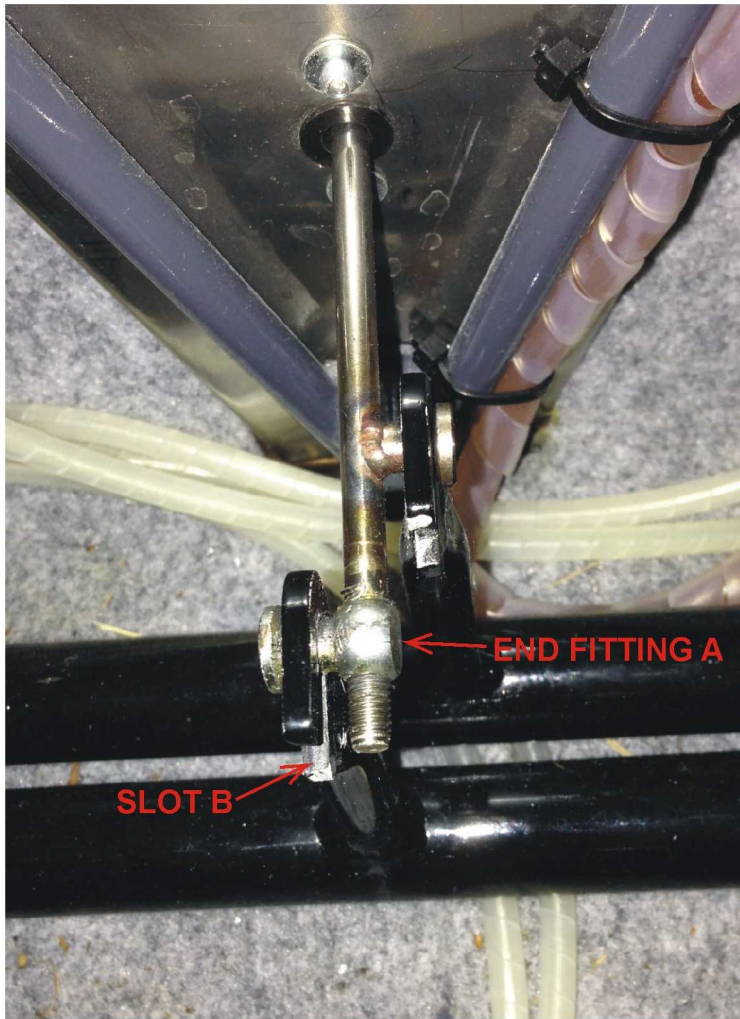


## Aeropro rudder-centering device with rudder trim system...

The Aeropro aircraft manufactured since 2012 have a "rudder-centering device" that gently pulls and holds the rudder in a "centered" position (so that rudder adds greatly to yaw stability without the pilot having to keep his or her feet on the rudder pedals and "fly the rudder" all the time).

The rudder-centering device includes a method to adjust the rudder trim. The rudder trim should be adjusted so the plane flies straight without the pilot having to hold any left or right rudder, when the plane is flying level at the typical cruise speed and with a typical load (i.e., solo or with a passenger). (when climbing or descending, or at faster or slower speeds, it is normal that the pilot might need to hold a little left or right rudder, of course)



to adjust rudder trim (while on the ground)...

1. if you need "more left rudder" then push the left rudder pedal (to disengage the "end fitting A" from the slot)
2. rotate the "end fitting A" one turn clockwise to move it inward/forward on the threaded rod
3. it is absolutely essential that the "end fitting A" is aligned perfectly with the "slot B" so that it engages exactly and smoothly
4. it is absolutely essential that the "end fitting A" is tight on the threads, so that it will not slip/rotate any at all over time (and become mis-aligned)

**NOTE:** It is not shown in this photo, but the newer planes also have a 5mm nylock "jam nut" on the end of the threads, and this needs loosened before doing any adjustments, and tightened back up after adjustment.

5. go flying and see if the adjustment is proper -- if you need even more "left rudder" then do the same thing again back on the ground, and turn "end fitting A" one more rotation

**NOTE:** The instructions above explain how to adjust the rudder trim if you were needing more "left rudder." But if you have been needing to hold some right rudder, you need (in effect) less "left rudder." So, you need to turn "End Fitting A" counterclockwise -- which reduces how much left rudder the rudder centering device is holding (providing the same effect as applying a little bit of right-rudder).

**NOTE:** As mentioned above, be sure to make adjustments only one turn at a time, and then carefully test-fly before making any further adjustments. You should adjust the rudder trim so that the rudder is in trim during your normal cruise speed, flying level, with your normal load (solo or two people aboard)



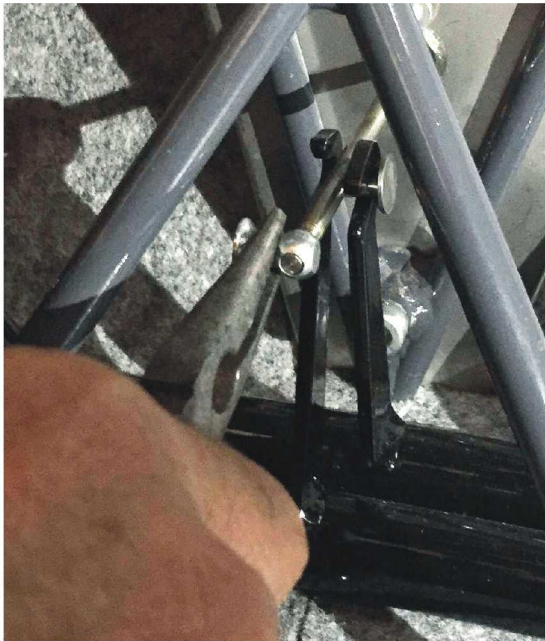
## How you adjust the rudder trim -- by rotating the end fitting...

Do NOT apply any force that will possibly bend or even break the rod.

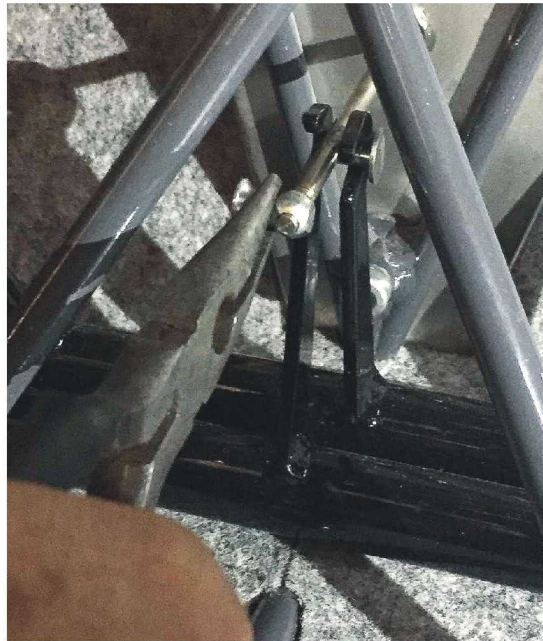
The end fitting will probably be stiff on the threaded rod, but can be rotated with some effort.

**NOTE:** Newer planes may also have a 5mm nylock jam nut that needs loosened as needed so that "End Fitting A" can be rotated.

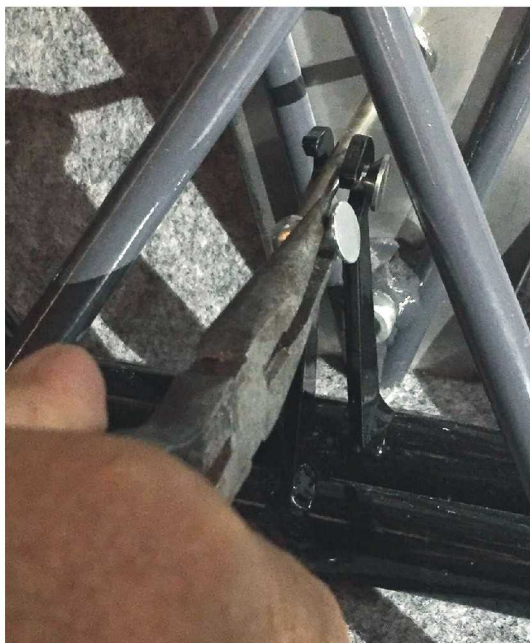
Turn the fitting inward (clockwise) for more "left rudder" and turn it counter-clockwise for more "right rudder." Sometimes the fitting can be rotated on the threaded rod by just using needlenose pliers as shown in the photos below. Sometimes the end fitting is a little too tight to use this method, and it is necessary to use a small adjustable wrench as the appropriate tool to twist and rotate the end fitting. Use care to "rotate" the "End Fitting A" on the threaded rod WITHOUT bending the threaded rod because the threaded end could be broken. For the older planes without the 5mm jam nut, if the fitting after adjustment is not quite snug and tight on the threaded rod, then it is **ESSENTIAL** that it be secured using either the proper use of some Loctite or adding a 5mm jam nut.



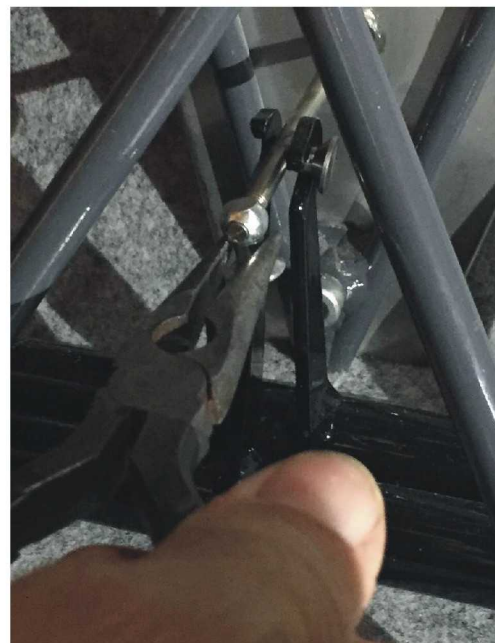
step 1



step 2



step 3



step 4 (and continue rotating)