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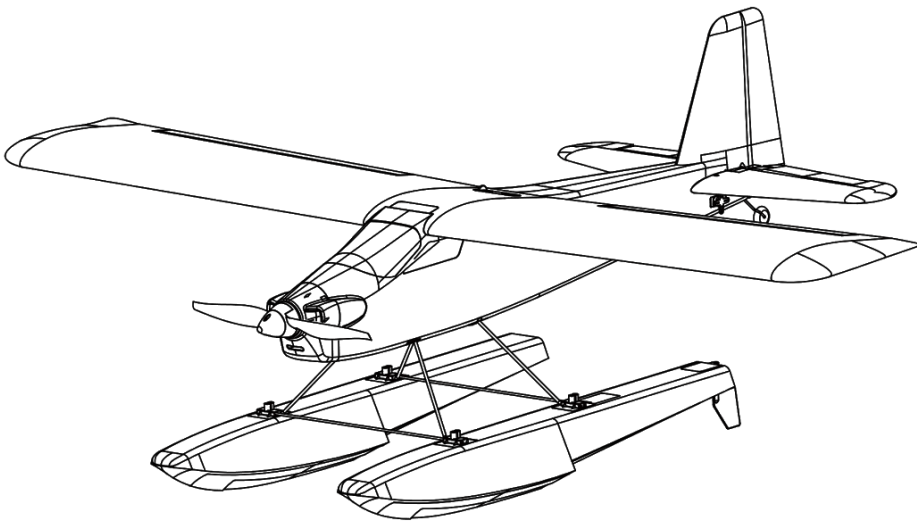


Fms 1220mm Super EZ V4 Instruction Manual

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1220mm Super EZ V4



Instruction manual
Bedienungsanleitung
Manuel d'utilisation
操作手册

FLOAT
• Float included

RIGID
• Durable EPO

STABLE
• Smooth flying performance

FMSMODEL.COM

WARNING

WARNING: Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product and NOT a toy. It must be operated with caution and common sense and failure to do so could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision.

This manual contains instructions for safety operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual prior to assembly, setup or use, in order to operate and avoid damage or serious injury.

Safety precautions and warnings

As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others. This model is controlled by a radio signal subject to interference from many sources outside your control. This interference can cause momentary loss of control so it is advisable to always keep a safe distance in all directions around your model, as this margin will help avoid collisions or injury.

Age Recommendation: Not for children under 14 years. This is not a toy.

- Never operate your model with low transmitter batteries.
- Always operate your model in an open area away from cars, traffic or people.
- Avoid operating your model in the street where injury or damage can occur.
- Never operate the model in populated areas for any reason.
- Carefully follow the directions and warnings for this and any optional support equipment you use (chargers, rechargeable battery packs, etc.)
- Keep all chemicals, small parts and anything electrical out of the reach of children.
- Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.
- Never lick or any place of any your model in your mouth as it could cause serious injury or even death.

Safety

Lithium Polymer (Li-Po) Battery Warning

CAUTION: Always follow the manufacturer's instructions for safe use and disposal of batteries. Fire, property damage, or serious injury can result from the mishandling of Li-Po batteries.

- By handling, charging or using a Li-Po Battery you assume all risks associated with lithium batteries. If at any time the batteries begin to swell or balloon, discontinue use immediately!
- Always store the batteries at room temperature in a dry area to extend the life of the battery. Always transport or temporarily store the battery in a temperature range of 40-120F. Do not store the battery or model in a car or in direct sunlight. If stored in a hot car, the battery can be damaged or even catch fire.
- Never use a Ni-Mh Charger to charge Li-Po Batteries. Failure to charge the battery with a Li-Po compatible charger may cause fire resulting in personal injury and property damage.
- Never discharge Li-Po Cells below 3V.
- Never leave charging batteries unattended.
- Never charge damaged batteries.

Charging the Flight Battery Warning

- Use a battery charger that is designed to safely charge the Li-Po Battery. Read the charger instructions carefully before use. When charging the battery, make certain the battery is on a heat-resistant surface. It is also highly recommended to place the Li-Po Battery inside a fire-resistant charging bag readily available at hobby shops or online.

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Introduction

FMS has always dedicated its engineering efforts towards making aircraft suitable for every skill level. The SuperEZ has always been a perfect beginner-friendly sport aircraft. Using a large, high-winged design constructed out of lightweight EPO foam, the SuperEZ has an ultra-low wing loading and stable flight characteristics- giving beginner pilots great handling even at slow speeds. An improved brushless power system and propeller gives the aircraft ample power while still maintaining 10-15 minute flight times. A high-strength, lightweight metal landing gear set absorbs even the hardest landings. For easy transportation, the SuperEZ is designed with a quick-release mechanism that can release the wing in a matter of seconds.

Building on the success of the SuperEZ V2, the V3 features an improved one-piece horizontal stabilizer and a nose-cone that significantly reduces vibrations.

Built upon the successful Super EZ V3, FMS has completely upgraded the digital 9g servos to ensure pinpoint precision and bulletproof reliability. The addition of attractive purple accents to the color scheme make the Super EZ V4 a head-turner at every field!

Like the SuperEZ V2 and V3, the V4 can be installed with floats!

Allowing for water and snow operations As one of FMS' mainline products, the SuperEZ V4 utilizes the latest in FMS' design language. It will grow with the pilot as they progress into more sophisticated flight maneuvers.

Features:

- Glue-less construction, the SuperEZ can be assembled in 5 minutes
- Quick-release main wing for easy transportation
- Paedator brushless power system for greater power-to-weight ratio
- High strength, lightweight metal landing gear suitable for any ground surface
- 3S 1300mAh Lipo pack provides 10-15 minute flight times (Battery included with the RTF set)
- Precision water-proof servos for all-weather operations
- Single-piece horizontal stabilizer for added precision
- New and improved spinner reduces vibration significantly
- Optional floats

Kit contents

Before assembly, please inspect the contents of the kit. The photo below details the contents of the kit with labels. If any parts are missing or defective, please identify the name or part number (refer to the spare parts list near the end of the manual) then contact your local shop or email us: support@fmsmodel.com.

Specifications

Wingspan: 1220mm(48.0in)

Overall length: 1020mm(40.2in)

Flying weight: ~ 920g(32.5oz) 1120(39.05oz)

Motor size: 3136-KV1200

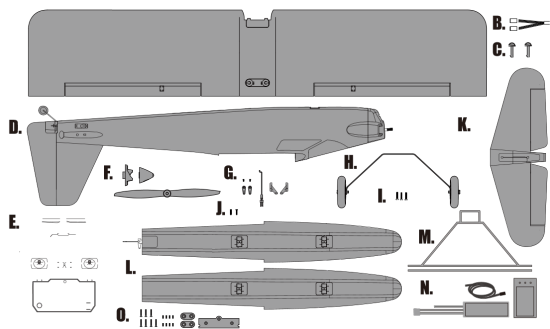
Wing load: 31.34 g/dm² (0.07oz/in²)

Wing area: 28.4 dm² (440.2sq.in)

ESC: 20A

Servo: No Float 9g Servo x 4, Float Included Servo x 5

Recommended battery: 11.1V 1300-2200mAh 25C

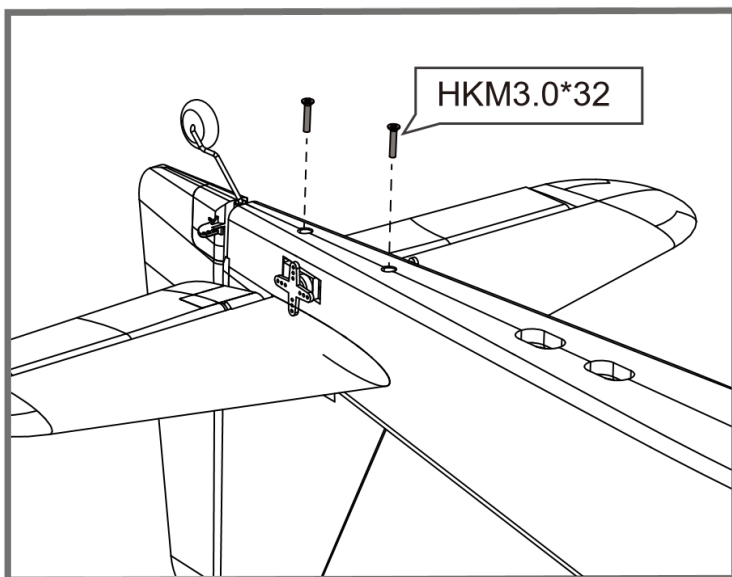
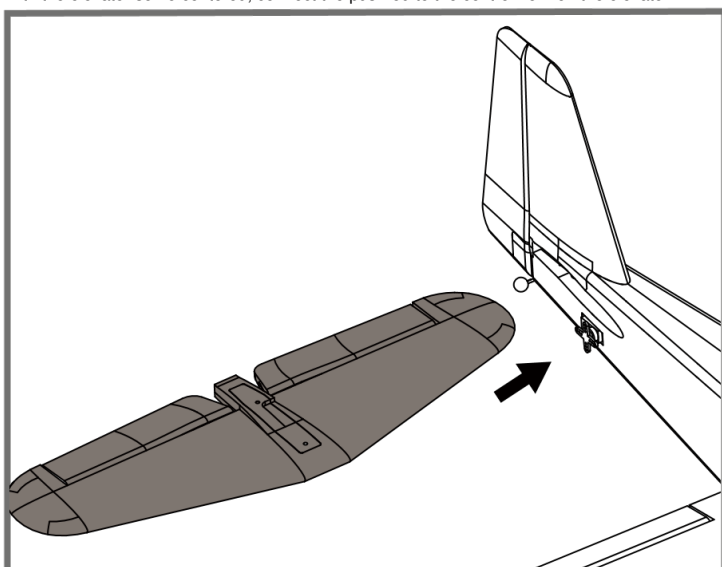


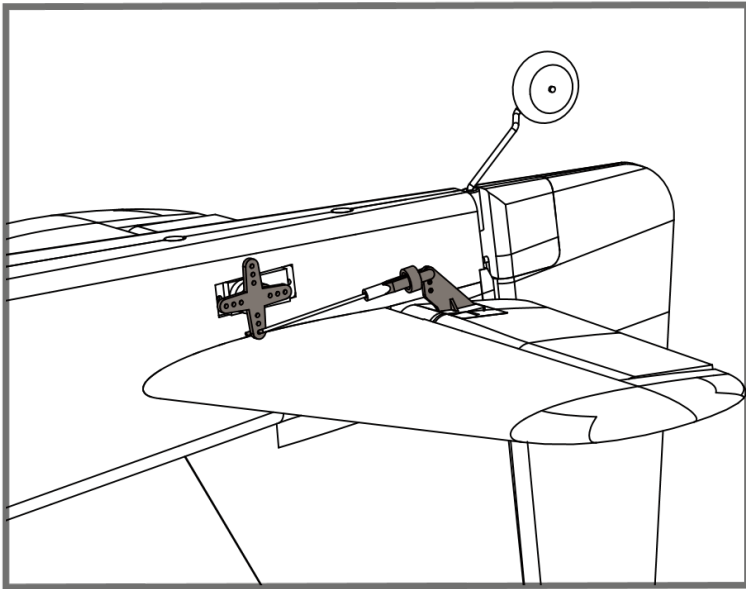
- | | |
|---|--|
| A Main wing | J Horizontal Stabilizer mounting screws |
| B harness | 2 HKM3 0*32 |
| C Main wing bolts | K Horizontal stabilizer |
| D Main fuselage | oats |
| E Radio Receiver, Servo | M oats struts steel |
| F Propeller, Spinner | N Battery and Charger Receiver |
| G Linkage rods, control horns, servo arms | O oats screws 8 3*4, 7 HKM3 0*10 and screw cover |
| H Front Landing Gear Set and gear mounting screws 3 HKM3 0*10 | |

Model assembly

Horizontal stabilizer installation

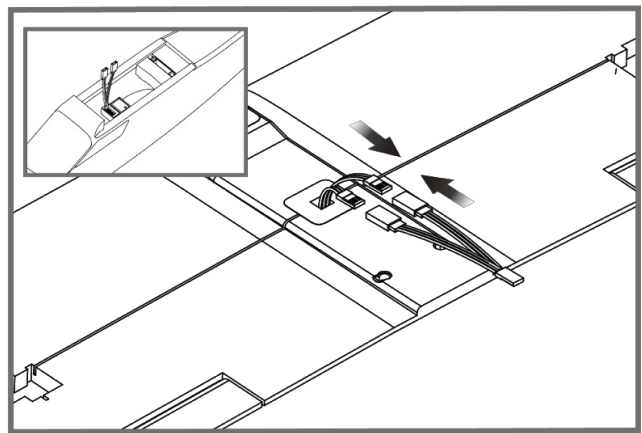
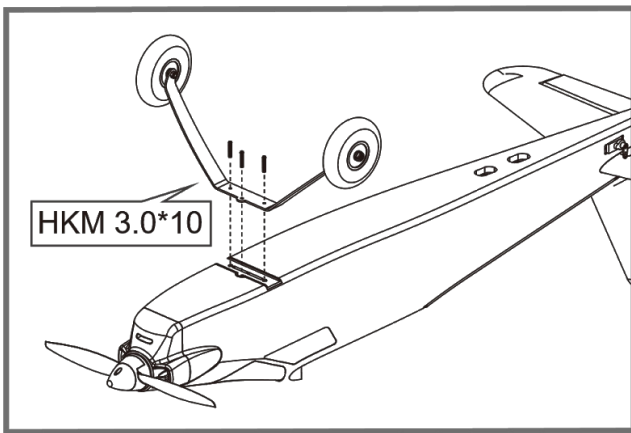
1. Insert the horizontal stabilizer into fuselage in the direction of the arrow as shown. Secure the horizontal stabilizer with included screws.
2. With the elevator servo centered, connect the pushrod to the control horn on the elevator.



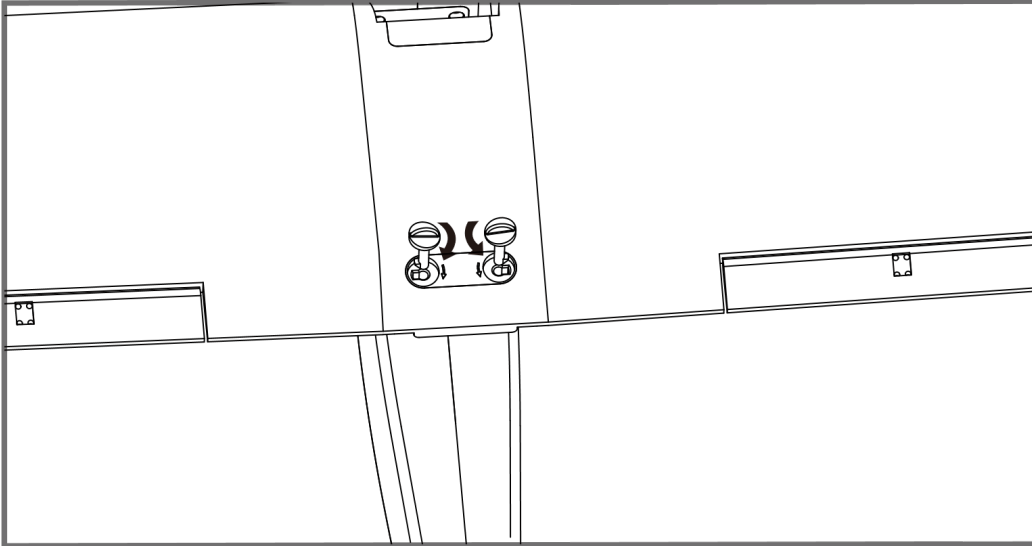
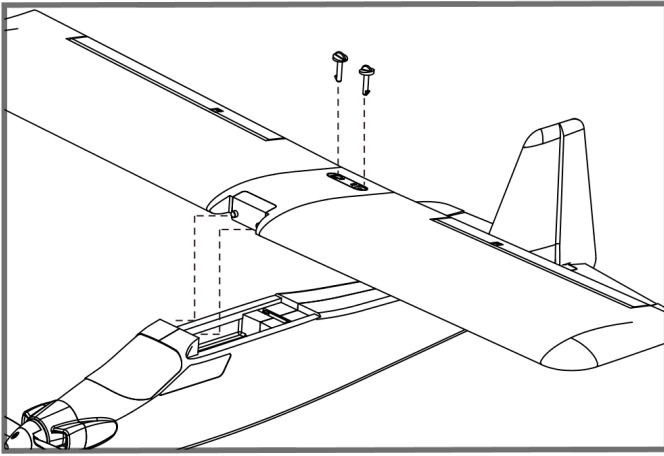


Main wing installation

1. Fix the landing gear set with the screw, as shown.
2. Find the Y-harness and connect it to both aileron servos. Connect the Y-harness to the receiver, then place the receiver into the fuselage.
into the fuselage.

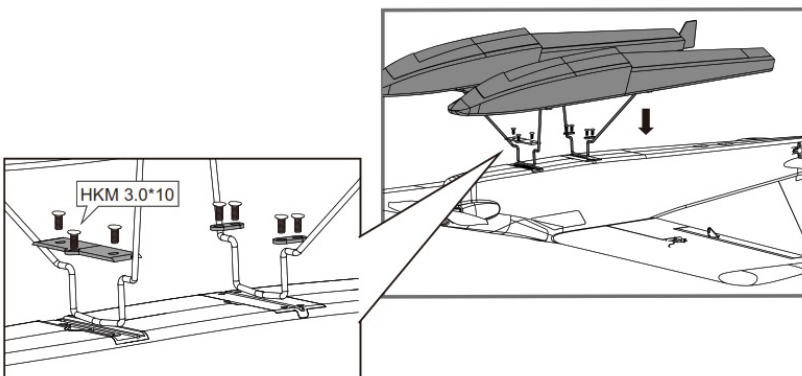
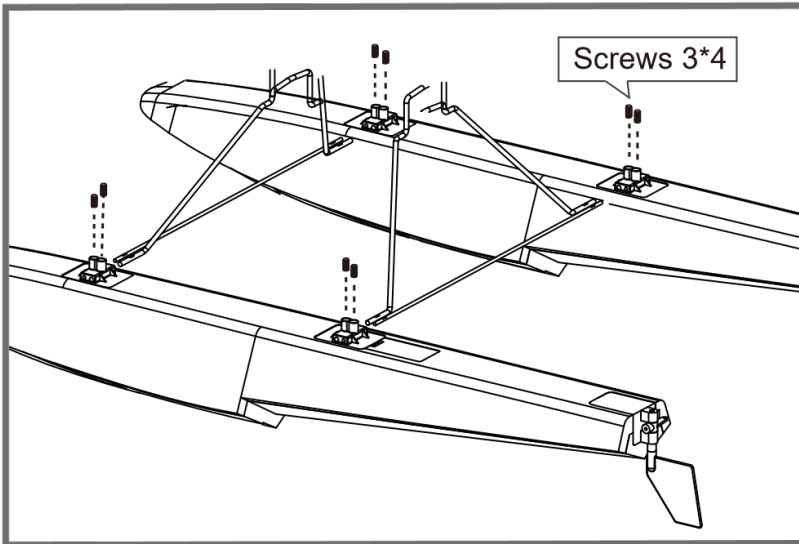


3. Assemble the main wing as shown.
4. Secure the main wing with bolts as shown.

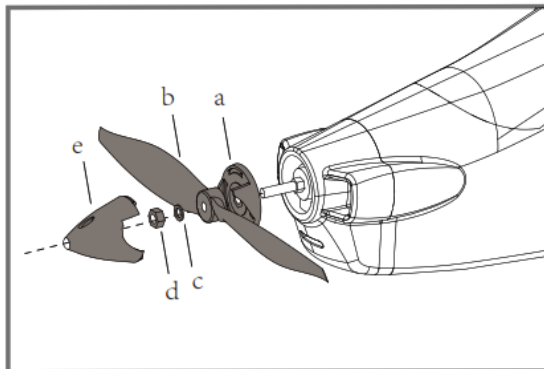


Float installation

1. Install the struts onto the floats as shown- using the hardware provided with the float set. Secure the float assembly using screws.
2. Fix the floats set with struts on the bottom of fuselage with screws as shown.



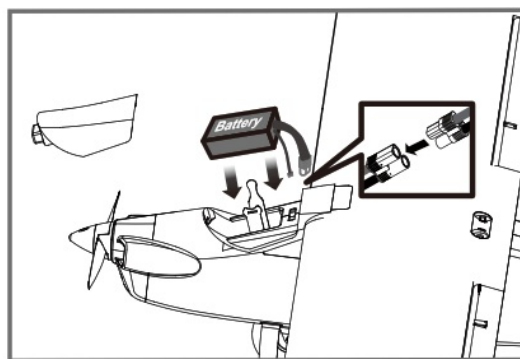
Propeller installation



1. Assemble the spinner and propeller as shown.

Battery installation

1. Apply the hook tape to the cable end of the battery.
2. Slide the battery into the battery hatch with the power supply cable toward the rear end of the plane and the hook tape facing the bottom of the battery hatch.



Note: You may need to relocate the battery position to achieve the correct CG for your model.

Receiver diagram

The cables from the servo connector board should be connected to your receiver in the order shown. Note that the LEDs can be powered by any spare channel on the receiver. Tuck the wire leads into the recessed cavity towards the rear of the battery hatch.

		Receiver
Aileron	1	Channel-1 — Aile
Elevator	2	Channel-2 — Elev
Throttle	3	Channel-3 — Thro
Rudder	4	Channel-4 — Rudd
Gear	5	Channel-5 — Gear
LED		Spare Channel

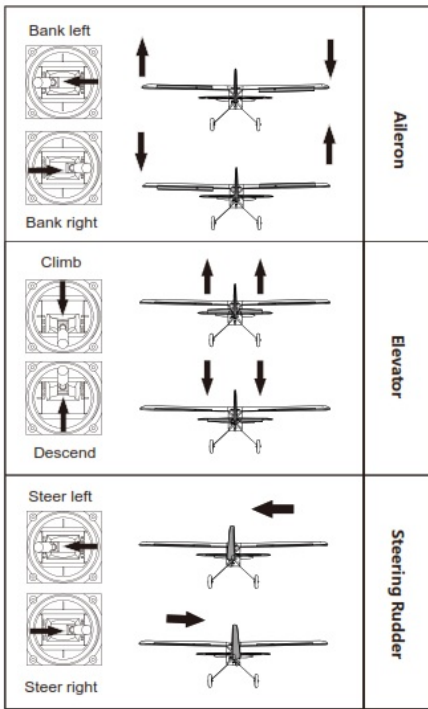
Preflight check

Important ESC and model information

1. The ESC included with the model has a safe start. If the motor battery is connected to the ESC and the throttle stick is not in the low throttle or off position, the motor will not start until the throttle stick is moved to the low throttle or off position. Once the throttle stick is moved to the low throttle or off position, the motor will emit a series of beeps. Several beeps with the same tune means the ESC has detected the cells of the battery. The count of the beeps equals the cells of the battery. The motor is now armed and will start when the throttle is moved.
2. The motor and ESC come pre-connected and the motor rotation should be correct. If for any reason the motor is rotating in the wrong direction, simply reverse two of the three motor wires to change the direction of rotation.
3. The motor has an optional brake setting. The ESC comes with brake switched off and we recommend that the model be flown with the brake off. However, the brake could be accidentally switched on if the motor battery is connected to the ESC while the throttle stick is set at full throttle. To switch the brake off, move the throttle stick to full throttle and plug in the motor battery. The motor will beep one time. Move the throttle stick to low throttle or the off position. The motor is ready to run and the brake will be switched off.
4. Battery Selection and Installation. We recommend the 11.1V 1300-2200mAh 25C Li-Po battery. If using another battery, the battery must be at least a 11.1V 1300-2200mAh 25C battery. Your battery should be approximately the same capacity, dimension and weight as the 11.1V 1300-2200mAh 25C Li-Po battery to fit the fuselage without changing the center of gravity significantly.

Transmitter and model setup

Before getting started, bind your receiver with your transmitter. Please refer to your transmitter manual for proper operation. CAUTION: To prevent personal injury, DO NOT install the propeller assembly onto the motor shaft while testing the control surfaces. DO NOT arm the ESC and do not turn on the transmitter until the Transmitter Manual instructs you to do so. Tips: Make sure all control sticks on your radio are in the neutral position (rudder, elevator, ailerons) and the throttle is in the OFF position. Make sure both ailerons move up and down (travel) the same amount. This model tracks well when the left and right ailerons travel the same amount in response to the control stick. Move the controls on the transmitter to make sure the aircraft control surface moves correctly. See diagrams right.



Control throws

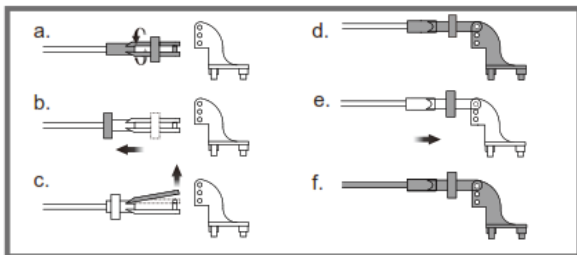
The suggested control throw setting for the Super EZ are as follows (dual-rate setting):

Tips: On the first flight, fly the model in low rate. The first time you use high rates, be sure to fly at low to medium speeds. High rate, as listed, is only for EXTREME maneuvering.

	High Rate	Low Rate
Elevator	15 mm up/down	10 mm up/down
Aileron	15 mm up/down	10 mm up/down
Rudder	12 mm up/down	8 mm let/right

Clevis installation

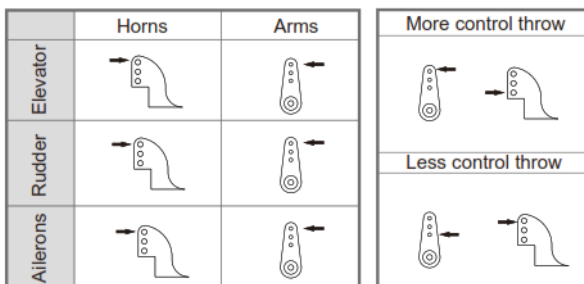
1. Pull the tube from the clevis to the linkage.
2. Carefully spread the clevis, then insert the clevis pin into the desired hole in the control horn.
3. Move the tube to hold the clevis on the control horn.



Control horn and servo arm settings

The table shows the factory settings for the control horns and servo arms. Fly the aircraft at the factory settings before making changes.

After flying, you may choose to adjust the linkage positions for the desired control response.

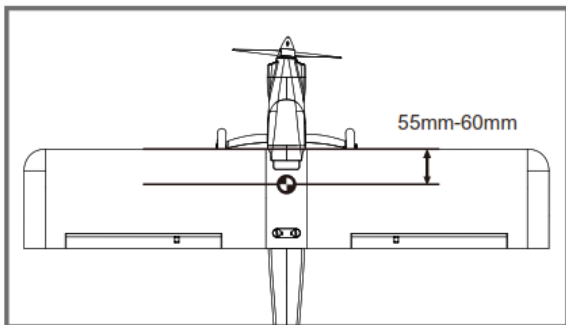


Check the C.G. (Center of gravity)

When balancing your model, adjust the battery as necessary so the model is level or slightly nose down. This is the correct balance point for your model. After the first flight, the CG position

can be adjusted for your personal preference.

1. The recommended Center of Gravity (CG) location for your model is (55-60mm) from the leading edge of the main wing (as shown) with the battery pack installed. Mark the location of the CG on top of the wing.
2. When balancing your model, support the plane at the marks made on the bottom of the main wing with your fingers or a commercially available balancing stand. This is the correct balance point for your model. Make sure the model is assembled and ready for flight before balancing.



Before flying the model

Find a suitable flying site

Find a flying site clear of buildings, trees, power lines and other obstructions. Until you know how much area will be required and have mastered flying your plane in confined spaces, choose a site which is at least the size of two to three football fields – a flying field specifically for R/C planes is best. Never fly near people – especially children, who can wander unpredictably.

Perform the range check for your plane

As a precaution, an operational ground range test should be performed before the first flight each time you go out. Performing a range test is a good way to detect problems that could cause loss of control such as low batteries, defective or damaged radio components, or radio interference. This usually requires an assistant and should be done at the actual flying site you will be using.

First turn on the transmitter, then install a fully-charged battery into the fuselage. Connect the battery and install the hatch.

Remember, use care not to bump the throttle stick. Otherwise, the propeller/fan will turn and possibly cause damage or injury.

Note: Please refer to your Transmitter Manual that came with your radio control system to perform a ground range check. If the controls are not working correctly or if anything seems wrong, do not fly the model until you correct the problem. Make certain all the servo wires are securely connected to the receiver and the transmitter batteries have a good connection.

Monitor your flight time

Monitor and limit your flight time using a timer (such as on a wristwatch or in your transmitter if available). When the batteries are getting low you will usually notice a performance drop before the ESC cuts off motor power, so when the plane starts flying slower you should land. Often (but not always) power can be briefly restored after the motor cuts off by holding the throttle stick all the way down for a few seconds. To avoid an unexpected dead-stick landing on your first flight, set your timer to a conservative 4 minutes. When your alarm sounds you should land right away.

Flying course

Take off

While applying power, slowly steer to keep the model straight. The model should accelerate quickly. As the model gains flight speed you will want to climb at a steady and even rate. It will climb out at a nice angle of attack (AOA).

Flying

Always choose a wide-open space for flying your plane. It is ideal for you to fly at a sanctioned flying field. If you are not flying at an approved site always avoid flying near houses, trees, wires and buildings. You should also be careful to avoid flying in areas where there are many people, such as busy parks, schoolyards, or soccer fields. Consult laws and ordinances before choosing a location to fly your aircraft. After takeoff, gain some altitude. Climb to a safe height before trying technical manoeuvres, including high speed passes, inverted flight, loops, and point rolls.

Landing

Land the model when you hear the motor pulsing (LVC) or if you notice a reduction in power. If using a transmitter with a timer, set the timer so you have enough flight time to make several landing approaches.

The model's three point landing gear allows the model to land on hard surfaces. Align model directly into the wind and fly down to the ground. Fly the airplane down to the ground using 1/4-1/3 throttle to keep enough energy for proper flare. Before the model touches down, always fully decrease the throttle to avoid damaging the propeller or other components. The key to a great landing is to manage the power and elevator all the way to the ground and set down lightly on the main landing gear. After a few flights you will find the model can be set down lightly on the mains and you can hold the nose wheel off balancing the model on the mains until it slows and gently settles the nose.

Maintenance

Repairs to the foam should be made with foam safe adhesives such as hot glue, foam safe CA, and 5min epoxy. When parts are not repairable, see the Spare Parts List for ordering by item number.

Always check to make sure all screws on the aircraft are tightened. Pay special attention to make sure the spinner is firmly in place before every flight.

Troubleshooting

Problem	Possible Cause	Solution
Aircraft will not respond to the throttle but responds to other controls.	<ul style="list-style-type: none"> -ESC is not armed. -Throttle channel is reversed 	<ul style="list-style-type: none"> -Lower throttle stick and throttle trim to lowest settings. -Reverse throttle channel on transmitter.
Extra propeller noise or extra vibration.	<ul style="list-style-type: none"> -Damaged spinner, propeller, motor or motor mount. -Loose propeller and spinner parts. -Propellor installed backwards. 	<ul style="list-style-type: none"> -Replace damaged parts. -Tighten parts for propeller adapter, ropeller and spinner. -Remove and install propeller correctly.
Reduced flight time or aircraft underpowered.	<ul style="list-style-type: none"> -Flight battery charge is low. -propeller installed backward. -Flight battery damaged. 	<ul style="list-style-type: none"> -Completely recharge flight battery. -Replace flight battery and follow flight battery instructions.
Control surface does not move, or is slow to respond to control inputs.	<ul style="list-style-type: none"> -Control surface, control horn, linkage or servo damage. -Wire damaged or connections loose. 	<ul style="list-style-type: none"> -Replace or repair damaged parts and djust controls. -Do a check of connections for loose wiring.
Controls reversed.	Channels are reversed in the transmitter.	Do the control direction test and adjust controls for aircraft and transmitter.
<ul style="list-style-type: none"> -Motor loses power -Motor power pulses then motor loses power. 	<ul style="list-style-type: none"> -Damage to motor, or battery. -Loss of power to aircraft. -ESC uses default soft Low oltage Cutoff(LVC). 	<ul style="list-style-type: none"> -Do a check of batteries, transmitter, receiver, ESC, motor and wiring for damage(replace as needed). -Land aircraft immediately and recharge flight battery.
LED on receiver flashes slowly.	Power loss to receiver.	<ul style="list-style-type: none"> -Check connection from ESC to receiver. -Check servos for damage. -Check linkages for binding.

Spare parts list content

FMSPH101-3	Fuselage
FMSPH102-1	Main wing
FMSPH103-2	Horizontal stabilizer
FMSPH104-1	Cowl
FMSPH105-1	Battery cover
FMSPH106-1	Spinner
FMSPH108-1	Front landing gear set
FMSPH109	Tire set
FMSPH110-1	Wing bolt plate
FMSPH114-1	Sticker
FMSPH115-1	Linkage rods
FMSPH116-1	Screws
FMSPROP022	Propeller
FMSDJ009	Motor mount
FMSBM011	Motor board
FMSDZ018	Motor shaft
FMSKV1200	3136-KV1200 motor
PRESC004-1	20A ESC
FMS9GDP	9g digital gear servo positive
FMS9GDPW	9g digital gear servo positive with waterproof function)
FMSCHR01	Charger
FMSFLT004	Float set

Visit our website: www.fmsmodel.com to see photo of this product. Enter the keyword "ESC" in the search bar for the stock ESC instruction manual.

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