

# Allure Throw Setup Guide

## Center of Gravity

I prefer 3/16" behind the rear edge of the wing tube. 1/2" behind the rear edge of the wing tube is still doable for certain styles and taste.

## Thrust

Set the engine thrust to the nose ring, no matter what version. The Contra and the Electric version uses the same thrust. Depending on your setup and accuracy of the setup, you may need a little right rudder to full throttle and down elevator mixed to low throttle. Do not base the percentage off a number in the transmitter but the percentage should be a percentage of the amount of throw you have. In other words, 2% down elevator to idle is 2% of the throw of the elevator. The number in the transmitter may not correspond.

## Wing Incidence

Set at the factory but you should check it. If it lines up with the fillet on the fuse, it should be between .4 and .6 degrees positive and ok if it's around there. My preferred setting is .5 degrees positive but altitude, aircraft weight, and style will make small adjustments necessary for many conditions and field locations. The accuracy of measurement and incidence meters are hard to predict. This is why I use a fillet. So, if your lined up with that, you should be ok.

## Stab Incidence

Set to .1 degrees positive for the best elevator line up after the test flight. The factory will have it close but the stabs are adjustable and I recommend you check and adjust them. **The stabs are the most overlooked setting on Pattern planes, and the most important.** Do your best to get the stab halves perfectly aligned with each other.

## Throw Settings

For normal flying, I recommend these settings:

**Ailerons:** 10-12 degrees up and down do not use differential

**Elevators:** 12-14 degrees up and 12-16 degrees down

**Rudder:** Set to full throw. This should be close to the elevator halves when fully deflected.

## Snaps

**Ailerons:** 25-27 degrees

**Elevators:** 12-14 degrees up and 12-16 degrees down

**Rudder:** 55% of full throw. The snap speed and exit stop response is regulated by rudder throw. Too much throw and you can't stop the rotation on time. Too little throw and the airplane rotation stops prematurely. This goes for Snaps and Spins.

## Spins

Use the same throws as your flying mode and adjust the ailerons for rotational speed and rudder input for stopping power which is the same as the snaps. Use the same elevator it takes to fly on normal mode for spins and snaps; positive or negative.

Start with these settings and you can adjust for your taste and style. I think you'll be surprised that you won't need much adjustment.