



**85 – 100 cc  
Extra 300 Mid-Wing & Yak SP-55M  
Giant Scale Aerobatic Aircraft**



**Specifications:**

**Wing Span: 102 inches**

**Length: 94.5 inches (including spinner)**

**Wing Area: 1875 sq. in.**

**Flying Weight: 24 to 27 lbs**

**Engine: 85cc to 100cc Gas**

**Radio: 6 to 9 Channels**

**Servos : 180 - 330 oz required**

**OHIO MODEL PLANES**

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Dear OMP Customer,

Thank you for purchasing the new OMP/EG giant scale aerobatic aircraft. This manual covers both the 85 – 100 cc Extra 300 mid-wing and the Yak SP-55M aircraft. Ohio Model Products is known worldwide for the best profile aircraft designs around and many innovative construction techniques. We've taken this expertise and teamed up with EG Aircraft to bring these new models to the radio control enthusiasts. The new Extra 300 and Yak SP-55M are designed for the popular 85-100 cc engines and each aircraft weigh about 25 lbs outfitted with an 85 cc engine or 27lbs outfitted with a 100cc engine. Perfect for IMAC or Freestyle, these new OMP giants offer everything you want in a giant scale aerobat including great looks! Covered in genuine Ultracote, these ARFs come with premium hardware, composite landing gear, carbon fiber wing and stab tubes, carbon fiber reinforced wing and fuselage spars, and pre-hinged elevators and ailerons. We hope you will enjoy your new OMP giant scale aircraft as much as we have.

Sincerely,  
*Mike Pilkenton and John Drake*

## **A QUICK WORD ABOUT SAFETY AND RADIO CONTROL FLYING MODELS**

With radio control aircraft, like any hobby or sport, there are certain risks. The operator of these models is responsible for these risks. If misused or abused, you may cause serious bodily injury and/or damage to property. With this in mind, you will want to be certain that you build your model carefully and correctly. If you are not an experienced flier, have your work checked and ask for help in learning to fly safely. **This model aircraft is not a toy** and must be operated and flown in a safe manner at all times. Always perform a pre-flight check of the model including all control surfaces, proper function of the radio gear, structure, radio range, and any other area relating to the safe operation of this aircraft.

Models are not insurable but operators are. You can obtain coverage through membership in the Academy of Model Aeronautics (AMA). For an AMA information package call 1-800-435-9262, ext. 292 or visit the AMA website at "[www.modelaircraft.org](http://www.modelaircraft.org)".

***By the act of using the final assembled model, the purchaser/operator accepts all resulting liability.***

## **OHIO MODEL PLANES WARRANTY AND RETURN POLICY**

Ohio Model Planes guarantees this product to be free from defects in both material and workmanship at the date of purchase. This does not cover any parts damaged by use, misuse or modification. In no case shall OMP's liability exceed the original cost of this kit. Because OMP has no control over the final assembly or equipment/components used in the final assembly, no liability shall be assumed for any damage resulting from the use of this model by the user. **By the act of using the final assembled model, the user accepts all resulting liability.** If you should find any missing or damaged parts, or have any questions about this product, please contact OMP within 30 days of the purchase in order to be covered by our warranty. You may contact OMP at [omp@ohiomodelplanes.com](mailto:omp@ohiomodelplanes.com) or call OMP at (937) 372-0603. If you wish to return this product you must first contact OMP and a 10% restocking fee will be assessed. The customer is responsible for all return shipping charges and any damage as a result of misuse or shipping.

## **Included Features:**

- Carbon Fiber Wing and Stab Tubes
- Carbon Fiber Reinforced Wing and Fuselage Spars
- Airfoiled Composite Landing Gear
- Included Servo Clips
- Complete Hardware Package
- Carbon Fiber Tail Wheel Assembly
- 4 1/2" Aluminum Spinner Included
- Long Aluminum Servo Arms Included
- Advanced Ball Links and Pushrods
- Pre-installed Fuel Tank
- Ultracote Covering

## **Items Required to Complete This Model:**

- 85-100 cc gas engine with stock or aftermarket exhaust systems
- Appropriate propeller for your engine
- All required engine and exhaust mounting hardware
- Ignition battery and switch
- One quality throttle servo and appropriate servo arm
- Six high quality metal gear servos of 180 in-oz or better for the ailerons and elevators
- One or two high quality rudder servos totaling at least 330 in-oz or better
- Appropriate servo arms for the above
- Heavy duty servo wire extensions. OMP recommends two 36", two 18", three 12", two Y-harnesses, two 6", two 6" extensions. Your installation though may vary.
- Two heavy duty switches with charging jacks for the Rx
- Two high quality Rx batteries of significant capacity to power your choice of servos.
- One Receiver of your choice

### **Shop Supplies/Tools**

- Covering Iron and heat gun
- Assortment normal hobby tools such as screwdrivers, hobby knife, drill and drill bits, pliers, etc.
- Thick and Thin CA adhesives
- 30 minute Epoxy
- Isopropyl alcohol
- Ruler or tape measure
- Blue thread-lock or equivalent

**Note: As with all kits, it's a good idea to read all the instructions and study the parts before you begin construction. Handle the parts of this kit with care so you do not damage any of the structure or covering. Inspect all the parts for any shipping damage and report any issues to OMP as soon as you can. Make sure you have a flat and sturdy workbench and follow all safety advice for the tools and adhesives you plan to use.**

## **AIRCRAFT COVERING:**

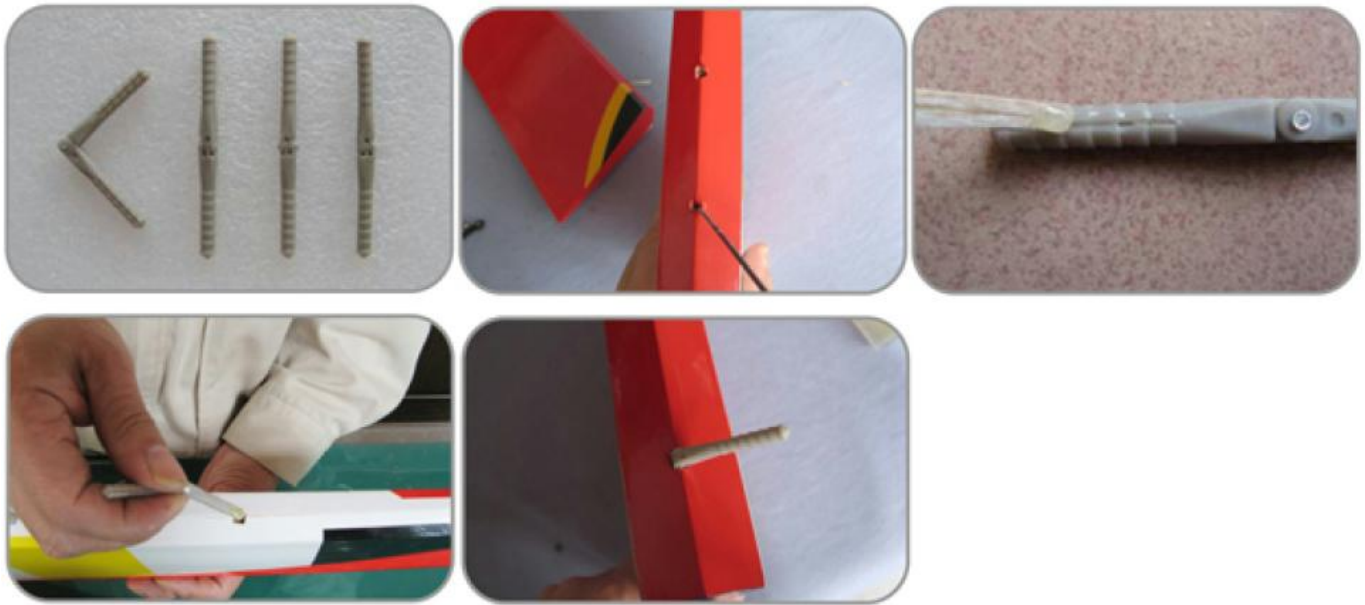
1. With all ARFs, varying temperatures and storage delays can cause covering material to loosen over time and transportation. OMP recommends lightly going over all the covering with a covering iron set at medium temperatures. Be sure to use a soft cover over your iron so you do not scratch the covering surface. Be sure you go over all seams and edges of the covering to assure it is secure to the airframe and other covering. Be careful not to apply too much heat or you may cause bubbles or damage to the covering. A heat gun may also be used along with a soft cotton cloth to shrink and adhere the covering. Again, be extremely careful when using a heat gun.
2. If you plan to install a 100 cc engine you may opt to use the rear fuselage mounts for the elevator servos. If so then carefully cut the covering away from the rear servo mounts. If not leave these intact. Servo openings should be cut from corner to corner and the covering ironed down on the inside. Other holes can be cut out using either a sharp hobby knife or the tip of a hot soldering iron. The latter technique acts to seal the covering edges as you cut away.
3. Be sure to seal any exposed wood with a thin coating of epoxy to prevent engine oil from soaking in. This is especially important around the engine compartment and servo openings with exposed areas.
4. Some modelers prefer to seal the hinge gaps using strips of appropriate covering or clear trim tape. We have found this to be helpful with models intended for higher speed flight or models with unusually large hinge gaps. OMP aircraft utilize a very tight double beveled hinge line and do not normally require this step. Sealing the hinge gaps is therefore left as an option for the modeler.

## **RUDDER INSTALLATION:**

1. It is much easier to install the twin control horns before installing the rudder. Locate the fiberglass rudder control horns, ball links, and associated bolts and nylon-insert lock nuts. Use some fine sandpaper to roughen up the center areas of the two control horns so that the glue adheres better. Using a sharp hobby knife cut the covering away from the slots in the rudder and trial fit the two control horns.
2. Mix up some 30 minute epoxy and coat the inside of the slots and the center of the control horns. Hint: a scrap piece of 1/16" ply, toothpick, or old hobby blade can be used to coat the inside of the rudder slots. Slide the control horns in place and make sure they are centered perfectly by using a ruler to measure between the pivot holes and the hinge line. Wipe any excess glue off with isopropyl alcohol and paper towels. Install the ball links, bolts and nuts into the holes to help assure alignment of both control horns while the glue cures. Set aside until cured.



3. The holes for the supplied hinge points are predrilled. Locate the hinge points and dry fit the hinges and rudder into place and test the operation. The hinges should seat fully into the holes so that the hinge line gap is minimal while still allowing full rudder deflection.
4. Before gluing the hinges in you must first clean the hinges of any mold release agent using isopropyl alcohol. OMP also recommends scuffing up the plastic with light sandpaper for maximum glue adhesion.
5. Mix up some 30 minute epoxy and using a toothpick or small wooden dowel coat the inside of each hinge hole with epoxy. Also put a thin layer of epoxy on one side of the hinge points. Install this end into the holes of the rudder and make sure each hinge is properly aligned at exactly 90 degrees to the hinge line.
6. Now coat the other end of the hinge points with epoxy and install the rudder into the trailing edge of the vertical stabilizer. Again, make sure the hinges remain in proper alignment. Using paper towels and some isopropyl alcohol clean off any excess epoxy from the hinges and surrounding areas.

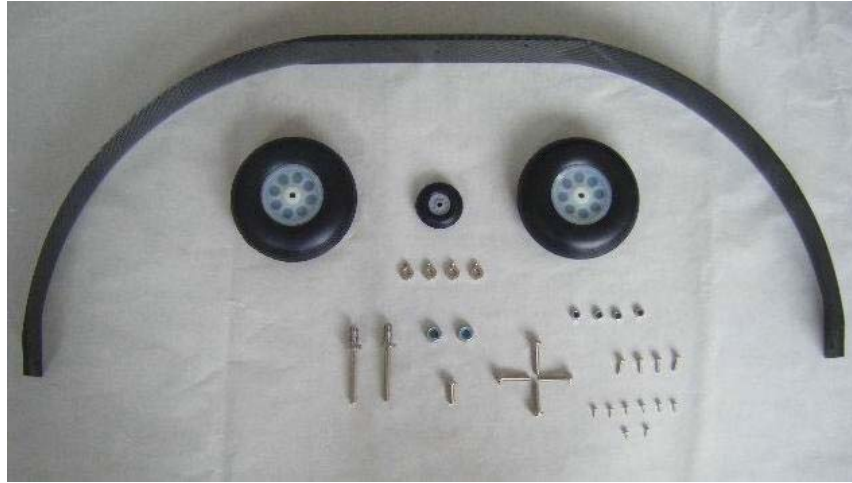


7. Make sure the rudder is fully seated so that the hinge gap is minimal while still allowing full deflection of the rudder. When satisfied, use some masking tape to hold the rudder in place along the bottom and counterbalance. After the epoxy has cured, remove the masking tape and check for proper operation. If the hinges are dry some light oil carefully placed on each hinge will help greatly.

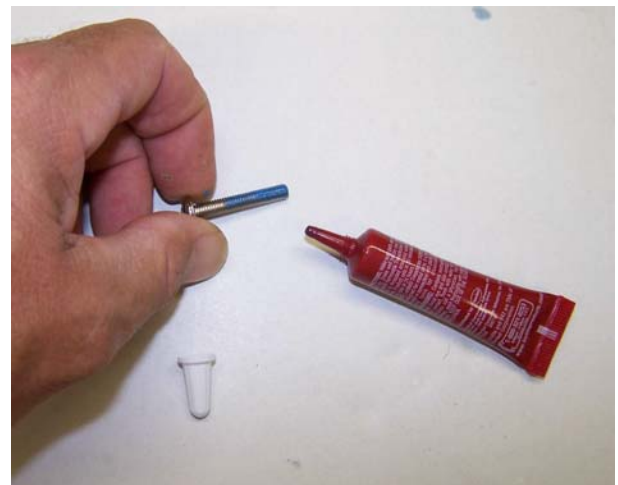
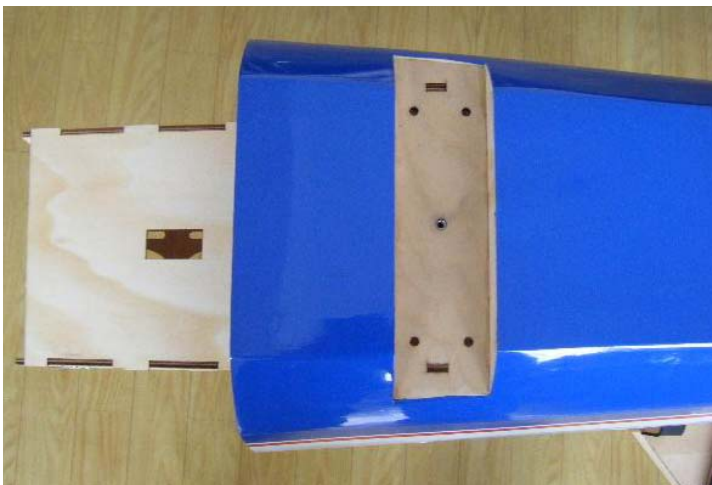


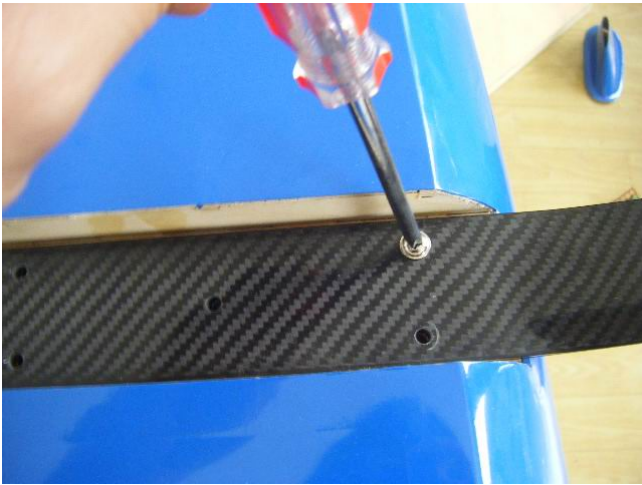
## **LANDING GEAR ASSEMBLY:**

1. Locate the supplied main and tail wheel landing gear parts and sort them out on your workbench.

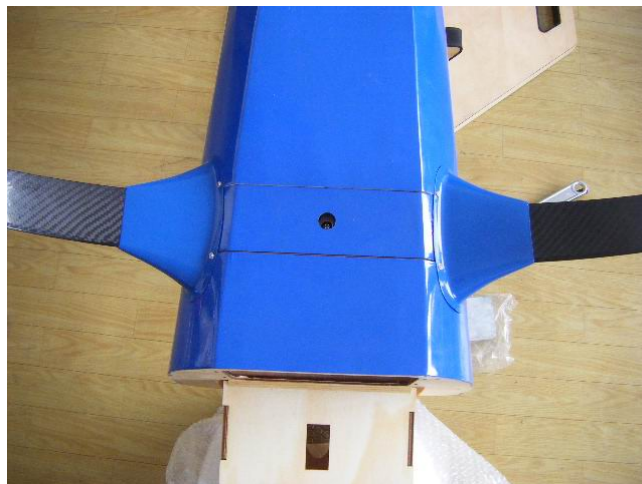


2. Bolt the main gear to the bottom of the fuselage using the supplied bolts. Use a small drop of thread-lock to secure the bolts in place.





3. Bolt the gear cover plate in place using the single bolt provided and the hole in the center of the gear. If you have purchased the Extra 300, main gear cuffs are provided. Slide these over the ends of the gear and screw into place using 4 small wood screws as shown in the pictures below.



4. Install the main wheel axles to the composite landing gear and tighten the nylon-insert lock nut. Install one wheel collar onto the axle. Use a second wheel collar as a guide to leave a gap on the inboard of the axle. Use a small drop of thread-lock and tighten in place. Slide the wheel onto the axle and install a second wheel collar also using thread-lock on the set screw.



5. Fit the wheel pant in place and install using the two supplied screws. Use thread-lock to secure the screws in place. Repeat the above steps for the other main gear.





6. Begin the tail wheel assembly by installing the shaft bushing and lock nut into the large hole at the rear of the tail wheel bracket. Slide a wheel collar onto the pre-bent tail wheel wire and tighten in place as shown. Now slide the wire into the bottom of the bushing and install the steering post and tighten the screws firmly. Install the wheel using two supplied wheel collars. Again, the use of thread-lock on any metal to metal screw is advised.



7. Center the tail wheel bracket on the rear of the fuselage and screw in place using three of the supplied wood screws. Remove the screws and harden the holes with a drop of thin CA. Allow the CA to cure and then permanently install the tail wheel bracket.



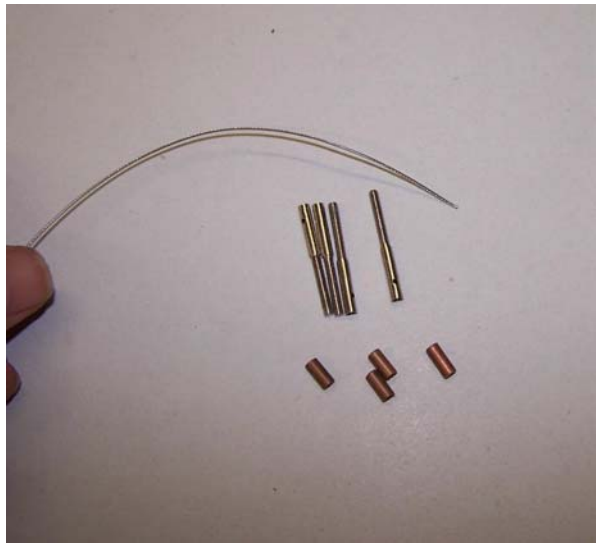
8. Locate the ball link end for the tail wheel wire and drill a small hole a few inches from the rear of the rudder along the bottom. Glue this in place with thick CA or epoxy. Slide the steering wire through this

guide and into the aluminum steering arm. Tighten the set screw firmly. Test the deflection of the rudder to make sure there is no binding and that the steering wire does not slide out of the support guide.

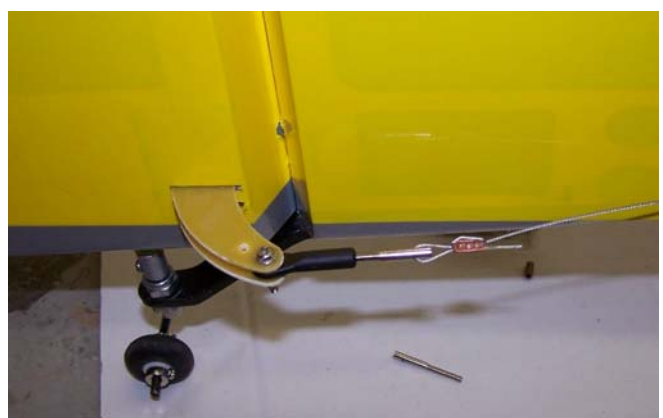
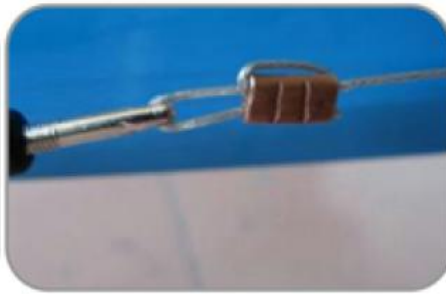
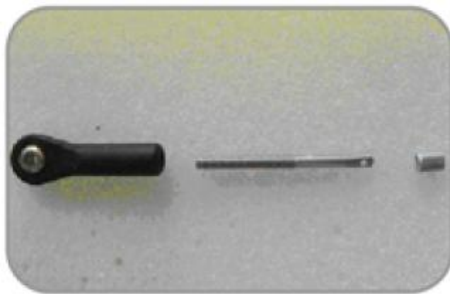


### **RUDDER CONTROL INSTALLATION:**

1. The ARF is supplied with a high quality set of pull-pull cables and ball-links. Servo openings are provided in the aft section of the fuselage below the horizontal stabilizer for those builders using a 100 cc engine and needing to move weight aft. The below instructions are for the pull-pull cable option.
2. Install your rudder servo(s) into the precut locations in the fuselage. You will need 3 inch arms on the servo(s). Or you can mount the supplied rudder arm to your circular servo arm. If you use two rudder servos it is best to connect them to two separate channels and mix them together in your radio. Set up your radio accordingly and center the rudder servo(s). The geometry of your servo arms relative to each other and the rudder horn is critical for proper rudder operation without binding or excess cable slack.
3. If you are using two rudder servos you will need to set up the servo coupling very accurately to assure zero binding and drain on your batteries. Threaded couplers and ball links are provided for your use. If you are new to multiple servo ganging and programming of servos, OMP highly recommends you seek the assistance of an experienced modeler in your area. Misprogramming of servos can lead to very high drain on your batteries and possible servo failures.
4. Locate the pull-pull cable set, threaded couplers, brass swaging tubes, and ball-links. If the cable is one long piece, cut it into two equal length pieces. Thread one end of the one cable through a brass tube and then through one of the threaded couplers. Run the cable back through the brass tube and then loop it back through a second time. Using a set of crimping pliers, place three crimps just tight enough not to cut the brass tube but enough to securely hold the wire in place. Cut off the excess cable with wire cutters. Wick thin CA into the brass tube to help hold the cable secure. Repeat for the other cable.



5. Thread the couplers about half way into the ball links of the rudder. Hint: remove the ball links from the rudder horn first to make this step easier and then re-install once the couplers are threaded on. Feed the loose end of each cable into the cable slots at the rear of the fuselage and feed them forward towards the servo mount location. A coat hanger with a hook on the end can be useful here if you can't reach the cable.



6. Use your radio system to center the rudder servo and attach either the supplied arm or an appropriate arm for your servo. Thread one of the ball links about half way onto one of the threaded couplers. Feed the loose end of one of the cables through a brass tube and then through the threaded coupler. Holding the rudder centered, adjust the cable length as tight as possible while checking the ball link position over the servo arm. When satisfied with the position, pinch the cable around the threaded coupler and then feed the loose end back through the brass tube. Loop the cable back through the brass tube as before and crimp the brass tube three times just tight enough not to cut the brass tube but enough to securely hold the wire in place. Cut off the excess cable with wire cutters. Wick thin CA into the brass tube to help hold the cable secure. Repeat for the other cable. Hint: Once you have established the position of the

threaded coupler on the cable, you can remove the ball link from the rudder horn to give you more working slack in the fuselage. Re-install the ball link prior to setting the other cable.



7. Check the operation of the rudder using your radio and make sure there is no binding and the cables are adjusted properly. You may have to tighten the cables after a few flights as they may stretch slightly from the initial installation.

### **ENGINE, EXHAUST, & FUEL SYSTEM INSTALLATION:**

1. Templates are provided in the kit for both DA and 3W 85 cc engines as well as the DA 100 engine. Select the proper guide for your engine and mark and drill the mounting holes and cut out the center as indicated. Notice that the engine center line is offset to the left to compensate for the right thrust built into the engine box.

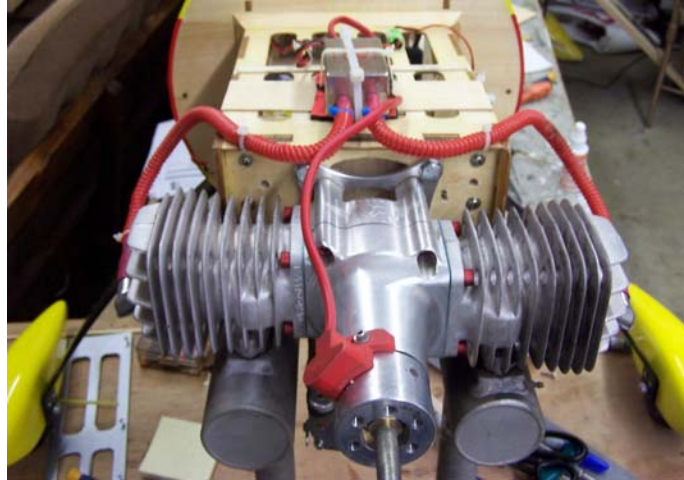


2. Place the cowling in place on the fuselage and measure the distance from the firewall to about 1/2" in front of the cowling. This figure represents the back of the spinner and will help you determine if you need to space your engine out from the firewall using washers or additional wood. Mount your engine securely using bolts, washers, and locknuts. The use of thread-lock is also highly recommended for the engine bolts. The pictures below show the DA85 engine installation.

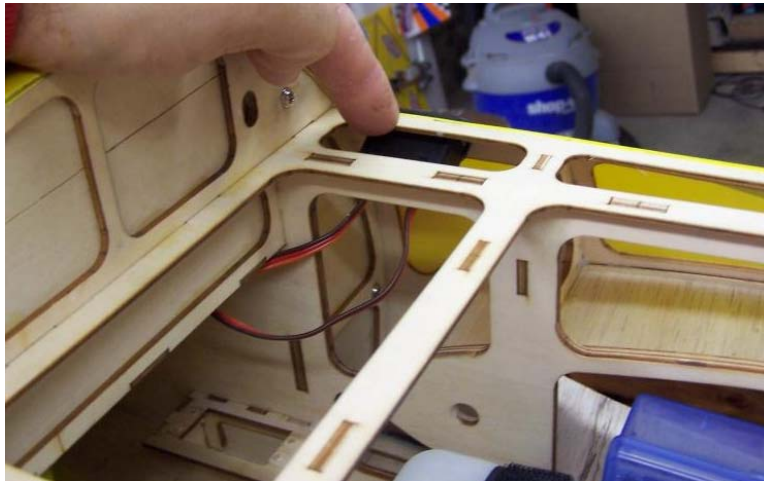


3. Mount the ignition module according to the manufacturer's instructions. The best place to mount it is on the side or top of the engine box. Secure the pickup lead and ignition wires with zip ties so that they do not vibrate or touch any hot part of the engine or exhaust. The picture below shows the DA100 engine

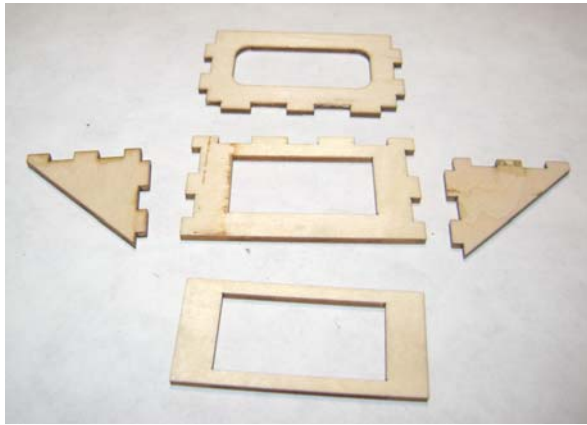
installation. The author prefers to protect the ignition wires with cable wrap to prevent wear of the mesh shielding.



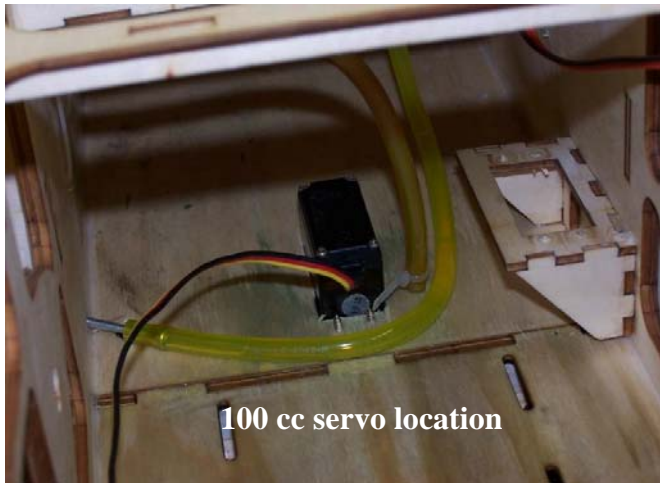
4. Mount your ignition battery securely to the engine box. A typical location is on the side or top of the engine box. The ignition switch should be mounted to the fuselage side wall just behind the cowling. Secure all cable connections neatly and firmly.



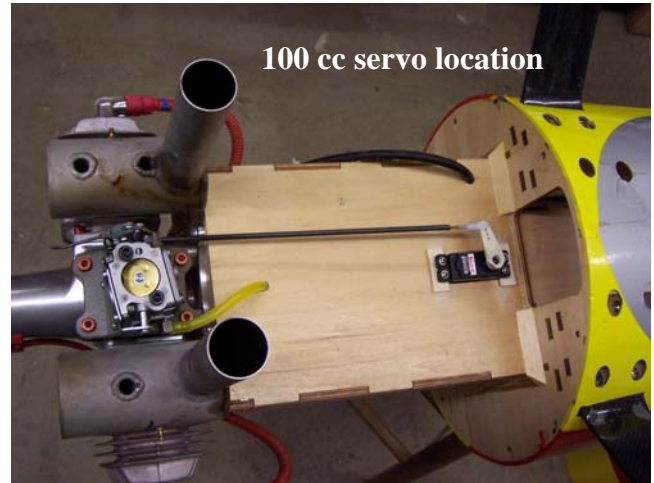
5. Assemble the throttle servo mount using the supplied laser cut parts. This mount can be used if you are using an engine with a rear carb such as the 85 cc engines. The typical location for this mount is glued to the right side of the inside motor box as far aft as possible (see the photo above). Make sure you do not have any the ignition module close to this servo. Alternatively, there is a servo cutout in the bottom of the engine box for 100cc engine users. Mount your throttle servo and complete your linkage setup.



**85 cc servo location**

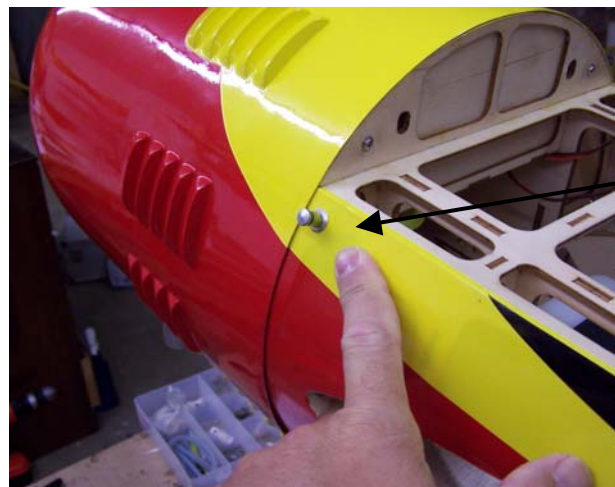


**100 cc servo location**



**100 cc servo location**

6. The fuel tank is preassembled. Complete the installation in the fuselage using zip ties or velcro straps to hold the tank in position. Connect a fuel line between the tank and carb, a fuel line between the tank vent and the bottom of the fuselage, and a fill line to a fueling port which can be mounted on the fuselage side opposite your ignition switch. Make sure your vent line does not come close to any hot exhaust part such as the muffler or canister. OMP recommends the use of small zip ties or fuel line clamps to secure the lines to the tank.



**Fuel Dot Location**

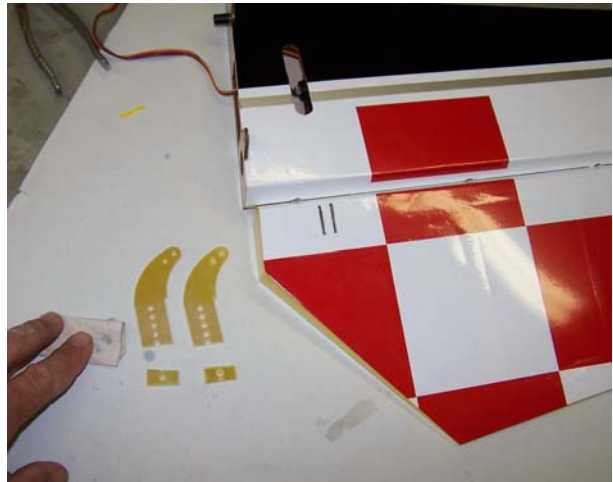
7. There are many options for exhaust systems including canisters of all sizes, stock mufflers, and inverted Pitts style mufflers. Follow the manufacturer's instructions for your exhaust system paying attention to vibration mounts if required and air flow requirements. Trial fit your exhaust system now and work out any additional supports, but do not permanently install the system until you fit the cowling in the next steps.

## **COWLING INSTALLATION:**

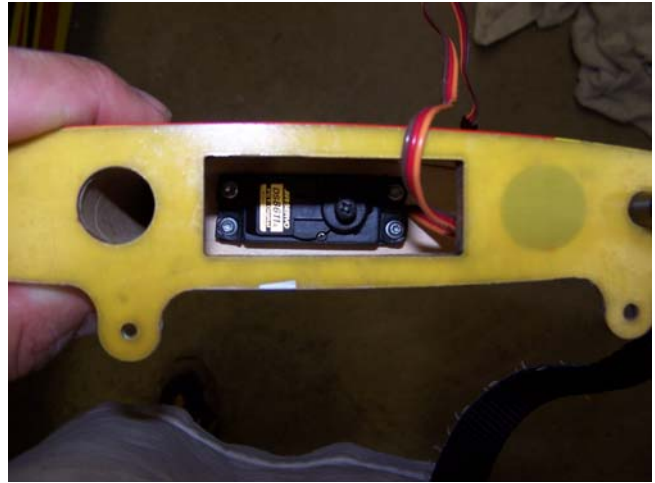
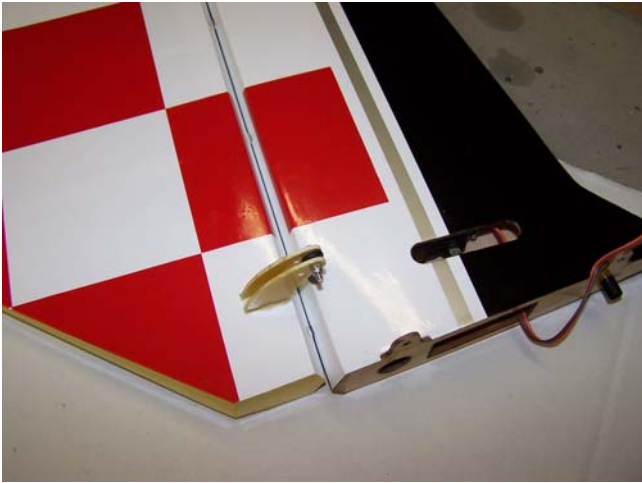
1. Fit the cowling in place and make any cutouts necessary to clear your engine and exhaust components. Trial fit and trim as necessary being careful and accurate. Be sure to allow enough air exit area in the bottom of the cowling to provide adequate air flow over the engine. Some modelers may prefer to build baffling in the front of the cowling to assist air flow over the cylinders. This can be done using scrap pieces of balsa trimmed to fit your engine installation. Be sure to fuel proof all exposed wood. When satisfied with the final fit, attach the cowling to the fuselage using the six supplied screws and rubber washers screwed into the cowl ring. Note the bottom two screws are inserted from the front of the firewall while the top four are installed from inside the fuselage or back of the firewall.
2. Install the propeller and spinner. Large gasoline engines are very powerful and can cause damage to persons or property if propellers and spinners are not installed properly. Follow the manufacturer's instructions and make sure your props are well balanced, properly drilled, and display no cracks or chips.

## **HORIZONTAL STABILIZER AND ELEVATOR CONTROLS ASSEMBLY:**

1. Install the fiberglass control horns in the same way as you did the rudder horns. Do not cut the covering on the top side of the elevators but be sure to fully seat the horns into each elevator. You may need to trim off some of the control horns as shown in the picture below to fully seat the horns in the elevators. Again, OMP recommends you temporarily install the ball link onto the horns while the glue cures. This will assure proper alignment of each horn.



2. Install your elevator servo into the root of the horizontal stabilizer making sure the servo wire exits towards the leading edge of the stab.



3. Use your radio to set the servo center position and install the large control horn onto the servo. Assemble the control rod and ball links and adjust the control linkage for proper geometry. When satisfied, screw the ball link to the servo arm. The servo arm should be as close to perpendicular to the control rod as possible while the elevator is at neutral. Double check all screws, bolts and nuts to assure proper installation and operation without binding.



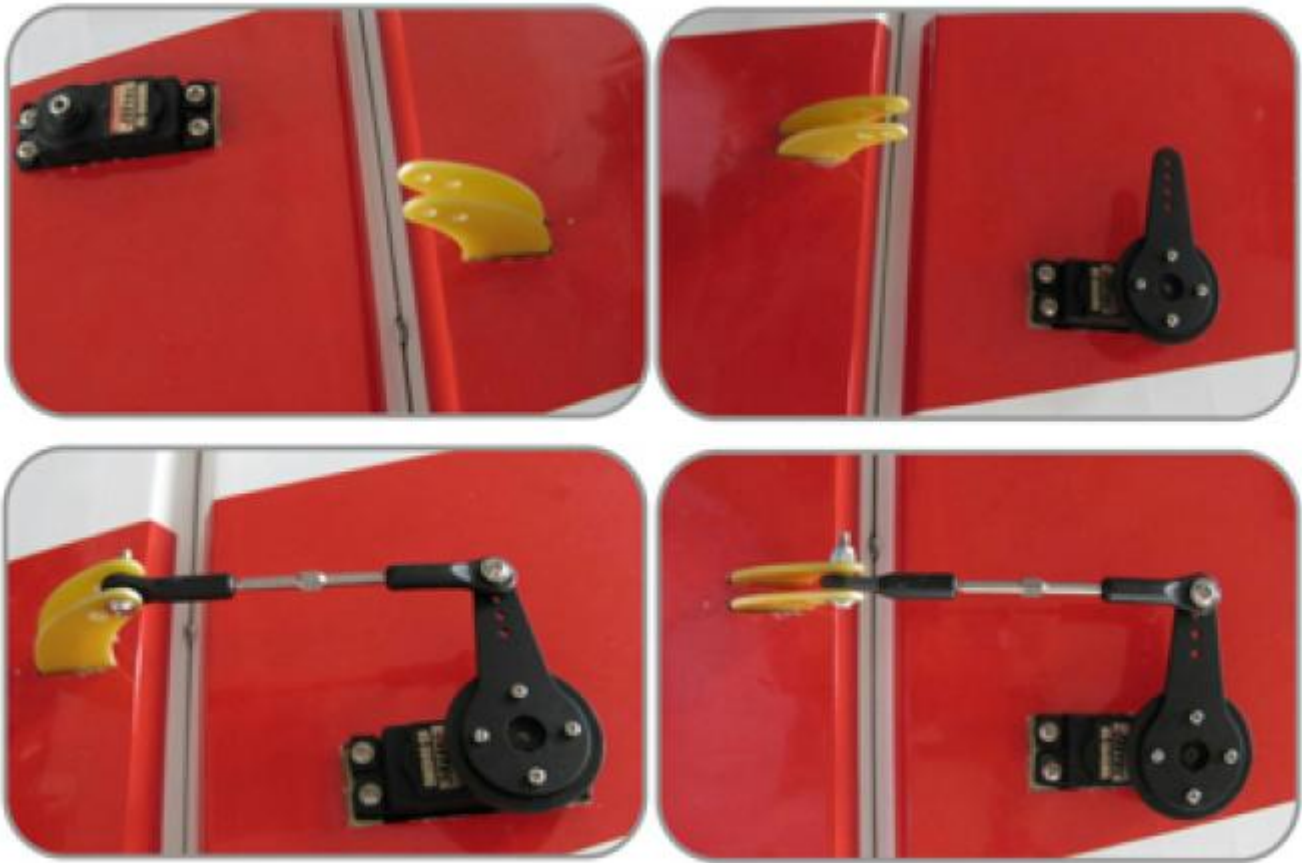
4. To install the horizontal stabilizers you first need to install two 36" servo wire extensions in the fuselage so that they extend from the radio compartment to the aft openings. A servo wire tunnel is provided in the fuselage to guide the wires.
5. Slide the stabilizer carbon fiber tube into the fuselage and install both stabs onto the tube. Connect the servo wires and secure the connections with either the supplied clips, tape, or likewise. Use the supplied screws and rubber washers to secure the stabilizers to the fuselage.

### **WING AND AILERON CONTROLS ASSEMBLY:**

1. Install the fiberglass control horns in a similar fashion as described above. Again, make sure they are properly aligned to each other and fully seated in their respective slots.
2. Cut the covering from the aileron servo openings from corner to corner and iron down inside the openings. Connect servo wire extensions to your servos and secure the connections with the supplied clips, your own clips, or tape. Feed the servo wires into the wing and out the root. Install the servos and screw firmly in place.



3. Use your radio to set the centers of each servo and then assemble and adjust the length of each control rod. The servo arm should be as close to perpendicular to the control rod as possible while the elevator is at neutral. Double check all screws, bolts and nuts to assure proper installation and operation without binding.
4. There are several ways to setup up multiple servos for one surface. Just like setting up the rudder, it is critical this process is done correctly to prevent excessive battery drain and possible damage to your servos. If you are new to “ganged servo” setups, OMP recommends you seek assistance from a local experienced modeler or have them double check your work.
5. This manual will describe the use of two separate transmitter channels for each aileron servo. Other options include programmable servos or matchboxes. Begin by setting the center and end points of the inboard servo while leaving the outboard servo control rod disconnected. The center sub trim should be as close to zero as possible.
6. Using your programmable radio, mix one of the auxiliary channels to your inboard aileron channel. Now set the center and endpoints of this channel so that no binding occurs with the ball links. Work this process with one end of the pushrod disconnected and trial fit the link onto the servo arm as you progress to assure a zero-binding operation. Once satisfied, permanently attach the ball link to the servo arm with the supplied screw and nut.



7. Check the final radio operation of the ailerons and make sure there is no binding or servo fighting of each other. Also check to make sure all linkage bolts and nuts are secure.

### **FINAL RADIO SYSTEM INSTALLATION:**

1. Whether you 72 MHz systems or the newer 2.4 GHz systems, proper radio installation and care is vital to the safe and reliable operation of your aircraft. Follow the manufacturer's instruction for installation guidance of receivers and batteries paying attention to factors such as vibration isolation, adequate cooling, and clearances.
2. Mount your receiver(s) securely in a location which provides a clean and maintenance free solution to your setup. All servo wires should be neatly routed and secured in place so they will not come loose or flop around during flight.
3. The fuselage ply sides provide space to mount your switches just below the canopy. Mount your switches according to the manufacturer's instructions and route your wires safely and securely as above.
4. Your receiver battery(s) can be mounted in a variety of locations depending on your balance needs. Regardless of where you mount your batteries it is vital that they are very secure with no possibility of coming loose. Use double sided vecro to hold the batteries from sliding around and then use zip ties or vecro straps to secure them tightly in place.
5. Servo and battery leads are the life blood of your aircraft. Make sure all wires are top quality and connectors are tight and display no loose pins or frayed wires. Servo clips are provided in the kit for your convenience. These servo clips can even be glued to the wood structure using CA if desired.
6. Check all radio programming and control surface operations thoroughly before your initial flight. Check your radio range according to the radio manufacturer's instructions both with the engine off and running.

## **BALANCING and PRE-FLIGHT:**

1. Most state of the art aerobatic aircraft allow for a wide margin for balancing depending on what level of precision or freestyle the pilot prefers. To perform properly without being too pitch sensitive, you must not go too aft on the CG. **OMP recommends an initial CG setting of 7.0 – 8.0 inches behind the leading edge of the wing at the root.** More experienced pilots may want to set the CG further aft for more 3D capability. Varying weights of engines and radio gear will dictate how you should install each. The batteries can easily be located pretty much anywhere in the fuselage. For those using a 100cc engine, servo cutouts are provided in the rear of the fuselage for the rudder servos. These options should allow you to balance the model without adding any weight.

**Note:** The best way to check your balance is to trim for level flight at about 1/2 to 3/4 throttle and then roll inverted. The aircraft should maintain level flight with very little to no down elevator input. If the aircraft climbs when inverted then you've probably got your CG too far aft. If the nose drops more than slightly, then you are most likely nose heavy.

### **Recommended control surface deflections:**

	Low Rate	High Rate
Elevator	15 degrees	45-50 degrees
Rudder	25 degrees	40 - 45 degrees
Ailerons	25 degrees	35-40 degrees

## **FINAL ASSEMBLY AND PRE-FLIGHT INSPECTIONS:**

1. Before arriving at your flying field, be sure all your batteries are properly charged and all radio systems are in proper working order.
2. Install the wings onto the fuselage being careful to align the wing tube with the wings and not force it. The wing tube may be initially tight but will loosen some with use. Guide your servo wires into the fuselage openings and connect to the proper aileron channels. Servo clips are recommended. Once you have the wings fully seated in the fuselage tighten the wing bolts inside the fuselage.
3. Fill your fuel tank making sure your vent line is not plugged or capped. With the canopy off, this is a good time to check for any fuel leaks.
4. Position the canopy in place and tighten the canopy screws. Be sure to use the supplied rubber washers under the screw heads.
5. If you have removed your horizontal stabilizers, install them once again and check all bolts and connections.
6. Check all control surfaces for secure hinges by performed a slight tug on the control surfaces and observing if there is any give in the hinges. Check all control rods, ball links, servo screws, etc. for proper operation and installation.
7. Check your batteries and perform a proper range check once again with the engine off and running. Be sure all surfaces are moving in the correct direction and the proper amount for your flying setup.
8. You are now ready for your maiden flight! Good luck and enjoy your new aircraft! If you have any comments or questions about this manual or the aircraft please email "[omp@ohiomodelplanes.com](mailto:omp@ohiomodelplanes.com)".



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