

SebArt *professional line*

Mytho S 125E ARF

ASSEMBLY MANUAL

The all new ***Mytho S 125E ARF*** was designed by Italy aerobatic pilot, Sebastiano Silvestri.

For this professional ARF model design has been selected the ultimate and best aerodynamically effective ideas of the modernst F3A models and combined with the well know and succesfull Wind S pro F3A SebArt design.... the result will surprise you!

The ***Mytho S 125E ARF***, with his extremely lightweight structure and all wood airframe, will offer you an impressive precision and smoothness at any airspeed and flight condition.

The ***Mytho S 125E ARF*** will be your next F3A dream plane!

.....the only aerobatic limit is your fantasy!

Specifications:

Wingspan:.....180 cm (71 in)
Length:.....190 cm (75 in)
Wing Area:.....61 dm² (945 sq.in)
Weight:.....3.650 g. RTF less motor battery

Recommended Set Up:

Radio:.....6-ch with 5 digital servos
Motor: ..new Hacker A60-5XS + Jeti SPIN 99-Opto
Motor battery:5000-6S Thunder Power
Prop:APC 18x8E

Required radio, motor and battery

Radio equipment:

- Minimum 6-channel radio system
- 5 digital servo: 3 JR DS 8401 or DS 8425 (ailerons and rudder) + 2 JR DS 3201 (elevators)
- 2 servo extension 100mm, for aileron servos
- 2 extension 500mm, for elevator servos
- 1 extension 400mm, for rudder servo

Recommended electric motor for best performance:

- Hacker A60-5XS + Jeti SPIN 99-Opto + APC 18x8E

Additional required item, tools and adhesives

Tools:

- Drill and drill bits: 1,5mm; 2mm; 2,5mm; 3mmPhillips screwdriver
- Hobby knife
- Masking tape
- Paper towels
- Rubbing alcohol
- Sand paper
- Soldering iron
- synthetic oil

Adhesives:

- thin CA
- medium CA

Warning

This RC aircraft is not a toy!

If misused, it can cause serious bodily harm and damage to property.

Fly only in open areas, preferably in official flying sites, following all instructions included with your radio and motor.

This plane is a compromise between Aerobatics and 3D flying, and not a pylon racer. It is built with a very light structure and for this reason we hardly recommend:

→ **Do NOT fly your airplane at high speeds, because this may cause structural failures or flutter due to the extremely large control surfaces.**

Before starting assembly

Before starting the assembly, remove each part from its bag and protection for a prior inspection. Closely inspect the fuselage, wing panels, rudder, and stabilizer for damage. If you find any damage or missing parts, contact the place of purchase.

If you find any wrinkles in the covering, use a heat gun or covering iron to remove them. Use caution while working around areas where the covering material overlap to prevent separating the covers.

Warranty information

SebArt guarantees this kit to be free from defects in both material and workmanship at the date of purchase.

This warranty does not cover any parts damage by use or modification, and in no case shall SebArt's liability exceed the original cost of the purchased kit. Further, SebArt reserve the right to change or modify this warranty without notice. In that SebArt has no control over the final assembly or material used for the final assembly, no liability shall be assumed or accepted for any damage of the final user-assembled product. By the act of using the product, the user accepts all resulting liability.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.

Control throws

Please, follow the recommended linkage setups:

☐ For the AILERONS we recommend the following throws:

High rate: 40° left & right

Normal flight: D/R: 30% Expo: 20%

Snap: D/R: 100% Expo: 90%

Spin & 3D: D/R: 100% Expo: 90%

☐ For the ELEVATOR we recommend the following throws:

High rate: 40° up & down

Normal flight: D/R: 30% Expo: 30%

Snap: D/R: 40% Expo: 50%

Spin & 3D: D/R: 100% Expo: 95%

□ For the RUDDER we recommend the following throws:

High rate: 40° left & right

Normal flight: D/R: 40% Expo: 60%

Snap: D/R: 50% Expo: 70%

Spin & 3D: D/R: 100% Expo: 90%

Note: the **Expo** is (+) for JR systems, and (–) for Futaba systems.

Mixing

For best performance, we recommend a linear-mix*:

Rudder → □ Elevator UP

When you give full rudder to the right or left side, the elevator have to go up (positive) approx. 1%

* if you have a programmable computer radio.

Recommended CG

The recommended **Center of Gravity** location is **220mm** behind the leading edge of the wing against the fuselage.

- **215mm** is good for windy condition.
- **225mm** is good for no wind condition.

You can use the battery pack, moving it forward or backward, to achieve the correct balance.

Range test your radio

- ✓ Before fly, be sure to range check your radio as manufacturer's instruction manual of you radio-system recommend.
- ✓ Double-check all controls (aileron, elevator, rudder and throttle) move in the correct direction.
- ✓ Be sure that your batteries are fully charged, as per the instructions included with your batteries and that your radio is fully charged as per its instructions.

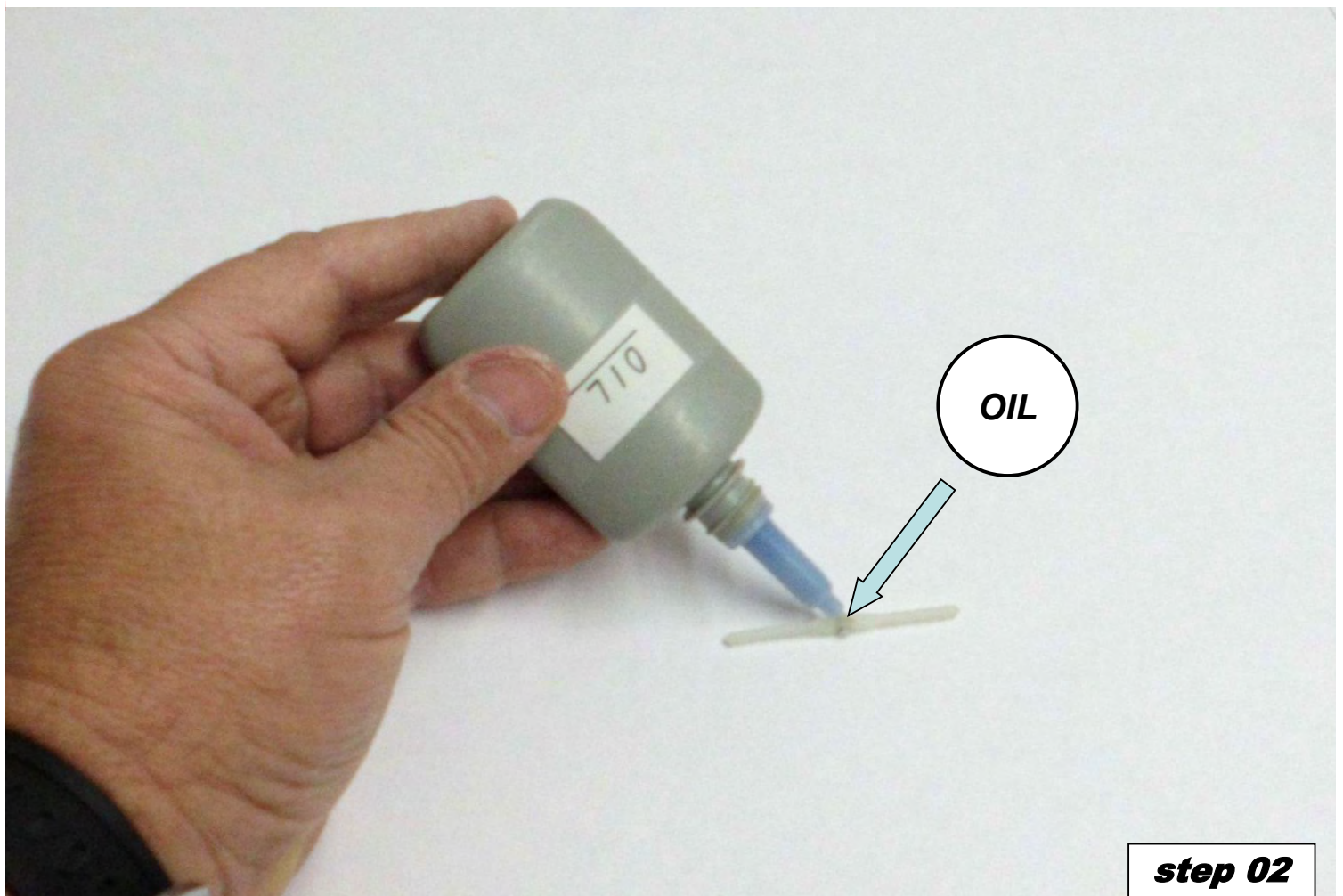
Finally... have nice flights!

SEBART International S.r.l.
Via L. Tabellone, 1
47891 Rovereta - Repubblica di San Marino (RSM)
www.sebart.it

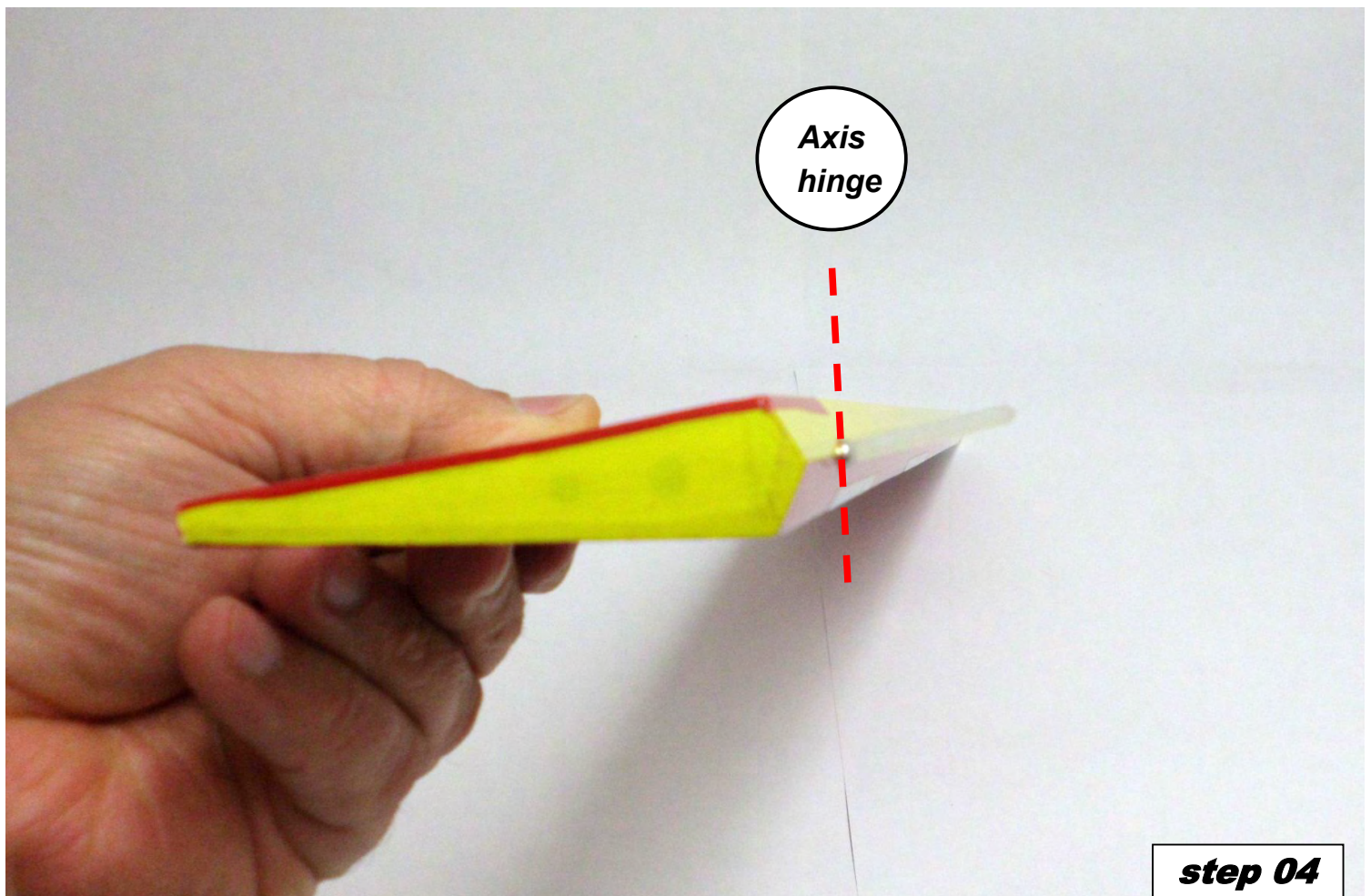
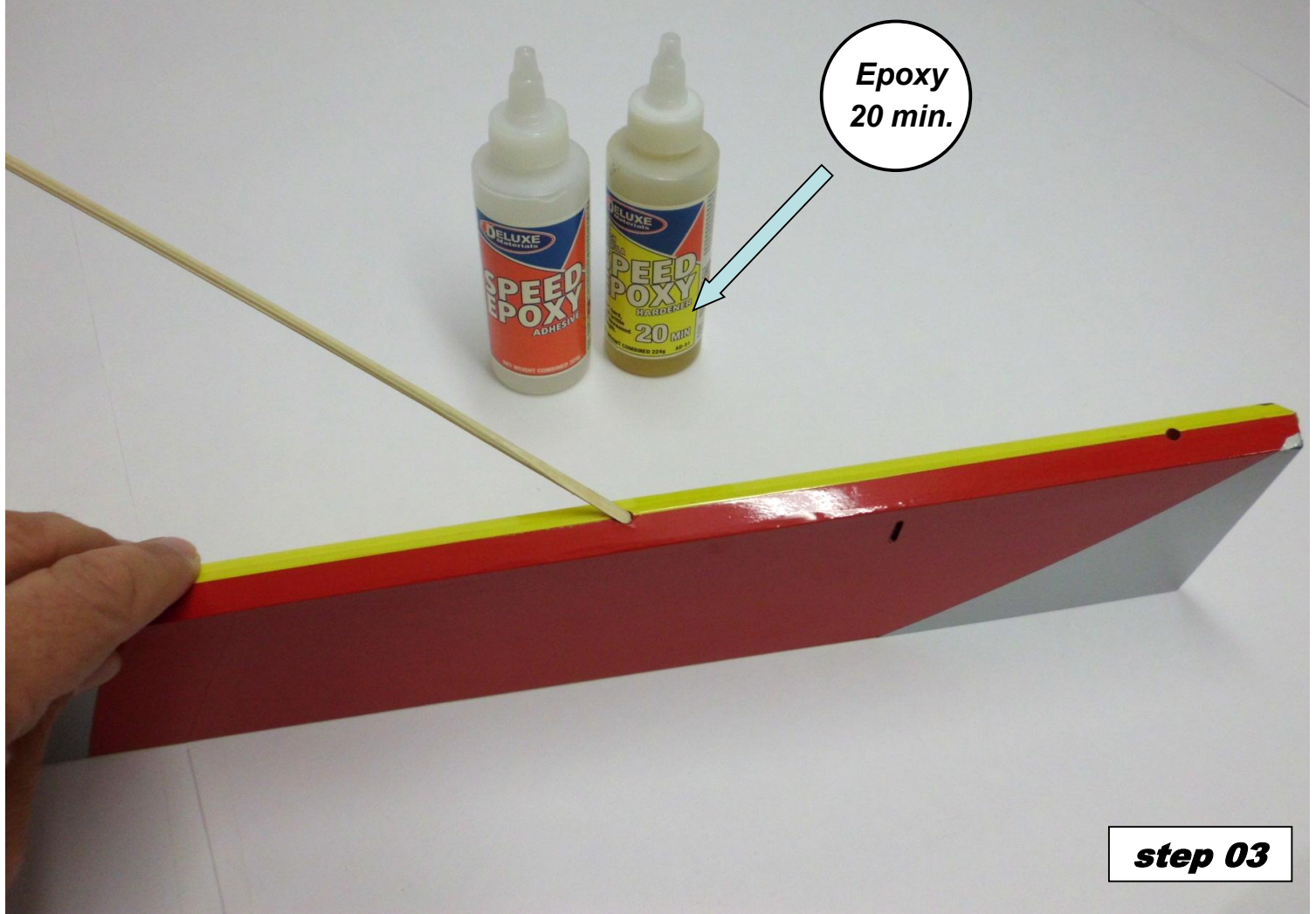
Epoxy 20 min.



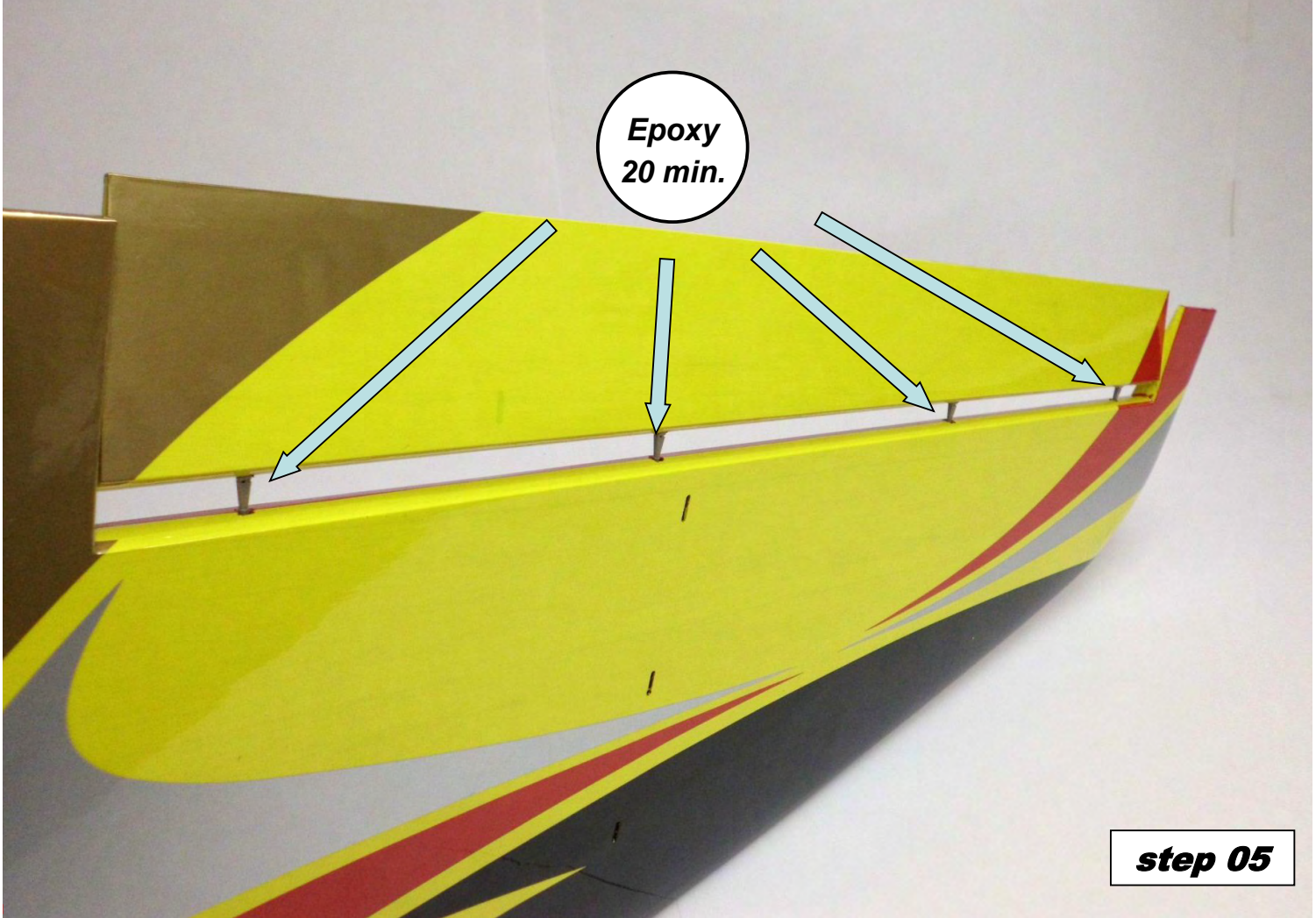
step 01



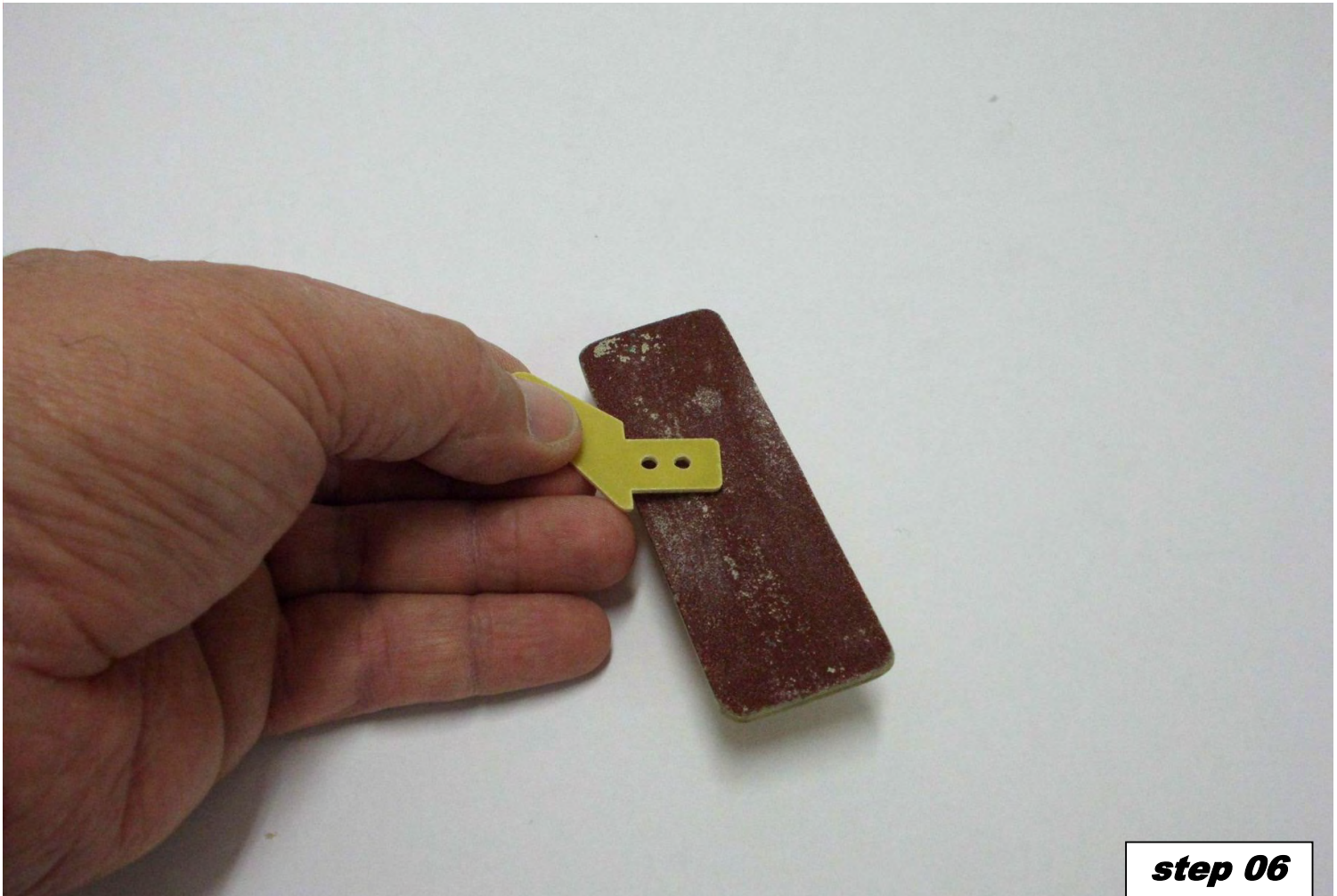
step 02



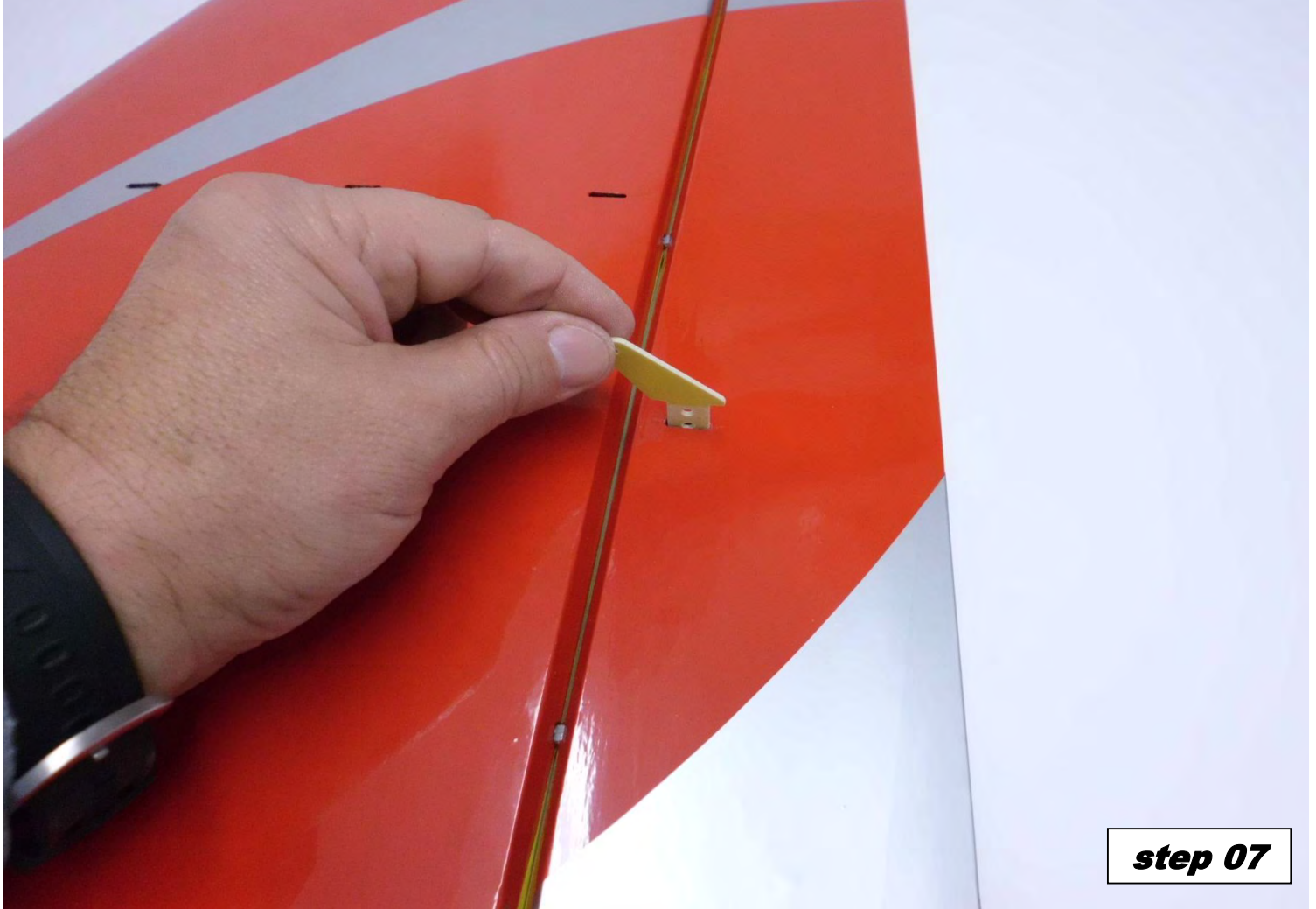
Epoxy
20 min.

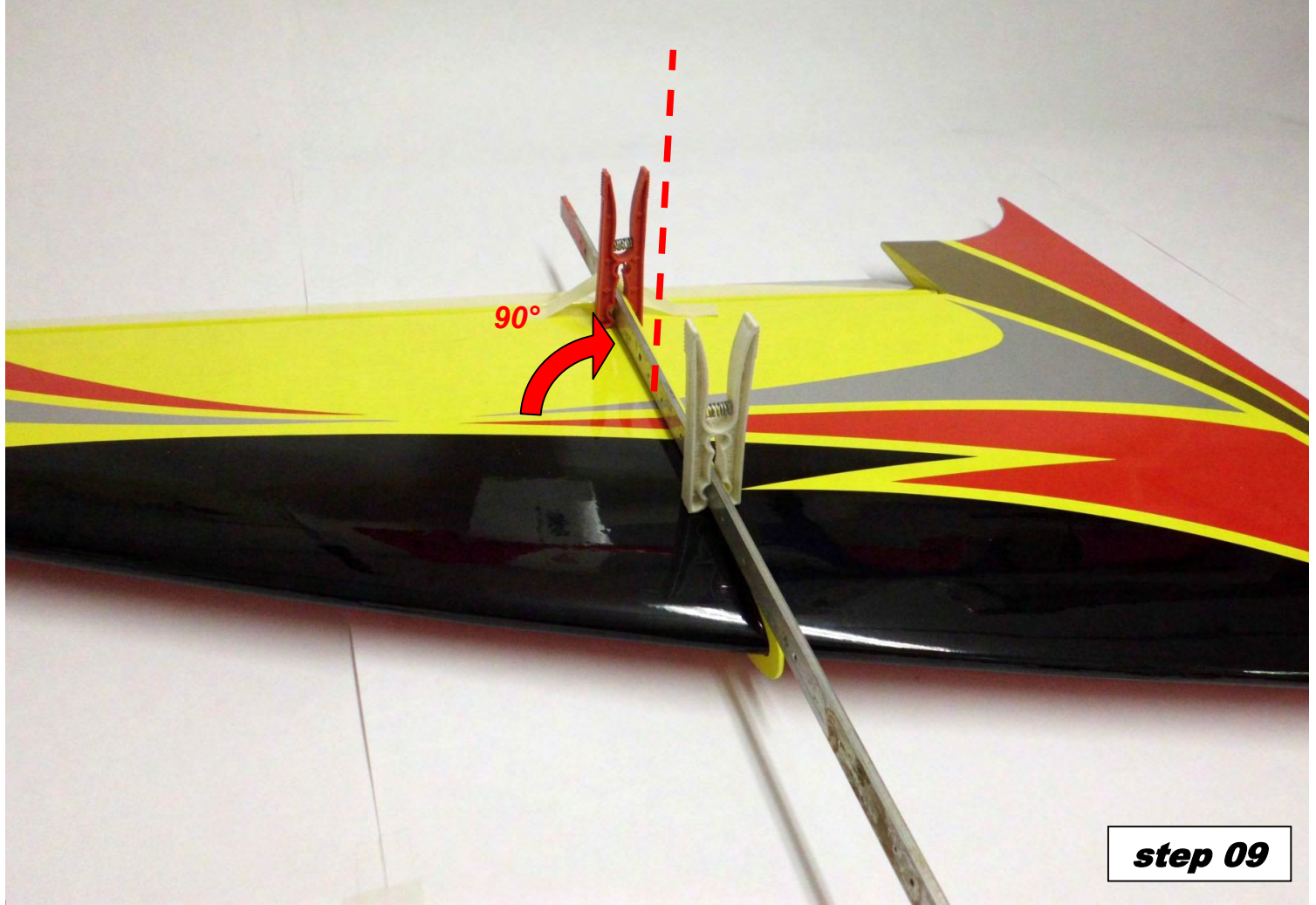


step 05

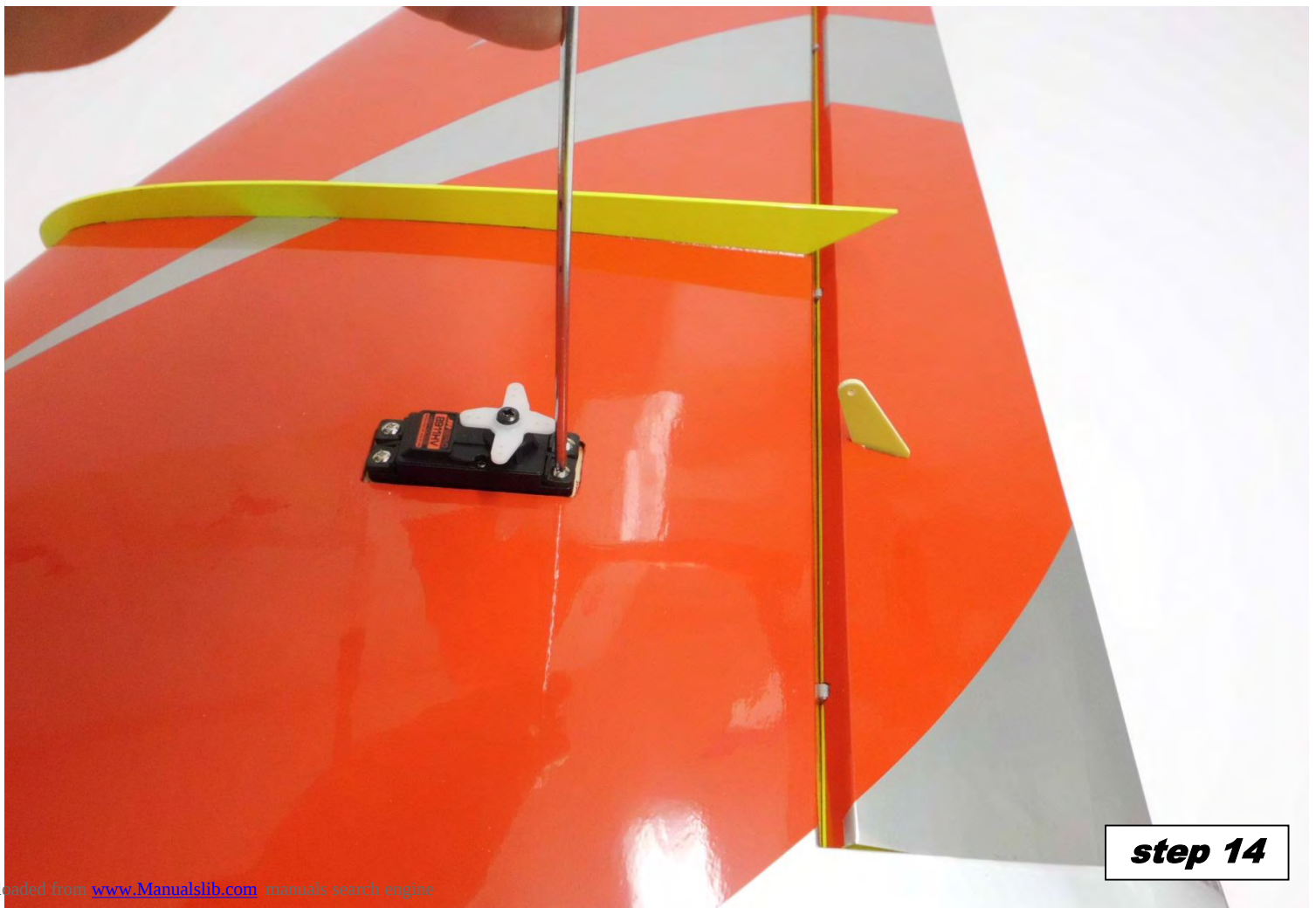
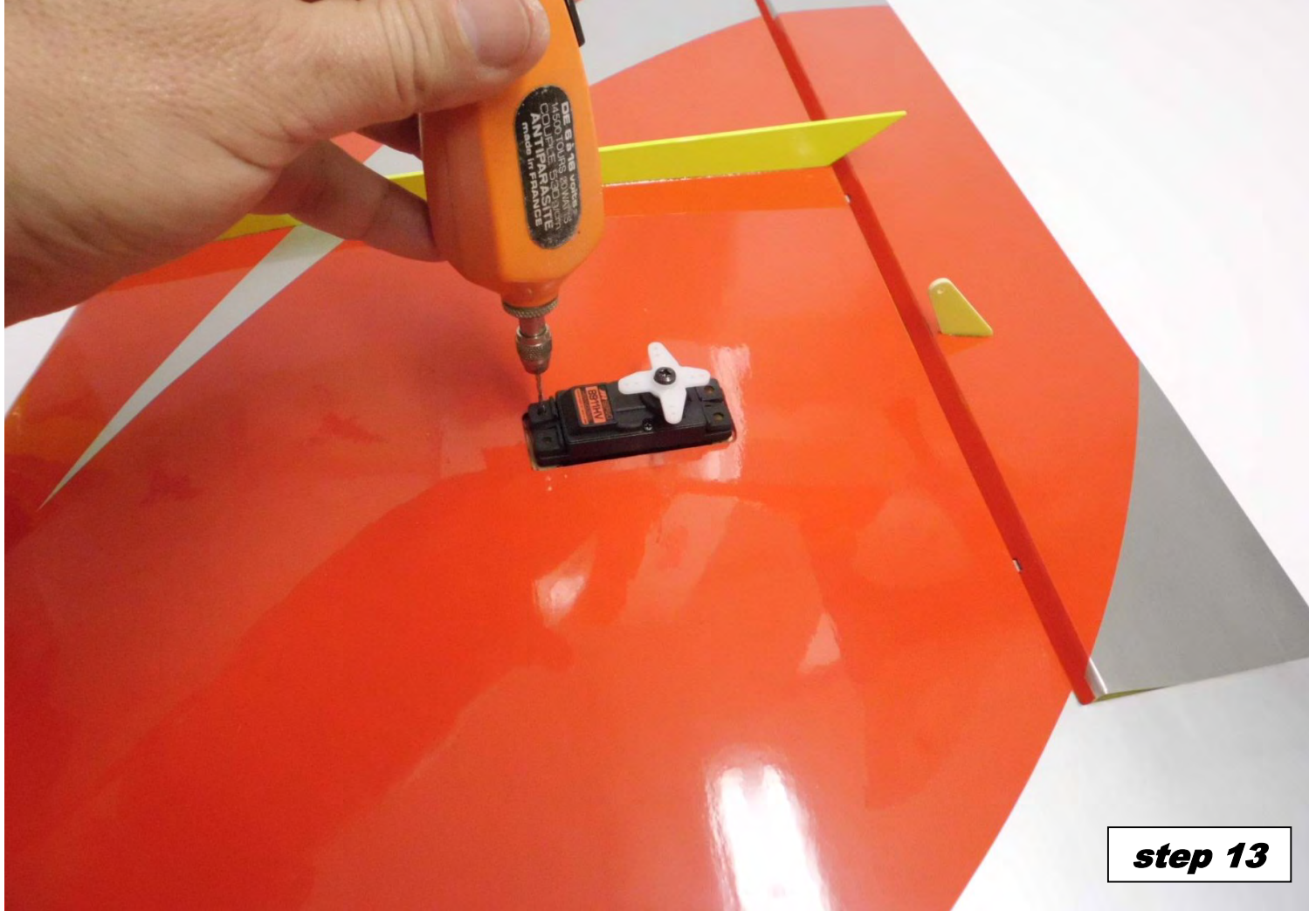


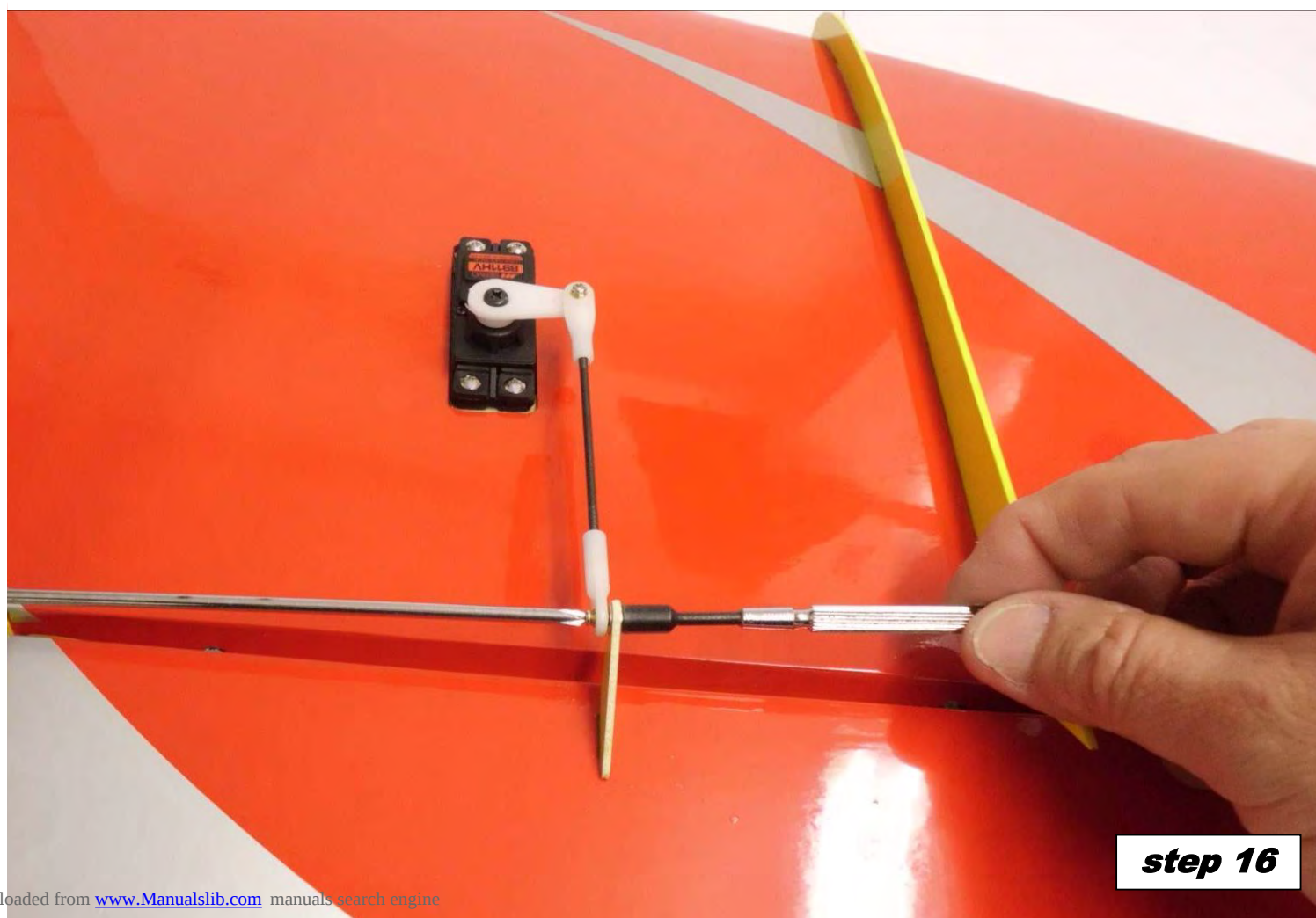
step 06

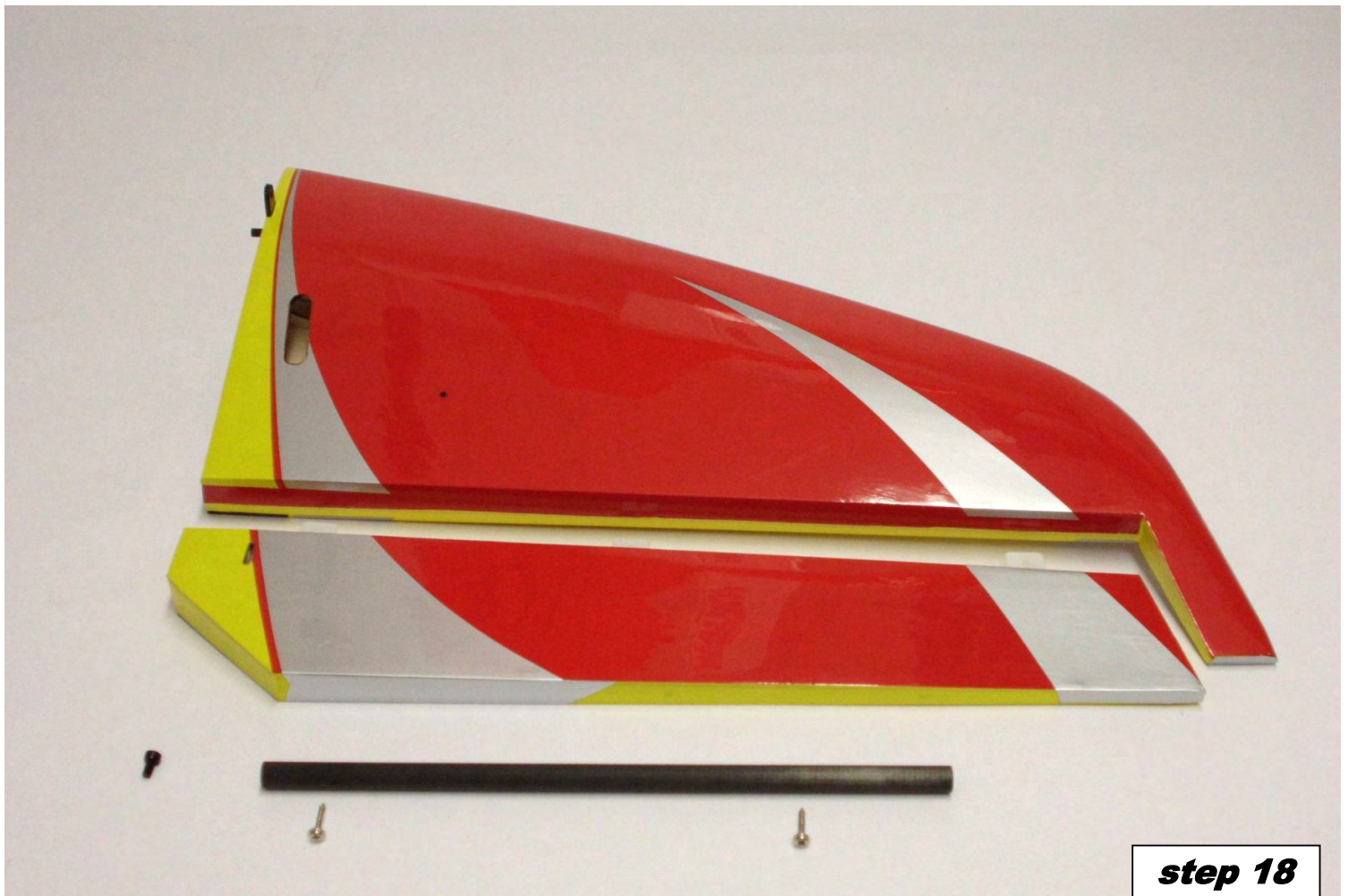
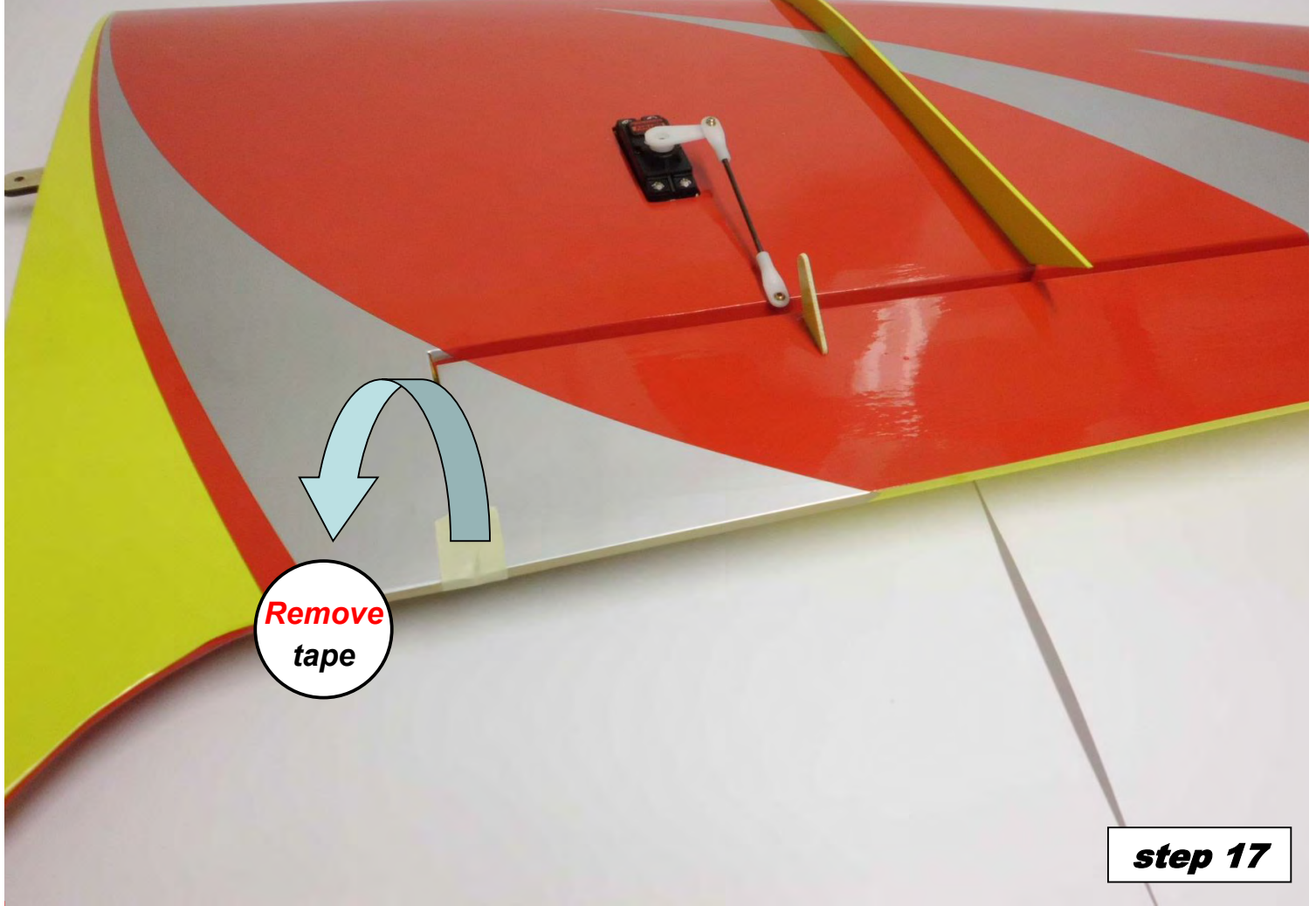


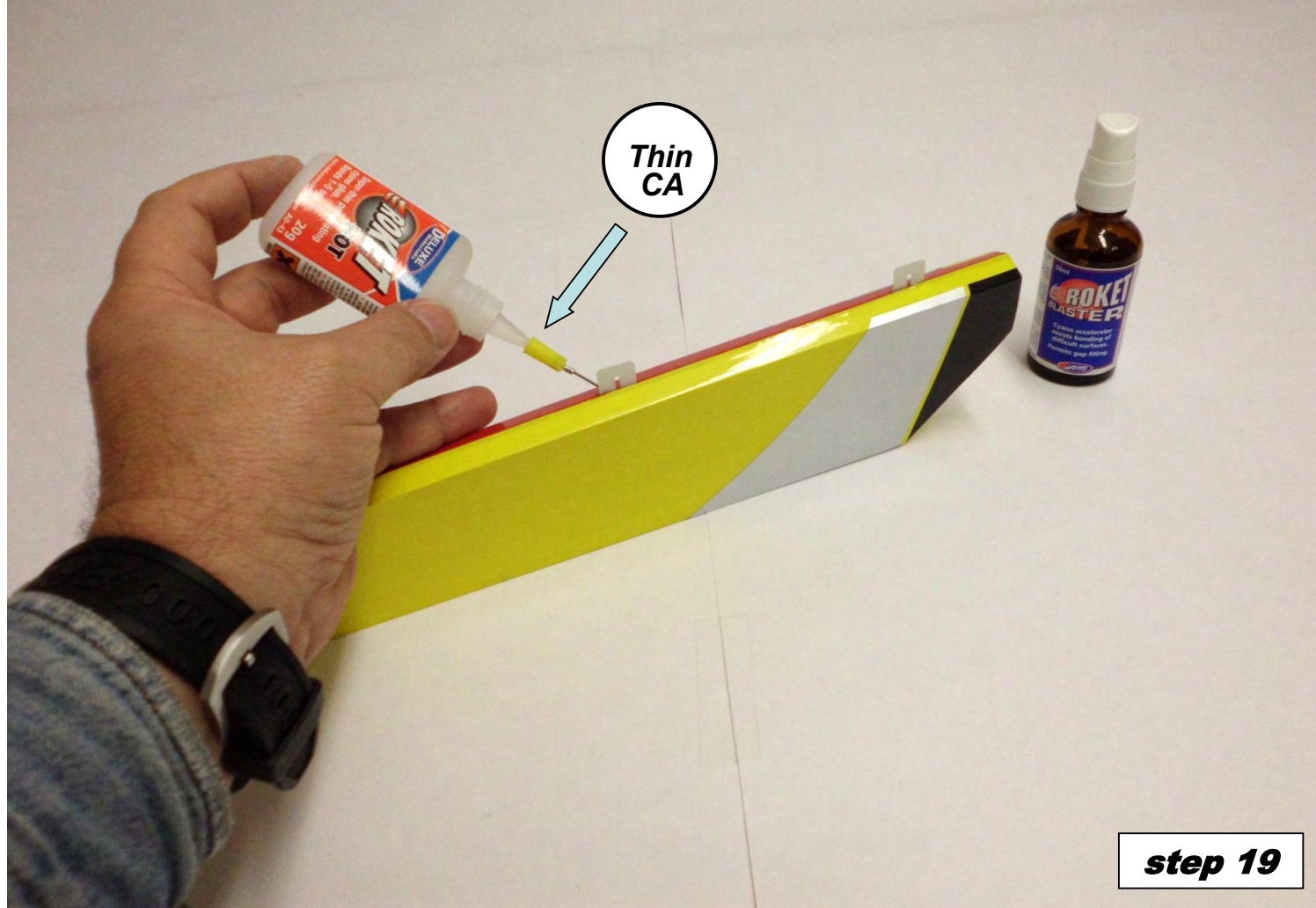


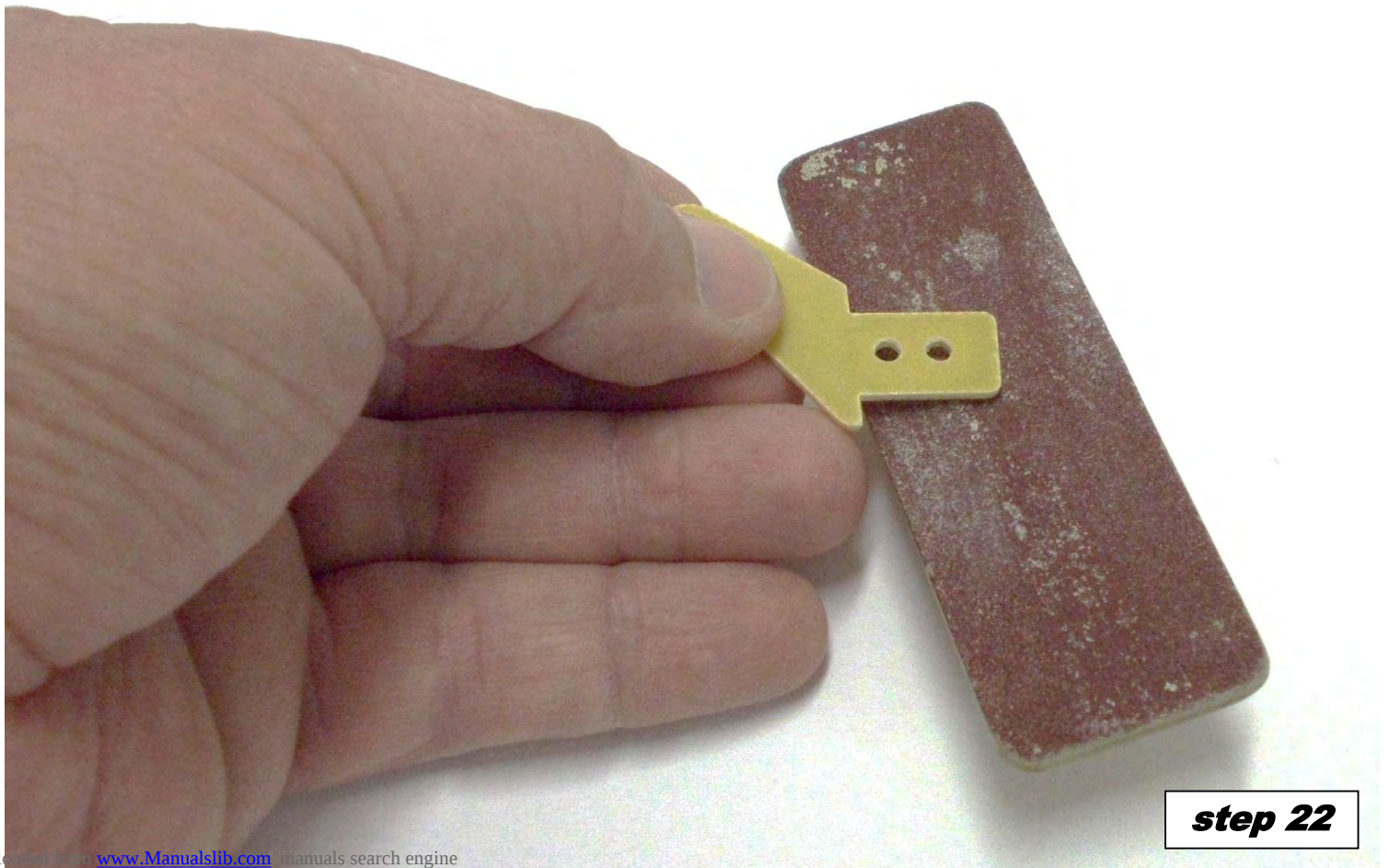


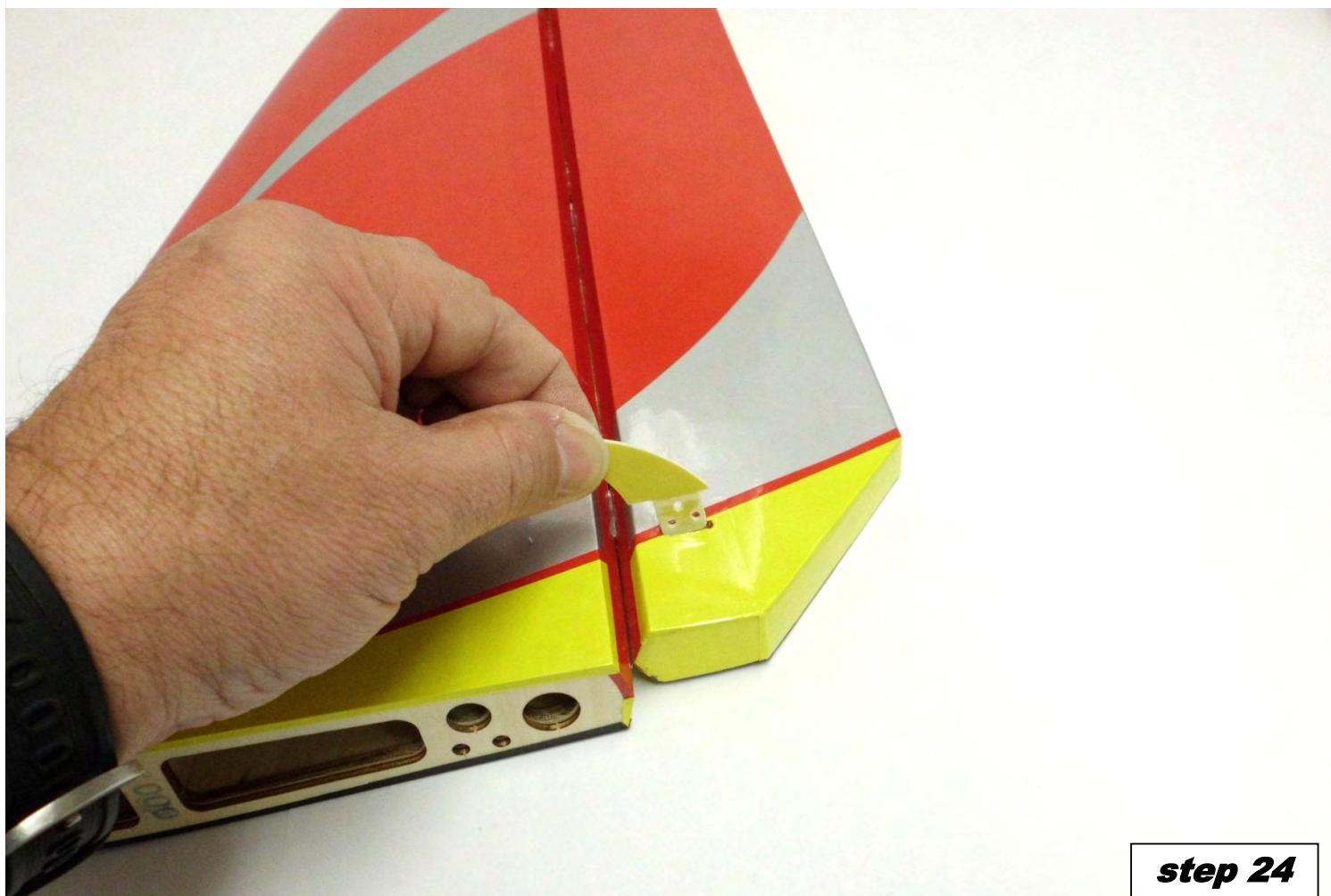






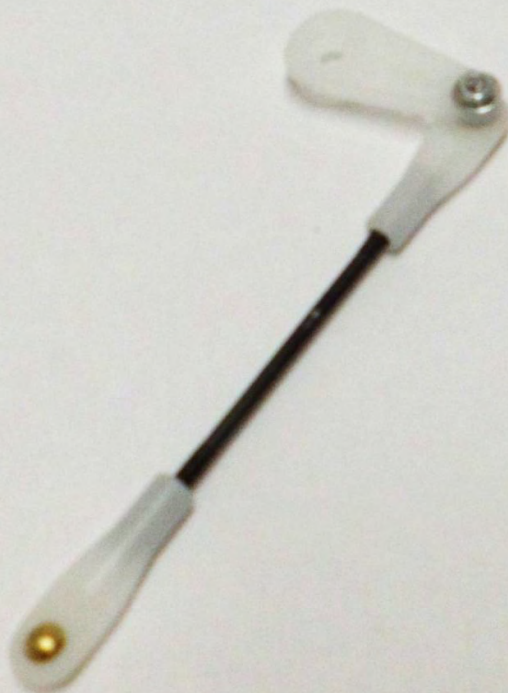




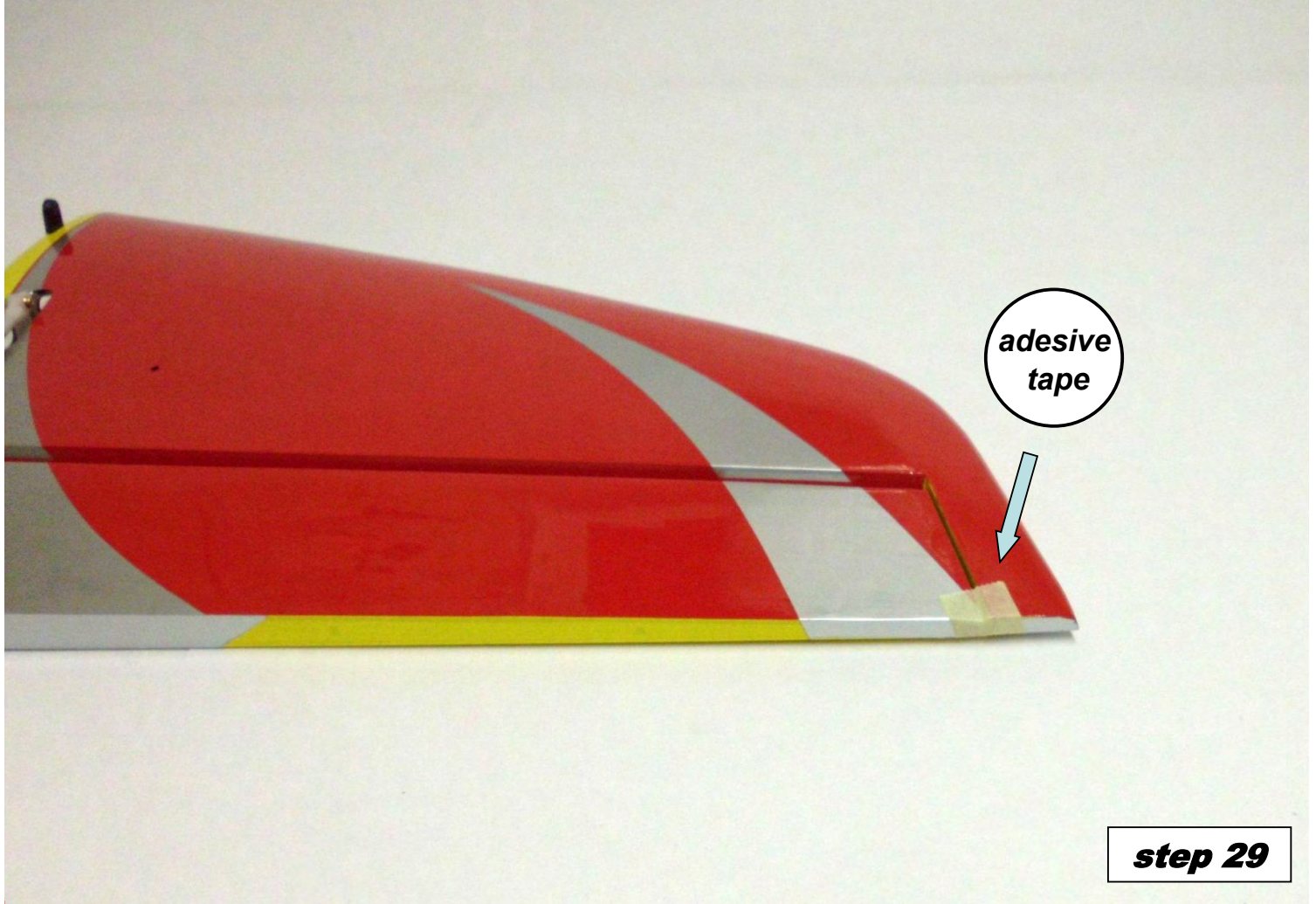


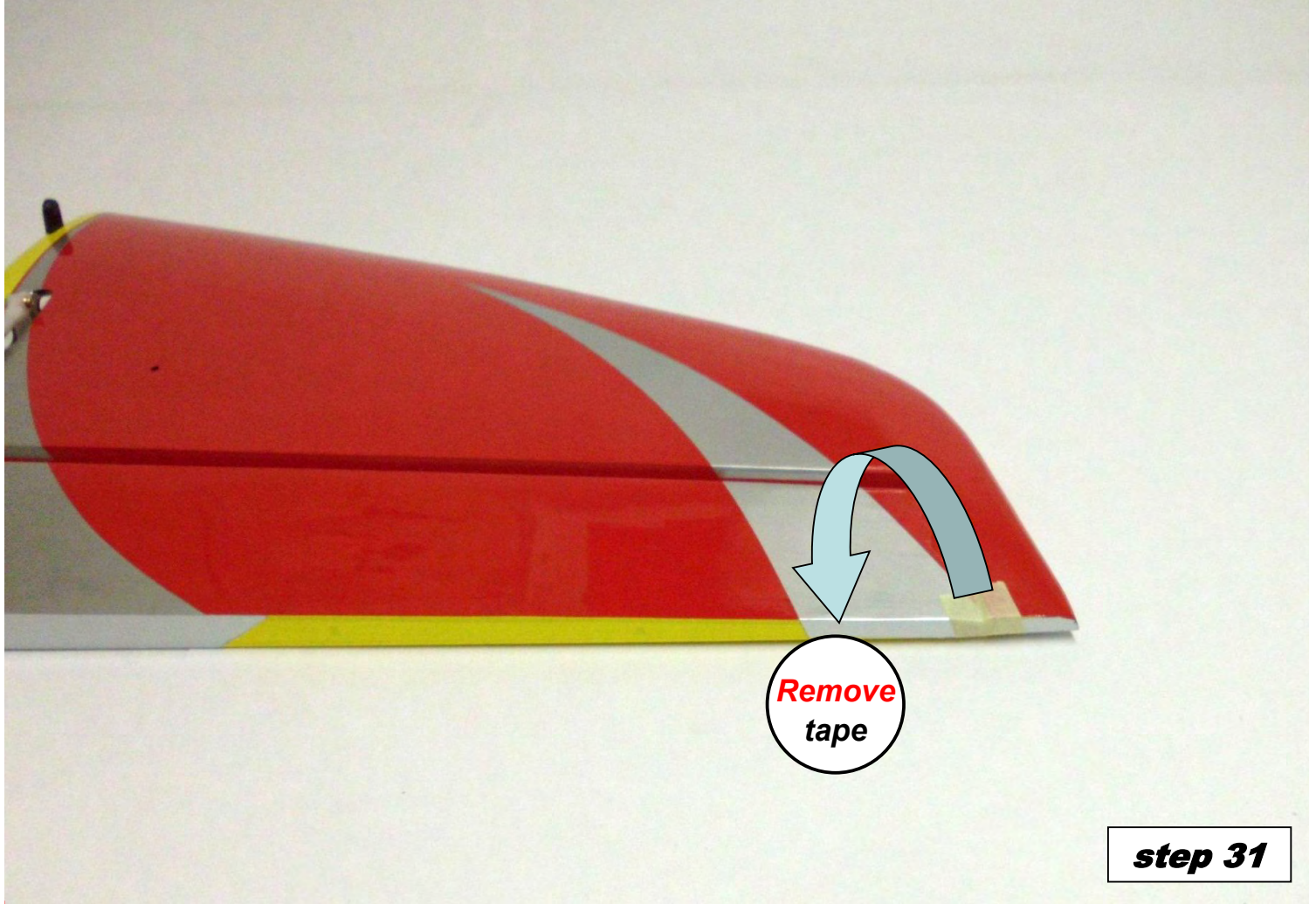


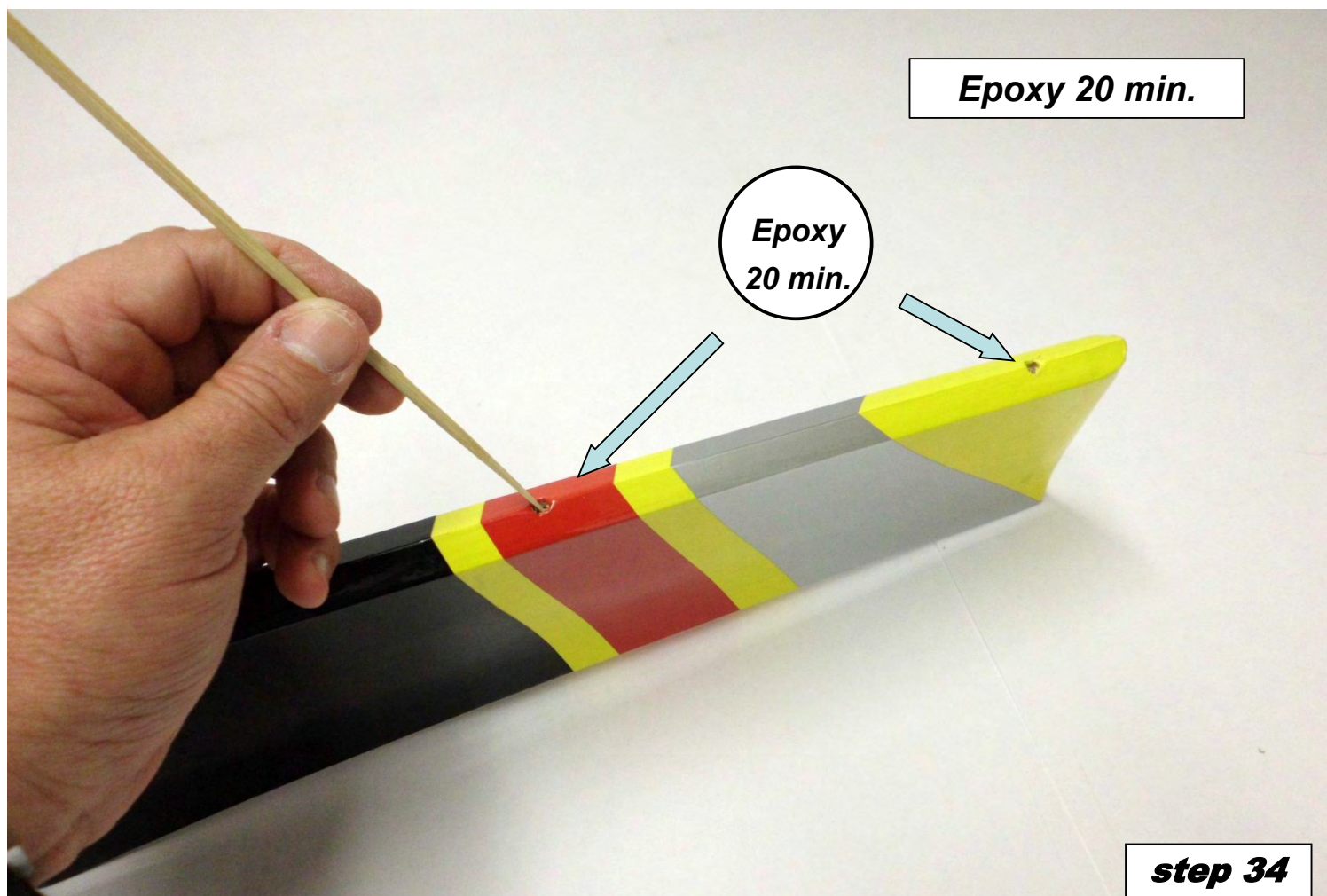
step 27

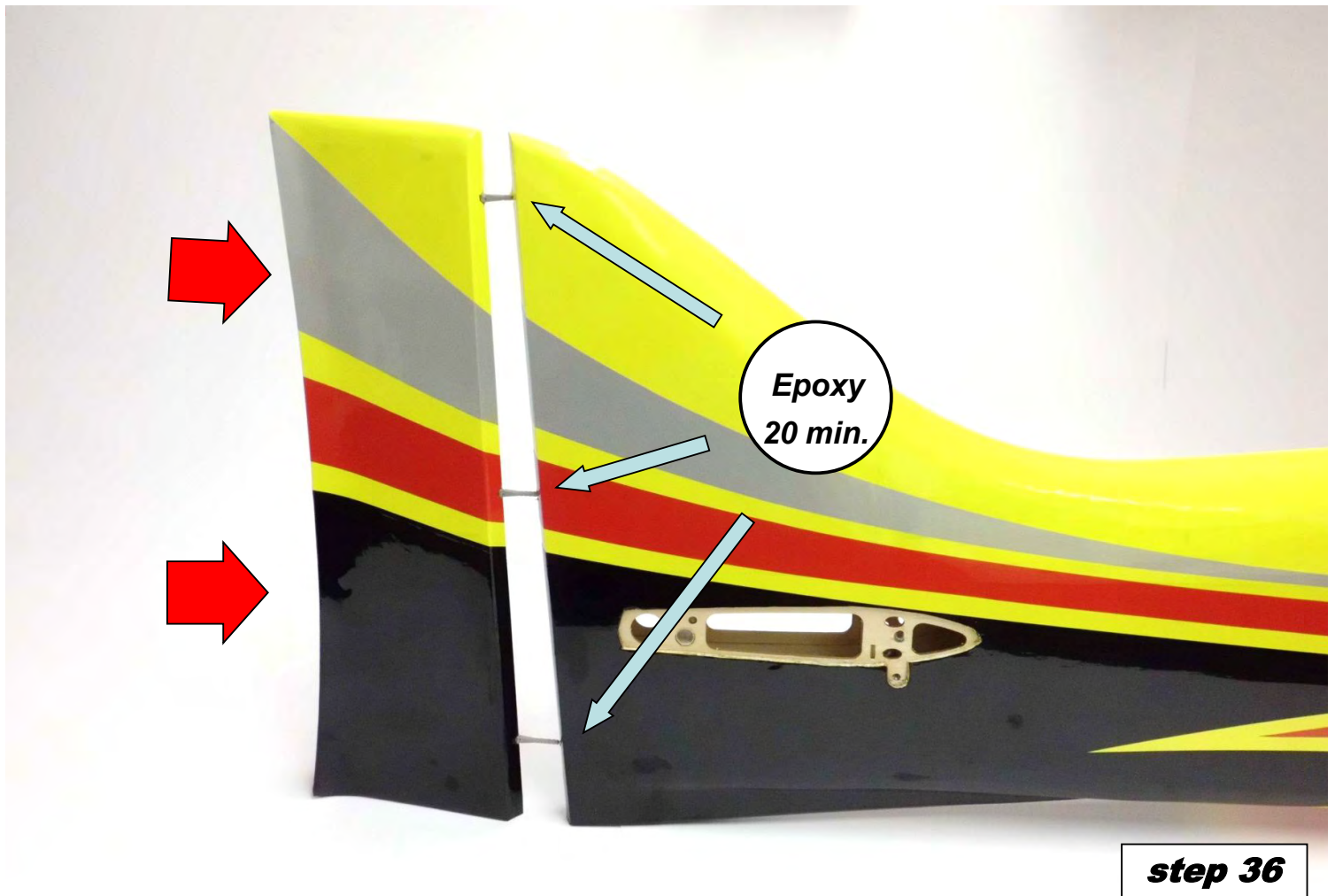


step 28









OPZION 1

OPZION 2
step n° 72/81

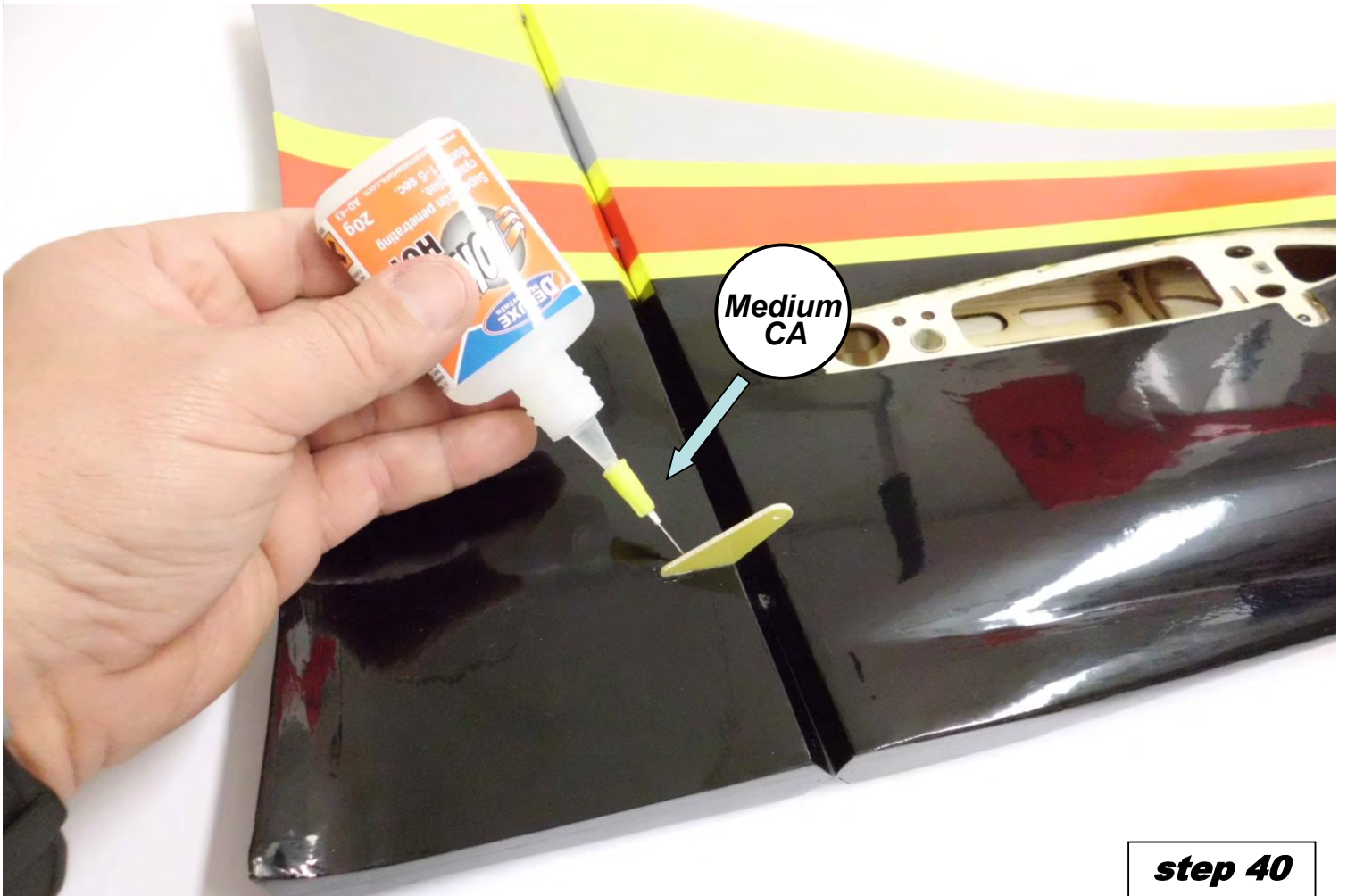
cut

step 37

step 38



step 39



step 40





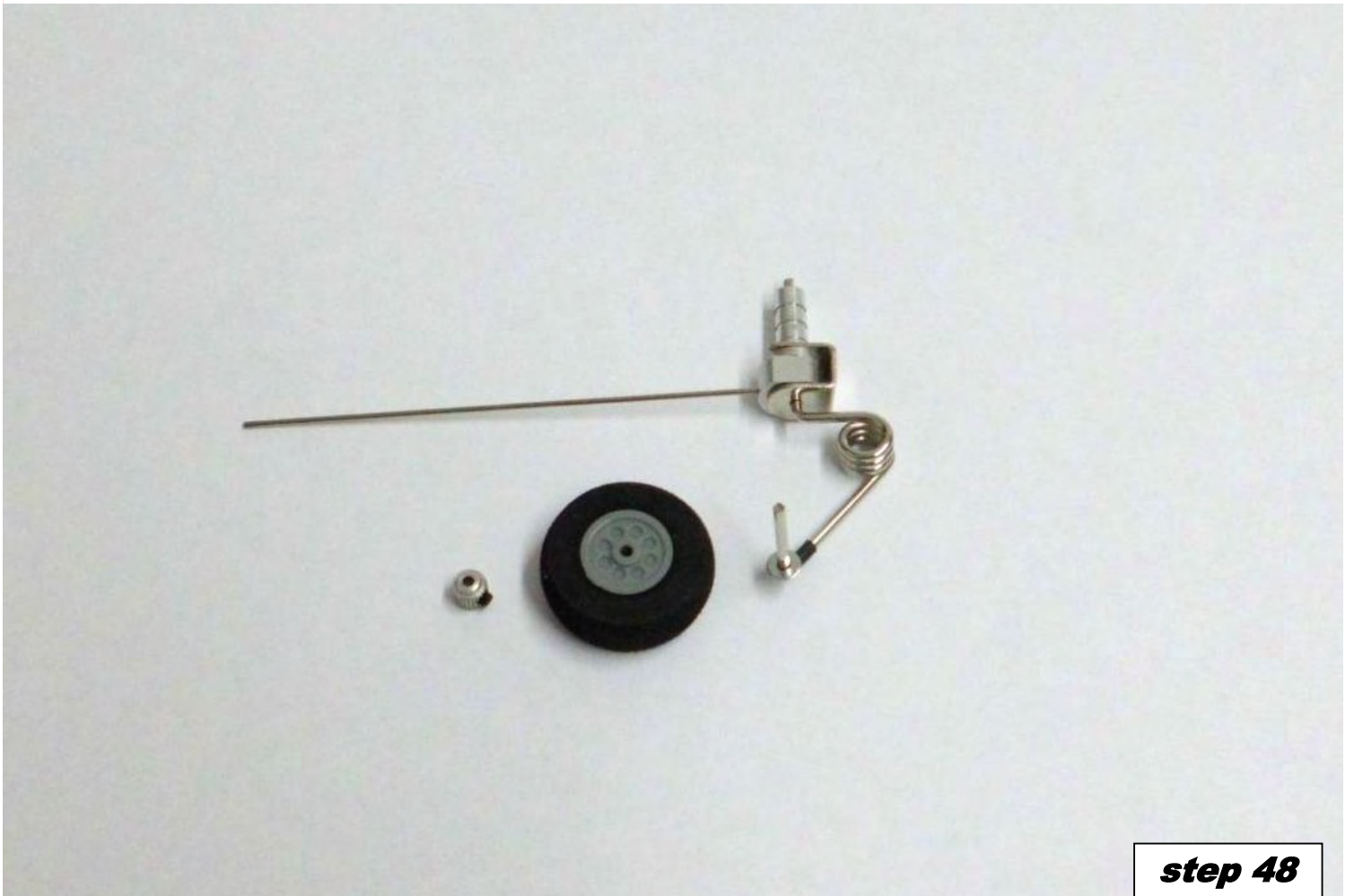
step 45



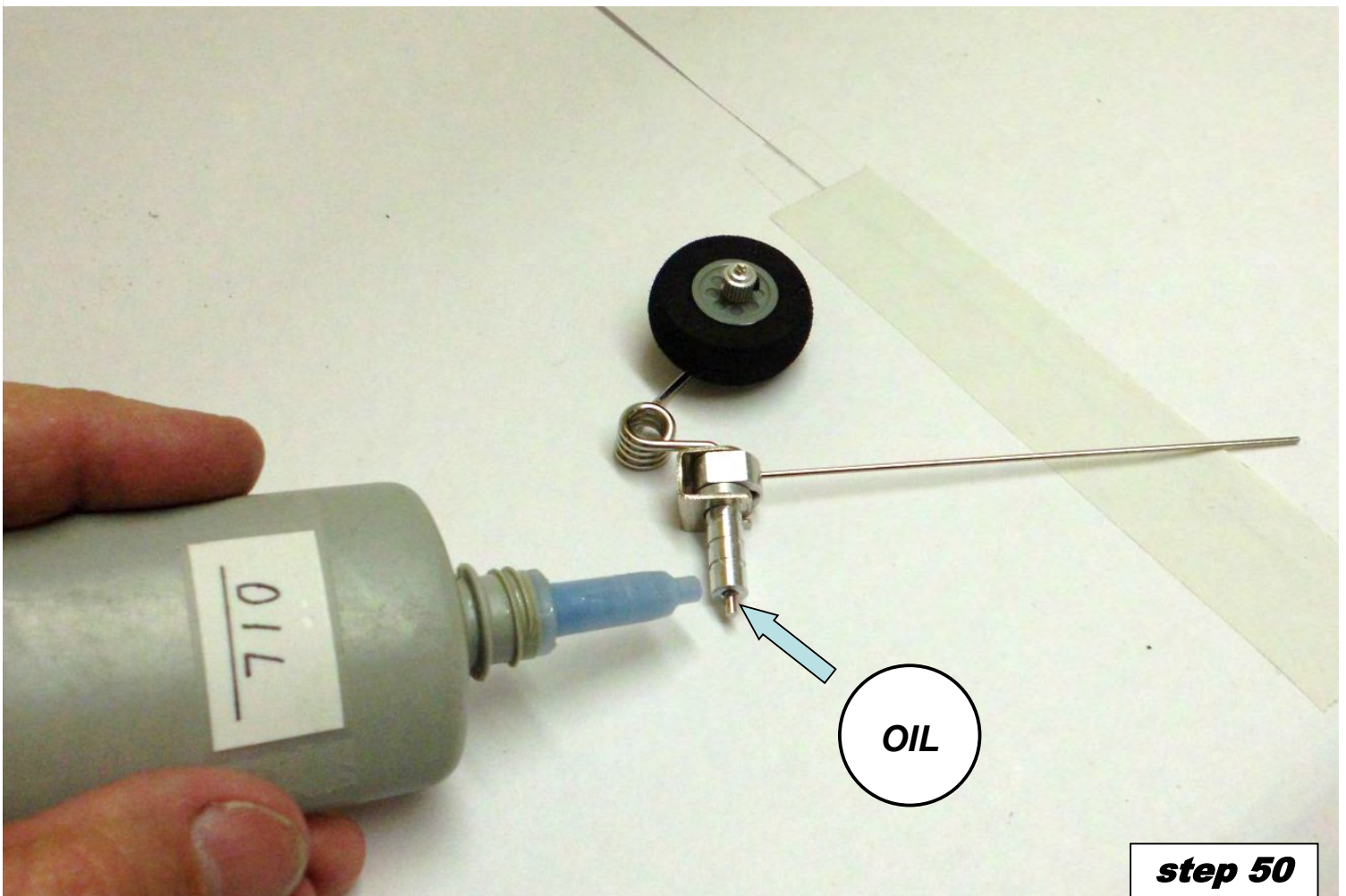
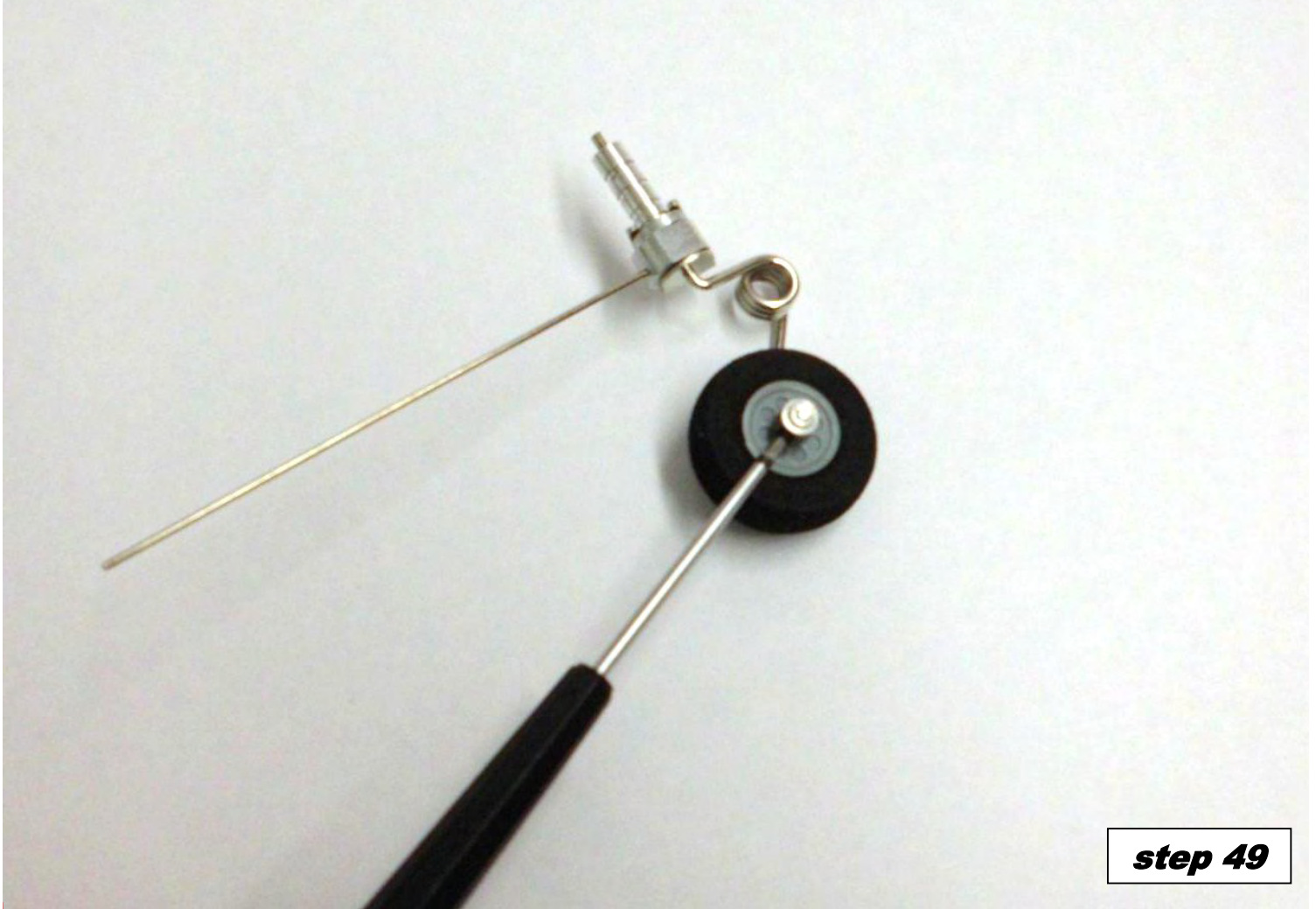
step 46

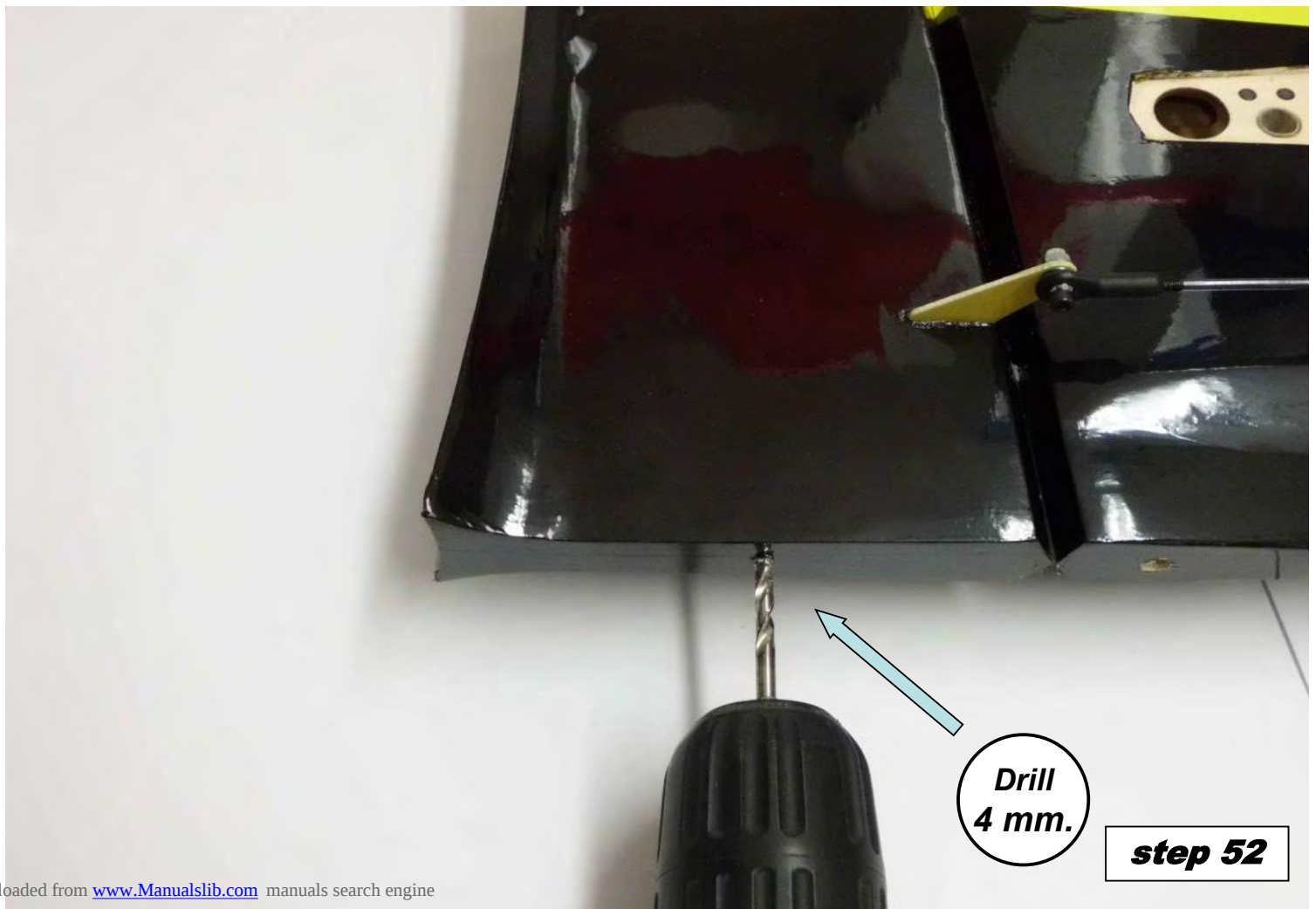
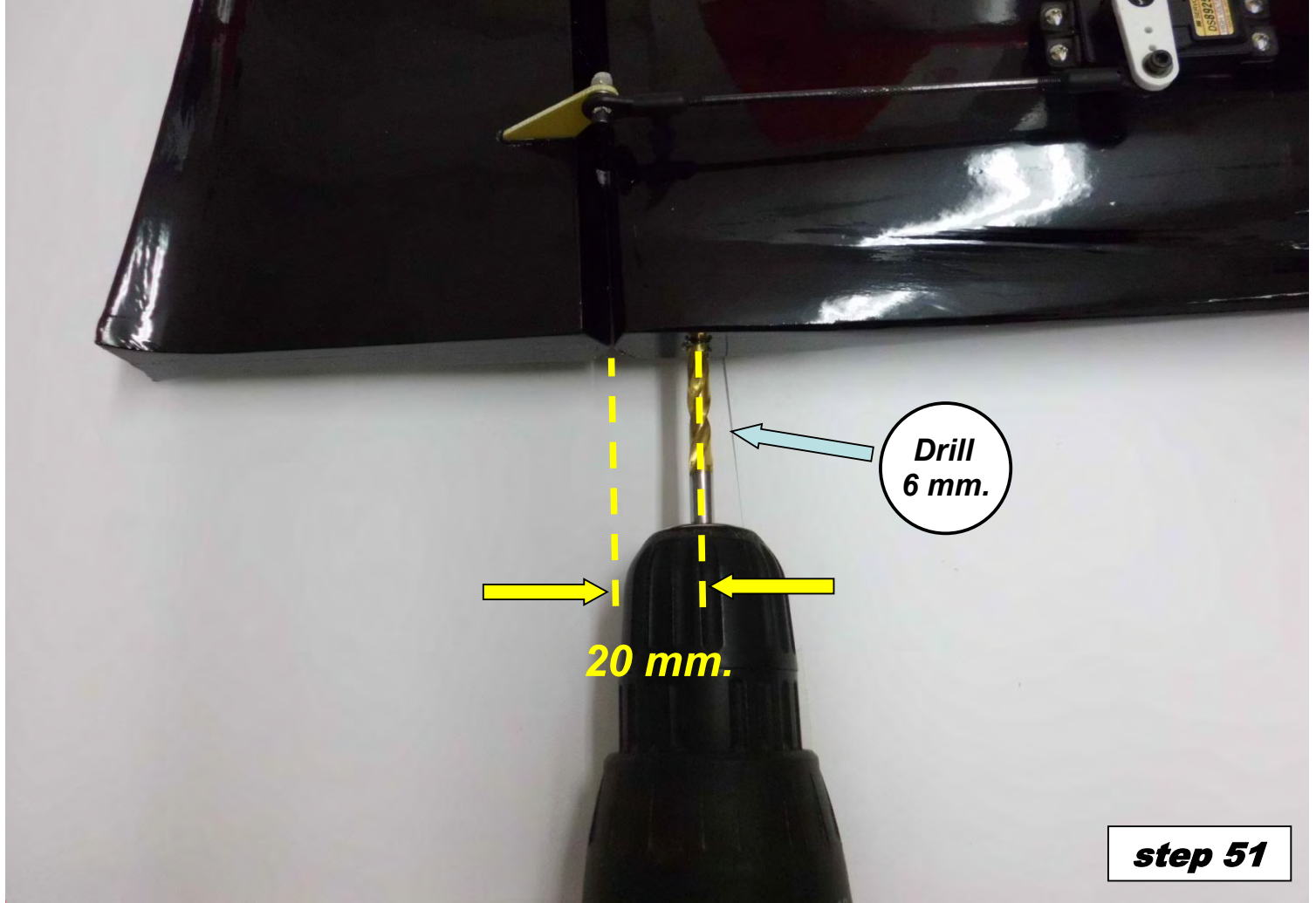


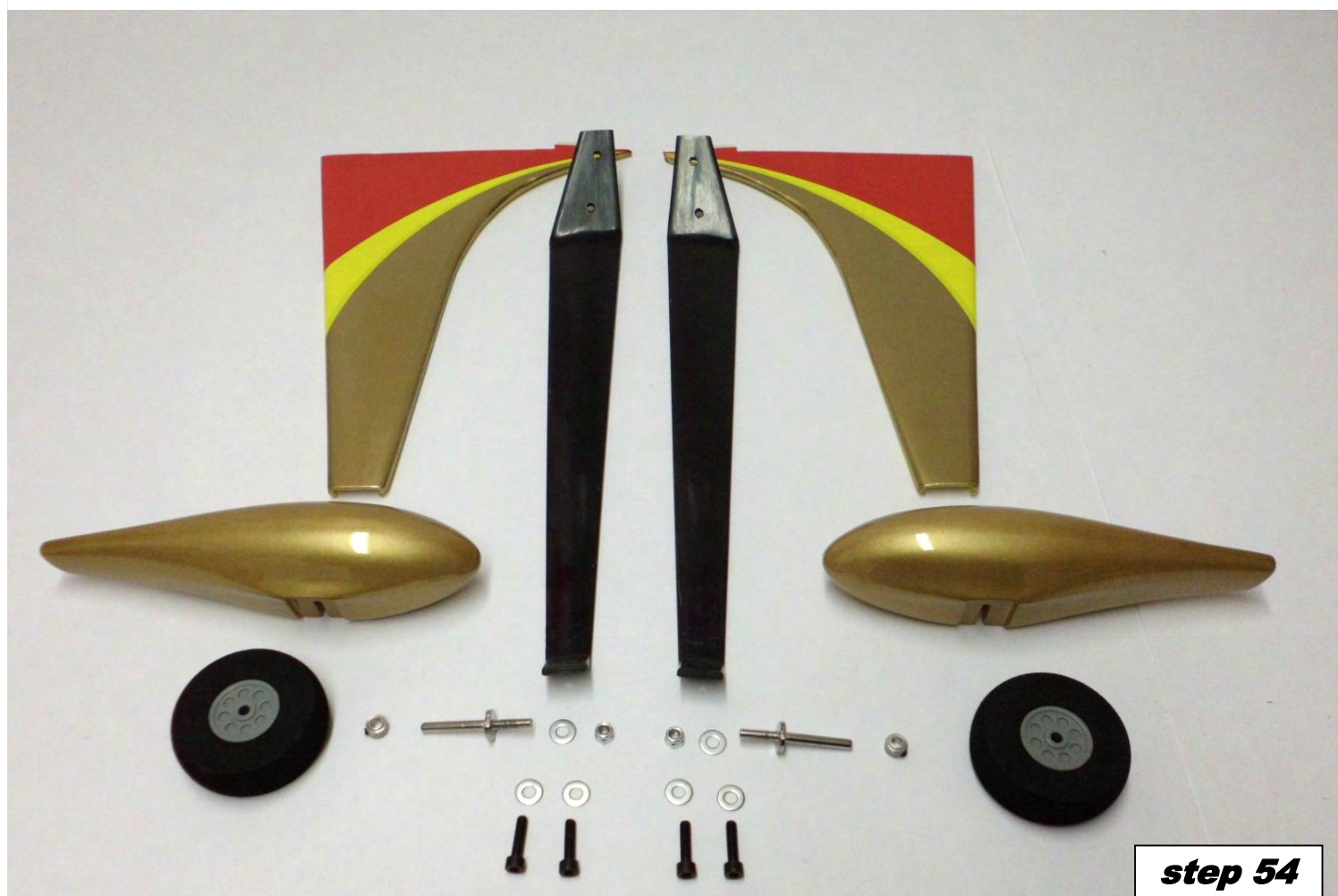
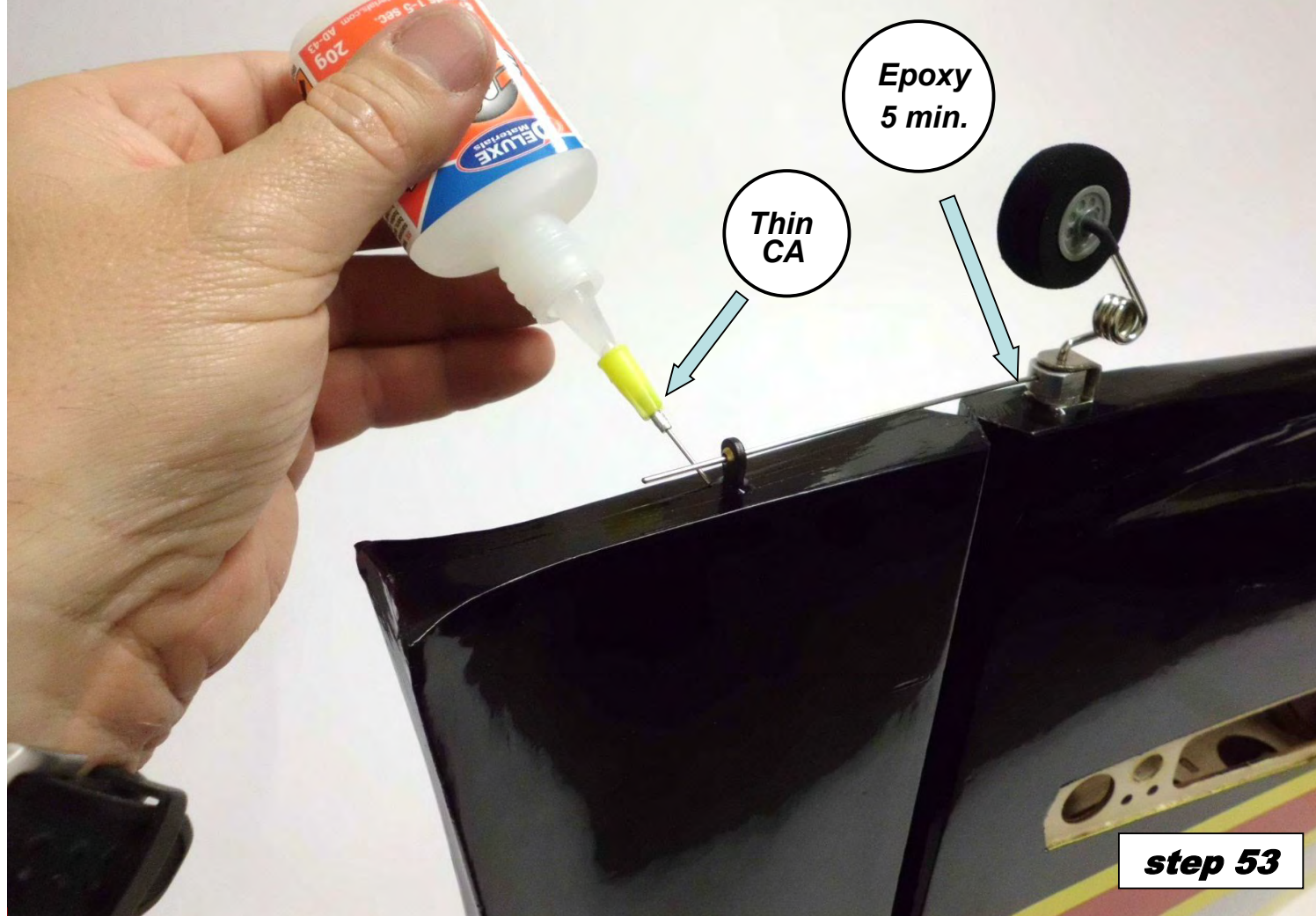
step 47



step 48

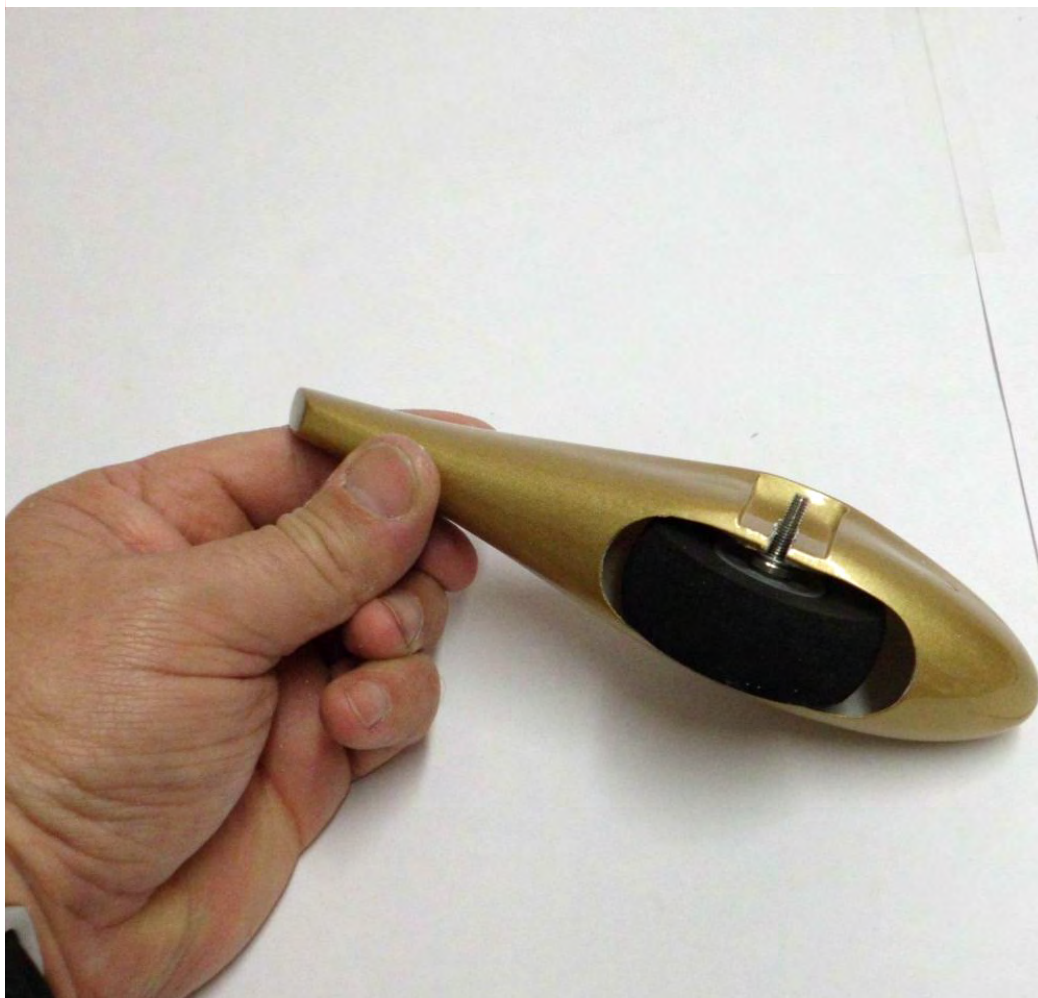






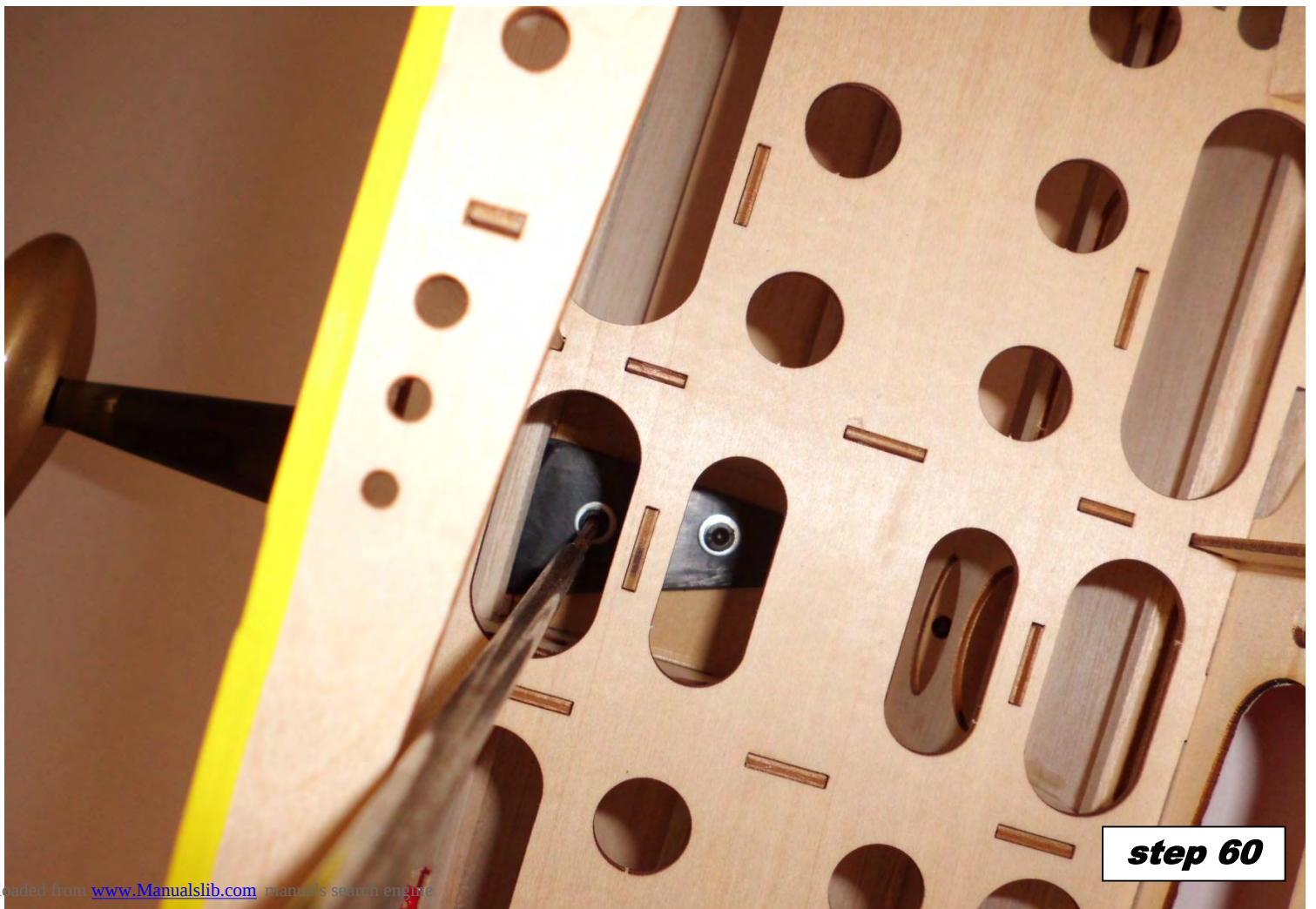


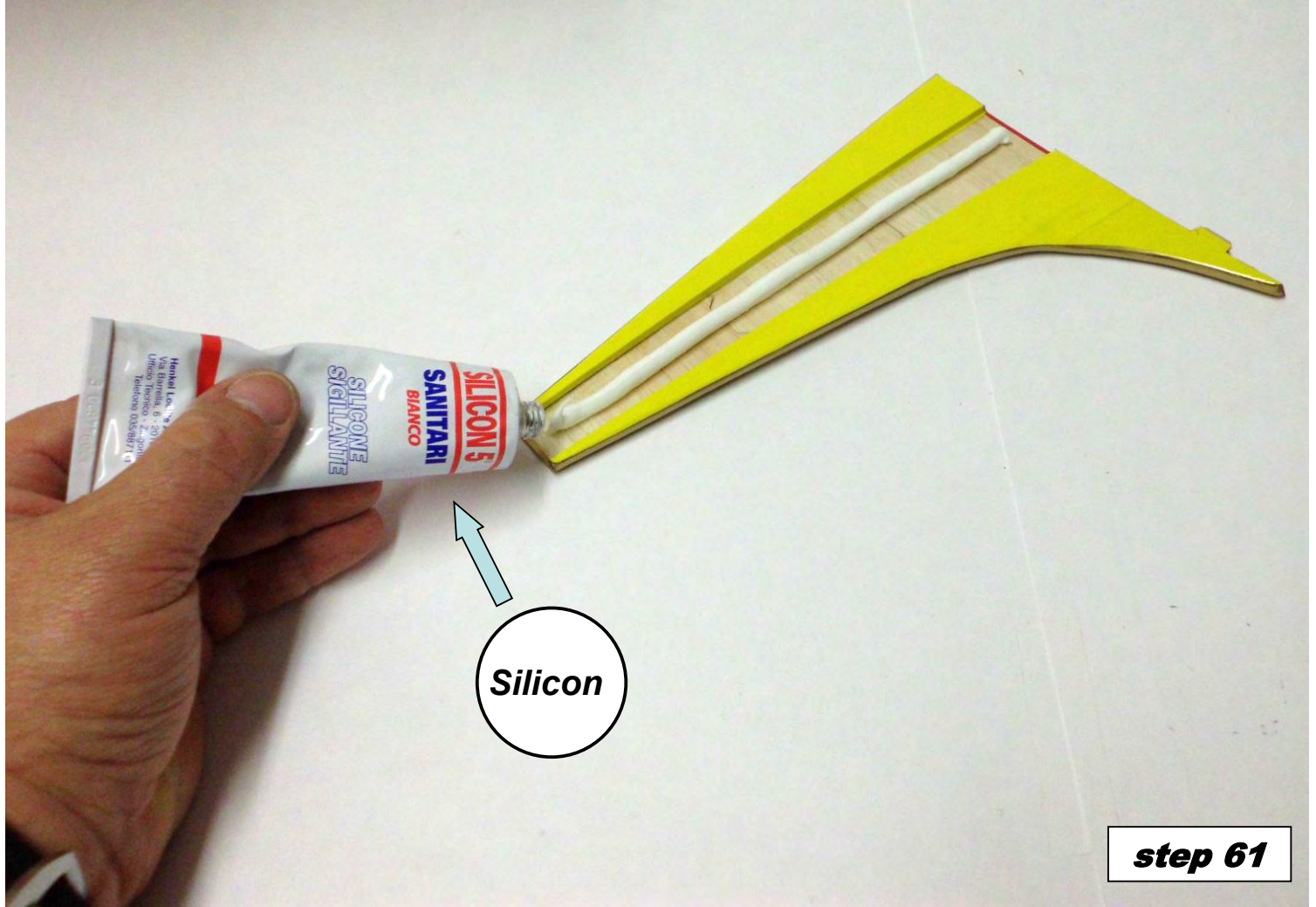
step 55



step 56









Elevator
Extension
1200 mm

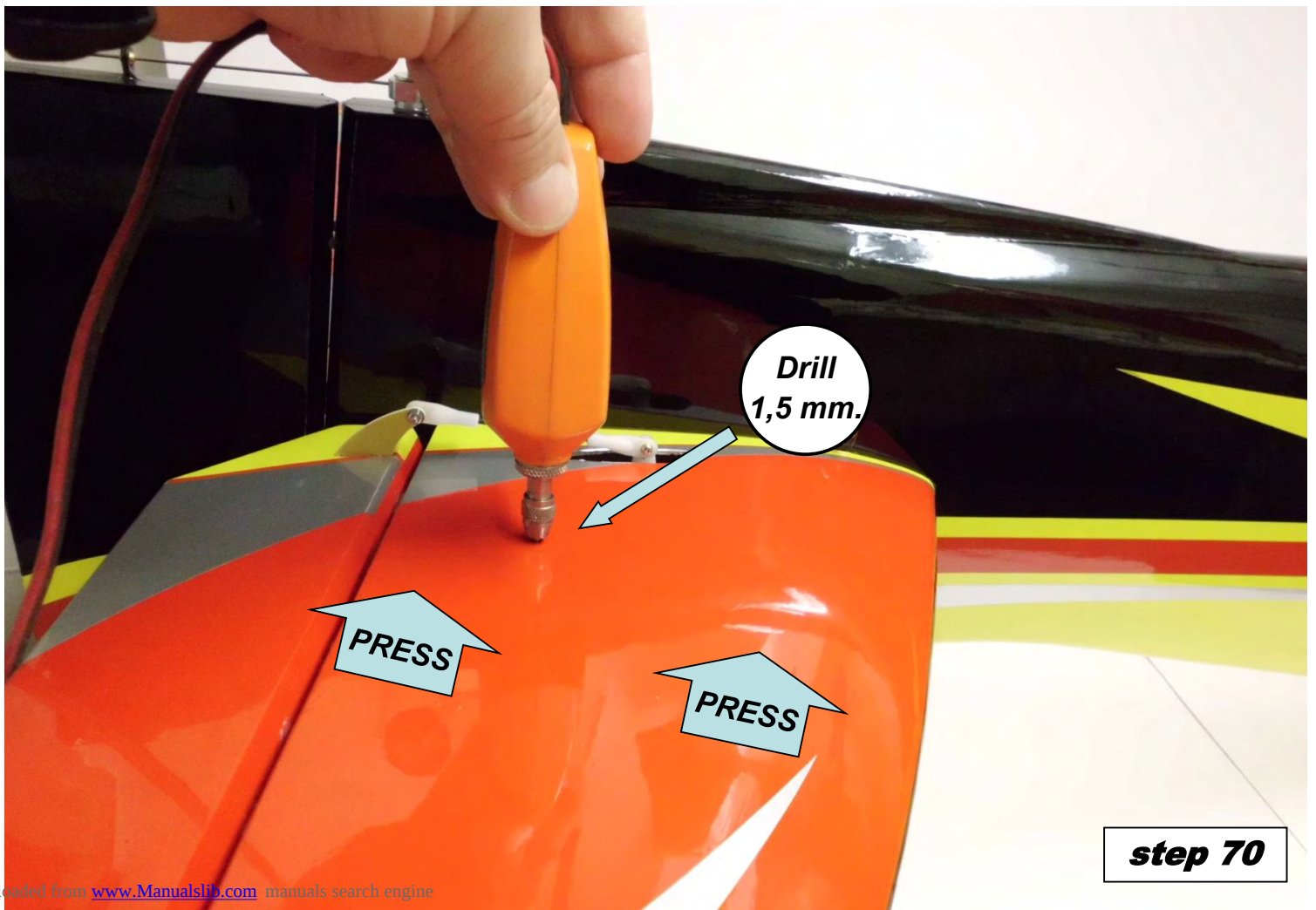


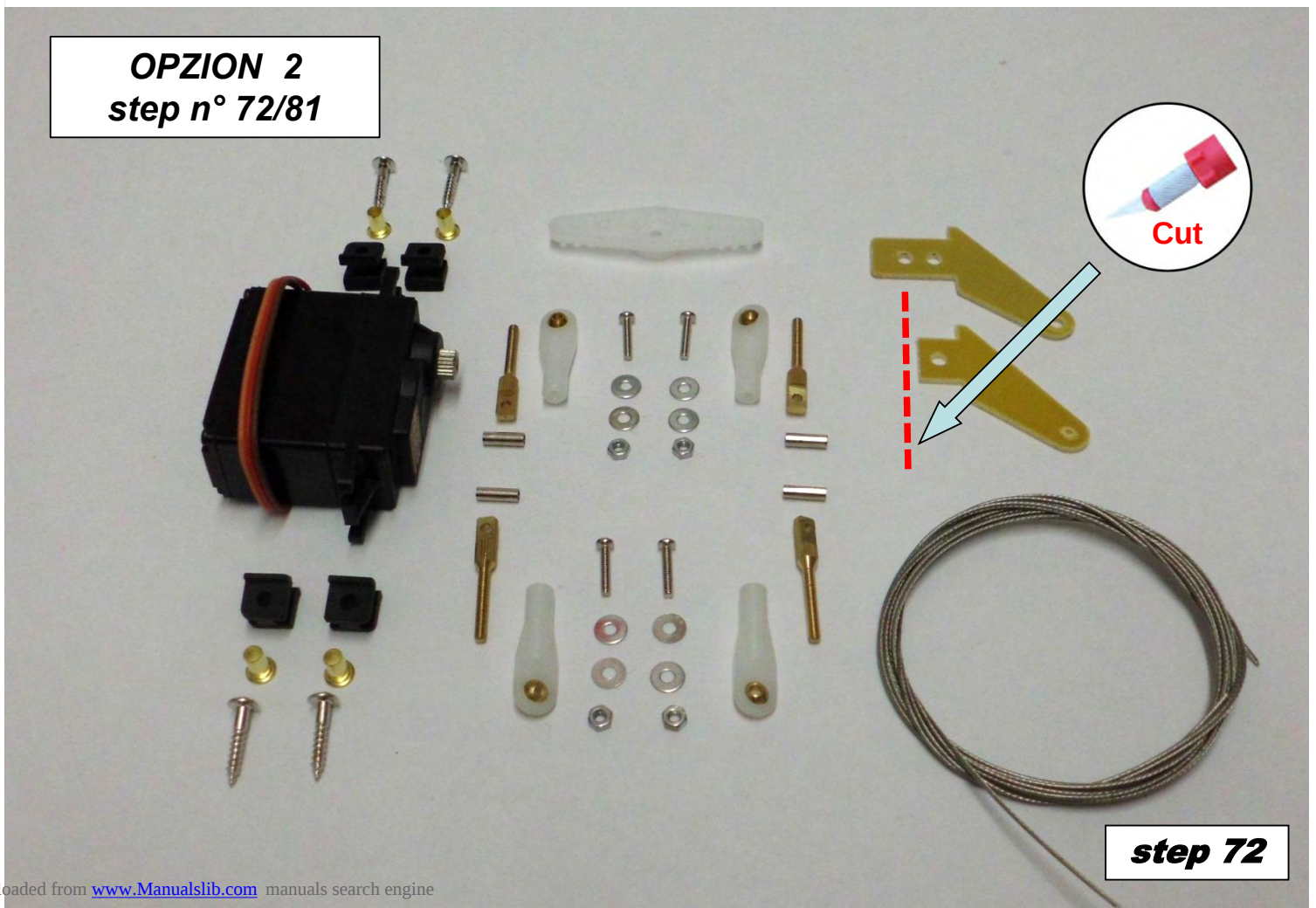
step 65

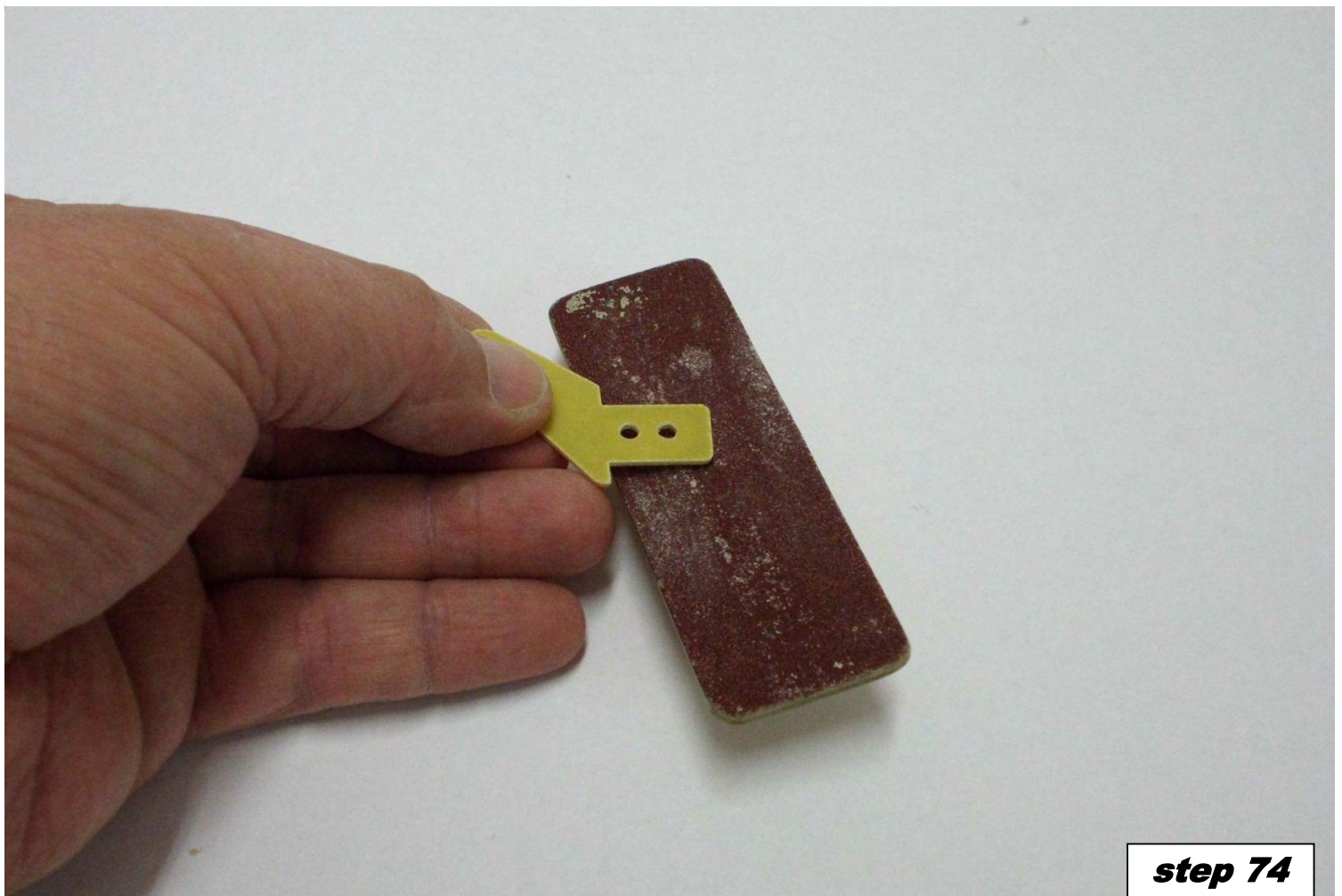


step 66

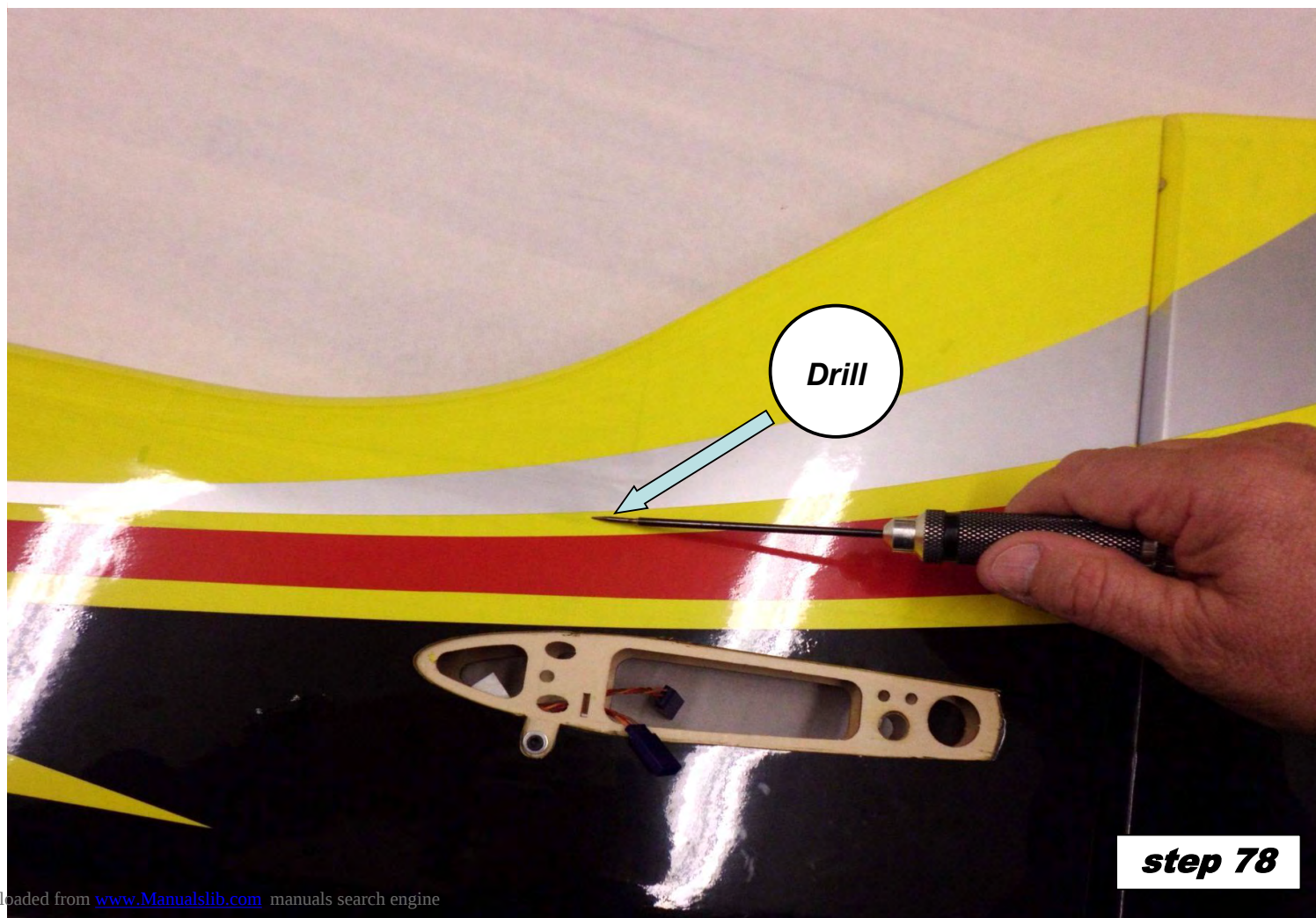




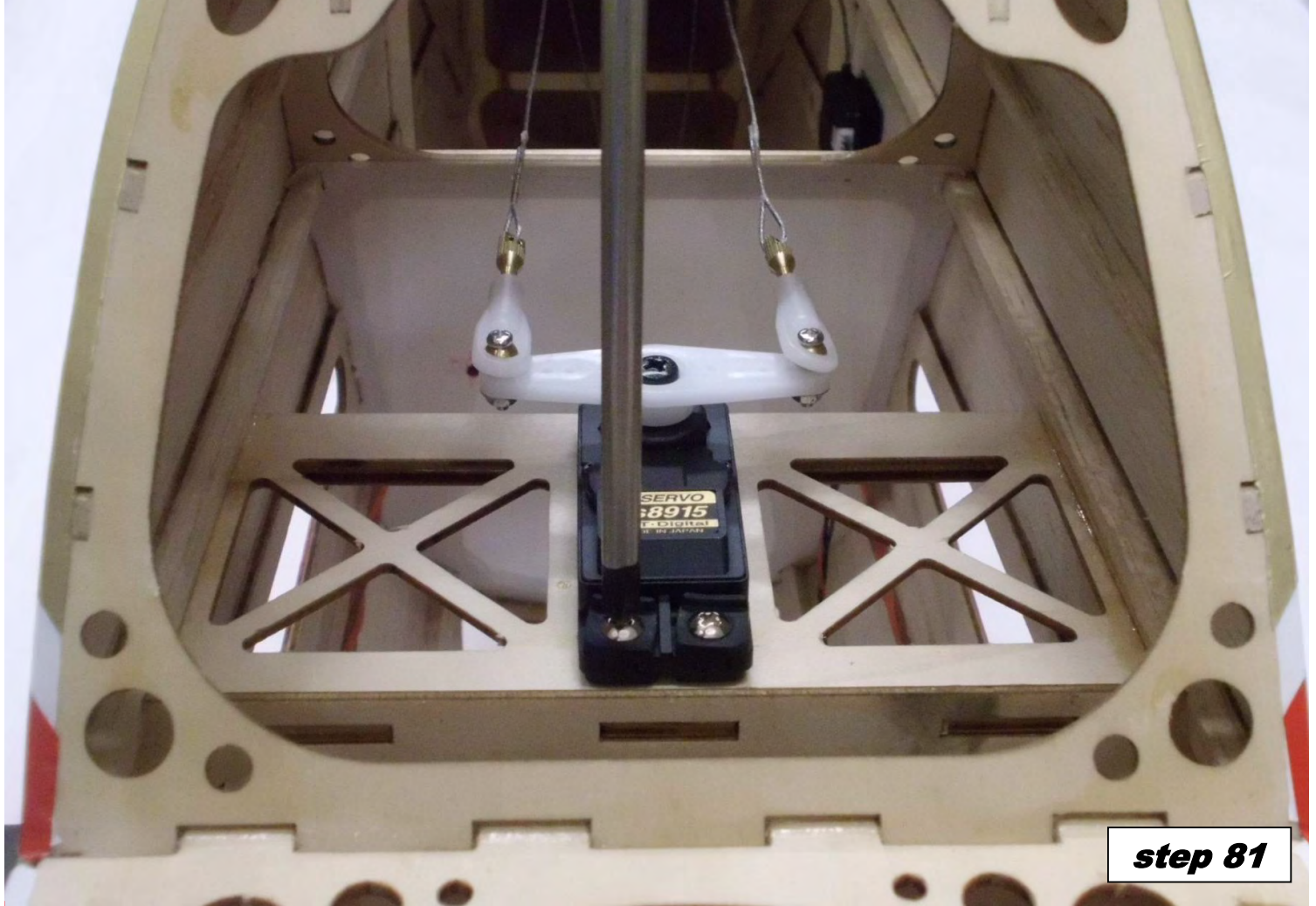




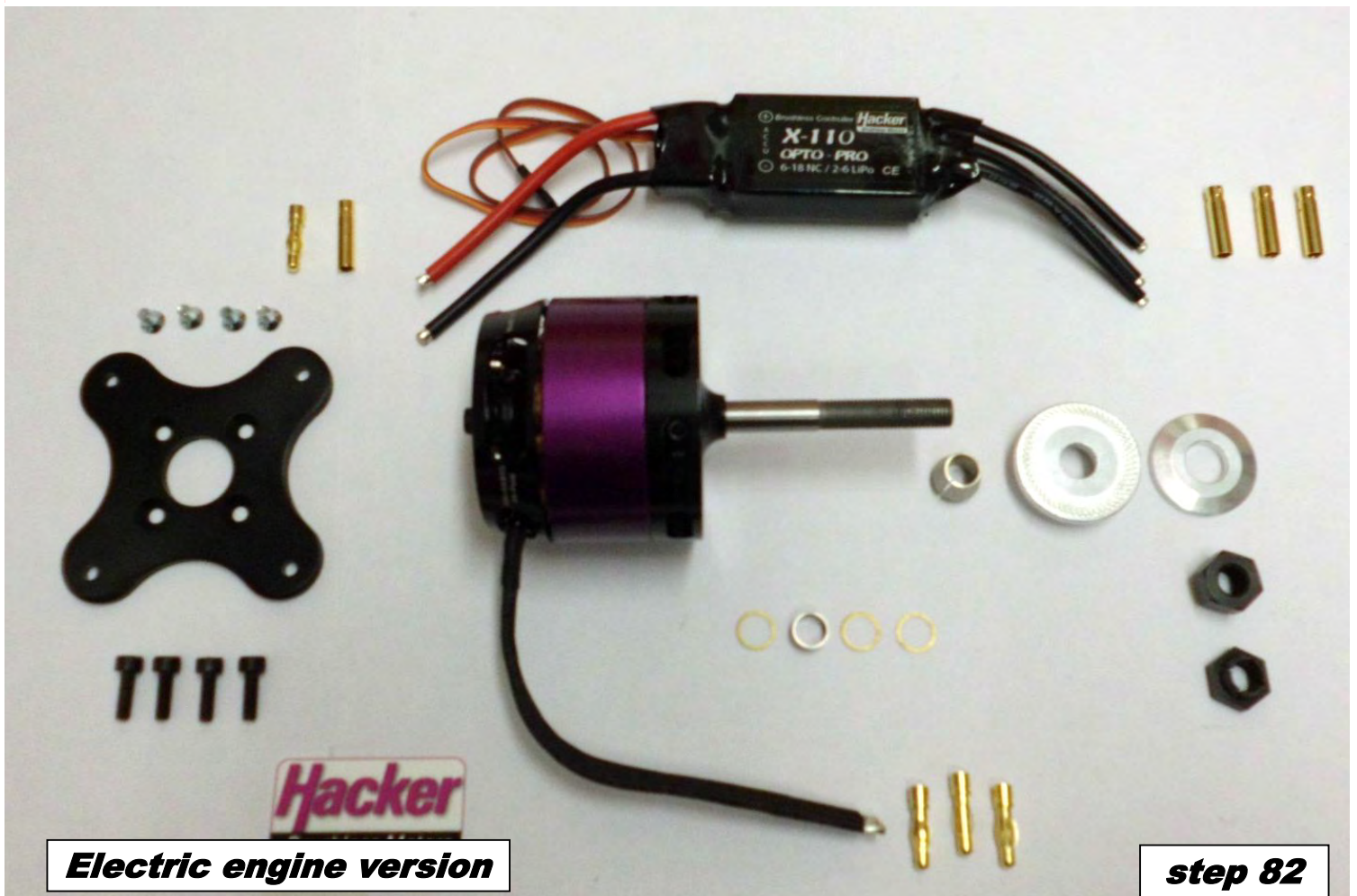








step 81



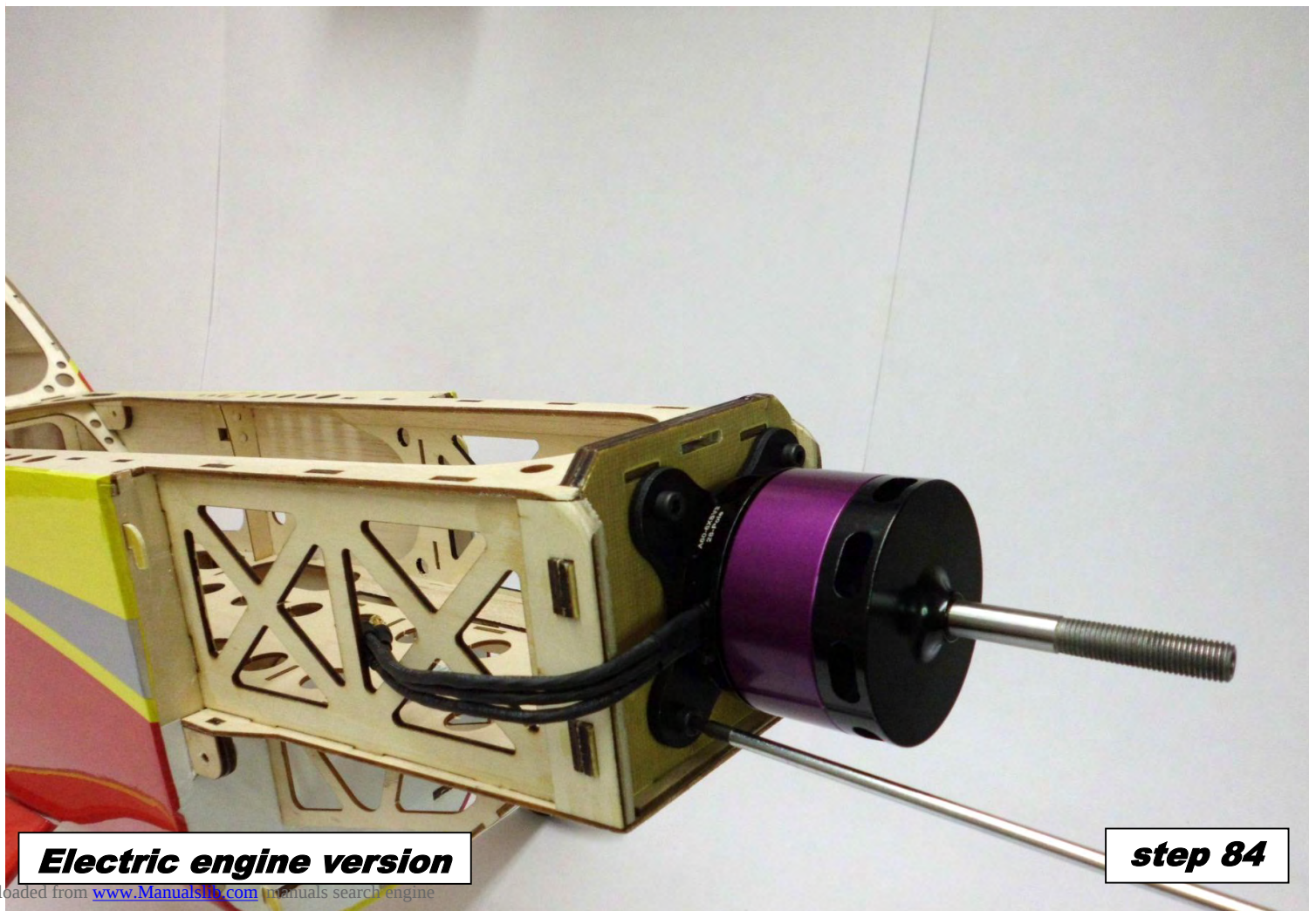
Electric engine version

step 82



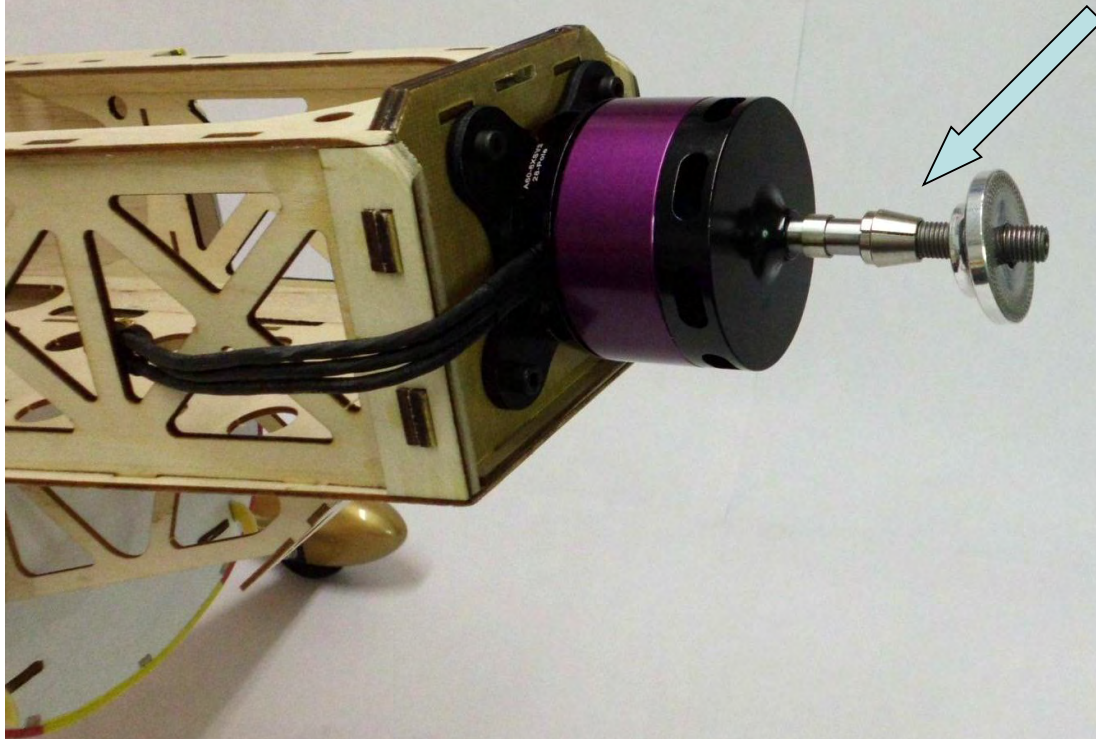
Electric engine version

step 83



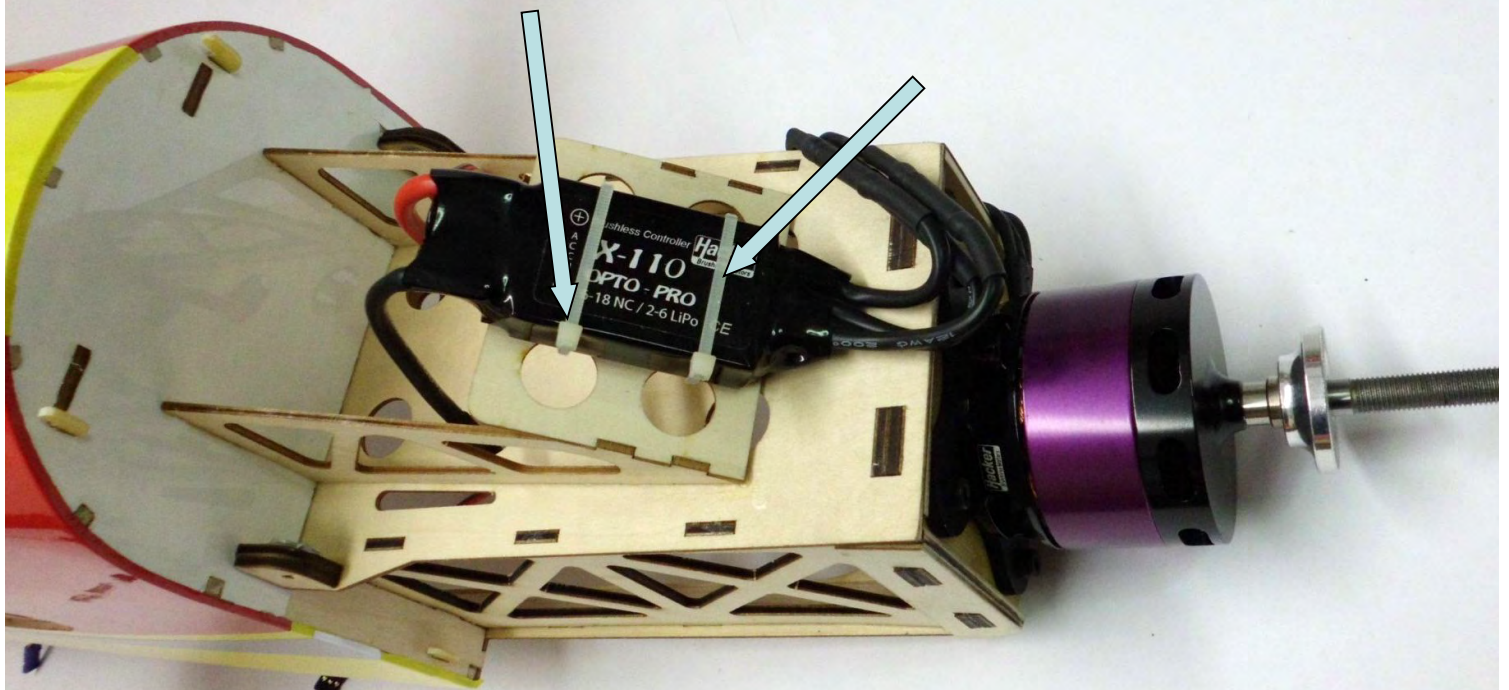
Electric engine version

step 84



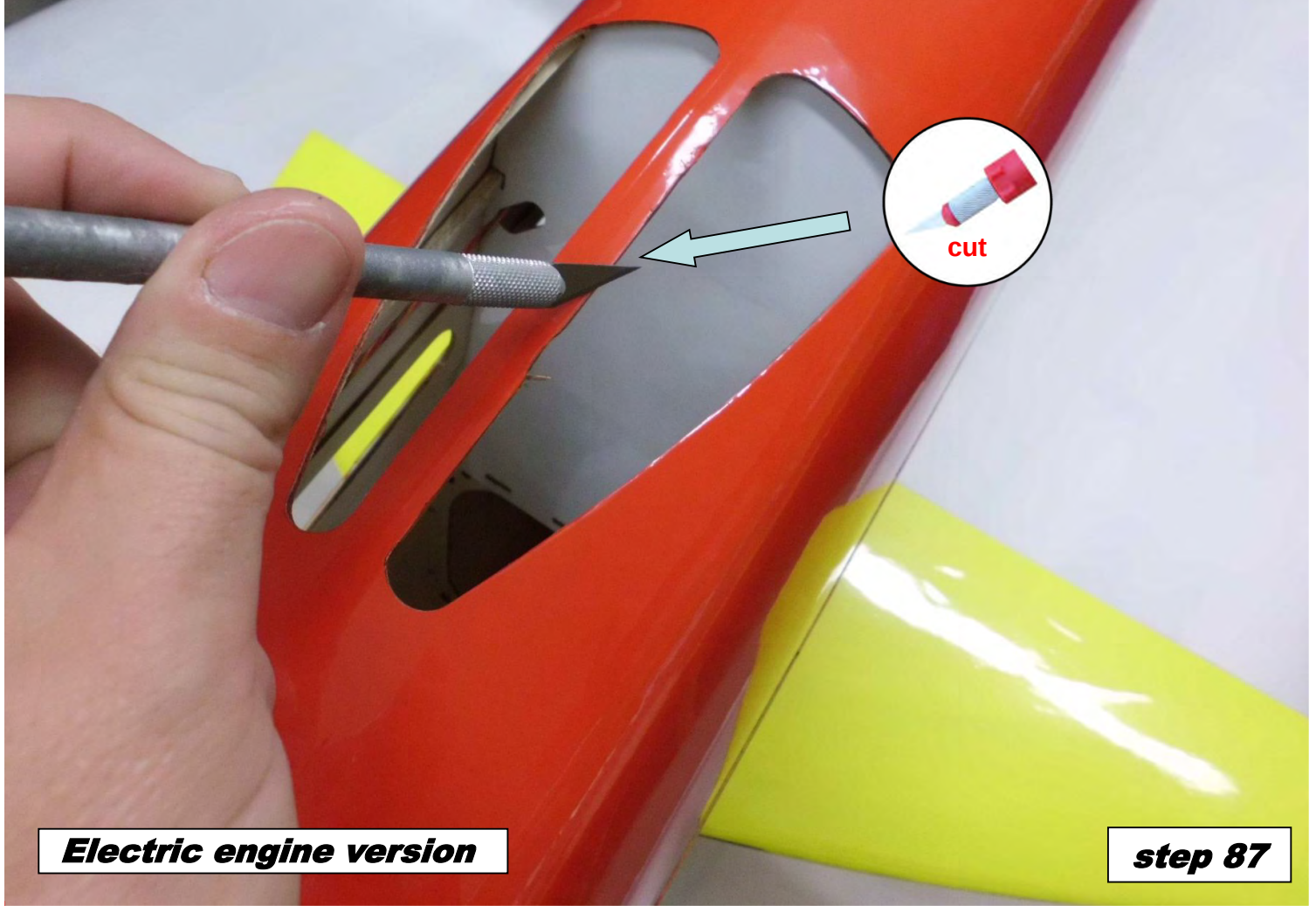
Electric engine version

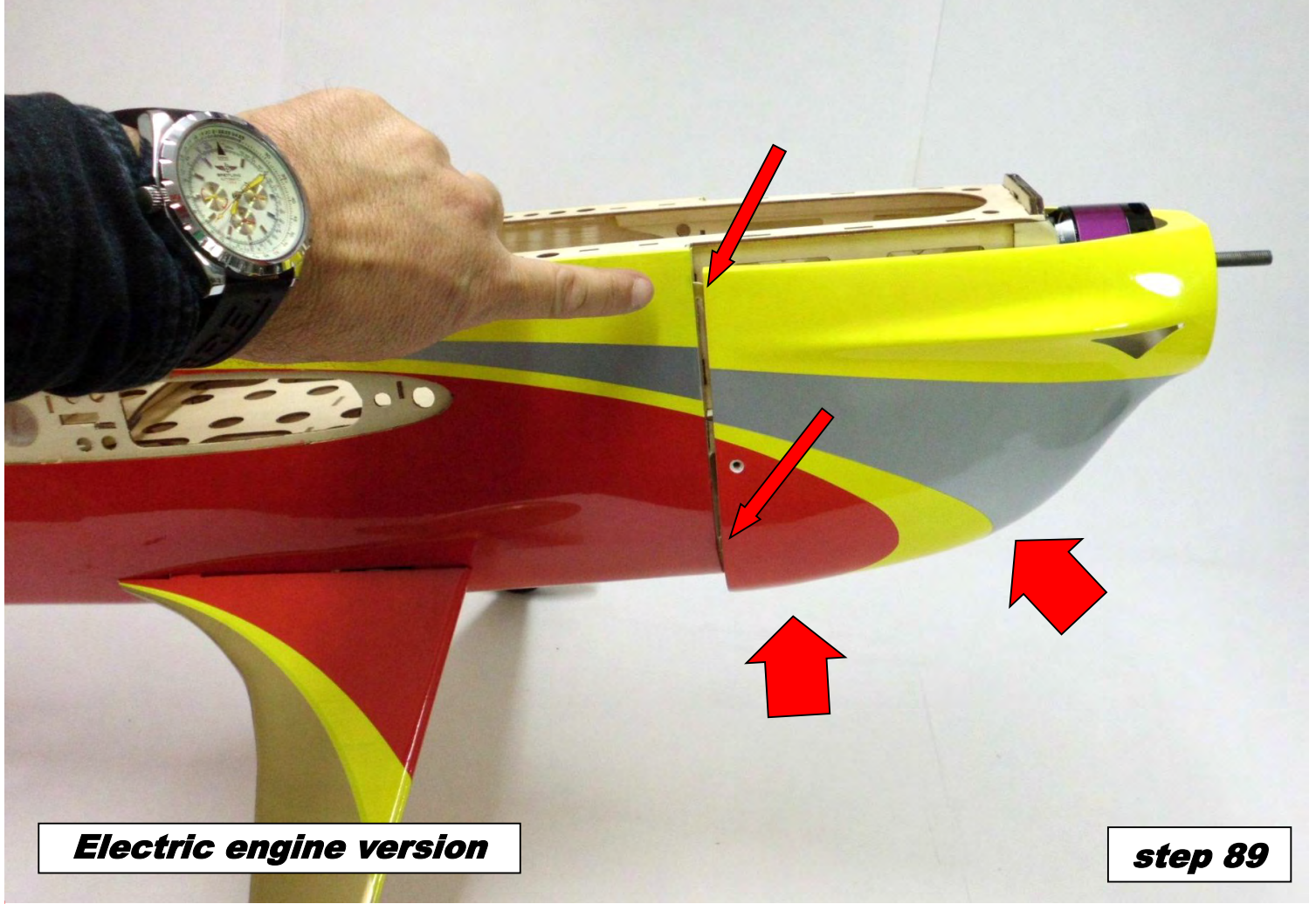
step 85

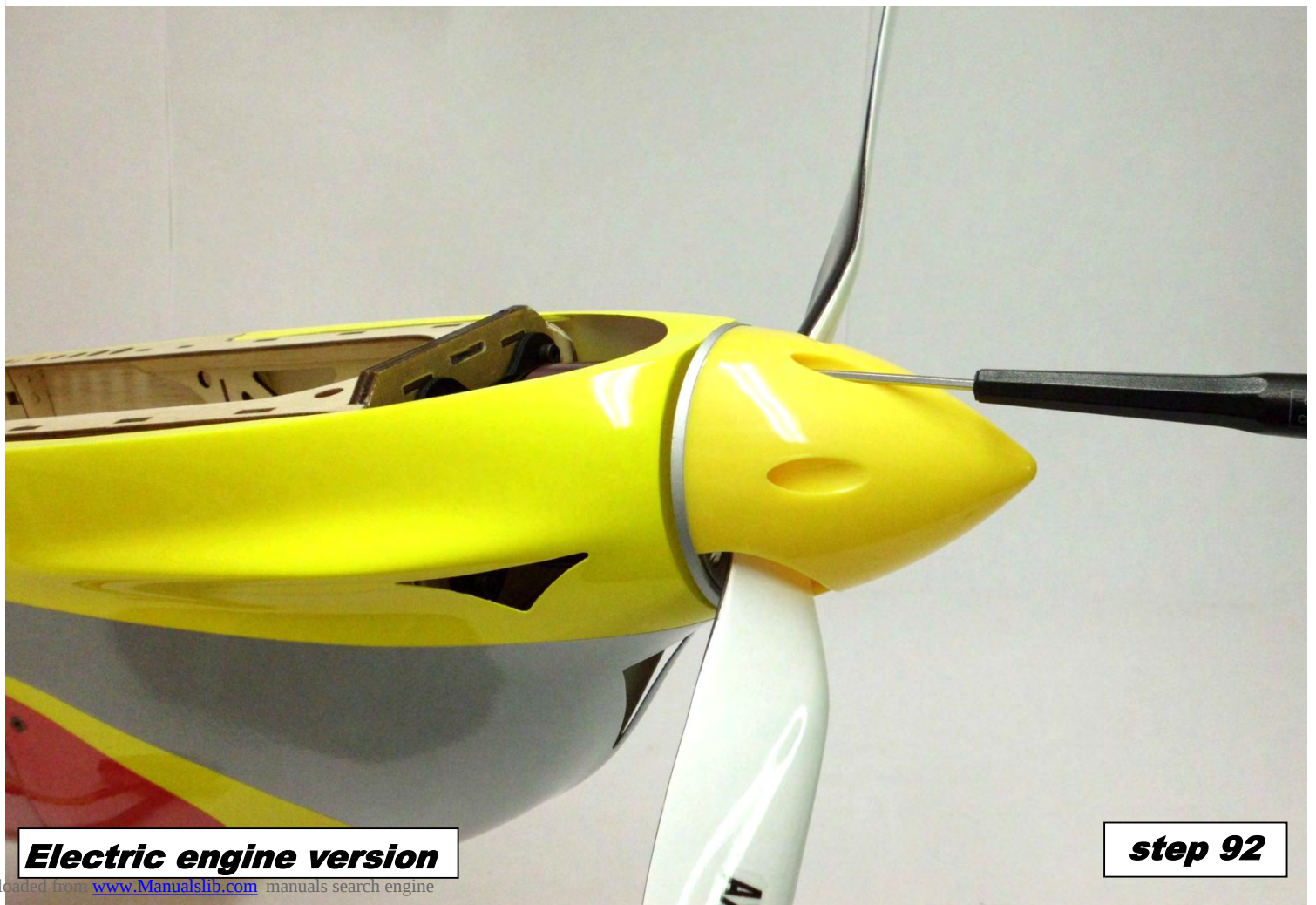


Electric engine version

step 86





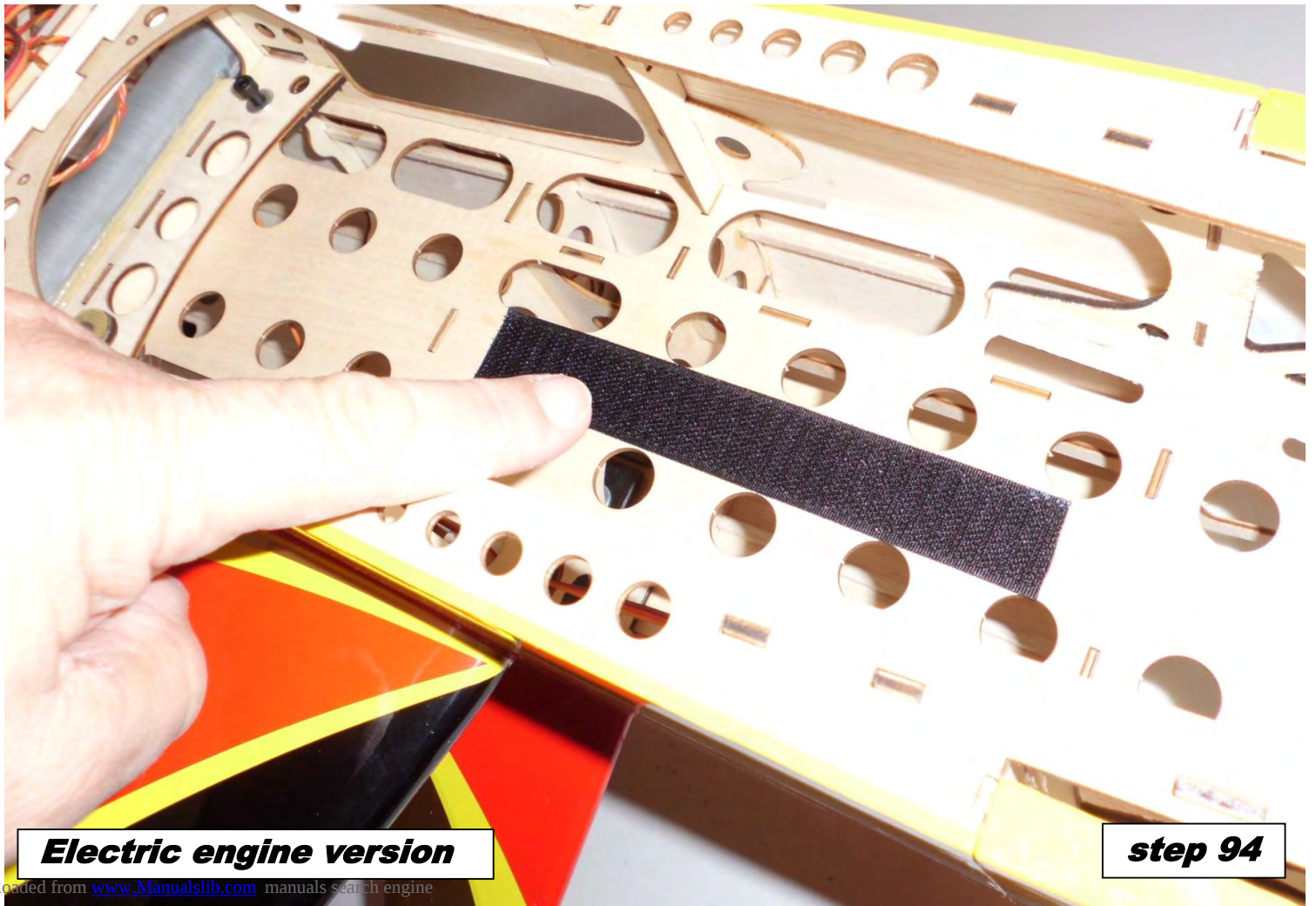


Medium
CA



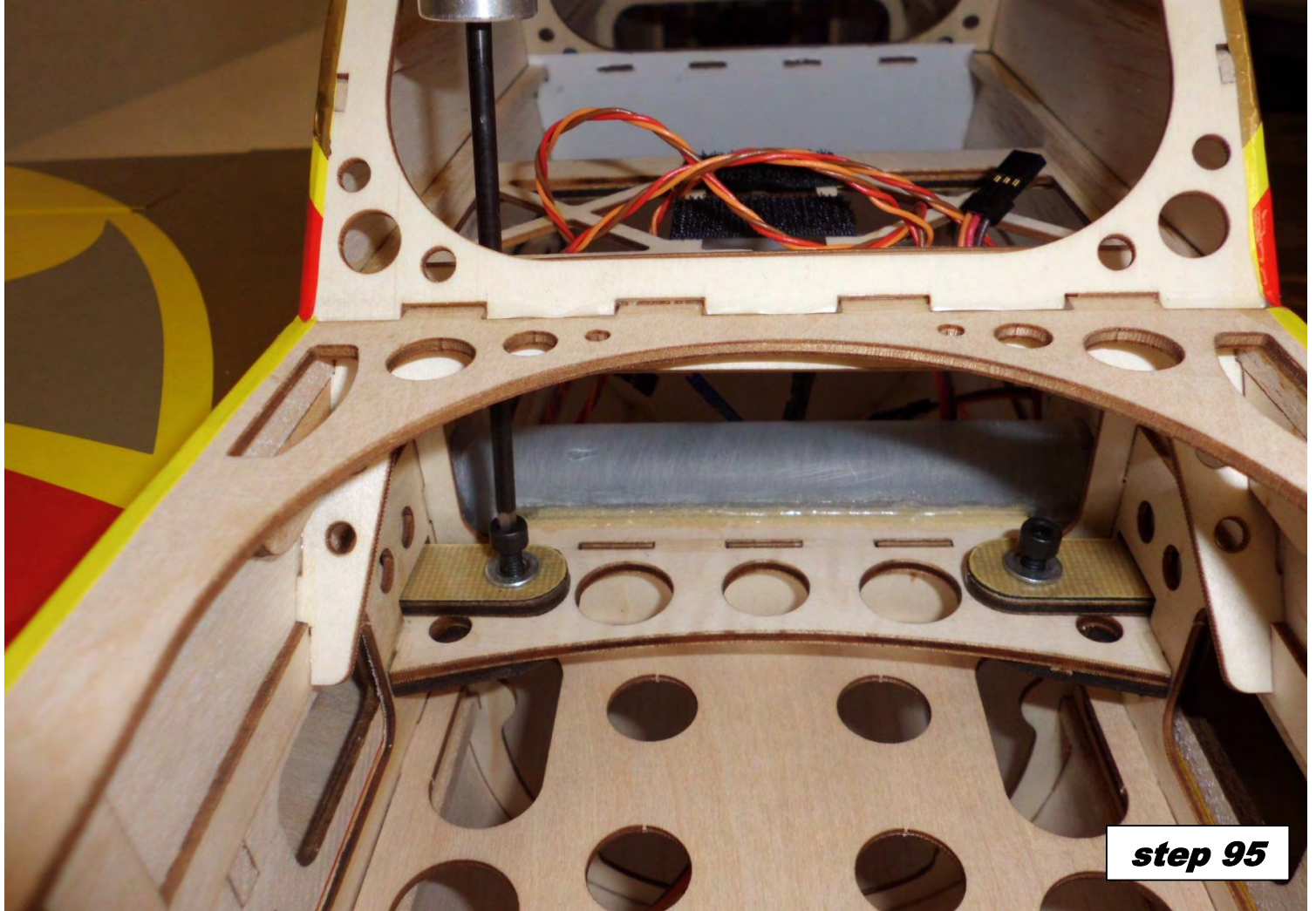
Electric engine version

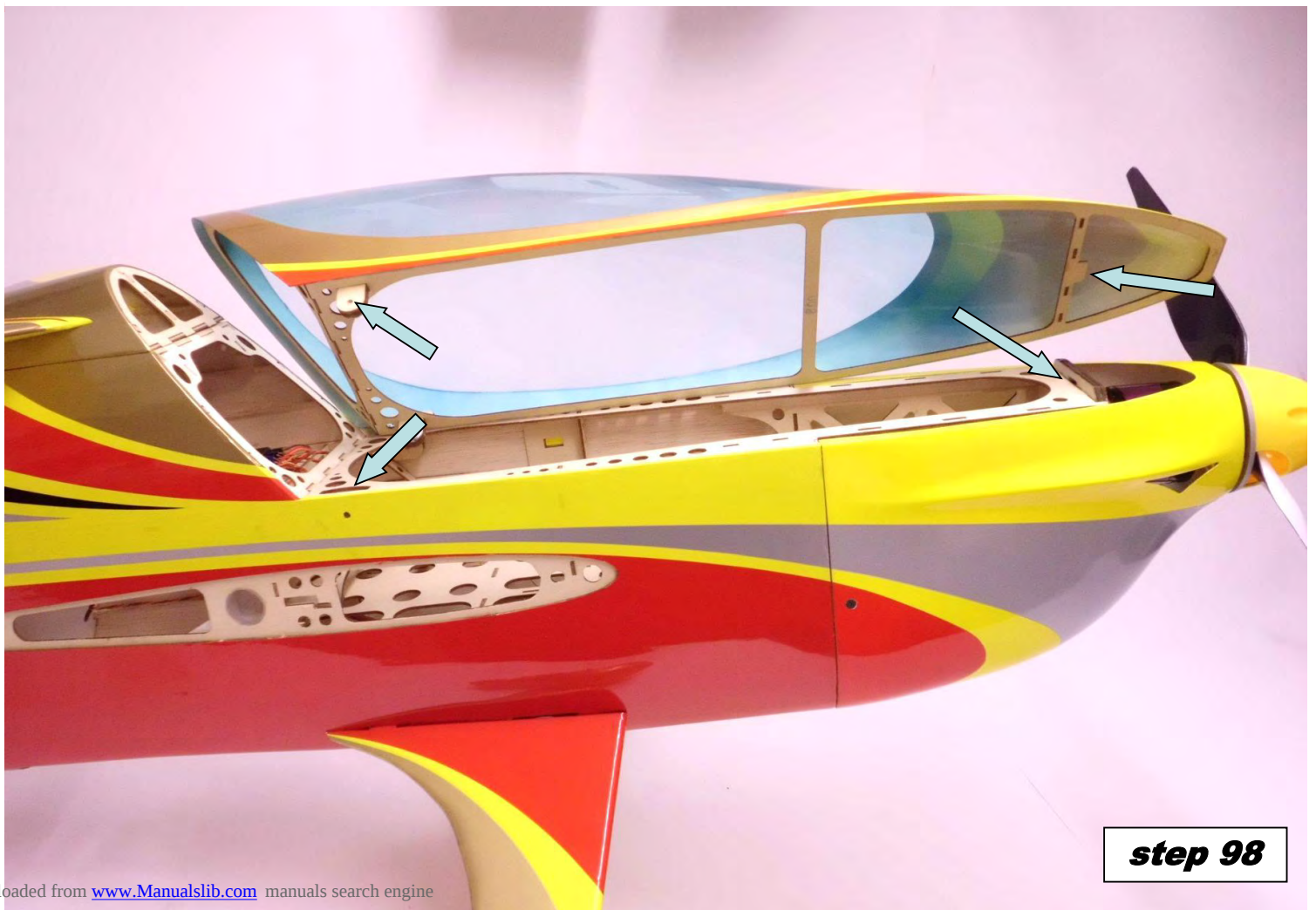
step 93

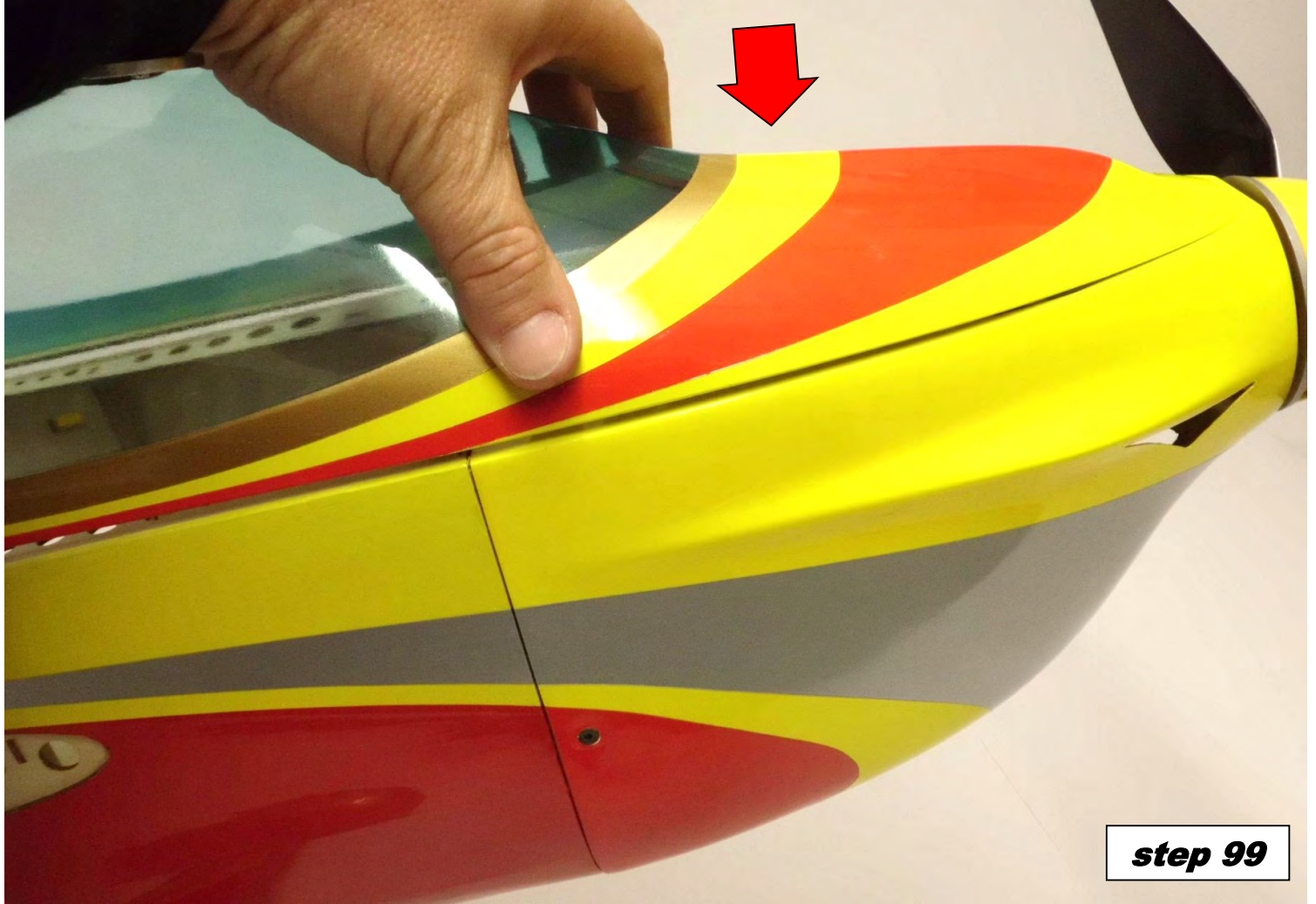


Electric engine version

step 94

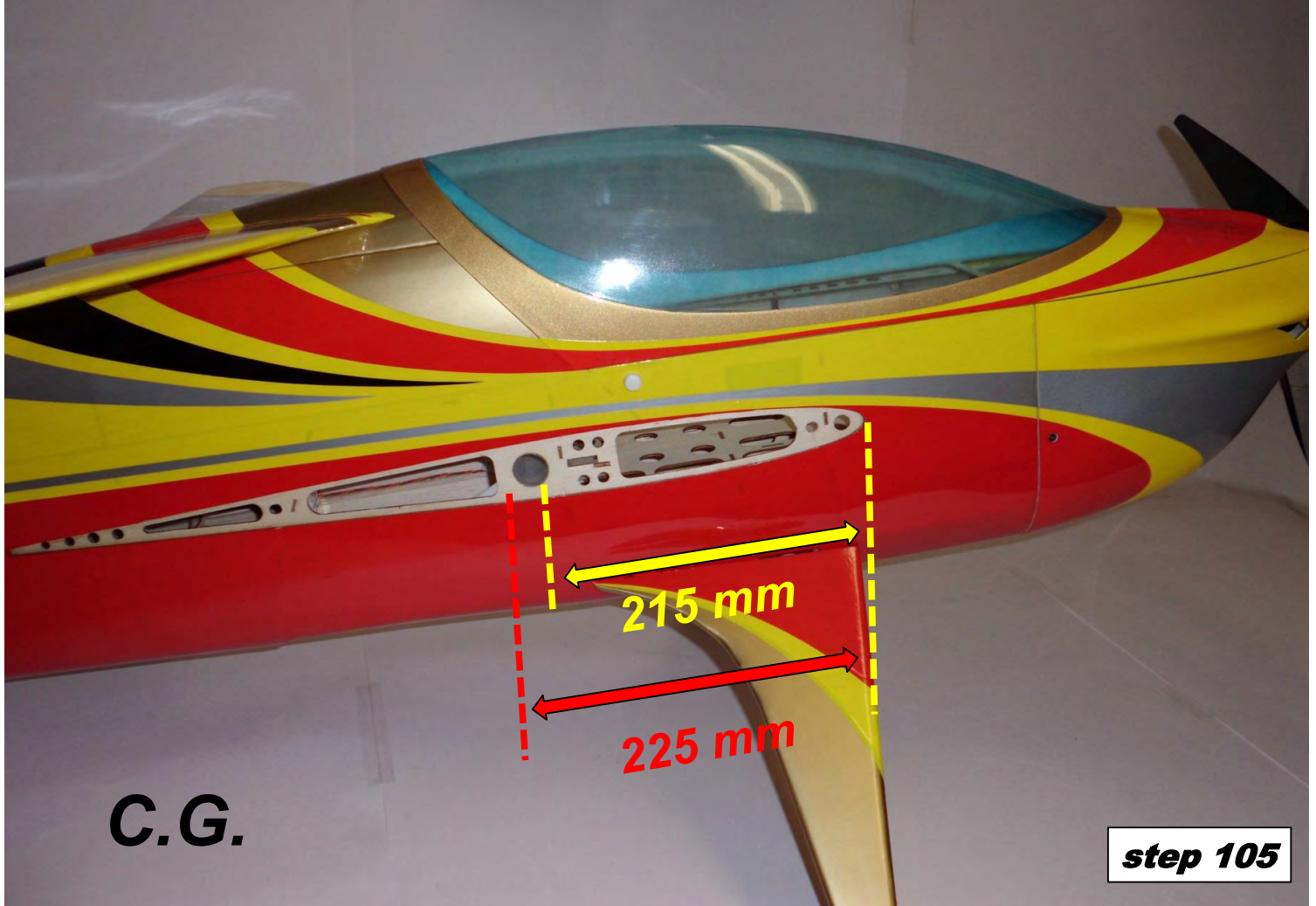












step 106