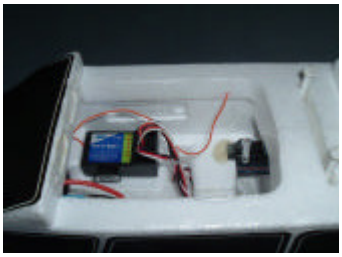
Skyartec Cessna 182 Notes, Corrections and Recommendations.
There are a number of omissions and errors in the manual. The following are the important ones.
1) Assembly of the airplane Step 1. The manual goes to great lengths to warn about the glue. The glue provided is PVA glue or craft glue commonly given to children. Danger is limited. We suggest you use 5/6 minute or 30 minute Epoxy for model airplanes.

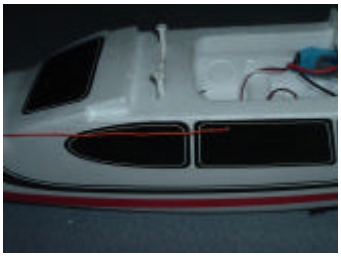
2) Assembly of the airplane Step 3. The manual says to push the wing in from the rear. To do so, you need to cut the fuselage to open the rear as shown in the next picture.

You will also need to trim above the elevator to allow the elevator some upward movement. Glue the tail wing in place and glue the cut in the fuselage. Hold together with tape till dry. Note also the control link is in the outer hole. This comes next.

3) Step 7 & 8. There is a huge error in the manual in these steps. The closer the control link goes to the control surface, **THE MORE SENSITIVE WILL BE THE CONTROLS.** The complete opposite of what is stated in the manual. These steps should be done with the Tx/Rx on, and the rudder/elevator trims centered. Screw the white end of the control rods on to or off of the control link until the rudder and elevator are exactly straight with the fin and rear wing (tail wing) when the link is connected. Push the ends together firmly to clip the pins into the opposite leg of the links (forked ends of the control link).We suggest you only use the outer hole in the control arm, as anything else will be too sensitive for most pilots.

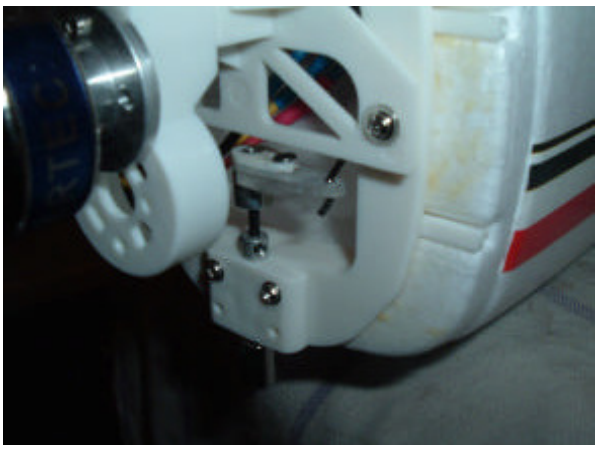
4) Step 8.5. The manual makes no mention of the aerial wire. It is coiled up beside the receiver. If you leave it there the plane will crash on take off. The wire needs to be uncoiled and made as straight as possible. Pierce a small hole in the side of the fuselage under the wing mount and 2 in the tail, and threaded the aerial through. Make sure it does not foul any movements of control surfaces. Check the following pictures for a good layout.





5) Step 8.75. We also suggest that the movements on the ailerons on the main wing are too great, especially for a new flier. Adjust the control rods on the servos to a more inner hole. The very inner for a beginner. You may have to increase the size of the holes in the servo arms to take the wire. To move the link, first separate the legs of the white end of the control link at the aileron end. A small flat screwdriver or blunt knife is good for assistance. Remove the link first from the control arm, and then feed the wire from the servo arm. Refit the link in the required hole in the servo arm and then in the outer hole in the aileron control arm. Plug in the aileron servo plug and turn on the plane and transmitter. Check the ailerons are straight with the wing when the aileron trim on the transmitter is centered. Adjust the length of the control links if necessary. See picture.

6) Nose wheel. You may want to modify the nose wheel steering arm. The problem is that when you have a heavy landing on grass, the steering arm does not have enough control over the nose wheel, which turns 90° left, and makes the plane flip over. Also, as sent, the nose wheel MIGHT turn in the wrong direction (recently changed by Skyartec). So here are some ideas to fix on the nose wheel IF you have this problem.
i. Minimum fix. Before attaching the nose wheel, make sure the nose wheel turns the correct direction. If the rudder moves to the right side of the aircraft, the nose wheel should turn right also. Skyartec have recently changed how this worked. The steering arm on the nose wheel used to have to be changed so that it pointed to the left side of the aircraft. Now check to see if both linkages on the rudder servo are on the same side. If so no change should be necessary. Also make sure the wheel is pointing directly forward when the rudder is straight. Tighten grub screws firmly. If the screws fail, they are M2.5 standard metric grub screw.
ii. Better fix. To reduce the movement of the nose wheel, move the linkage to the very inner hole on the servo arm. You will have to open the hole a little to make the linkage fit.
iii. Buy a longer steering arm, or extend the one in the plane. Maximum length is 20mm from center of arm to very outer tip. A longer one can be cut down.



iv. Better still. Buy some 2mm (5/64”) piano wire. Remove the triangular motor mount and drill a 2.5mm (3/32”) hole in the bottom side of the rectangular part of the motor

mount right against the rear of the triangular piece (this is straight above the steering shaft).
Replace the steering shaft with a piece of the piano wire so that it goes all the way up into the motor mount. Make sure it still moves freely.
v. Still better. Dismantle the nose wheel and bend a piece of piano wire to replace the entire steering shaft from wheel to motor mount.