

Aircraft detail addendum

Wild Hare R/C Sukhoi SU-26 102”

For assistance contact Wild Hare R/C
6508 Cardinal Drive, Flower Mound Texas 75022
817-430-0107 Fax 817-490-1279
Email support@wildharerc.com



Copyright © 2006 by Wild Hare Hobbies, Inc. All rights reserved.

Never ever stand or sit in front or to the side of a running engine. Never allow anyone else in this area.

Things can happen, this is a danger zone. Always stay behind a turning propeller.

These are big airplanes with powerful engines, they can kill you. After starting keep the engine at an idle until all nearby personnel are behind the arc of the propeller.

Sukhoi SU-26 Specifications

Wingspan	102 inches
Length	88 inches tail to cowl face
Wing Area	1825 sq. inches
Weight	25-27 lbs.
Recommended engine	DA-100, 3w80Xi, or similar
Scale	Approximately 33.5%

Covering used is Ultracote. Matching material should be available at most good hobby shops.

Suggested initial CG location; Model should be balanced on the front half of the wing tube.

Additional equipment required

Computer Radio with at least 8 channels strongly recommended
2 Elevator servos minimum 150 oz./in. of torque each e.g. Hitec 5985
2 aileron servos, total torque required not less than 300 oz./in. per wing.
Rudder servo(s) at least 300 oz./in. (see text) e.g. Hitec 5955TG
Throttle/choke servo standard BB servo such as Hitec 425
Radio operated engine kill switch or servo operated choke strongly suggested
Single or dual radio battery packs at least 4000 mah total, preferably high current output cells.
Total capacity will be based on how much flight time is required.
Switch[es] for receiver and ignition batteries 2 or 3
Miscellaneous servo extensions. 2x36", 2x24", 2x12", 2x18" typical

This kit includes a tailwheel assembly, CF wing and stabilizer tubes, and miscellaneous small hardware for mounting the cowl, wings, stabs, and landing gear.

Please remember, this is a big airplane with high stresses on the controls. You must use high performance servos, pushrods, linkages, horns, etc. **Flexing in linkage or loose hinges can and will cause flutter of the control surfaces which will destroy the airplane in just a few seconds.**

Metal gear servos are required. Proper installation of hinges is critical.

Notes on the 102" Sukhoi

The cowl is mounted with a ring that is pre-installed in the cowl. At the top 8-32 screws are inserted from behind F1 and into blind nuts that are pre-installed in the cowl ring. At the bottom there are two screws that must be inserted from the front at the 4 and 8 o'clock positions on the ring. You will need a long screwdriver to tighten these screws, or if you use socket head screws (allen head) you'll need a very long ball-end wrench.

Canister headers for a twin cylinder engine will need to have a 50mm drop in order to be properly positioned. A complete canister muffler kit is available for the DA-100.

The surface deflections specified in the general manual should be a good starting point.

If you want to use ball links on the control rods you should not use plastic arms, get some good quality aluminum servo arms.

In our testing of this plane we found that very little if any right thrust was needed, however that can vary with setup and balance. The firewall is installed with zero thrust offset. We suggest that when mounting the engine you install it as supplied but offset to the left side of the aircraft about 3/16". After test flying if you find that some right thrust is needed you can add washers on the left side to change the thrust angle. If you do this then the propeller location will move to the center or slightly past center. These minute changes in centering will likely not be visible, but if you start with the engine centered and then add right thrust the spinner will appear off center.

Landing gear mounts to both the motorbox sides and to angle brackets at the top. It will be necessary to drill the holes at the top, use holes in the aluminum bracket as a guide. The gear side screws can be accessed with a long screwdriver from the slot on the opposite side.

A small strap is supplied that is intended to keep the spreading forces on the gear from transferring to the motorbox sides. It's a good idea to install this strap between the gear legs below the fuselage to minimize the tendency of the landing gear to spread and twist the sides. Also when landing and taxiing try to avoid high speed turns, side loading the landing gear is an easy way to overstress any landing gear and this one in particular.

Spinner size is up to the user, we find that 4 1/2" or 5" looks best. Wheels should be 4" or larger especially if flying off grass.

It's a good idea to round the corners on the bottom of the landing gear. If a tire should contact the sharp corner (hard landing, wheel failure, etc.) the gear corner can dig into the rubber tire causing a lot more damage.

Put the two wings on the wing tube and pull a string from tip to tip along the centerline of the wing tube and mark the wing tips along this string line. Balance the plane by picking it up at the tips with your finger (and a helper's as well). If the nose drops it's nose heavy, if the tail drops it's tail heavy. At this point it should be just slightly nose heavy for the first flight.

To install the rudder slip it on to its tabs and slide the supplied 4mm CF tube in through the tabs to the top. To keep it in place install the tailwheel tiller over the hole so it covers the CF rod. You may need to trim the rod so it is flush with the rudder surface.