

JMB-Jets MB339 Instruction



Airex/composite material manufacturing.

Wingspan: 175cm

Length: 185cm

Fuel tank capacity: 2270cc

Servos: flaps Standard servos*2 other mini servos*8 All in HV

The receiver need 12 channels.

Engine: 8kg-12kg

Recommended battery capacity: 2s2200-2600

Recommended Engine K85G

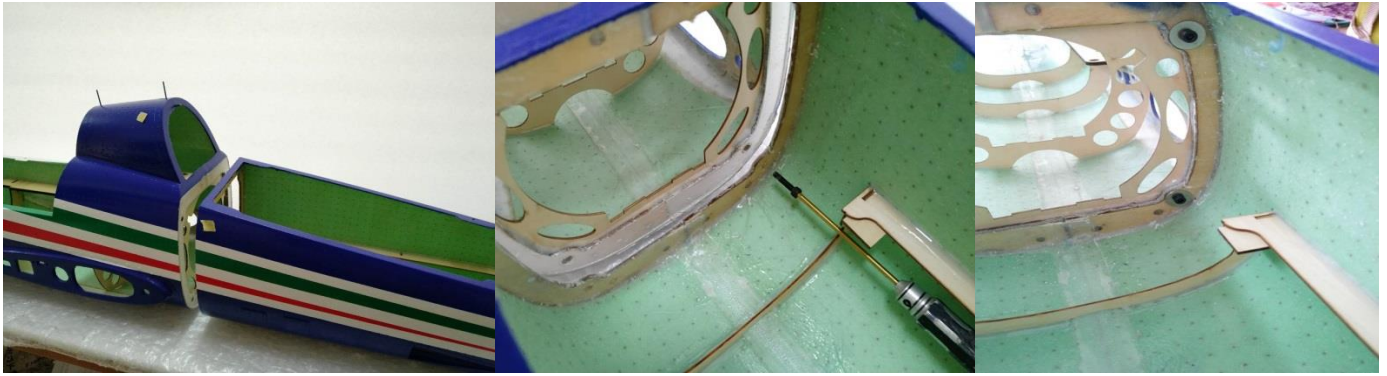
Part list



1. Cockpit*1
 2. Front half*1
 3. Rear fuselage*1
 4. Main wing*2
 5. Engine hood*1
 6. Tail plane*2
 7. Wing mounted fuel tank*2
 8. One set of landing gear (Installed; Includes front and rear landing gear)
 9. A set of cables and wires (installed)
 10. A set of navigation lights (Red, green, white and controller)
 11. Exhaust nozzle*1 (installed)
 12. Main fuel tank*1 (installed)
 13. Ultimate air trap tank*1 (installed)
 14. Screw case*1
 15. 22mm carbon fibre tube*1
 16. 10mm carbon fibre tube*1
- The optional list
1. Smoke metal pipe*1
 2. Pull smoke tank*1
 3. Smoke pump and control
 4. Supply oil hose
 5. Oil valve*1
 6. 7.4V mini server*8
 7. 7.4V Standard server*2
 8. The simulation seat*1
 9. landing gear controller

Install

Install front and rear fuselage



Use 4 M4*18 bolts with gaskets in the attached screw bag, insert the bolts into the corresponding hole position with hexagon screwdriver and tighten.

Main wing mounting



Insert the carbon fiber tube with a diameter of 22mm, connect the cable of the corresponding joint, and then insert the two bolt of the wing corresponding to the two bolt holes of the fuselage. Tighten it with M3*10 bolts as shown in the figure.

External tank installation



M3*30 bolts are used to tighten the external tank

Horizontal tail mounted

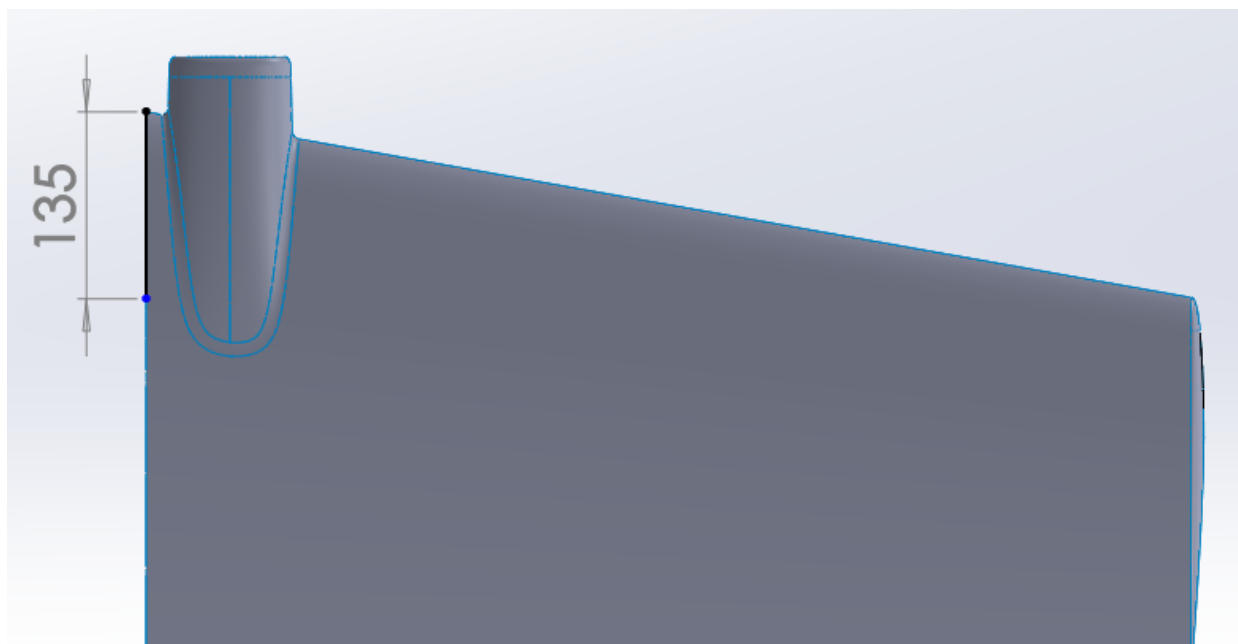


Insert the carbon fiber tube with a diameter of 10mm, connect the corresponding connector cable, and then insert the two bolts of horizontal tail fin corresponding to the two bolt holes of the fuselage. Use M3*10 bolts to tighten as shown in the figure

Settings

1. Aileron: 15mm up/down
2. Elevator: 20mm up/down
3. Rudder: 25mm up/down
4. Flaps: 1st 15 deg 2nd 45 deg compensation with elevator down linear to full flaps 5mm down (this depends on your habits)

Center of gravity position: the leading edge of the wing root is 135mm backward.



Navigation light controller manual



New Multifunctional JP-Electric Retract controller V1 and V2

Instruction Manual



For JP Hobby Alloy Electric Retracts Landing Gear Packing

A- Multi-function landing gear controller features:

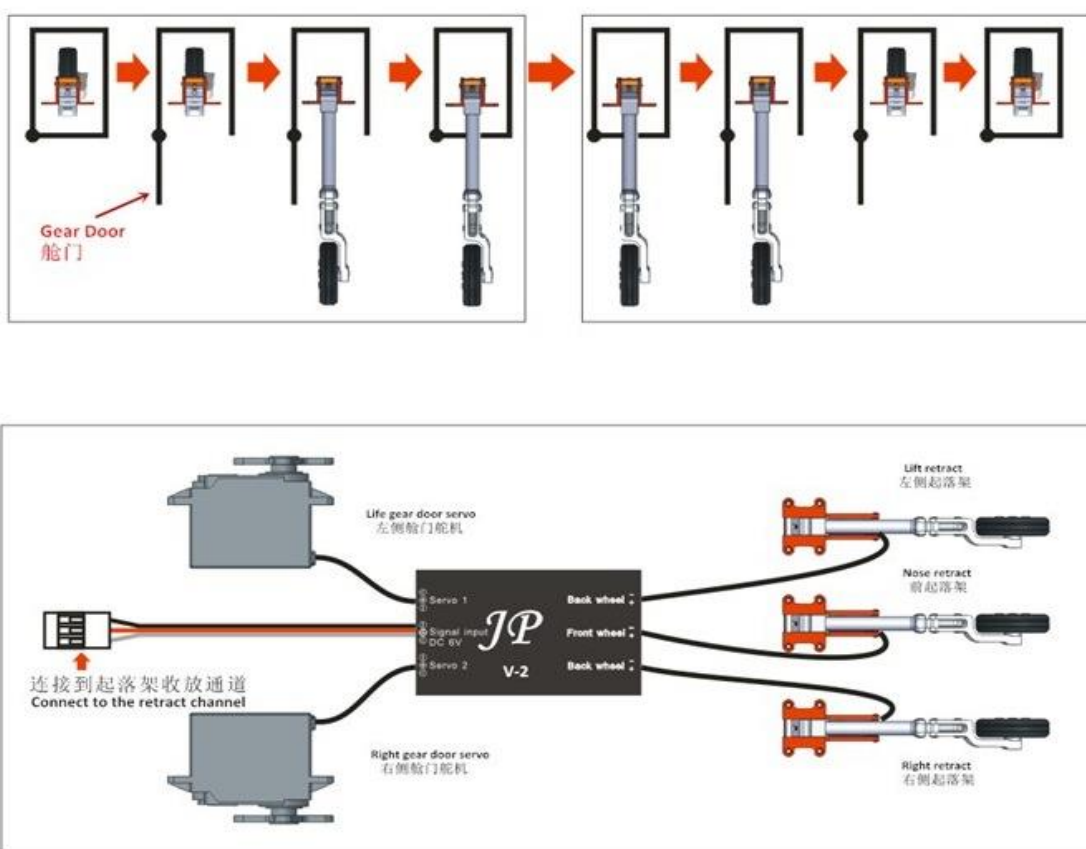
1. Automatic identification current
2. Set the voltage of the door servo
3. Set the CW and CCW direction and stroke of the door servo
4. Set the door retraction sequence

Long press the mode button to enter the setting mode:

1. When the A or B light is flashing, press the + / - button to set the servo CW and CCW direction function.
2. When A+B flashes alternately or C+D flashes alternately, press + / - button to set the stroke of the servo.
3. When the C lamp is flashing, it is V1 mode.
4. When the D lamp flashes, it is V2 mode.

A new generation of V2 upgrade version of the retract control system and release doors closed system seamlessly into an organic whole. The difference of retract control system between V2 and V1 is the doors opening and closing. V2 is designed to be multiple activation patterns that is in order to improve the accuracy when it operation. The system will automatically activate the door system after three set of retracts connected on the controller (The system will not able to activate the door system if one of three retract unconnected on the controller. The system automatically identify to

JP-Electric Retract control V2



abandon the use of port mode at that condition, but other retracts are not effect).

B- Electric retract control operating principle :

In the normal service condition,

- ⤴ Turn on the retract switch then the control system will activate the retraction system to open after checking the door fully open by Auto. The doors will close after the retract are open.
- ⤴ Turn off the retract switch then the control system will activate the retraction system to close after checking the doors fully open by Auto. The doors will close again after the retract are close.

Start the Retract channel	Gear door OPEN	Retract DOWN	Gear door CLOSE	Shutted down Retract channel	Gear door OPEN	Retract UP	Gear door CLOSE
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C- Retracts installation, operation and maintenance

Installation:

Installation is simple. The Retracts have a stander clamping and its installation is similar to any standard retract. An advantage of the electric retract is that installations of complex valves and air circuits are unnecessary. The Retracts are supplied with long enough cable which is directly connected to the control unit. If the cable is no long enough, it can be extended with the correct polarity. Is advisable prolong just the necessary length to avoid voltage drops.

If you want to assemble a set of retract and its door alone, you may need to use wire as (1) to let the controller activate the door function (Retract controller design with automatic cut off protection function, so the line as (1) will not lead to a panel failure or burned)



(1)

Operation:

Retracts must be operated always through JP Retract Control units. Never operate the retracts with direct battery or with other brands control units. The best quality of electric retracts. You will notice the advantage of not having to compress air before each flight, and you will forget the leaks.

Retracts Trouble shooting:

Problems	Solutions	
The Retract	Check whether the retract controller signal	The retract controller signal lines connected to

doesn't move	lines connected correctly	the retract channel again
	Check whether the remote control signal is normal	Check the switch channels. Good debugging remote control signal
	Check whether the remote control retract channel release percentage is set to $\pm 100\%$	sure the release percentage is set to $\pm 100\%$
	Check whether the 6V power supply is to run out of electricity	6V battery charged
The gear door doesn't open	Check whether doors servo signal lines connected correctly	Please follow the labeled correctly connected in the controller
	Check whether door servo damage	Change the door servo
	Check whether three units retract are connected to the retract controller	Please connect three units retract to the control system
The gear door run is in wrong direction	Please check the doors servo signal lines connected to the right channel	Change the doors servo signal lines from wrong channel to other one
Three units retract not work in the same direction	Check the retract cable is correct	Reverse running horse cables properly connected to the control

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