

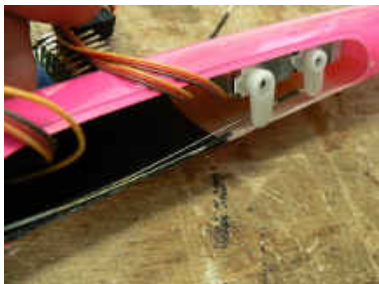
Stretch the cable tightly to remove all slack and crimp it to the servo arm similarly. There is no adjustment possible once you crimp it, so make sure the rudder and servo are both in neutral position and the cable is taut.



For the elevator cable, make the rear end loop first. Attach the horizontal tail to the fuselage, fix the elevator in neutral position, run the cable to the servo.



Crimp the front end of the cable to the servo arm. Here you may want to use a smaller length of the servo arm (middle hole) since the required elevator deflection is normally smaller than the rudder deflection and a smaller servo arm is needed. You may want to verify the achieved elevator deflection before crimping the cable permanently.



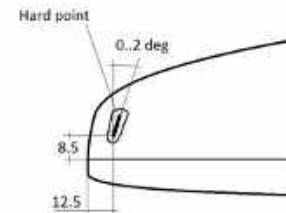
Both cables in place. Optional guide tubes can be used to keep the cables near the upper fuselage wall. The tubes of course must be threaded onto the cables before crimping them to the servo arms.



The rear end of the elevator cable in the working position.



The rear end of the rudder cable in the working position.



This sketch shows the factory recommended location of the launch blade on the wing tip. On the left wing tip there is a hard point made of epoxy and microballoons located as shown on the sketch. To install the blade within this hard point, it must be located about 12.5mm from the tip and about 8.5mm forward of the hinge line. Depending on how your fingers are gripping the blade, this may or may not be a convenient location for you. If you do not want to use the recommended location for the blade, and have to install it outside of the hard point, you may want to use extra reinforcement patches as shown on the next picture.



To install the launch blade, make an elongated hole at the desired location. Check the shape of the hole with the actual launch blade to assure a reasonably tight fit. If you are a very strong launcher and/or you chose to install the blade outside of the factory hard point, a reinforcement around the blade is recommended. On the picture, a single layer carbon reinforcement is shown.



Glue the optional reinforcement patches either with CA or epoxy. Re-open the holes if needed.



Insert the blade and glue it with medium CA or (better) bonding epoxy glue.



If you plan to fly in very windy conditions in competition, you will need to use ballast. Here you see a small bracket made of plywood and/or carbon plate, glued under the rear edge of the canopy opening. This will be used for hooking up ballast skewers to it.



Ballast skewers of different weights are made with 1.2mm wire and small fishing weights, smashed and covered with shrink wrap tubing. The forward end of the skewers has a paper clip like loop for engaging into the bracket on the fuselage.



Insert the ballast skewer into the fuselage. The servos must be installed such that there is enough space behind them for inserting the ballast.



Engage the wire hook into the bracket. The ballast is fixed from moving fore/aft. It will rattle inside the fuselage slightly during flights, but that is OK.



Assembly finished. Install your receiver and battery in the nose. Use some nose weight if needed to achieve the desired CG (65-70mm range is recommended). Program your radio and enjoy flying your Stream NXT.