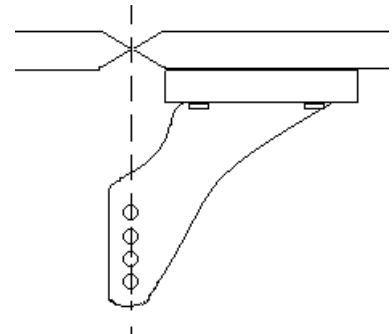




Antelope Valley Tailwinds Technical Info

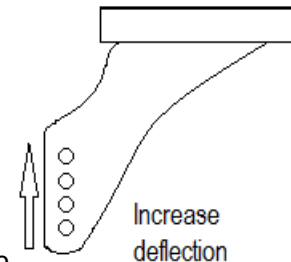
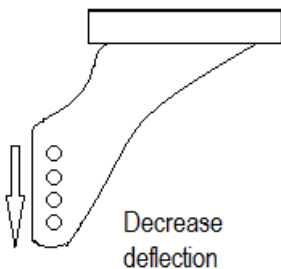
Subject	Control Horn Set Up		
Prepared by	Lou Munoz	Date	3/15/12

For a normal set up, the control horn should be mounted so that the push rod holes line up with the hinge line between the stationary and moveable control surfaces. This ensures equal deflection in both directions.



The location of the push rod is used to adjust the amount of control surface deflection as per the manufactures instructions or your design calculations. It is not recommended that you use more deflection than is recommended. This prevents over controlling the aircraft.

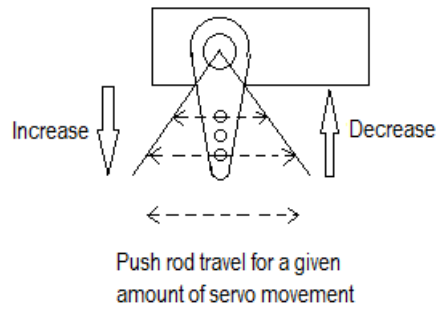
Move the push rod to get the desired amount of deflection as shown. This is a course adjustment and the fine tuning is done in the transmitter with the End Point Adjustment and the rate setting (see separate Tech Info Sheet).



After setting the EPA and rate setting it may be

necessary to reset the push rod position if the desired deflection is not achieved.

The amount of control surface deflection can also be adjusted by moving the position of the push rod on the servo horn or servo control arm. Depending on the method of attaching the push rod to the control horn of the moveable surface (z bend), it may be easier to make the adjustment at the servo.



Aileron differential can also be implemented manually if you need it and can't do it with your transmitter. See a separate Tech Info Sheet for how to do it.