

# CAPICHE 50CC



**The latest in Weston UK's range of high performance ARTF kits to provide the ultimate in freestyle and 3D performance.**

**READ THE INSTRUCTIONS FULLY BEFORE COMMENCING!**

**IF UNSURE ABOUT ANY STAGE OF ASSEMBLY PLEASE CONTACT WESTON UK.**

**MATERIALS REQUIRED FOR COMPLETION:**

**MOTOR (DLE/DLA/DA 50CC)  
CYANO**

**GOOD QUALITY TOOLS AND A VERY SHARP BLADE**

**WE RECOMMEND HITEC RADIO EQUIPMENT AS USED BY WESTON UK DISPLAY TEAM.**

**RECOMMENDED SERVOS:**

**THROTTLE: 1X HS645MG    2X ELEVATOR HS-7955TG    2X AILERONS: HS-5625MG  
1X RUDDER: HS-7955TG**



## PARTS LIST

1 X FUSELAGE  
2 X TAIL PLANE  
2 X ELEVATORS  
1 X RUDDER  
2 X WINGS

BAG 1  
TAIL WHEEL ASSEMBLY

BAG 2  
2 X MAIN WHEELS  
4 X TIE-WRAPS  
1 X TUBING

BAG 3  
FUEL TANK

BAG 4  
1 X CARBON U/C

BAG 5  
2 X WHEEL SPATS

BAG 6  
2 X U/C FAIRING

BAG 7  
1 X PILOT

BAG 8  
2 X AILERON CONTROL RODS  
1 X THROTTLE ROD  
1 X THROTTLE TUBE

BAG 9  
2 X REAR STAB SPARS

BAG 10  
1 X MAIN SPAR

2 X AILERONS  
1 X ENGINE COWL  
1 X CANOPY

BAG 11  
28X PIN HINGES  
2 X WING RETAINER BOLTS(PLASTIC)  
1 X CLEVIS  
1 X SWING KEEPER

BAG 12  
6 X CLOSED LOOP CABLES  
12 X FERRULES  
12 X CLOSED LOOP ENDS

BAG 13  
8 X BALL LINK ENDS  
8 X CONTROL HORN ENDS

BAG 14  
3 X 115MM STUDDING  
2 X 80MM BOLTS (2 SPARE)  
10 X DOMED WASHERS(CONTROL HORN)  
8 X CONES(CONTROL HORN)  
2 X CONCAVE SPACERS (AILERONS)  
2 X AXLES  
2 X AXLE LOCK NUTS  
4 X WHEEL COLLETS  
4 XWHEEL COLLET BOLTS  
6 X WASHERS WITH RUBBER BACKING  
(COWLING +CANOPY)  
8 X LOCK NUTS(CONTROL HORNS)  
8 X SMALL WASHERS  
4 X LARGE WASHERS  
6 X 20MM BOLTS (U/C + CANOPY)  
4 X 15MM BOLTS (COWLING)  
4 x 12.5MM BOTS (SPATS)  
4 X 12.5MM BOLTS (STAB FIXINGS)

BAG 15  
AILERON CONTROL ROD CARBON TUBE

**Before starting please check all components.**

### Recommended Genesis pipe package



**Genesis Mini Can  
£89.95**



**Genesis Stainless header  
£39.95**

## WING

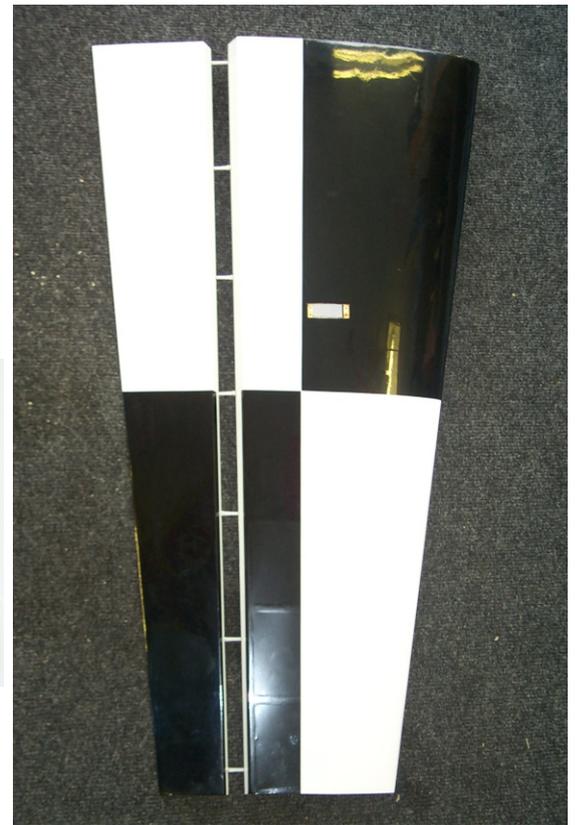
### **AILERONS**

Each aileron has 7 hinge points pre-drilled. Carefully insert the hinges supplied in the accessory pack into the aileron ensuring that the hole is clear and free. Repeat procedure on all the aileron holes and when happy install the aileron to the wing to ensure everything aligns. Remove all the hinges and glue them into place in the aileron with Weston Rhino glue ensuring they are in the correct orientation. When you are happy glue the aileron into the wing so there are no gaps between the wing and the aileron and there is no binding at the edges.



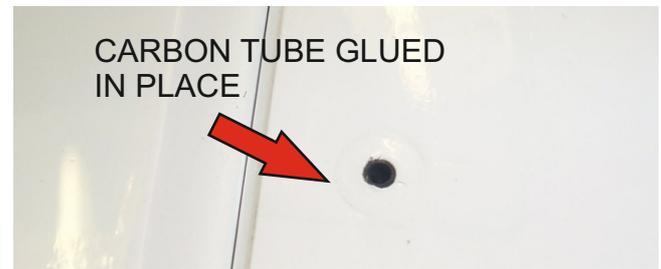
Ensure once assembled there are no gaps and no binding.

If any glue has set in the hinges this will cause excessive resistance for the servo. This can be removed with Cyano Wipe available from Weston uk.



**REPEAT PROCESS ON OTHER WING**

Using the control horns as a guide mark out the hardwood points in the control surfaces and drill to accept the control horn bolts. Please ensure that the hole you drill has sufficient hard wood area is around it and not too close to the edge. Then with the supplied carbon tube of 4mm ID cut to length with a razor saw or cutting disk as per pic with angled ends to sit at the same angle as the control surface angle. Re-drill the control surface to accept the carbon tube, the carbon tube is to sit just below the surface so as not to take the main load but to stop any compression of the aileron when the control horn bolts are done up tight. When happy run some thin cyano to lock carbon tube in place.



### AILERON CONTROL HORN

Using the items as shown in the picture assemble into the aileron. **When you are happy and all set up has been completed it is recommended to use Weston Superlock to secure the bolt and nut assembly.**

### AILERON SERVOS

Pass the servo cable through the wing section to the exit point in the centre of the wing. Install the servo so the output arm is to the trailing edge of the wing and screw into position. Take the aileron pushrods and connect to the servo arm using the large ball link as shown. **Ensure that the servo and control surface are both in the neutral position.**



### Control rod

With the servo installed and the control horn installed and all in the neutral position make the control rod up as shown. Using the supplied carbon tube cut to the required length and wet assemble with slow cyano or epoxy.



Repeat procedure on other aileron.

**WE RECOMMEND DUBRO HEAVY DUTY SERVO ARMS.**

Carbon tube cut to length



## FIN

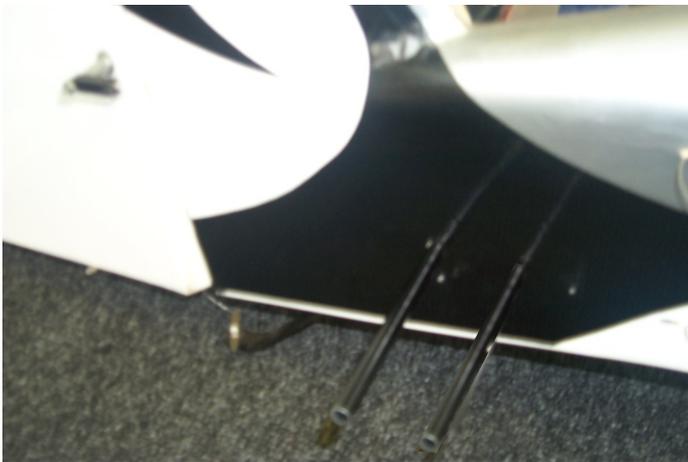
insert the pin hinges into the rudder and repeat procedure as per the ailerons.



Ensure when inserted there is no binding.

## ELEVATOR STABS

Insert the pin hinges into the stab as per the ailerons and repeat procedure.



Insert the rear spars into the fuselage and attach the stabs to the fuselage and bolt into position as per pictures using the 12.5mm bolts and small washers.

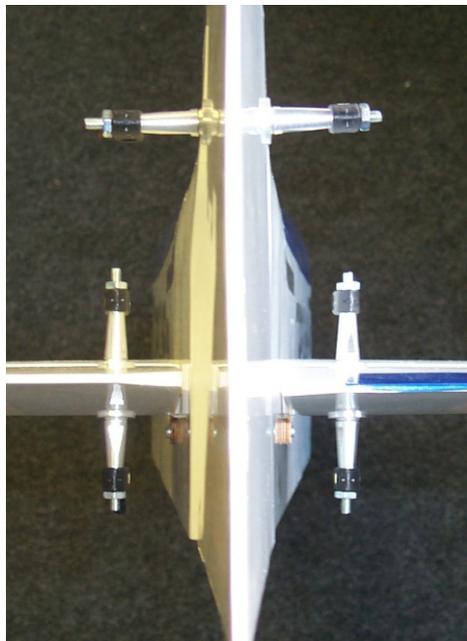


Using the control horns as a guide mark out the hardwood points in the control surfaces and drill to accept the control horn studding ensuring that when they are assembled the pivot point is directly over the hinge line.

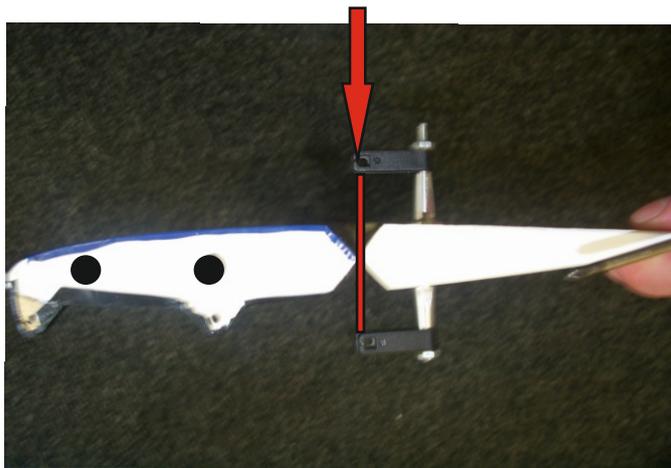
### ELEVATOR CONTROL HORN INSTALLATION

Install the control rods as per the picture.

**When you are happy with the control rods and all set up has been complete it is recommended you use Weston Superlock to secure the control horns.**



Connection point over the hinge line



### UNDERCARRIAGE/SPATS

**Before installing the axles it will be necessary to put the u/c under fairings on and simply glue in place.**

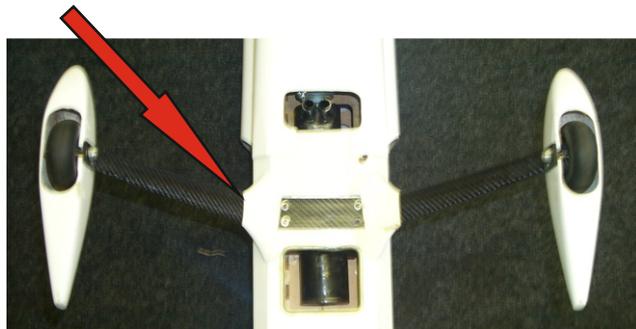
Push the supplied axle bolt through the undercarriage leg and using the nylock nut secure to the undercarriage leg. Use the 4 axle collets supplied to space the wheel on the axle so the wheel does not bind on the wheel spat. Slide the spat over the wheel and using the supplied bolts fix the spat to undercarriage leg using the 12.5mm bolts. Repeat procedure on other spat. Attach undercarriage to fuselage using the 4 bolts (20MM) and washers provided.



**Attention !! It is necessary to open the axle bolt hole to allow correct alignment of the spat bolts**

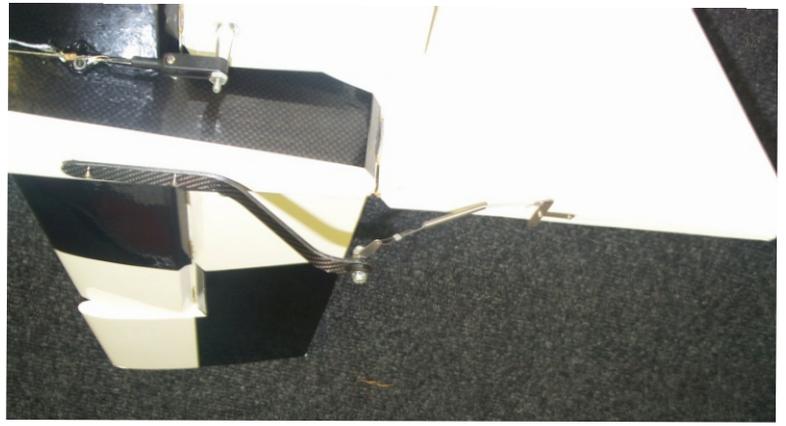


Under fairings

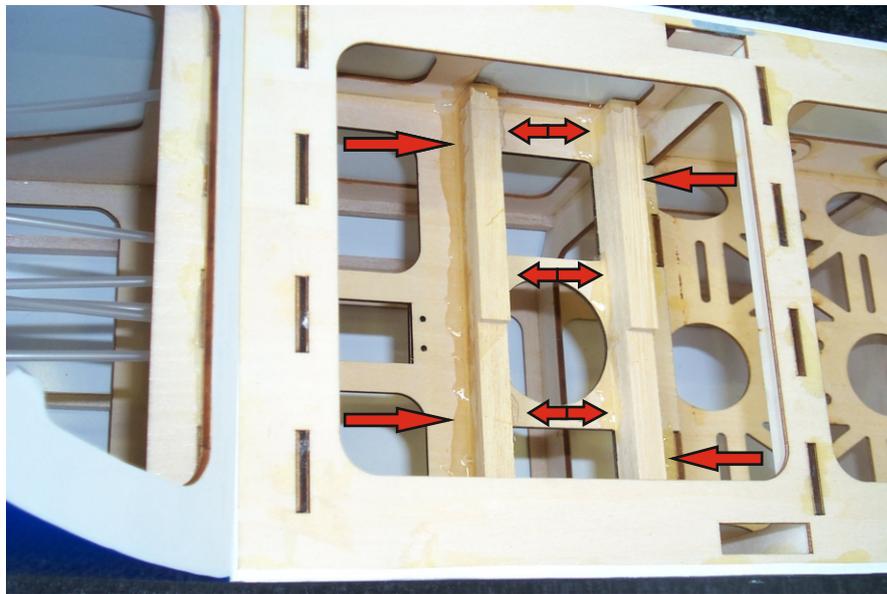


## TAIL WHEEL INSTALLATION

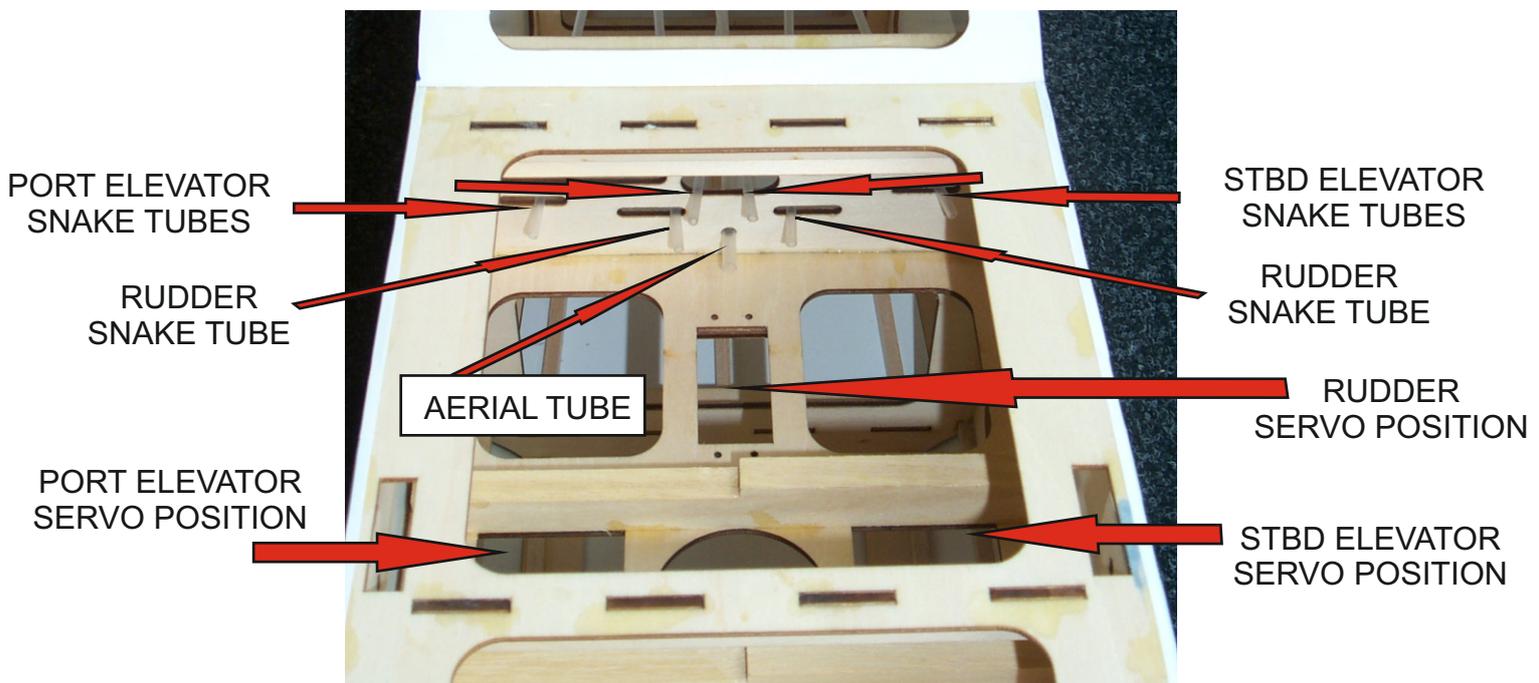
Using the allen key self tappers install the tail wheel assembly so that the pivot point of the wheel is over the rudder hinge line. Then using the springs and aluminium ferrule terminate the steering springs to the wheel and the steering plate and then with even tension attach the steering plate to the rudder with the self tappers.



Before servo installation you must run a bead of epoxy around the servo blocks to ensure secure fitment to the tray.



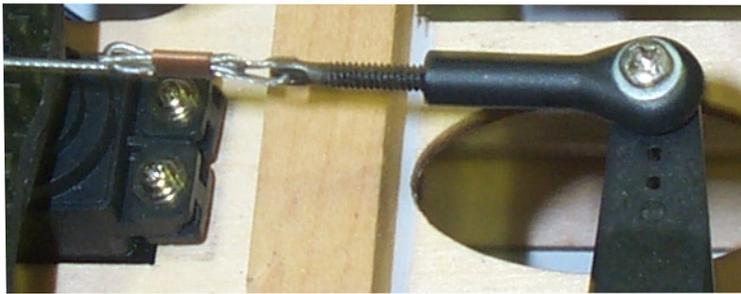
## Servo installation



Install the servos with the output arms forward most. The lower elevator servo (stbd side) is for the port elevator control and the upper servo is for the stbd elevator.

### PORT AND STBD ELEVATOR SERVOS

Pass the closed loop wire through the fuselage from the elevator outlet point to the servo arm. Terminate the cable at the elevator end and the servo end with the ferrule, clevis adjuster and clevis ball link. Ensure when doing so that the elevator and servo are in the neutral position. Repeat procedure on other control wire. One wire from the top of the elevator to one side of the servo arm, and the bottom of the elevator to the other side of the same servo horn.

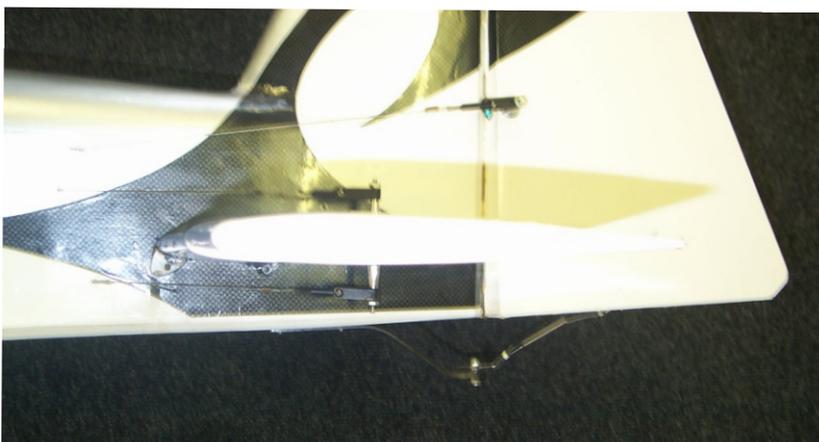


**ATTENTION !! IT IS VERY IMPORTANT THAT THERE IS ADEQUATE TENSION ON THE CABLES. IF THE CABLES ARE SLACK THEN THIS CAN CAUSE FLUTTER IN FLIGHT AND FAILURE TO THE CONTROL SURFACES.**

**WE RECOMMEND DUBRO HEAVY DUTY SERVO ARMS**

### RUDDER SERVO

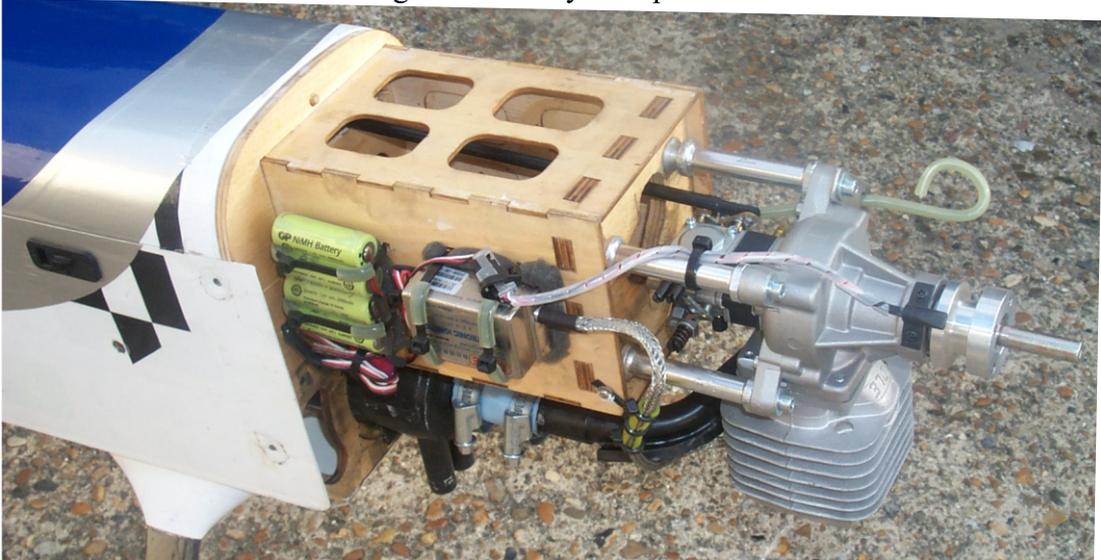
Pass the closed loop wire through the fuselage from the rudder outlet point to the servo arm. Terminate the cable at the rudder end and servo end with the ferrule, clevis adjuster and clevis ball link. Ensure when doing so that the rudder and servo are in the neutral position. Repeat procedure on other control wire.



## MOTOR



The length of your chosen engine will determine where you mount the engine and what stand offs you require. Position the cowling onto the fuselage so the bolt holes align and then measure from the fire wall to the cowling ring. This measurement will determine what length stand offs you require.



## FUEL TANK

The fuel tank is ready to install but is only supplied with a normal clunk and not a felt clunk which is more advisable and available from Weston UK( PT NO. 1121). Install the tank into the tank frame in the fuselage. When the tank has been installed secure into place with tie wraps and pack with foam to prevent vibration .

## THROTTLE SERVO AND PUSHROD

Install the throttle servo in the desired servo tray. Install clevis on the threaded end of the throttle control rod and connect to the engine. You will have to put a set in the control rod to ensure a good alignment with the throttle arm ensuring no metal to metal contact. Terminate the other end of the control rod to the servo arm with the swing keeper.

**THROTTLE SERVO**

**CHOKE SERVO (IF REQUIRED)**



**SWITCH HARNESS**

## SWITCH INSTALLATION

Install your receiver switch in the pre-cut slot in the side of the fuselage. It's always a good idea to install the switch so that the on position is to the rear. There is option for a large s/w harness or standard size.

## RECEIVER INSTALLATION

The receiver should be installed with all leads and crystals secured into place by means of tape and foam to prevent any migration due to vibration. A good position for the receiver is in the redundant throttle servo position.

## BATTERY INSTALLATION

This will depend on what engine and what battery pack you are using to achieve your C.G . Make sure it's packed with foam and lead locked.

## EXHAUST INSTALLATION

The airframe has a tunnel on the underside to mount a mini aerobic pipe .

## COWLING

Cut the holes in the cowling in the correct position for your required engine. It is a good idea to cut the rear of the cheeks out to allow airflow through the cowling. Once all holes have been cut and you are happy that there is no interference install cowling with the bolts and washers provided, to the pre-installed captive nuts.



### SUGGESTED AIR HOLES



## CANOPY

Install the pilot into the canopy, the canopy is then glued to the frame with Weston odourless cyano or alternatively use Weston canopy glue.



The wing is secured to the fuselage via the wing bolts supplied which bolt through the fuselage and into the captive nuts in the wing. These can be cut down to make it easier to secure the wings as they come longer than required.

## SET UP

Use the nicad to adjust the C of G. The range for normal use is between 225mm and up to 240mm for experts - from the leading edge of the wing .

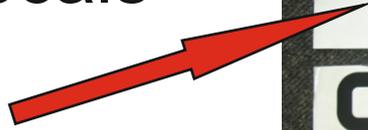
## CONTROL MOVEMENT SET UP MEASURED FROM INBOARD POINTS

Intermediate : ailerons 20mm up and down  
                  elevator 35mm up and down  
                  rudder 45 degrees side to side  
Advanced:    aileron  MAX  
                  elevator MAX  
                  rudder  MAX

**It is not necessary to have flaperons/spoilerons but these can give incredibly tight loop manoeuvres.**

# Applying the decals

Transparent film



Using the transparent film remove the backing and lay over the letters. Slowly peel and remove the letters from the backing and place into position on the aircraft. Press in place and remove transparent film.

