

# CrossFire 320E

## Assembly Manual Changes and Amendments

Please refer to [www.goldenskiesrc.com](http://www.goldenskiesrc.com) for a completely updated Assembly Manual

### General Notes ----- IMPORTANT ---- PLEASE READ -----

1. **PITCH BALANCE:** The CrossFire's pitch balance is described on page 37 and we would like to add further explanation . The C/G when set at 10-1/8" back from the firewall is a very conservative (Nose Heavy) point. This was selected at the 25% of MAC and is intended for lesser experienced pilots. So consider the following:
  - a. **Lesser Experience Pilots (3<sup>rd</sup> Plane after trainer, etc)**      *Set the C/G @ 10-1/8" behind Firewall (25% MAC)*
  - b. **Intermediate Pilots:**      *Set the C/G @ 11-1/8" behind Firewall (30% MAC)*
  - c. **3D and Free-Style Pilots:**      *Set the C/G @ 11-1/2" behind Firewall (~35% MAC)*
    - i. *(you may refer to the GSRC website for definitions of Pilot skill levels)*
  
2. **Pitch Balance Techniques:** If you use a 90 or smaller engine, you may want to place the Rx battery as far forward (under the fuel tank) as possible. Do this before installing the fuel tank. With these light engines, it may be necessary to add 3-4 oz weight to the nose for a 10-1/8" C/G point. Nose weight options are: *(always move added weight as far forward as possible)*
  - a. Add (hide) a "heavy" prop-nut (Hub) under the spinner
  - b. Use an aluminum spinner rather than Nylon
  - c. Add weight to the front end of the bottom motor mount

*(Also, to avoid adding weight to the nose, when using 60 or 90 engine, as an option you may elect to move the elevator servo to the saddle area and employ push rods.....typically not recommended) Be sure to secure the pushrods every 3" along the length.*
  
3. **Grass Field Flyers:**  
If you fly from a grass field you may want to consider changing the nose steering arm to a longer arm for more torque and stability. our website for details.
  
4. Concerns for fuel entering fuselage via steering arm hole in Firewall..... please see our website for alternatives.
  
5. Other engine mounting Options:  
Please see our website for different engines and engine position options.

Page	Step / Para	Change From	Change To:
1		Existing Specifications	<b>Wing Span: 64" ± 1/4"; Length: 60 ± 3/8", Weight 7 to 8-1/2 pounds. Adjust wing loading accordingly.</b>
1		"Assembly Manual ... Ass"	<b>The word "Ass" is a carry-over misprint form the word "Assembly" above and was not on the proofs or galleys.</b>
15	3 / 2	"Add 0.35" ... (23/64)" ..."	<b>Add 0.35" ... (23/64)" to ... This is the correct dimension (Refer to the website for additional pictures and details.)</b>
15	3 / 2	"..which is 3/32"..."	<b>" .... which is 3/16" left of Vcl."</b>
17	4 / 6	Add at end para 6	<b>"After the epoxy has cured, check the fit of the assembled wing in the fuselage saddle."</b>
18	5 / 6	Add to end para 6	<b>"Recheck the HS Alignment and VS Orthogonality with the wing in place. Adjust the HS &amp; VS alignment to the wing and fuselage, (See figures 2 &amp; 3 on page 44."</b>
18	5 / 7	Add at end of para 7	<b>"Check the HS and VS alignment and adjust as necessary. After the epoxy has cured, re-check the HS and VS alignment and fit."</b>
24	10 / 1	Insert at the beginning of para 1	<b>Add: See "Optional Assembly Step" on page 34 prior to installation of the Belly Pan</b>
30	14 / 2	Add to end or para 2	<b>If the wheels are tight on the axial, sand axial with 180 grit paper</b>