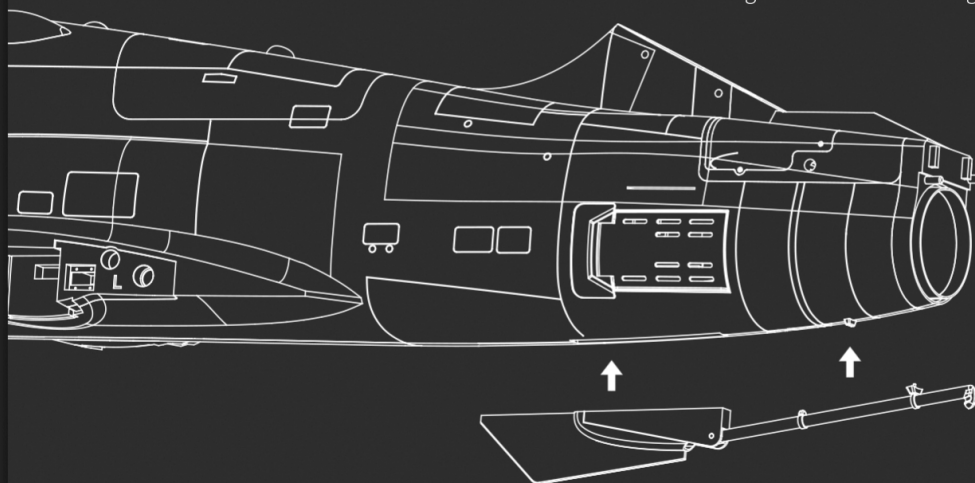
2. Engine cover assembly

- After applying glue, plug in according to the direction shown in the figure (do not paint on the outside)



3. Tail hook assembly

- There is a tail hook in the tail groove. The connection between the rear end of the tail hook and the fuselage is coated with EPO glue and then bonded

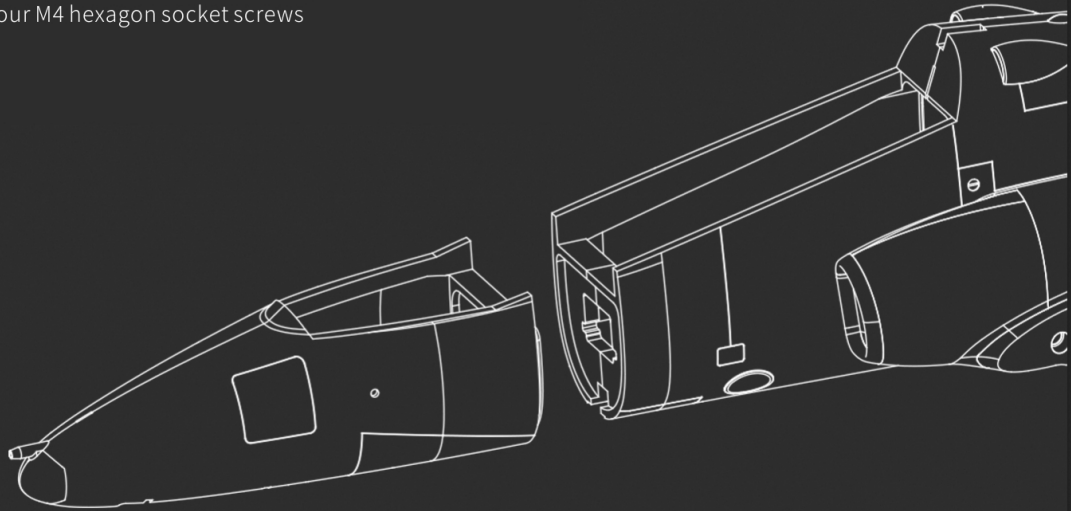


4. Installation of tail wing knife

- Apply a small amount of EPO glue on the edge of the wing knife and insert it into the corresponding groove on the fuselage

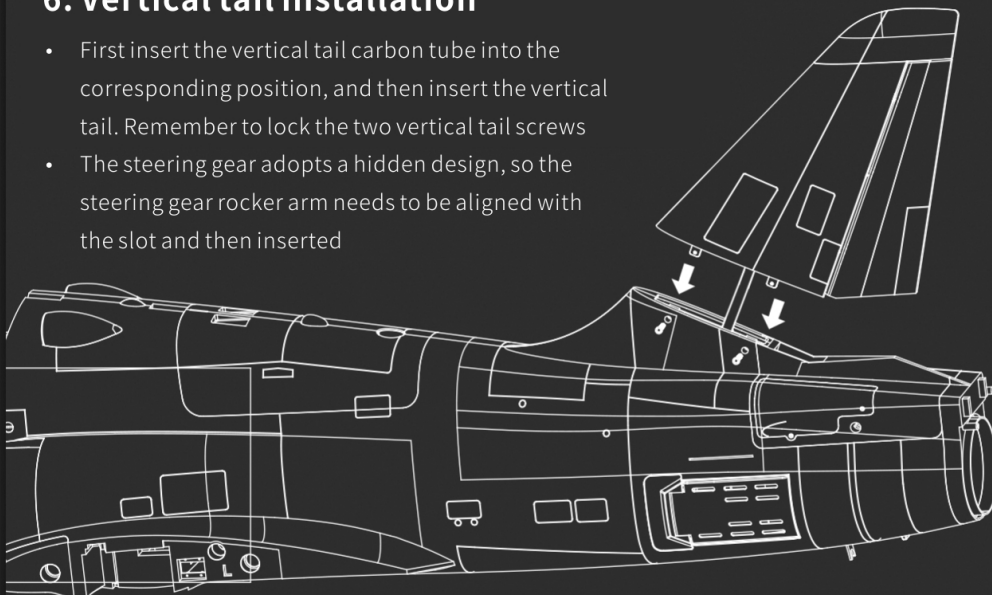
5. Nose body assembly

- After docking the nose with the fuselage, lock it with four M4 hexagon socket screws



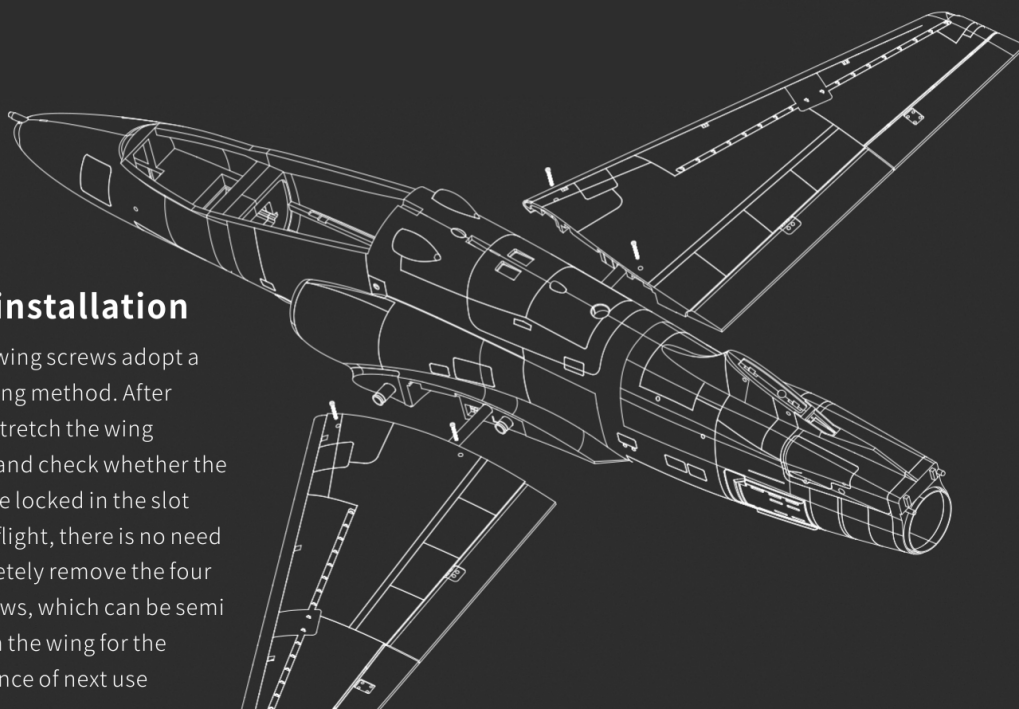
6. Vertical tail installation

- First insert the vertical tail carbon tube into the corresponding position, and then insert the vertical tail. Remember to lock the two vertical tail screws
- The steering gear adopts a hidden design, so the steering gear rocker arm needs to be aligned with the slot and then inserted



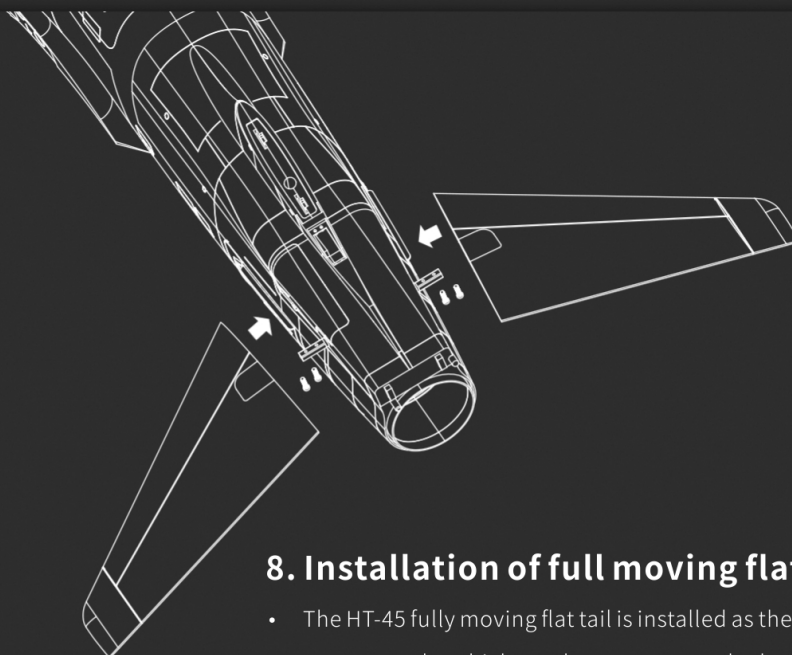
7. Wing installation

- The four wing screws adopt a new locking method. After locking, stretch the wing outward and check whether the screws are locked in the slot
- After the flight, there is no need to completely remove the four wing screws, which can be semi locked on the wing for the convenience of next use



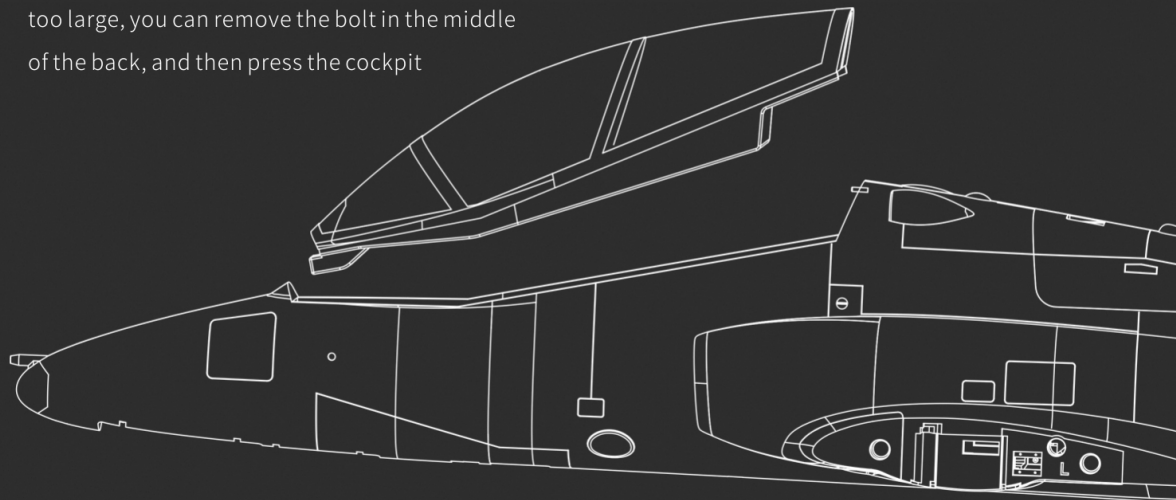
8. Installation of full moving flat tail

- The HT-45 fully moving flat tail is installed as the lower reverse angle, which needs two screws to lock respectively

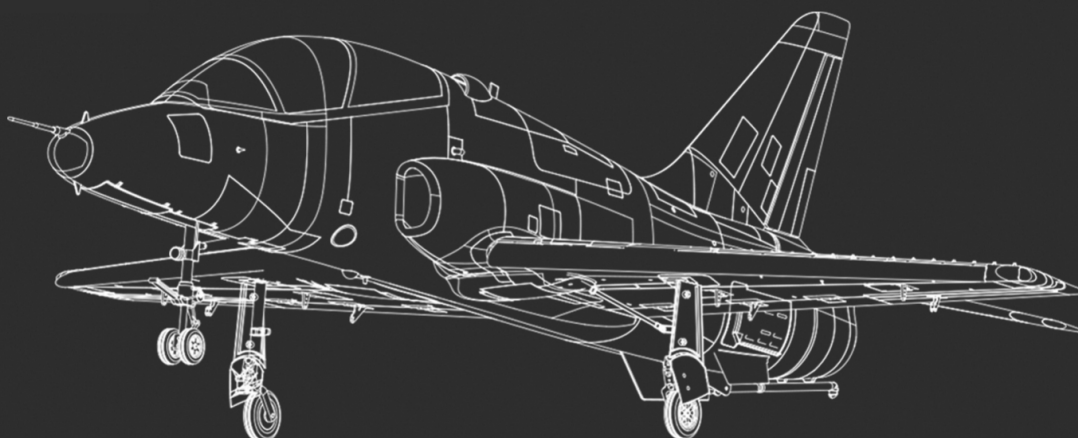


9. Cabin assembly

- Pick up the cockpit assembly, connect the head first, and then press the rear. If the resistance is too large, you can remove the bolt in the middle of the back, and then press the cockpit

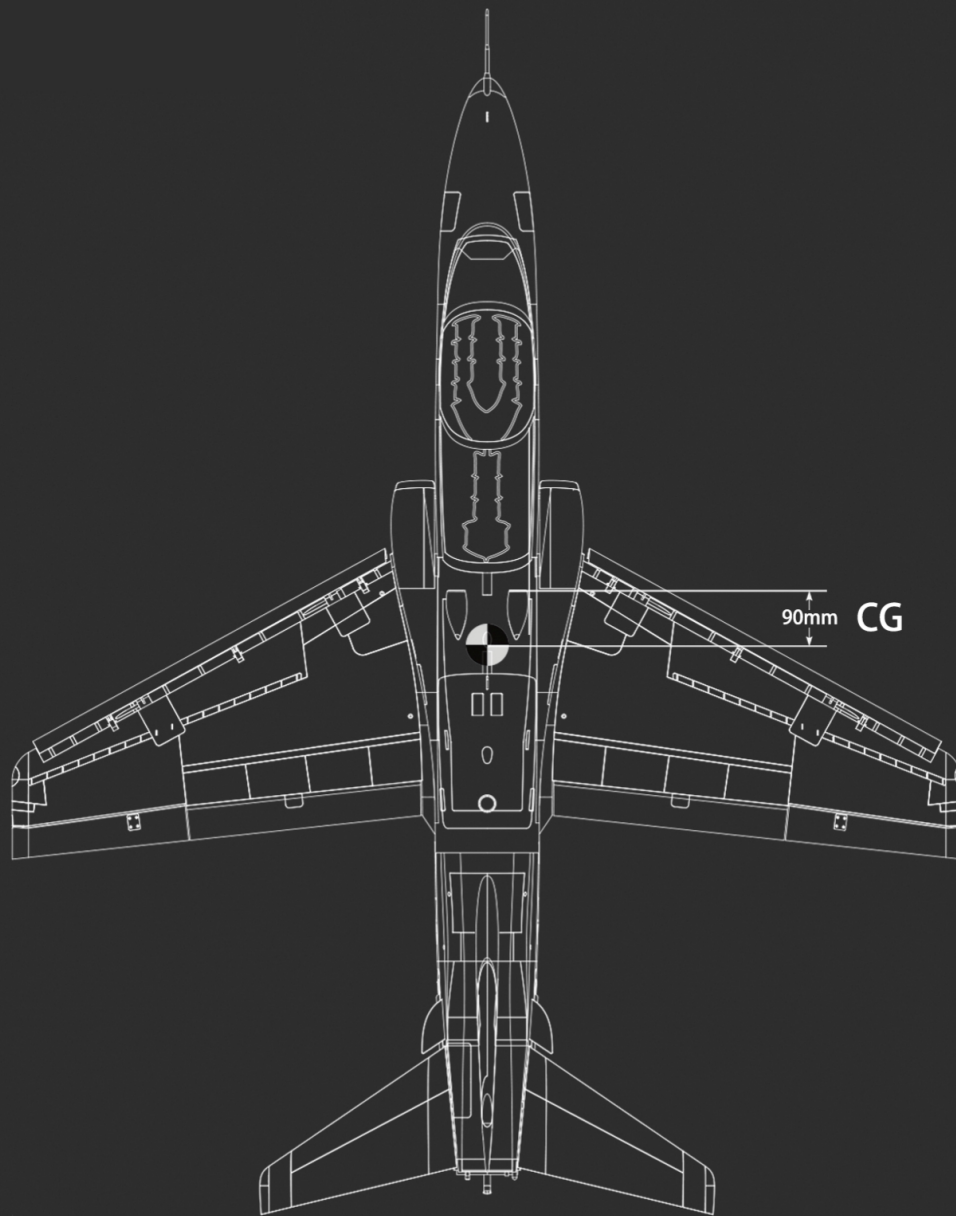


10. Completion effect



CENTER OF GRAVITY DIAGRAM

- The correct center of gravity is directly related to the success of the first flight. Please refer to the center of gravity sign below to adjust the center of gravity of the aircraft.
- The center of gravity can be adjusted by adjusting the position of the battery before and after.
- If the center of gravity cannot be adjusted to the appropriate position through the movement of the battery, other materials can be used to balance the weight properly to make the center of gravity of the aircraft in the correct position!

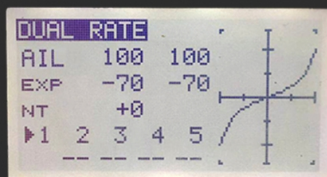


FLIGHT PARAMETER RECOMMENDATION

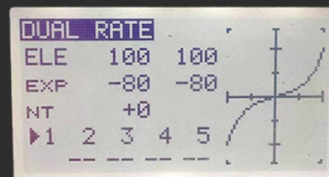
- According to our test experience, setting the corresponding exp value and rudder quantity according to the following parameters will be helpful for the first flight and subsequent flights! We recommend adjusting the value:

EXP Settings:

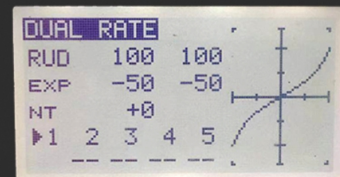
1. When flying any aircraft for the first time, it is recommended to adjust the aileron lift to - 50, which is the value set by the general first attempt.
2. After trying the curve of - 50, if you feel that the lift or aileron is too slow, you can increase the value to - 40 or higher; If you feel that the lift or aileron is too flexible, you can continue to reduce the value to - 60 (negative value is to make the aircraft softer, positive value is to make the aircraft more flexible)
3. According to everyone's flying style and operating habits, whether adjusting exp or end point can achieve better flying effect.
4. Many players are unable to control the attitude during the first flight. Generally, the sensitivity of aileron and lifting is too high, or the center of gravity is not found correctly.
5. Adjusting to the appropriate exp can make the flight easier, the operation more delicate, and make the takeoff and landing have a more perfect flight attitude.



- Take putaba remote control as an example, now the aileron exp value is up and down - 70
- The values here are for demonstration only



- Take putaba remote control as an example, now the lifting exp value is up and down - 80
- The values here are for demonstration only



- Take putaba remote control as an example. Now the exp value of the direction is up and down - 50
- The values here are for demonstration only

Rudder Setting:

1. The fully moving flat tail design adopted by t-45 brings flexible pitching performance, so we make it reach a relatively small stroke in the installation of remote arm hole position, so it is suggested that players can fine tune the rudder quantity on this basis. (the manufacturer suggests that it should be adjusted as small as possible based on the recommended parameters to avoid the rudder surface getting stuck on the fuselage!)
2. Players can adjust the aileron and lift stroke according to their personal preferences (the manufacturer suggests that the aileron and lift stroke should be adjusted as small as possible on the basis of recommended parameters to avoid excessive flexibility caused by increase and the problem of rudder jamming and burning, resulting in poor control of flight attitude)
3. The default value of leading edge flap rudder quantity is enough (if the remote controller can adjust the steering gear speed, it is recommended to adjust it to 10 to make the flight attitude more realistic)
4. The maximum angle of the trailing edge flap is recommended not to exceed 45 degrees (to avoid too fast deceleration)

PRECAUTIONS BEFORE FLIGHT

Precautions for special functions:

- 1. Adjust the elevator surface to the horizontal position marked on the fuselage (fine tune it according to the actual flight state until it can fly horizontally).
- 2. The leading edge flap cannot be opened at high speed. It is recommended to open at medium or lower speed.
- 3. The leading edge flap has obvious deceleration effect, so it should be used with caution when turning horizontally at medium and low speed.
- 4. Players without experience are advised to try at a relatively high position first.

Basic precautions:

- 1. The center of gravity must be at the position required by the instructions.
- 2. Check whether the rudder and exp curve values are set.
- 3. Check all main fuel tanks.
- 4. Check all battery levels.
- 5. Check the operation and stress of all rudder surfaces.
- 6. Check the status of landing gear and retracting cover plate.
- 7. Check the brake function.
- 8. Make sure the engine is running normally before takeoff.



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