



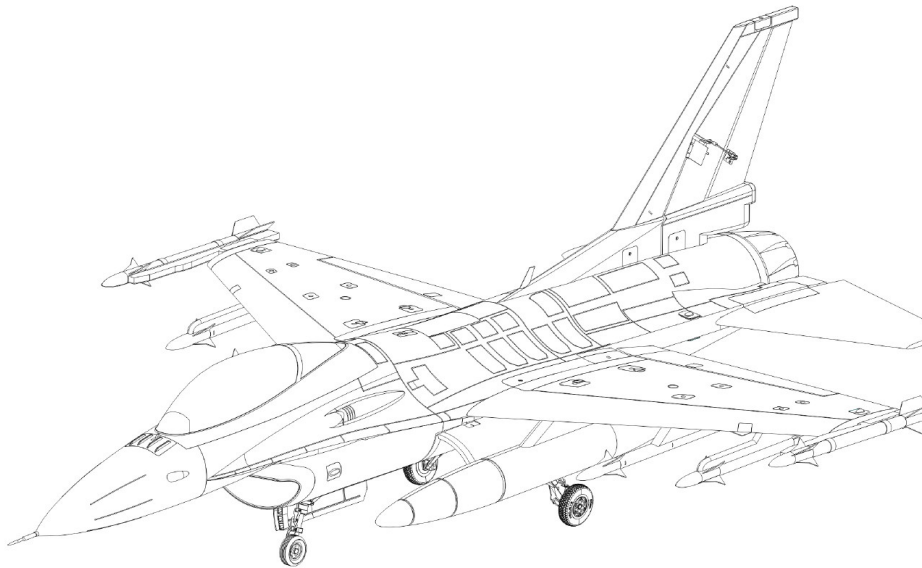
105mm S-EDF / V3

# HF-16

## ASSEMBLY & PRE-FLIGHT INSTRUCTIONS

GENERAL HF-16 AIRCRAFT MANUAL - ALL LIVERIES

V2.1



### Reference edition

Revised English edition based on the HSD HF-16 V3 manual, version 2.1. Airframe configuration, installed equipment and decals may differ by production version.

**Read the entire manual before assembly or powering the aircraft.**

## REFERENCE GUIDE

# Contents

Start with the safety information. Use the numbered figures alongside the assembly and control-check procedures.

| SECTION                         | CONTENTS                                                           |
|---------------------------------|--------------------------------------------------------------------|
| <b>01   Before you begin</b>    | Introduction, safety, flying environment and battery precautions   |
| <b>02   Aircraft and kit</b>    | Component identification, PNP inventory and hardware               |
| <b>03   Assembly</b>            | Nose, stabilizers, vertical fin, stores, main wings and antennas   |
| <b>04   Electronics</b>         | MFC-2085, receiver connections, channel reference and power checks |
| <b>05   Control tests</b>       | Aileron, elevator, rudder, landing gear and steering setup         |
| <b>06   Center of gravity</b>   | Flight battery placement and 155-160 mm CG reference               |
| <b>07   Service diagrams</b>    | Exploded rear and nose landing gear illustrations                  |
| <b>08   Technical reference</b> | Manufacturer-listed specifications and preflight checklist         |

## How to use this manual

The images and technical measurements are retained from the manufacturer's source manual. Rewritten explanations clarify the assembly steps and control checks. Where original wording is ambiguous, consult the MFC-2085 instructions and inspect the installed hardware before proceeding.

Applies to the HF-16 V3 platform regardless of paint scheme. Images may show one representative livery.

**01 / BEFORE YOU BEGIN**

# Meet the HF-16 V3

A 105mm S-EDF aircraft designed for experienced RC pilots.

Thank you for choosing the HSD HF-16 V3. This aircraft combines large-scale EDF propulsion with an integrated MFC-2085 control system and factory-installed auxiliary electronics. Read this manual carefully before assembly, setup or flight.

The V3 platform incorporates revisions described in the original manufacturer documentation:

- Revised wing construction and an approximately 20% increase in wing area compared with the earlier design.
- Optional external stores, including auxiliary fuel tanks and missile configurations.
- Two wingtip mounting options.
- Revised upper fuselage/engine-cover construction and additional forward intake reinforcement.
- MFC-2085 integrated control system and high-voltage-compatible servos.
- Removable metal pitot tube.
- Multiple available scale liveries; finish and decals vary by aircraft.

**IMPORTANT - ADVANCED AIRCRAFT**

This HF-16 is not a beginner aircraft or a first EDF model. Use a suitable flying site and obtain assistance from an experienced pilot for initial programming, inspection and the maiden flight.

Manual version: 2.1. Aircraft designation standardized to HF-16 V3. This English revision does not change the published hardware dimensions, model functions or setup procedures.

**01 / SAFETY**

# Operate responsibly

High-energy EDF power systems and large RC aircraft require strict safety procedures.

Before handling the airframe or connecting flight power:

- Keep people, animals and loose objects clear of the intake, exhaust and aircraft path.
- Switch on the transmitter and confirm the throttle is at its lowest position before connecting flight power.
- Never approach, carry or service the aircraft until propulsion power is disconnected and the fan has completely stopped.
- Do not fly in rain, fog, snow, thunderstorms or strong winds. The source manual advises avoiding winds at or above approximately 10 m/s.
- Maintain visual line of sight; remain clear of airports, restricted airspace, power lines, towers and radio-interference sources.
- Observe local altitude, airspace and operating regulations. Do not treat the 120 m example in the source manual as a universal legal limit.
- Never fly over crowds, roads, buildings or other occupied areas.
- Do not use aggressive cleaners on painted EPO foam.
- Store, charge and dispose of LiPo batteries using appropriate fire-safe procedures. Never use swollen or damaged packs.

**Power-system safety**

High-current 12S connections require correct wiring and polarity. Inspect connectors before every use. Never reverse battery supply polarity or modify the MFC-2085 power wiring based only on an ambiguous illustration.

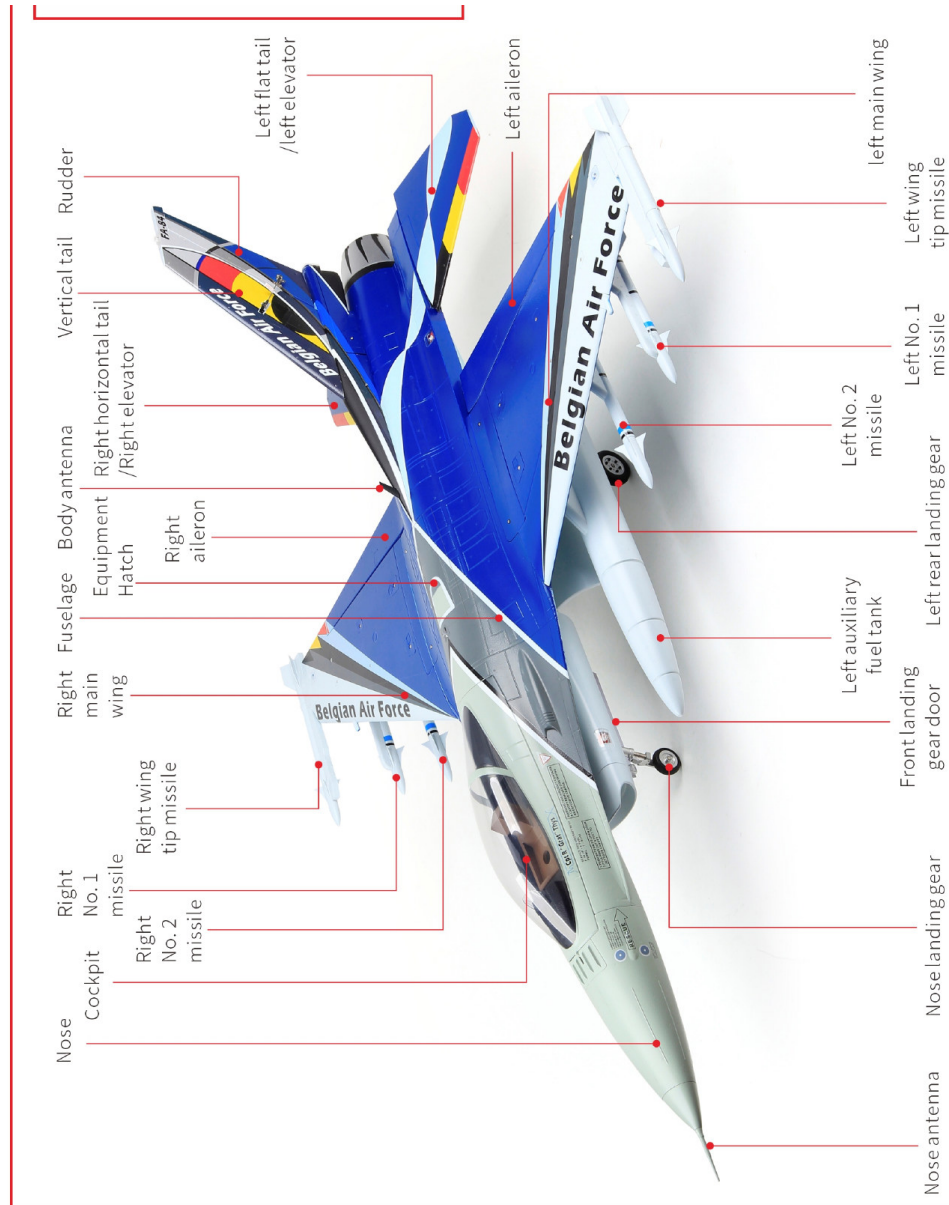
**Age and supervision**

The source manual states the aircraft is not a toy and is unsuitable for unsupervised children. Operation should be limited to appropriately experienced adults or conducted under qualified adult supervision.

## 02 / AIRFRAME

# Component reference

Identify the major assemblies and exterior components before installation.



Manufacturer component identification diagram. Artwork shows a representative aircraft livery.

Use the supplied component labels and assembly diagrams to distinguish the fuselage, nose, wings, horizontal stabilizers, vertical tail, ventral fins, external stores and landing gear.

## 02 / PACKAGE

# Unpack and inspect the PNP kit

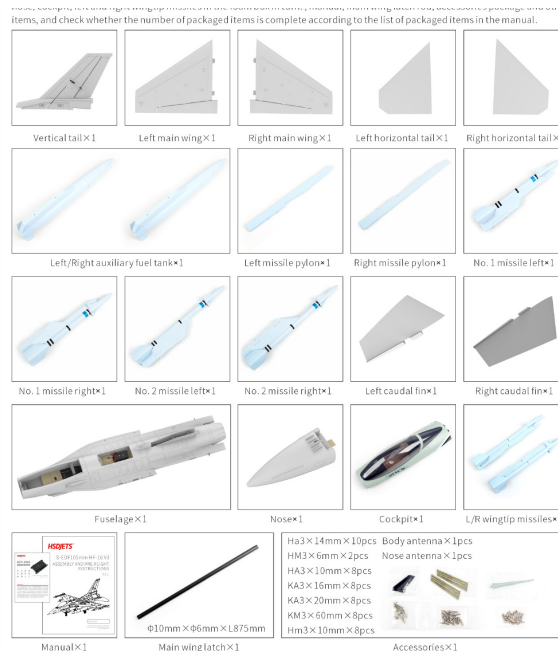
Lay the parts on a clean padded surface and confirm the accessories before beginning assembly.

The source manual lists the following assemblies and accessories. Exact stores and hardware packs can vary by production batch.

| GROUP                    | INCLUDED COMPONENTS                                                                           |
|--------------------------|-----------------------------------------------------------------------------------------------|
| Primary airframe         | Fuselage, removable nose section, cockpit/canopy and vertical stabilizer.                     |
| Wing and tail assemblies | Left/right wings, left/right horizontal stabilizers and left/right ventral fins.              |
| External stores          | Left/right auxiliary tanks, missile pylons, No. 1 and No. 2 missiles, wingtip stores/options. |
| Hardware and connections | Main carbon/wing joiner tube, mounting screws, antennas and accessory hardware.               |
| Documentation            | Assembly and preflight instructions.                                                          |

## Inventory check

If parts or screws are missing, stop and contact HSD support before modifying hardware or substituting unverified fasteners.



Original manufacturer's illustrated packing inventory and hardware reference (not to scale).

### 03 / ASSEMBLY

## Fuselage and horizontal tails

Complete the airframe assembly before connecting propulsion power.

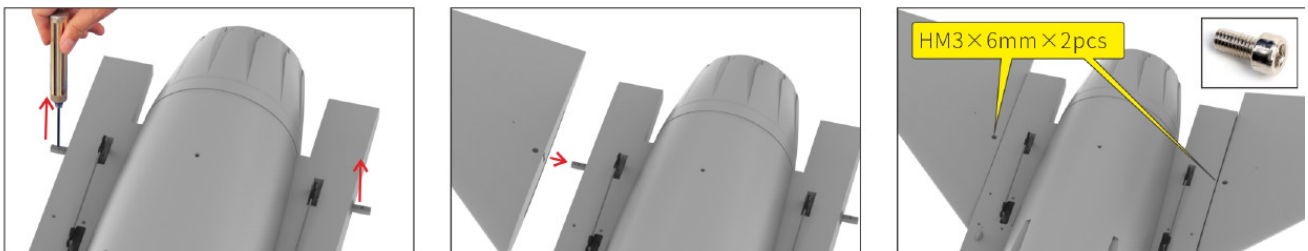
### 02 Attach the nose section

Place the fuselage on a stable padded surface. Align the nose with the fuselage joint and seat it evenly. Secure with the specified HA3 x 14 mm fastener (1 piece). Use only manufacturer-approved EPO-compatible adhesive if additional bonding is required.



### 03 Fit the horizontal stabilizers

Insert the left and right horizontal stabilizers into the fuselage mounting positions. Align the locating rods and mounting points, then secure them using the specified HM3 x 6 mm fasteners (2 pieces total as shown).



#### Assembly tip

Tighten mounting screws securely but do not crush the foam or strip the fittings. Check that both stabilizers sit symmetrically.

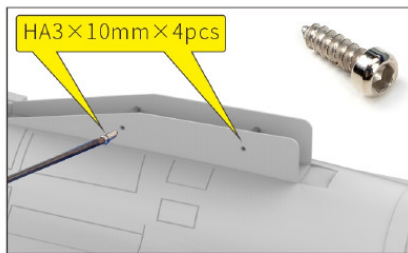
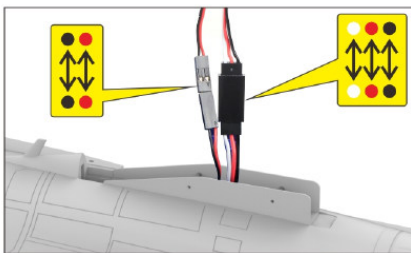
**03 / ASSEMBLY**

## Vertical stabilizer and ventral fins

Connect the tail electronics before fully securing the vertical stabilizer.

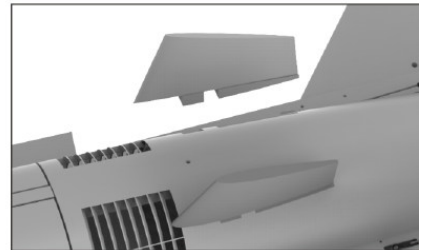
### 04 Install the vertical stabilizer

Connect the vertical-tail signal lead to its matching fuselage connector. Verify connector orientation and seating. Position the stabilizer on the fuselage and secure it with the specified HA3 x 10 mm screws (4 pieces).



### 05 Install the ventral fins

Position each ventral fin at the corresponding underside mounting location. Apply an approved EPO-compatible adhesive where indicated and seat the fins fully. Allow the adhesive to cure before transporting or flying the aircraft.

**Important**

Do not force electrical plugs together. If a connector does not seat correctly, check alignment and the mating connector before continuing.

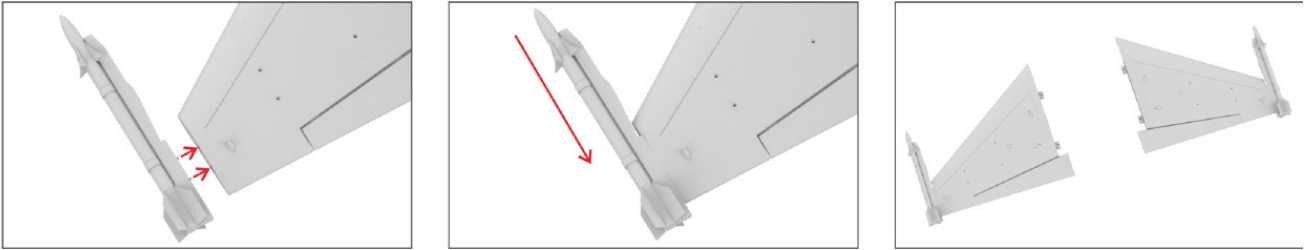
### 03 / ASSEMBLY

## Wingtip stores and missiles

Fit only the external stores appropriate for your chosen HF-16 configuration.

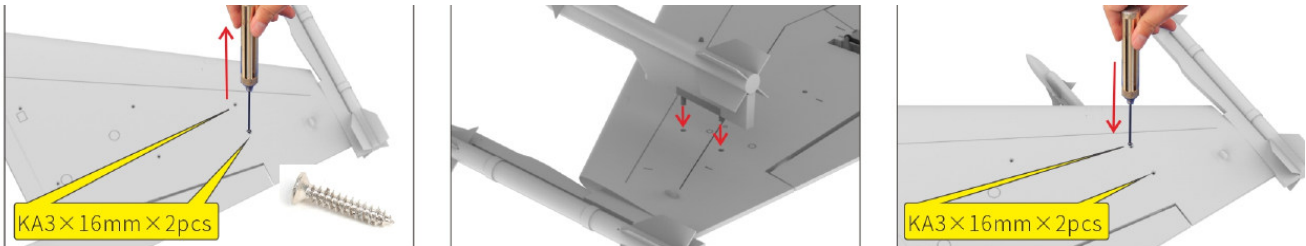
### 06 Select the wingtip option

The wingtip missile and alternate wingtip rack are installation options. Align the selected piece with its mounting slot, slide it into position and confirm that the retainer engages fully.



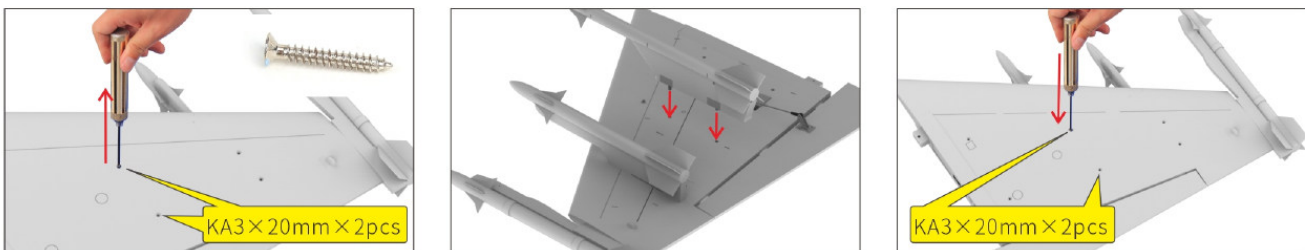
### 07 Attach No. 1 missiles

Position the No. 1 missile at the designated mounting points. Install using the KA3 x 16 mm screws shown in the manufacturer diagram (2 screws per illustrated installation).



### 08 Attach No. 2 missiles

Position the No. 2 missile at the indicated wing mounting points. Install using the KA3 x 20 mm screws shown in the manufacturer diagram (2 screws per illustrated installation).



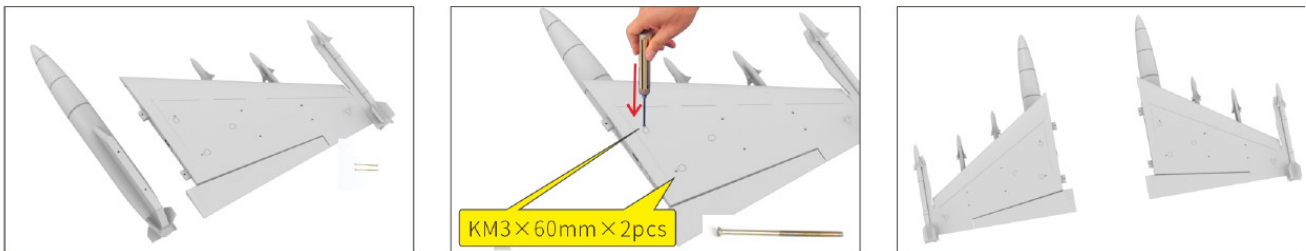
### 03 / ASSEMBLY

## Auxiliary tanks and main wings

Follow the left/right installation sequence shown in the illustrations.

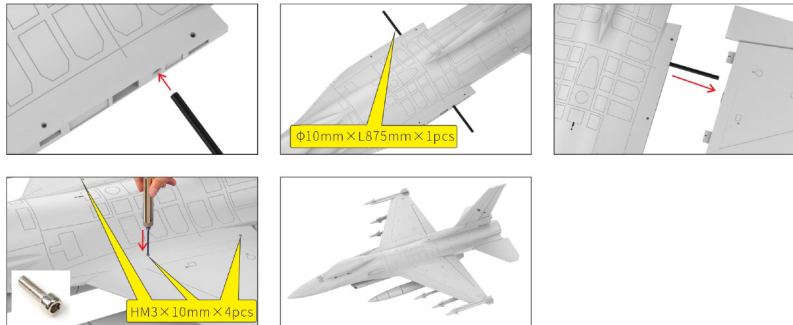
### 09 Install auxiliary fuel tanks

Fit the external tanks at the wing mounting positions. The manufacturer illustration identifies KM3 x 60 mm mounting screws (2 per illustrated installation). Confirm the correct attachment hardware against the supplied kit before tightening.



### 10 Install the main wings

Center the 10 mm diameter x 875 mm main wing joiner tube in the fuselage. Guide each wing onto the tube. Before fully seating the wing, connect the wing electrical harness to the matching fuselage connector. Seat both wings evenly and secure with HM3 x 10 mm screws (4 pieces total as illustrated).



#### Important

Do not pinch or stretch wing wiring during installation. Confirm that the wing panels and electrical connectors are fully seated before powering the aircraft.

**03 / ASSEMBLY**

## Final exterior details

Complete the removable nose and fuselage antenna installation.

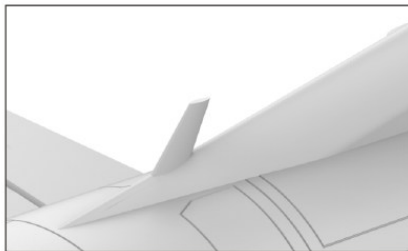
### 11 Install the pitot tube / nose antenna

Install the metal pitot tube into the designated nose opening and turn clockwise until secure. Do not overtighten or bend the tube.



### 12 Install the fuselage antenna detail

Install the fuselage antenna part at the identified mounting location and secure with approved adhesive where specified by the manufacturer.



#### Assembly completion

Inspect the joints, screws, tail surfaces, external stores and wire harnesses. Keep the EDF disconnected from flight batteries until radio setup and preflight controls are ready to be checked.

## 04 / ELECTRONICS

# MFC-2085 system startup

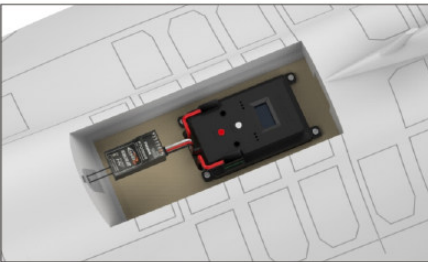
Use this page with the MFC-2085-specific instructions supplied for the installed unit.

**Receiver connection.** Locate the MFC-2085 receiver input. Connect a compatible receiver using the supported S.BUS configuration, or the applicable individual PWM signal connections if S.BUS is unavailable.

**Transmitter.** Confirm the model memory, throttle cut, channel assignments and appropriate switch positions. Follow the startup sequence in the installed MFC-2085 documentation.

**MFC auxiliary power.** The source manual references 2S LiPo auxiliary power. Its startup paragraph and specification table are not completely clear about battery quantity and wiring. Verify the installed connectors and MFC-2085 documentation before applying power.

**Initial check.** Secure the aircraft, keep the fan area clear, and confirm that all output signals respond to the intended transmitter controls before conducting any powered taxi test.



1. To find the S-BUS line at the location of the Super Integrated Control Box and connected to the receiver S-BUS port. (Note: If the receiver does not support S-

Manufacturer's receiver/control-system connection illustrations. Use the MFC-2085 documentation for the exact installed hardware revision.



2. Connect the Super integrated control box with 2 sets of 2S lipo batteries;



3. Open the radio transmitter.

### Critical

Never guess battery connection order, pack count, or polarity from the illustrations. Incorrect power wiring can damage the controller or cause a fire.

## 04 / ELECTRONICS

# Default channel reference

Use the source-manual assignments as an initial reference, not as a substitute for confirming the actual installed configuration.

| MFC-2085 OUTPUT        | SOURCE DEFAULT                                                                           |
|------------------------|------------------------------------------------------------------------------------------|
| AUX1 - Aileron         | CH1 (default)                                                                            |
| AUX2 - Elevator        | CH2 (default)                                                                            |
| AUX3 - Rudder          | CH4 (default)                                                                            |
| AUX4 - Flap            | CH6 shown in the MFC reference; the HF-16 specification table indicates no flap function |
| AUX5 - Spare           | Not assigned in the source                                                               |
| AUX6 - Throttle        | CH3 (default)                                                                            |
| AUX7 - Spare           | CH7 shown in source                                                                      |
| AUX8 - Spare           | Not assigned in the source                                                               |
| A/B lighting           | CH3 shown as source default                                                              |
| Reduction plate / door | CH9 shown as source default                                                              |
| Wheel brake            | CH8 (default)                                                                            |
| Landing gear           | CH5 (default)                                                                            |

### Radio configuration

Assign switches and endpoints appropriate to your transmitter, receiver and MFC firmware. After programming, verify every surface, brake and gear function physically before flight. Do not assume the default table covers optional functions.

## 05 / CONTROL CHECKS

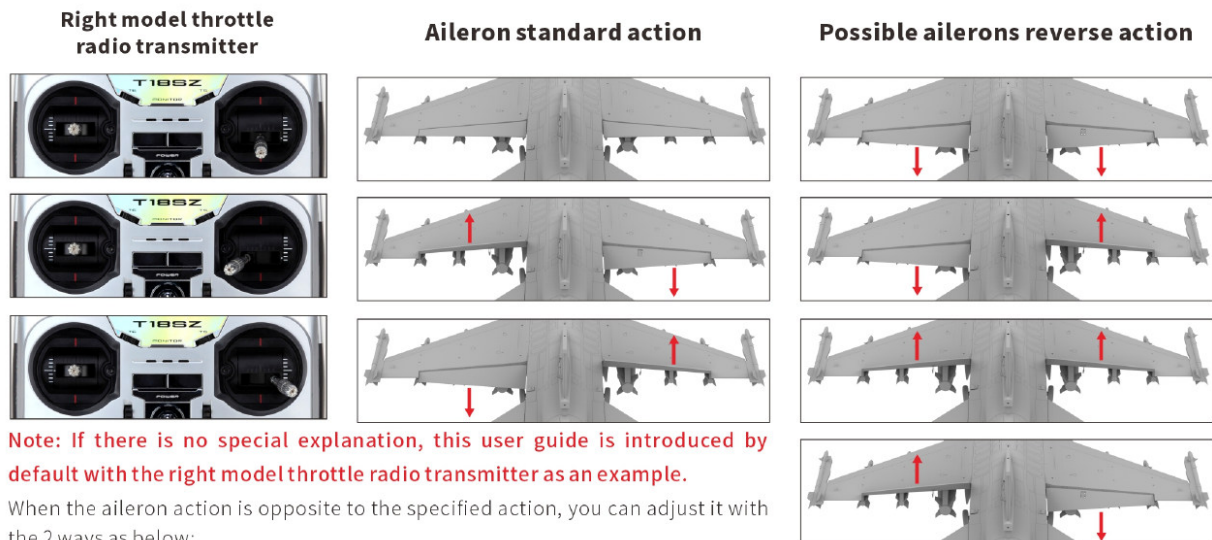
# Aileron direction and neutral

Keep the aircraft restrained and propulsion disabled during all direction tests.

**Direction test.** Move the aileron stick in each direction and compare the surface movement with the manufacturer's diagrams. If the direction is reversed, correct it using the transmitter's reversing function or the appropriate MFC-2085 setting.

**Neutral.** With the stick centered, align each aileron with the adjacent wing reference surface. Adjust the linkage mechanically or adjust the MFC neutral point as appropriate.

**Initial control feel.** The source manual suggests approximately 80% transmitter travel and -30% expo as a starting reference. The actual setup should be confirmed for your aircraft and pilot preference.



**Note:** If there is no special explanation, this user guide is introduced by default with the right model throttle radio transmitter as an example.

When the aileron action is opposite to the specified action, you can adjust it with the 2 ways as below:

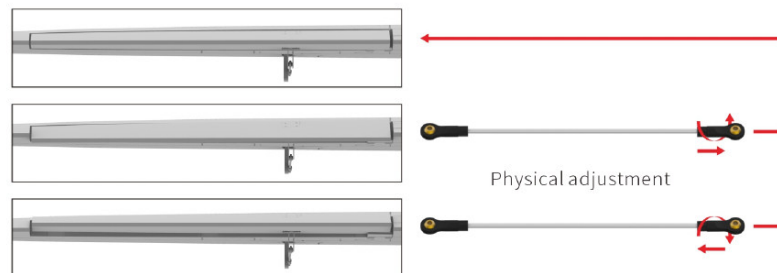
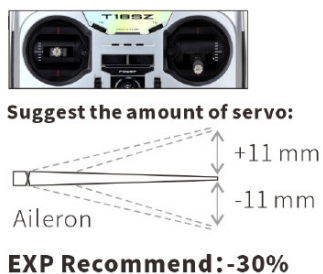
- (1). to find the reverse setting menu of servo in the radio transmitter menu, and switch in the aileron item to the forward direction.

Manufacturer's standard and reversed aileron direction illustrations.

(1). Physical adjustment: by adjusting the length of the pull rod to change the rudder surface angle to keep it in the same plane as the wing;

(2). System Adjustment: Adjust the neutral point of the servo through the Supe integrated control box (for details, pls see the MFC-2085 multi-function flight controller system english menu introduction & quick entrance);

It is recommended to adjust the radio transmitter travel to 80% , adjusting the EXP curve under the same amount of servo, it recommends to adjust to -30 % EXP value in the first time; Can adjust according to the personal operating habits.



Aileron alignment and linkage adjustment examples.

## 05 / CONTROL CHECKS

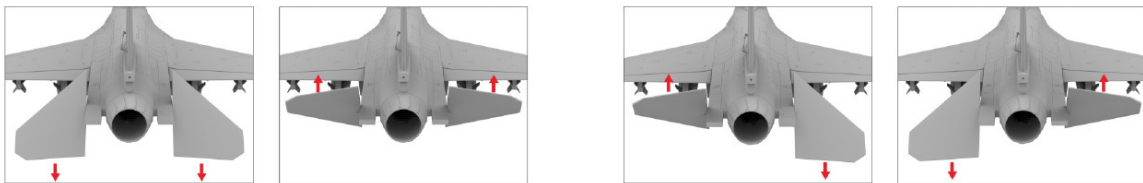
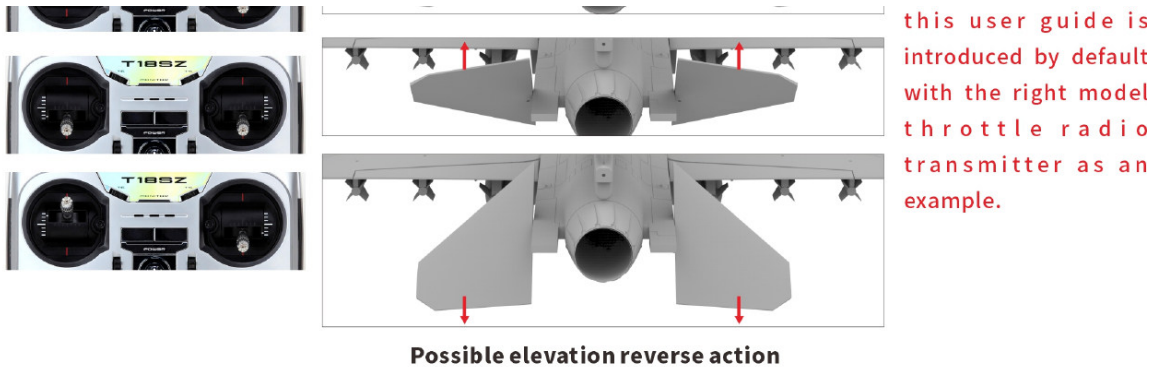
# Elevator direction and neutral

Check both horizontal-tail control surfaces and confirm symmetrical motion.

**Direction test.** Move the elevator control through both directions. Compare movement with the manufacturer's diagrams and correct any reversed response in the transmitter or the supported MFC settings.

**Neutral.** With the control centered, align the elevator trailing edge to the adjacent fuselage/tail reference shown in the source diagrams. Adjust linkage length or the MFC neutral point if needed.

**Initial control feel.** The source manual lists 80% travel and -30% expo as starting recommendations, subject to proper confirmation and pilot preference.



When the elevate action is opposite to the specified action, you can adjust it with the 2 ways as below:

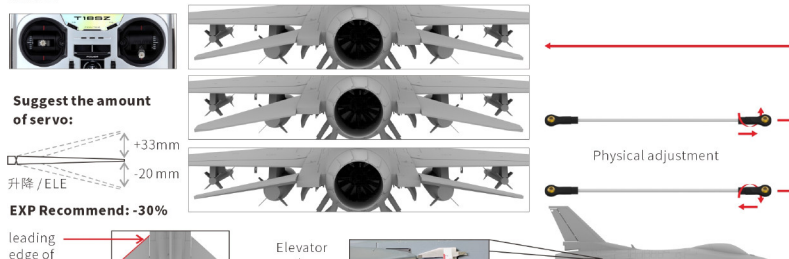
- (1). to find the reverse setting menu of servo in the radio transmitter menu, and switch in the elevate item to the forward direction.
- (2). Adjust directions of the elevate servo through the Super integrated control box (for details, pls see the MFC-2085 multi-function flight controller system english menu introduction & quick entrance).

Manufacturer's elevator direction illustrations.

**9. Elevation adjustment:** After the setting, the standard position of the rudder surface will be adjusted. The rear edge of elevator should be flush with the upper edge of the fuselage as the benchmark. If there is an upward or downward adjustment, can be adjusted by physical adjustment or system adjustment;

- (1). Change the angle of the rudder surface by adjusting the length of the pull rod, so that the rear edge of the elevator is in a plane with the upper edge of the fuselage;
- (2). System Adjustment: Adjust the neutral point of the servo through the Super integrated control box (for details, pls see the MFC-2085 multi-function flight controller system english menu introduction & quick entrance);

**It is recommended to adjust the radio transmitter travel to 80%, adjusting the EXP curve under the same amount of servo, it recommends to adjust to -30 % EXP value in the first time; Can adjust according to the personal operating habits.**



Elevator linkage and center-position examples.

## 05 / CONTROL CHECKS

# Rudder and nose-steering setup

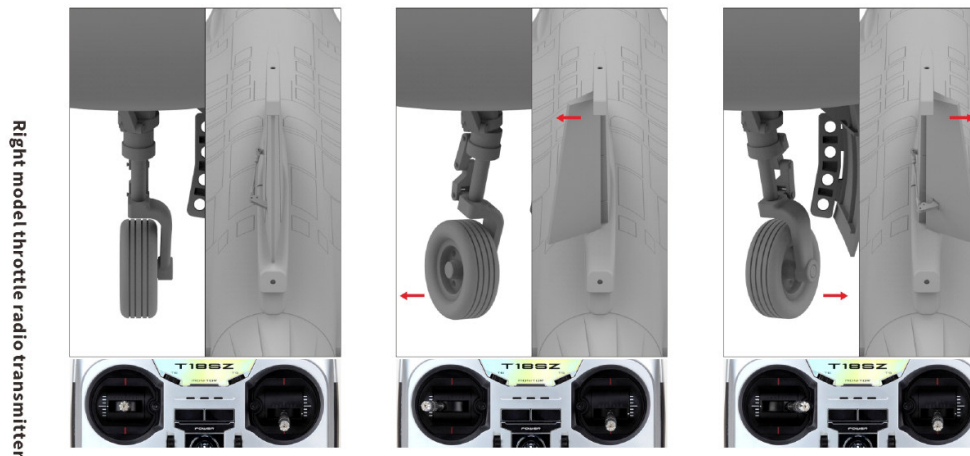
The rudder and steering functions must be checked separately as well as together.

**Rudder direction.** Move the rudder stick and compare the vertical surface response with the standard-direction illustration. Correct reversed movement using the transmitter or MFC as appropriate.

**Rudder neutral.** Align the rudder with the vertical stabilizer and remove mechanical offset by adjusting linkage length or servo neutral.

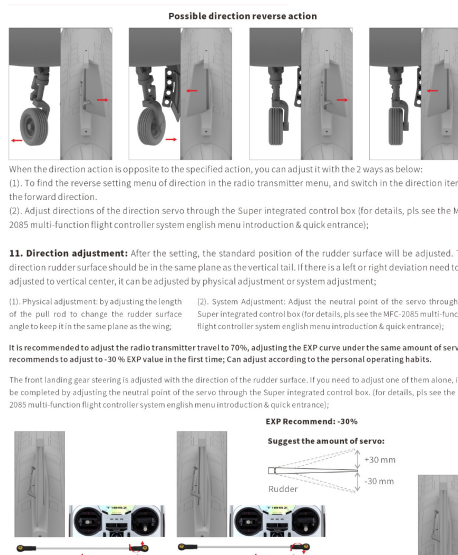
**Steering.** The front-wheel steering may share rudder commands. If the wheel and rudder need different neutral settings, use the separate MFC adjustment functions described in its documentation.

**Starting reference.** The original manual suggests 70% rudder travel and -30% expo. Confirm safe throw and ground steering before flight.



**Note:** If there is no special explanation, this user guide is introduced by default with the right

Manufacturer rudder direction reference.



Rudder and steering adjustment illustrations.

## 05 / CONTROL CHECKS

# Landing gear operation

Confirm all three gear units and their doors cycle in the correct sequence.

With the aircraft safely supported, command the landing gear through a complete extend/retract cycle. Confirm that each gear unit reaches the commanded position and that the doors, if applicable, operate without binding.

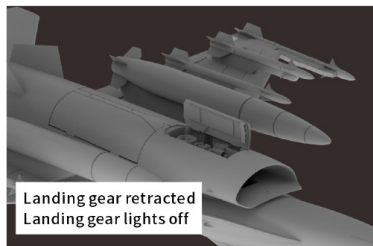
The source manual includes examples of reversed or unsynchronized landing gear responses. If one gear leg travels incorrectly, stop and consult the MFC-2085 setup instructions and the hardware-specific troubleshooting process.

### Electrical caution

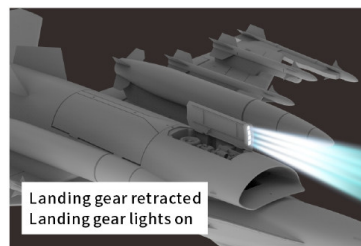
Do not reverse the main battery or any unidentified power leads to correct gear direction. Wiring polarity and gear motor control must be verified with the appropriate MFC-2085 service information.

#### 12. Landing gear test and adjustment:

##### Standard Landing Gear Action



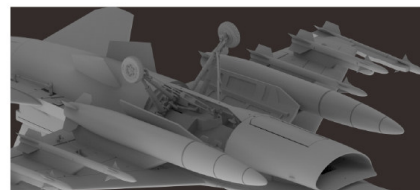
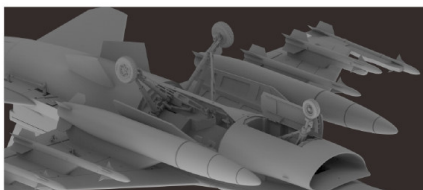
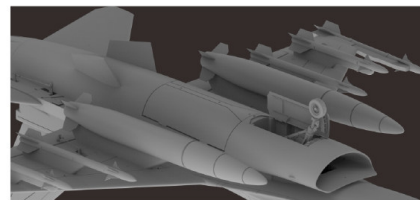
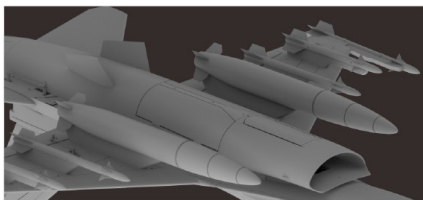
##### Reverse landing gear action



If the three are not synchronized, one up, two down or two up, one up and one down, it can also be solved by switching and inserting the positive and negative lines. (for details, pls see the MFC-2085 multi-function flight controller system english menu introduction & quick entrance);

MFC-2085 Super Integrated Control Box has a one-click retractable landing gear function (for details pls see the MFC-2085 multi-function flight controller system english menu introduction & quick entrance);

#### Possible landing gear reverse action



Standard and reversed landing-gear operation: manufacturer comparison diagrams.

## 05 / CONTROL CHECKS

# Ground steering and taxi

Perform a slow-speed steering check only after completing the control-surface and gear tests.

Use a clear, smooth, level area. Secure the aircraft and verify that the nose wheel centers when the steering control is neutral. If the aircraft tracks off-center, adjust the nose-wheel steering linkage or MFC steering neutral as appropriate.

If steering movement is excessive, review linkage geometry and the available steering travel/endpoint adjustment. The source illustrations show alternative servo-arm holes and demonstrate how mechanical leverage affects steering motion.

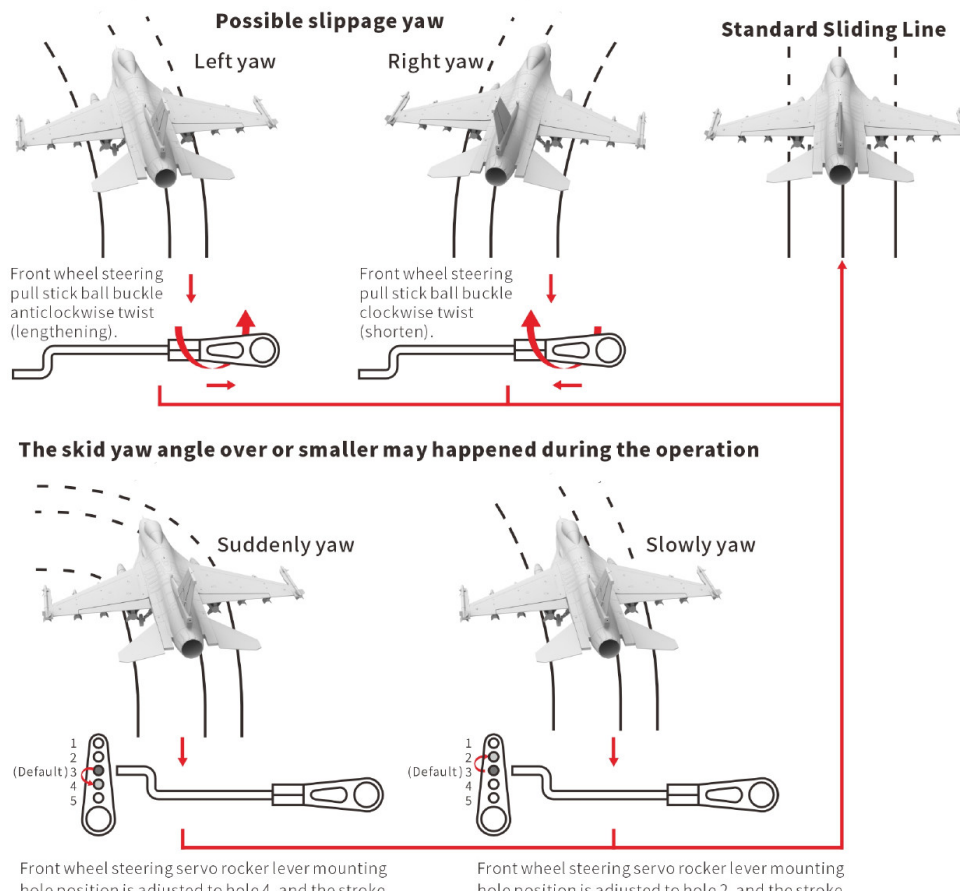
Do not attempt a high-speed taxi until the aircraft tracks straight at low speed and the wheel brakes have been checked.

of the front wheel steering rod;

②. System Adjustment: Adjust the servo stroke by the Super Integrated Control Box(for details, pls see the MFC-2085 multi-function flight controller system english menu introduction & quick entrance);

the rocker arm of the steering servo of the front wheel;

②. System Adjustment: Adjust the servo stroke through the Super Integrated Control Box(for details, pls see the MFC-208 multi-function flight controller system english menu introduction & quick entrance);



Manufacturer taxi-track and nose-wheel steering linkage diagrams.

## 06 / WEIGHT AND BALANCE

# Center of gravity - 155 to 160 mm

Check the assembled aircraft in the planned flight configuration, including installed batteries.

### Manufacturer CG reference

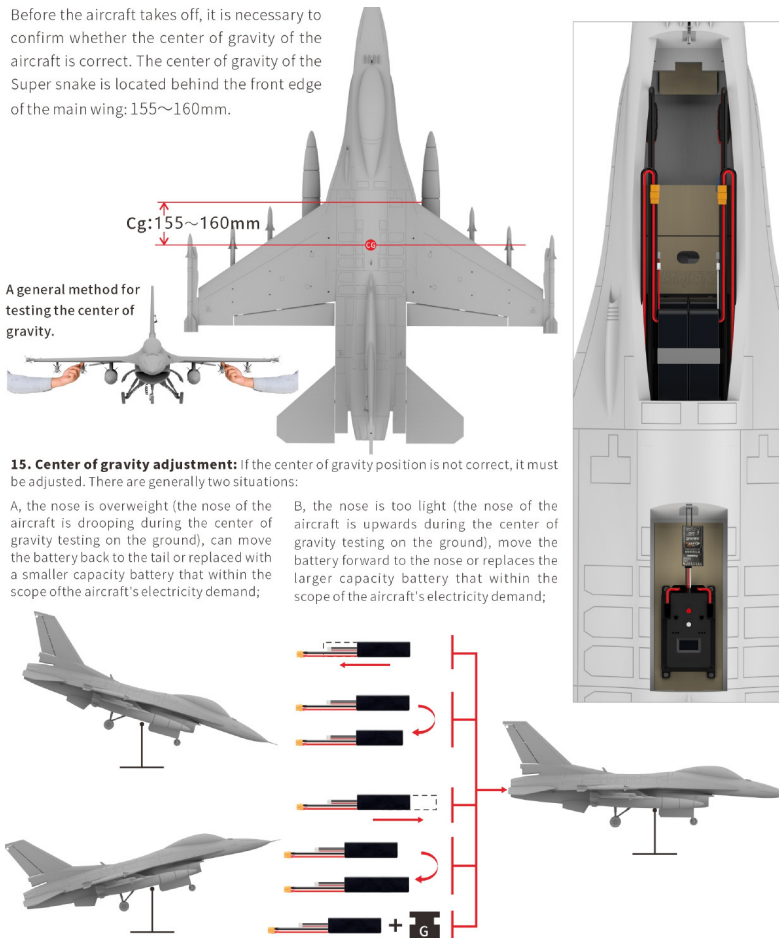
The original HF-16 V3 manual specifies a center-of-gravity position 155-160 mm aft of the main wing leading edge at the illustrated measurement point.

Before measuring. Install the selected batteries securely in the intended compartments. Ensure external stores and flight equipment match the planned configuration.

Forward CG (nose-heavy). Reposition approved batteries slightly aft within the available mounting range, then recheck balance.

Aft CG (tail-heavy). Reposition approved batteries forward within the available mounting range, then recheck balance.

Secure batteries after adjustment and verify that neither pack can shift during high-G maneuvers. Recheck CG whenever batteries or accessories change.

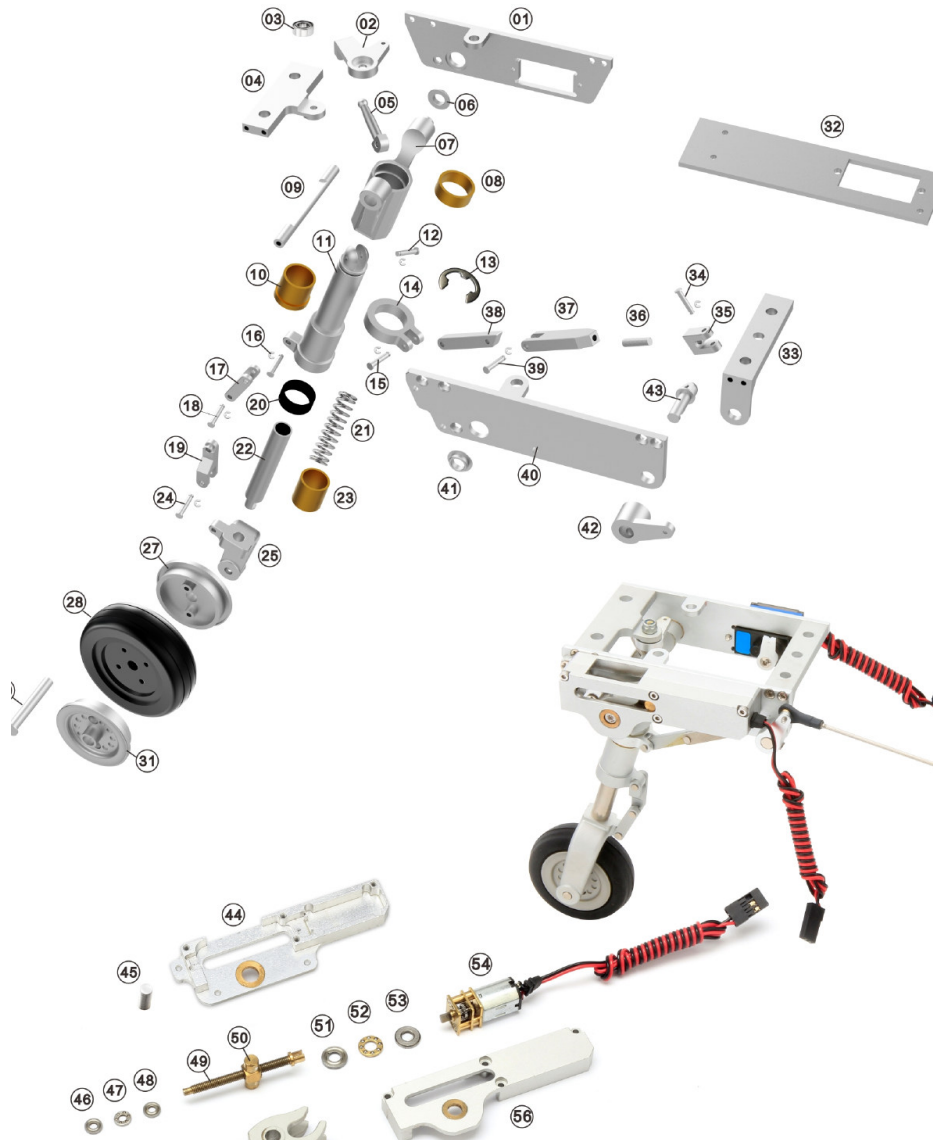


Original HF-16 V3 CG measurement and battery placement diagrams.

## 07 / SERVICE REFERENCE

# Rear landing gear - exploded view

Retain this original manufacturer component diagram for parts identification and maintenance.



Original HF-16 V3 rear landing gear parts breakdown. Match part numbers and hardware to the specific production version before ordering.

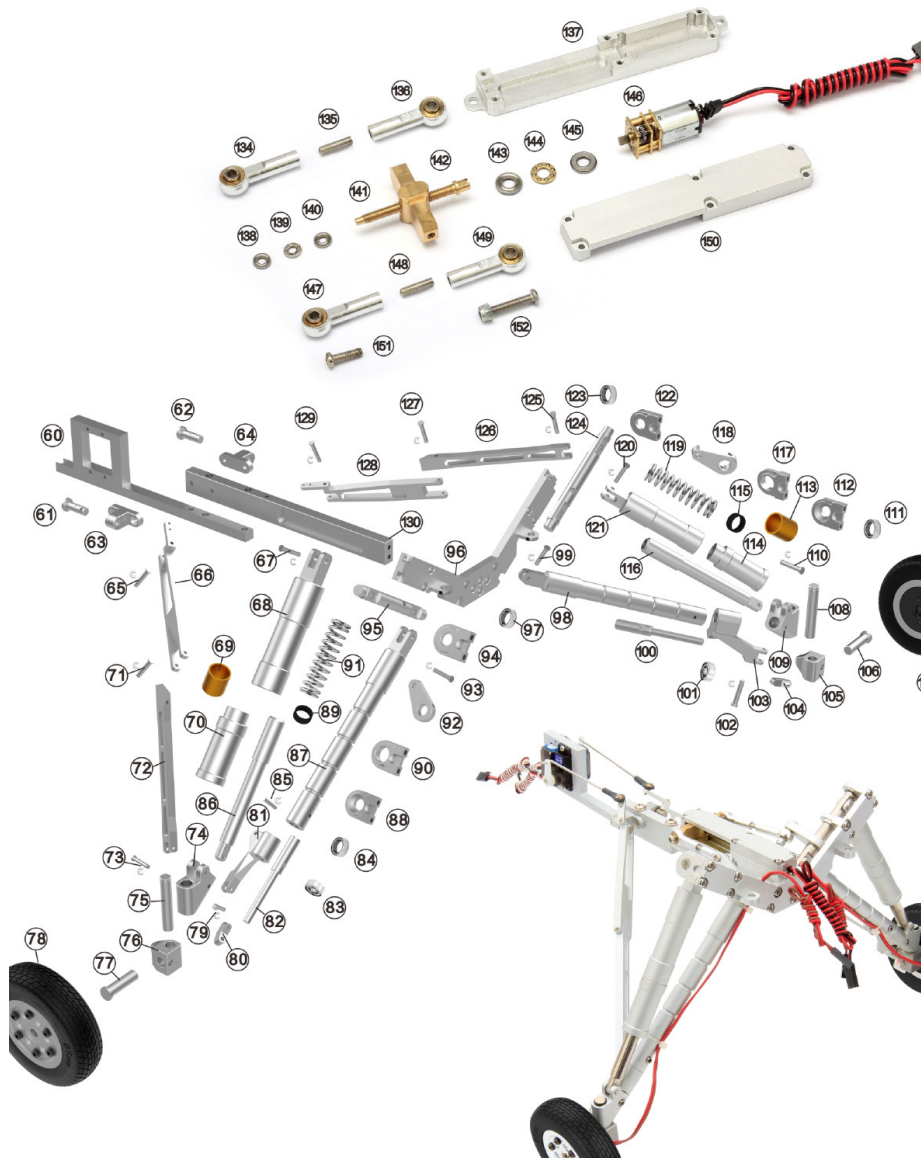
### Service reminder

Do not disassemble retract assemblies without suitable tools and technical experience. Keep small parts organized and check mechanical alignment on reassembly.

## 07 / SERVICE REFERENCE

# Nose landing gear - exploded view

Use the exploded view to identify steering, strut and wheel hardware.



Original HF-16 V3 nose landing gear parts breakdown.

### Service reminder

After maintenance, perform a powered-off steering check and verify the entire retract and braking sequence before returning to flight.

## 08 / TECHNICAL REFERENCE

# Manufacturer specifications

The values below are transcribed from the HF-16 V3 source manual. Performance and flight time depend on aircraft configuration and conditions.

| AIRCRAFT               | SPECIFICATION                           |
|------------------------|-----------------------------------------|
| Wingspan               | 1,344 mm / 52.9 in                      |
| Length                 | 1,809 mm / 71.2 in                      |
| Approx. takeoff weight | 6.1 kg / 13.4 lb with 12S power system  |
| Cruising speed         | 180 km/h (manufacturer-listed)          |
| Typical flight time    | 3-5 minutes (manufacturer-listed)       |
| Wing area              | 47.6 dm <sup>2</sup>                    |
| Wing loading           | 178.6 g/dm <sup>2</sup> (source figure) |
| Main construction      | EPO foam with structural reinforcement  |
| Surface finish         | Matte water-based paint and decals      |
| Operating temperature  | 0-40 C                                  |
| Experience level       | Advanced                                |

| SYSTEM             | CONFIGURATION                                           |
|--------------------|---------------------------------------------------------|
| EDF                | 105 mm, 11-blade S-EDF                                  |
| Motor              | 4270-750KV brushless                                    |
| ESC                | Hobbywing 160 A                                         |
| Control system     | MFC-2085                                                |
| Servos             | 8 x 12 g + 4 x 25 g metal-gear digital servos           |
| Landing gear       | All-metal electric retracts                             |
| Wheel brakes       | Electromagnetic braking                                 |
| Lighting           | Installed LED system                                    |
| Flaps / speedbrake | Not listed as installed in original specification table |

**08 / TECHNICAL REFERENCE**

# Power, equipment and connections

Confirm installed hardware and power wiring before choosing packs or adapters.

| ITEM                         | SOURCE REQUIREMENT                                                                                      |
|------------------------------|---------------------------------------------------------------------------------------------------------|
| <b>Main flight batteries</b> | 2 x 6S 22.2 V 5,000-6,000 mAh LiPo; 45C listed in source                                                |
| <b>Main connectors</b>       | AS150 connection arrangement shown in source specification                                              |
| <b>MFC / receiver supply</b> | 2S 7.4 V 1,800-2,000 mAh LiPo is specified, but original wiring/quantity wording is ambiguous           |
| <b>Radio system</b>          | 6-channel minimum configuration shown; required channels depend on functions and control-system version |
| <b>Charger</b>               | Appropriate balance charger for the selected 6S and 2S packs                                            |
| <b>Assembly tools</b>        | Appropriate screwdrivers, approved foam-safe adhesive, and CG support                                   |

## Verification required

The source's start-up section mentions "2 sets of 2S LiPo batteries," while the technical table lists the receiver battery and connector quantity differently. The exact MFC auxiliary battery arrangement must be confirmed from the installed MFC-2085 wiring instructions before a battery is connected.

The manufacturer's V3 wiring defaults are provided earlier in this manual. They should be treated as a reference and confirmed on the physical aircraft; optional functions and channel counts may differ.

**08 / PRE-FLIGHT**

# Final pre-flight checklist

Complete every applicable item before the first flight and after any hardware or programming change.

- Inspect all major airframe joints, wing screws and removable components.
- Confirm external stores and the metal pitot tube are secure.
- Inspect EDF intake/exhaust for tools, debris and loose wiring.
- Inspect motor, ESC, MFC and receiver wiring. Confirm correct connector orientation and secure battery installation.
- Confirm aileron, elevator and rudder direction, neutral positions and appropriate throws.
- Test retracts, doors, nose-wheel steering and electromagnetic brakes.
- Verify radio link, receiver power, failsafe and throttle cut in accordance with radio manufacturer guidance.
- Measure CG at the specified wing reference (155-160 mm).
- Confirm batteries are serviceable, properly charged and securely restrained.
- Choose a suitable flying location, runway and weather conditions.
- Check adequate field safety, range and clearance around the aircraft.
- After flight, disconnect power before handling the fan or servicing the aircraft.

**First flight**

An experienced EDF pilot should conduct the initial flight. Follow the installed radio/MFC instructions, verify the actual aircraft configuration and do not use this manual as a substitute for a thorough preflight inspection.

Revision note: Updated English wording and standardized HF-16 V3 naming. Original manufacturer figures, technical dimensions and schematic references preserved.



# HF-16 V3

105mm S-EDF | Assembly & Pre-Flight

**ENGINEERED FOR FLIGHT**

For product resources, current radio setup information and model-specific downloads, visit [flyhsd.com](http://flyhsd.com).

This rewritten English edition is based on the source HF-16 V3 assembly manual (V2.1). Verify all power-system and radio configurations against the hardware supplied with your aircraft.