



**Taft Hobby Limited**

# B - 25

**Instruction Manual**



# Specification

Wingspan: 1250mm

Length: 930mm

Flying Weight: 1300g

Raido System: 6 CH

Servo: CYS 9G servos \*7pcs

Brushless 2212 out-run motor KV1450

HobbyWing 30A ESC\*2pcs

E-retracts landing gear

Battery: 3000 mAh-11.1V - 25C Lipo

3S balance charger

## NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Taft Hobby Ltd. For up-to-date product literature, visit [www.taft-hobby.com](http://www.taft-hobby.com) and click on the support tab for this product.

## Meaning of Special Language:

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product

**NOTICE:** Procedures, which if not properly followed, create a possibility of physical property damage AND little or no possibility of injury.

**CAUTION:** Procedures, which if not properly followed, create the probability of physical property damage AND a possibility of serious injury.

**WARNING:** Procedures, which if not properly followed, create the probability of property damage, collateral damage, and serious injury OR create a high probability of supercial injury.



**WARNING:** Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not attempt disassembly, use with incompatible components or augment product in any way without the approval of Taft Hobby Ltd. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

**Age Recommendation: Not for children under 14 years. This is not a toy.**

## Safety Precautions and Warnings

As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others.




- Always keep a safe distance in all directions around your model to avoid collisions or injury. This model is controlled by a radio signal subject to interference from many sources outside your control. Interference can cause momentary loss of control
- Always operate your model in open spaces away from full-size vehicles, trafca and people.
- Always carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.).
- Always keep all chemicals, small parts and anything electrical out of the reach of children.

- Always avoid water exposure to all equipment not specifically designed and protected for this purpose. Moisture causes damage to electronics.
- Never place any portion of the model in your mouth as it could cause serious injury or even death.
- Never operate your model with low transmitter batteries.
- Always keep aircraft in sight and under control.
- Always use fully charged batteries.
- Always keep transmitter powered on while aircraft is powered.
- Always remove batteries before disassembly.
- Always keep moving parts clean.
- Always keep parts dry.
- Always let parts cool after use before touching.
- Always remove batteries after use.
- Always ensure failsafe is properly set before flying.
- Never operate aircraft with damaged wiring.
- Never touch moving parts.

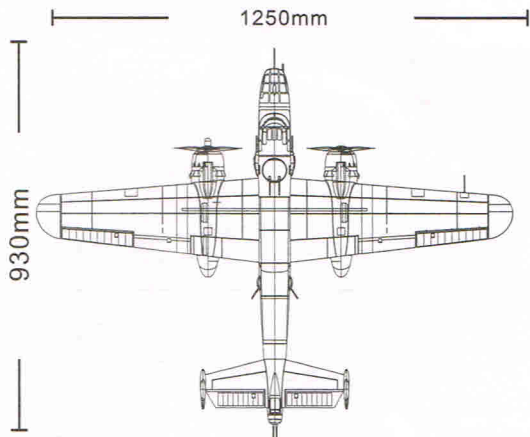
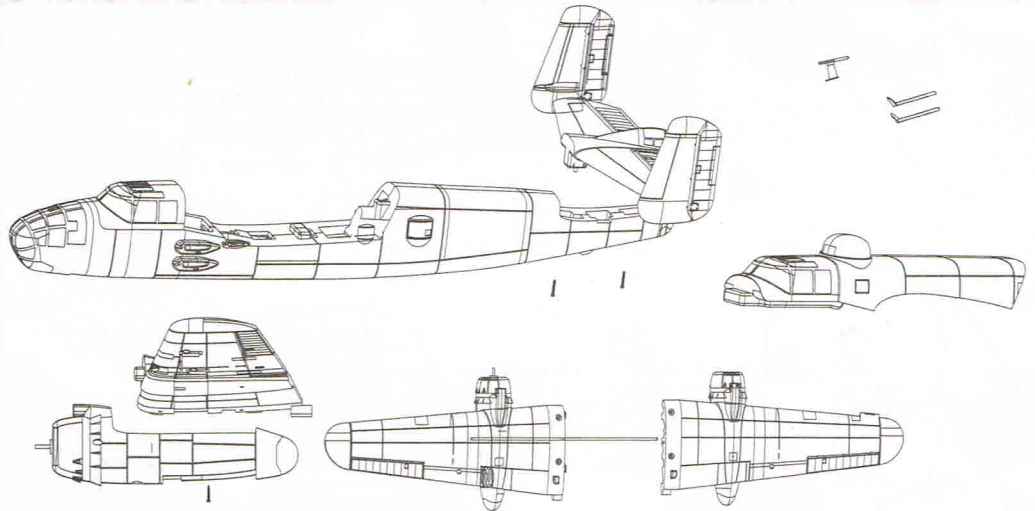
# Introduction

You are about to fly one of the nicest scale foam airplanes ever built. Please make sure to read through the manual thoroughly before flying.

## Box Contents

Included Screws and Fasteners		
	Size	Qty
	3*40mm	5
	3*18mm	2
	3*25mm	1

Spare fasteners may be included.



Weight: (RTF with Flaps and Retracts) 58.2 oz(1300 g)\*  
 \* Weight is with 3000 mAh-11.1V-25C LiPo

### Installed



**Motor:** Brushless 2212 out-run motor KV1450



**ESC:** HobbyWing 30A ESC\*2pcs

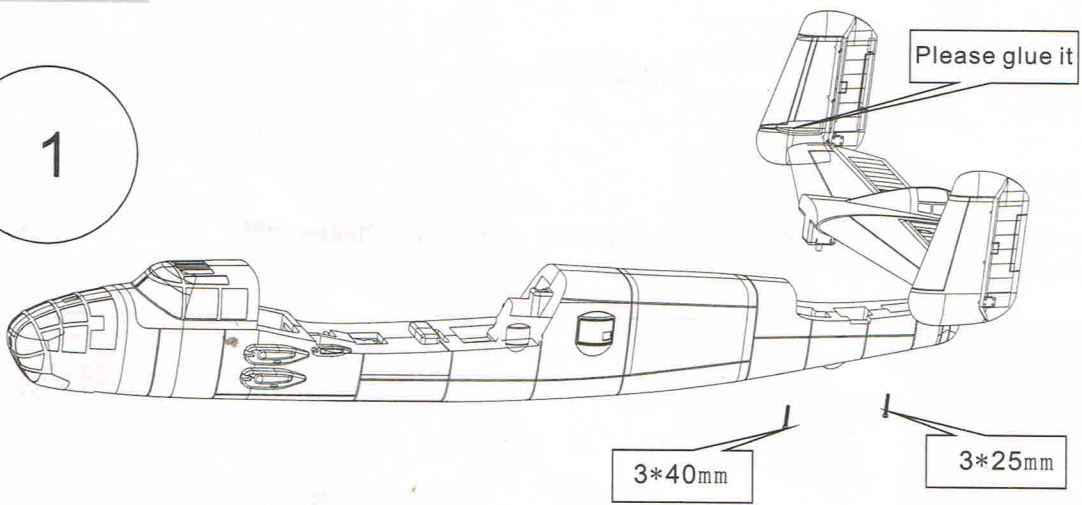


**Servo:** CYS 9G servos \*7pcs

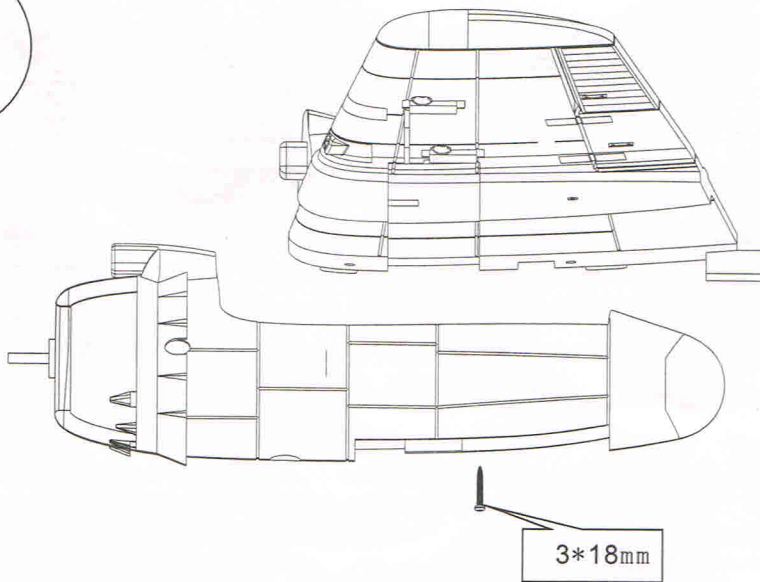


**Battery:** 3000 mAh-11.1V-25C LiPo

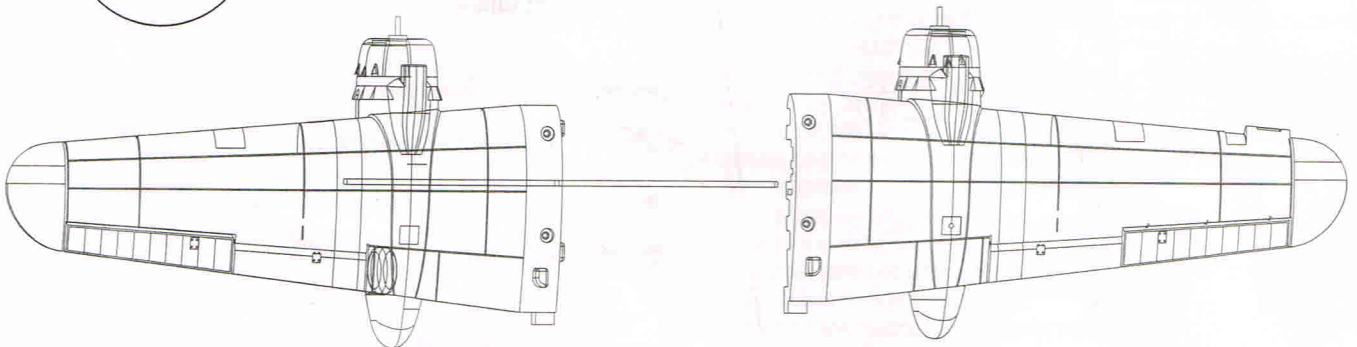
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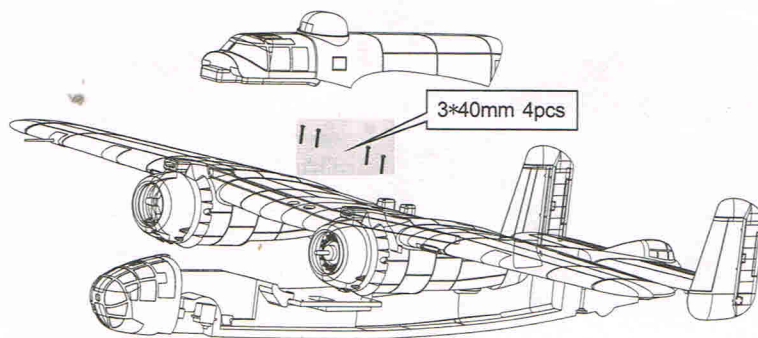
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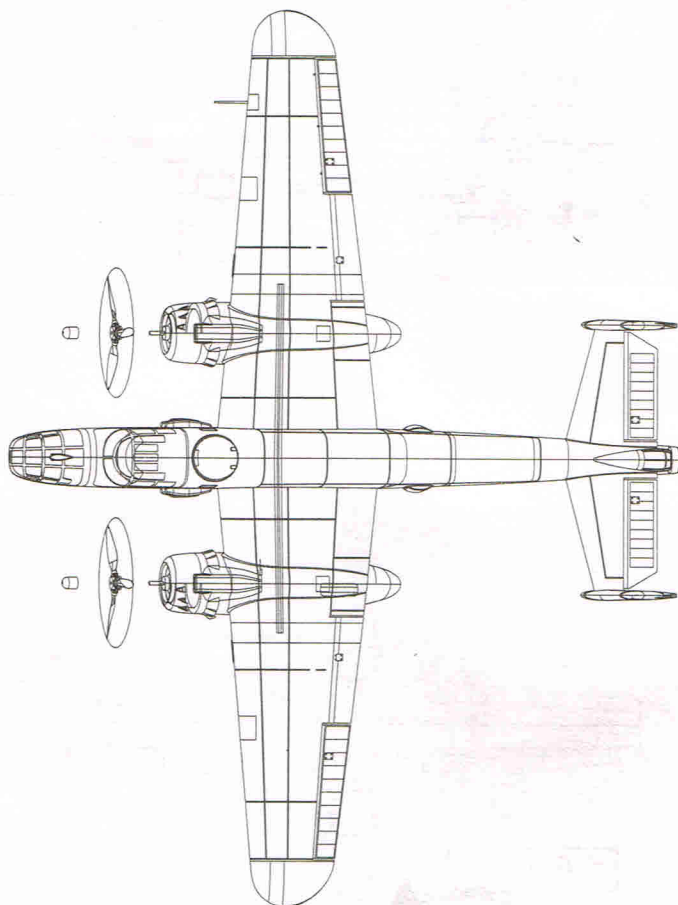
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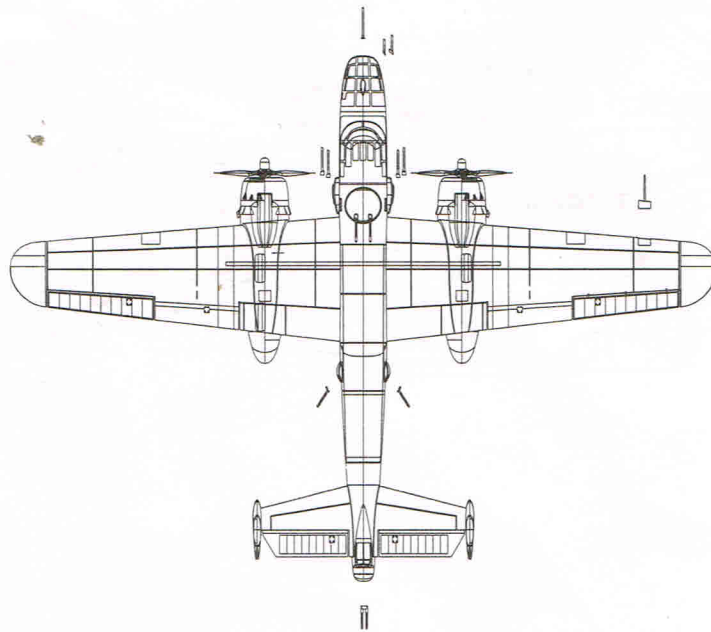
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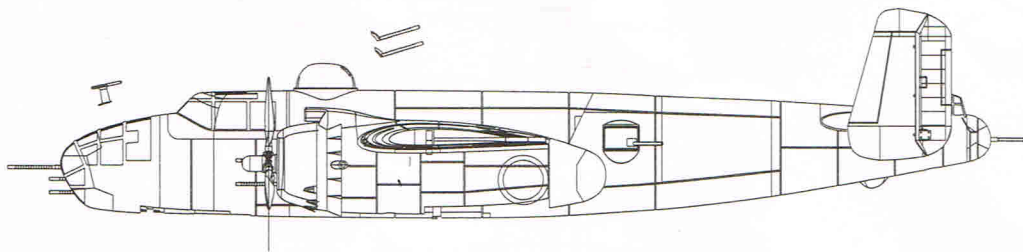
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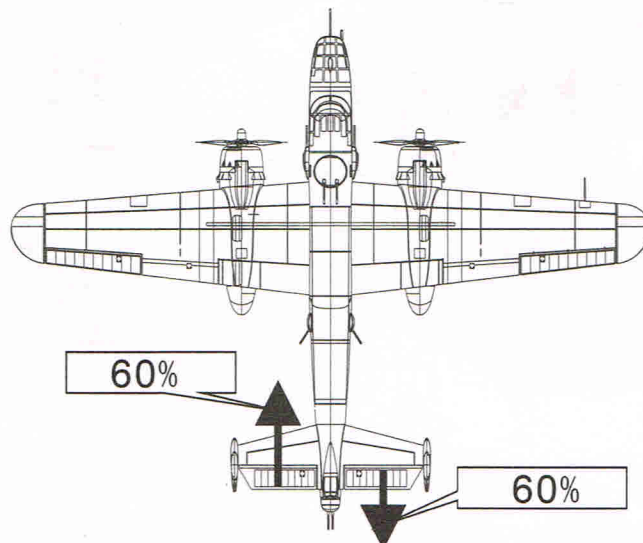
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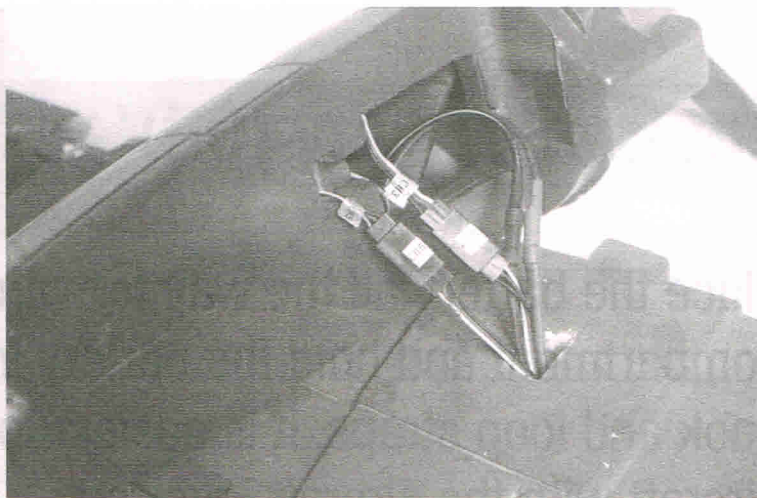
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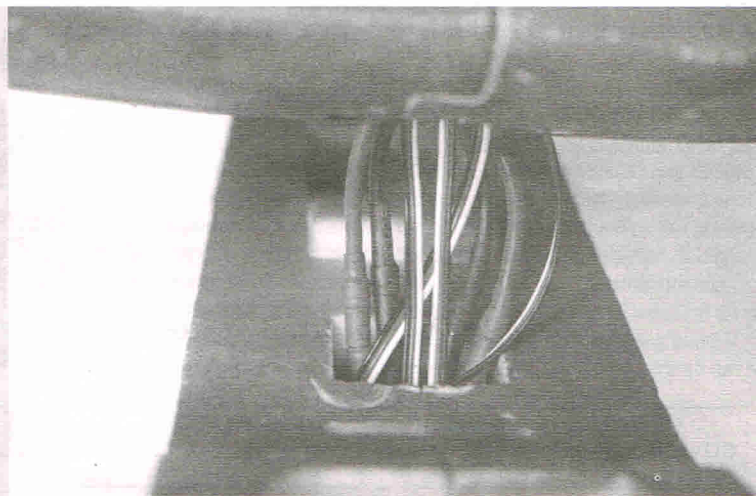
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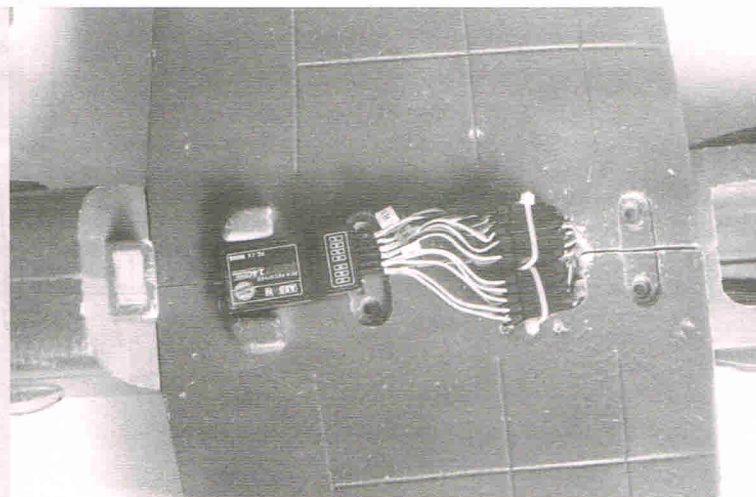
1. Install the motor and connect the wires



2. Install the wires of fuselage and main wing



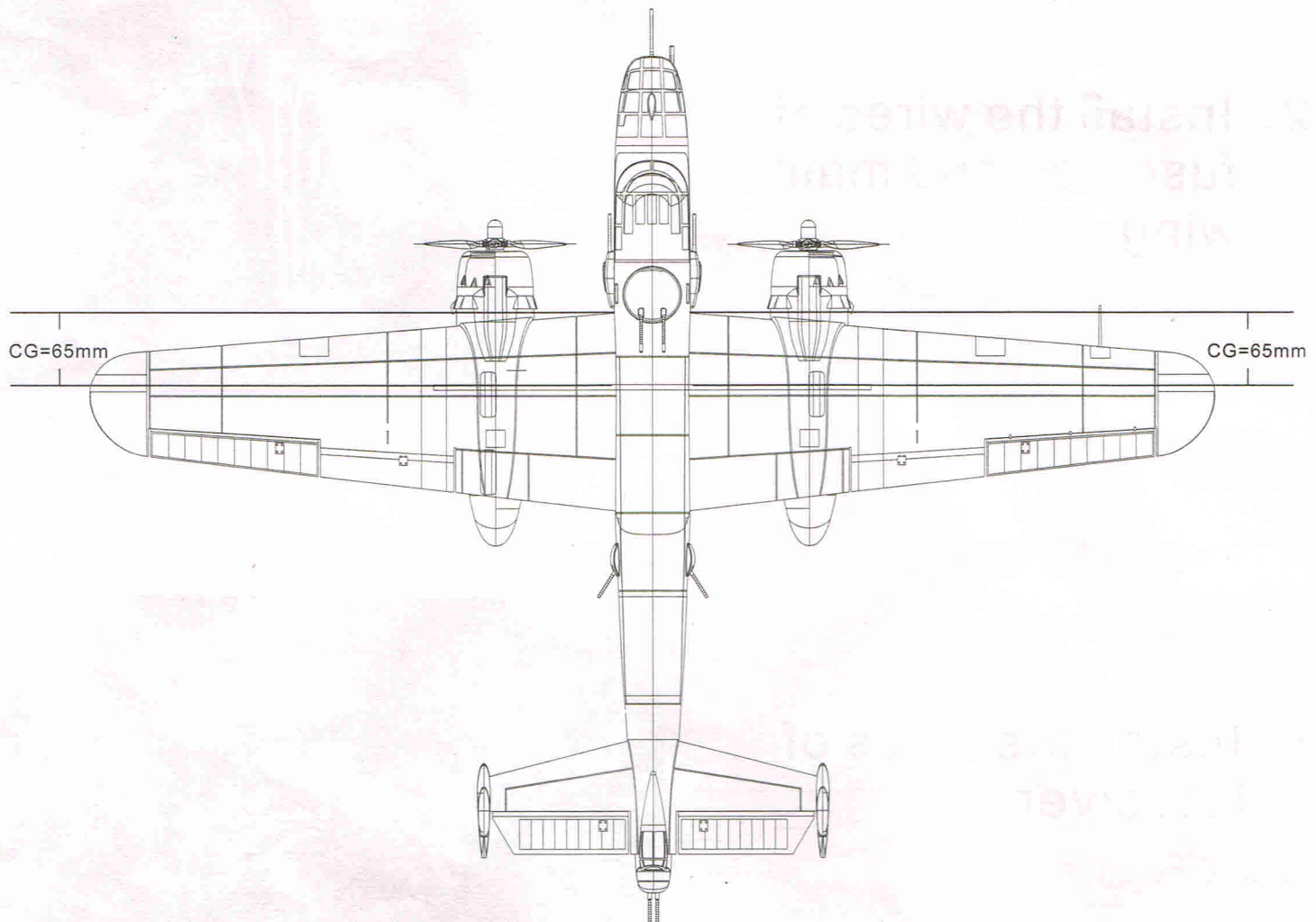
3. Install the wires of Receiver



# Center of Gravity (CG)

Place the battery all the way forward in the battery compartment and hold the battery in place using hook and loop straps. It is easiest to balance the aircraft with the aircraft inverted.

The CG is approximately 65mm from the leading edge of the wing



## Pre Flight Checklist

9 Before Flying Check List	
1.	Charge flight battery.
2.	Install flight battery in aircraft (once it has been fully charged).
3.	Bind aircraft to transmitter.
4.	Make sure linkages move freely.
5.	Perform Control Direction Test with transmitter.

9 Before Flying Check List	
6.	Adjust flight controls and transmitter.
7.	Perform a radio system Range Check.
8.	Find a safe and open area.
9.	Plan flight for good conditions.

## Flying Tips and Repairs

### Range Check your Radio System

After final assembly, range check the radio system with the B-25. Refer to your specific transmitter instruction manual for range test information.

### Flying

Always choose a wide-open space for flying your B-25. It is ideal that you are at a sanctioned flying field. If you are not flying at an approved site, always avoid flying near houses, trees, wires and buildings. You should also be careful to avoid flying in areas where there are many people, such as busy parks, schoolyards or soccer fields. Consult local laws and ordinances before choosing a location to your aircraft.

This is a go-where-you-point-it aircraft. It tracks very straight and is capable of many maneuvers. It has a wide speed range, from full throttle high-speed passes to slow flight, but has great handling qualities throughout its entire flight envelope. If this is your first ducted fan aircraft, just remember that because there is no prop blast blowing air over the control surfaces, the controls will not be as responsive at low speeds. The aircraft is easy to fly, but because it can reach a very high speed, plan your flight path to avoid obstacles or people.

### Hand launch

It is advisable to have a helper for the first few hand launches. Hold the airplane behind the wing with the throwing hand and support the nose with the opposite hand. Run the motor up to full throttle and give a FIRM throw straight ahead. The aircraft should be launched smoothly with the nose up 50 degrees and directly into the wind. Do not throw nose down.


### ROG Takeoff

Taxi into position on the runway. Avoid sharp turns when taxiing at higher speeds to avoid tipping the aircraft on its side. Once in position on the runway, start your timer. Hold 1/2 to full up elevator at the start of the takeoff roll to get weight off the nosewheel and allow for smoother takeoffs. Steer with the rudder, and, as speed increases, reduce the up elevator input to 1/4 to 1/2 up elevator. The airplane will lift off when wing speed is reached.

### Belly Landing

If landing on grass without the landing gear, use the same approach as if flying with landing gear. Start your run with the power off about 1 foot (30 cm) above the ground and hold the nose off until the tail touches down. Try to keep the wings level to prevent clipping a wing on the ground and turning the aircraft sideways.

### Landing

 **CAUTION:** Always lower the throttle after landing to avoid accidental intake of materials, which could result in possible damage to the rotor and/or motor and cause personal injury.

For your first flights, set your transmitter timer or a stopwatch to **4 1/2 minutes**. Adjust your timer for longer or shorter flights once you have flown the model. When the motor pulses, land the aircraft immediately and recharge the flight battery. **It is not recommended to continuously fly the battery to LVC.**

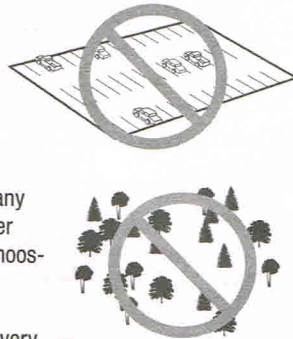
This aircraft is very easy to land and can reward you with very smooth scale-like touchdowns. Approach the runway with a 1/4 to 1/8 throttle. Use the power to control altitude and the elevator to control angle of attack. Once your glide path is established, fly the aircraft down to about a foot (30 cm) off the runway. Gradually reduce power and allow the aircraft to touch down on the main wheels first. Reduce elevator input to set the nosewheel on the ground and steer with the rudder stick until the aircraft has come to a stop. You can hold the nosewheel off the runway while landing for aerodynamic braking, however, be aware that the aircraft can hop back into the air if a gust of wind or too much elevator input is given while holding the nose off the ground. Always make wide turns with the nose gear to avoid tipping the aircraft on its side.

### Repairs

Thanks to the Z-Foam construction, repairs to most of the foam can be made using virtually any adhesive (hot glue, regular CA (cyanoacrylate adhesive), epoxy, etc).

**NOTICE:** Use of CA accelerant on your model can damage paint. DO NOT handle the model until the accelerant fully dries.

When parts are not repairable, see the Replacement Parts List for ordering by item number.



## Post Flight Checklist

9 After Flying Check List	
1.	Disconnect flight battery from ESC (Required for Safety and battery life).
2.	Power off transmitter.
3.	Remove flight battery from aircraft.
4.	Recharge flight battery.

9 After Flying Check List	
5.	Repair or replace all damaged parts.
6.	Store flight battery apart from aircraft and monitor the battery charge.
7.	Make note of flight conditions and flight plan results,

## Troubleshooting Guide

Problem	Possible Cause	Solution
Aircraft will not respond to throttle but responds to other controls	Throttle is not set to lowest stick position and or throttle trim is too high	Reset controls with throttle stick and throttle trim at lowest setting
	Throttle servo travel is lower than 00	Make sure throttle servo travel is 00 or greater
	Throttle channel is reversed	Reverse throttle channel on transmitter
Reduced flight time or aircraft underpowered	Flight battery charge is low	Completely recharge flight battery
	Flight battery is damaged	Replace flight battery and follow flight battery instructions
	Flight conditions may be too cold	Make sure battery is warm before use
	Battery capacity may be too low for flight conditions	Replace battery or use a larger capacity battery
Aircraft will not Bind (during binding) to transmitter	Transmitter is too near aircraft during binding process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object	Move aircraft or transmitter away from large metal object
	Bind plug is not installed correctly	Install bind plug and bind aircraft to transmitter
	Flight battery Transmitter battery charge is too low	Replace recharge batteries
	ESC switch is off	Power on ESC switch
Aircraft will not link (after binding) to transmitter	Transmitter is too near aircraft during linking process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object	Move aircraft or transmitter away from large metal object
	Bind plug is left installed	Rebind transmitter to aircraft and remove bind plug before cycling power
	Aircraft bound to different model memory (ModelMatch radios only)	Select correct model memory on transmitter
	Flight battery Transmitter battery charge is too low	Replace recharge batteries
	Transmitter may have been bound to a different model (using different DSM Protocol)	Bind aircraft to transmitter
	ESC switch is off	Power on ESC switch
Control surface does not move	Control surface, control horn, linkage or servo damage	Replace or repair damaged parts and adjust controls
	Wire is damaged or connections are loose	Do a check of wires and connections, connect or replace as needed
	Transmitter is not bound correctly or the incorrect model was selected	Re-bind or select correct model in transmitter
	EC (Battery Elimination Circuit) of the ESC is damaged	Replace ESC
	ESC switch is off	Power on ESC switch
Controls reversed	Transmitter settings are reversed	Do the Control Direction Test and adjust controls on transmitter appropriately
Motor power pulses then motor loses power	ESC uses default soft Low Voltage Cutoff (LVC)	Recharge flight battery or replace battery that is no longer performing
	Weather conditions might be too cold	Postpone flight until weather is warmer
	Battery is old, worn out or damaged	Replace battery
	Battery C rating might be too small	Use recommended 30C battery