APEX

AEROTECH

60"

SLICK 360

PNP Assembly

www.apexaerotech.com

Congratulations on your new Apex Aerotech aircraft, and thank you for supporting our brand! We're excited to welcome you to the Apex Aerotech community. Our team is dedicated to creating high-quality, high-performance aircraft, and we can't wait for you to enjoy everything your new model offers.

While each aircraft is built with care and precision, these are advanced machines that must be handled responsibly. As the builder and pilot, you are fully responsible for the assembly, setup, and safe operation of your model. Because we cannot verify how each aircraft is completed or flown, Apex Aerotech cannot accept liability for injury, property damage, or any other loss resulting from the use of this product. By operating this aircraft, you agree to accept full responsibility for its use.

To encourage safe and responsible flying, we recommend joining the Academy of Model Aeronautics (AMA) or the equivalent organization in your home country. These groups offer helpful guidelines, legal protections, insurance coverage, and access to approved flying sites.

For safety, always land your aircraft immediately if any part becomes loose, detaches, or if the model behaves unusually. This helps prevent potential/further damage and unsafe situations.

Thank you again for choosing Apex Aerotech. We appreciate your support and wish you safe flights and many great experiences with your new aircraft!

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The Slick 360 from Apex Aerotech embodies the company's mission to develop and deliver an aircraft that excels across the entire flight envelope while maintaining the highest standards of quality and class. From competition-level freestyle routines to friendly, predictable 3D and sport aerobatics, the Slick is built to perform. Its full-size aerobatic platform offers a sleek, refined appearance that looks just as impressive on the ground as it does in the air.

The 60" Slick from Apex revolutionizes its class by delivering a much larger presence and feel than its physical size suggests. Apex has designed optimized aerodynamic proportions to give it the impression of a bigger aircraft, unlike anything previously seen in the 60" category. Its exceptionally wide flight envelope makes it ideal for aerobatic pilots of any skill level. XA pilots will appreciate its blisteringly fast, perfectly axial roll rate and the crisp, instant tail response in both tumbling and pitch maneuvers. At the same time, the Slick excels in low-and-slow 3D thanks to optimized wing loading and overall control surface authority. Precision and tracking are uncompromised throughout the design.

The recommended power system offers outstanding quality, performance, and reliability, featuring the Dualsky GA-series 1500R motor (spinning a carbon fiber prop) paired with the Apex/Dualsky 120A ESC (specifically developed for the Apex 60" Slick). Servo performance is uncompromised with the Theta/Apex THM988 servos, delivering ample torque, instant response, and a crisp, precise feel.

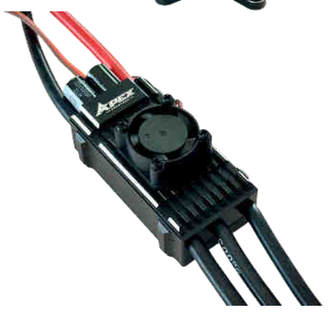
PNP Setup:

-Dualsky GA-1500R and Apex/Dualsky 120A ESC (GA-60 Power Package)

-Dualsky/Apex 16x7E Carbon Fiber Propeller

-Theta/Apex THM988 HV Servos

-Apex aluminum clamping style servo arms



Recommended Equipment:

-6S 3300-4500mAh high discharge (C rated) Li-Po

(6S 4000mAh 100C used for flight testing)

6-Channel Receiver

Servo Arm Setup:

-Qty.2 1.0" Apex M2 aluminum clamping style arms (ailerons)

- Qty.2 1.25" Apex M2 aluminum clamping style arms (elevator and rudder)

Specifications:

Wingspan: 60"

Length: 63" (with spinner)

Weight: 6-6.5 lbs. (with battery)

PNP aircraft eliminate several steps of the typical ARF assembly process, as many of these tasks are completed at the factory. However, it is important to keep in mind that it can be difficult to know what the aircraft may have experienced during shipping. For this reason, we strongly recommend checking and securing all hardware on the aircraft, including the motor mounting assembly, servos and servo arms, control linkages, and any other fasteners.

Unboxing and Prep

Before beginning assembly, it's important to prepare the aircraft's covering. Each model experiences multiple environmental changes during transit from the factory, to our headquarters, and finally to your door. These shifts in temperature and humidity can naturally affect the covering and underlying wood structure.

We highly recommend taking a few minutes to inspect all covering seams and surfaces to ensure they are fully secure. Using a covering iron with its supplied cover or sock, lightly go over any seams or areas that need tightening. A heat setting of approximately 250-270°F is ideal. Avoid excessive heat—overheating can cause unnecessary shrinking or distortion. If you are new to working with film-covered aircraft, start with a lower heat setting and increase gradually as needed.

Some wrinkles are normal on newly manufactured wood aircraft. The amount of visible wrinkling depends largely on the wood's moisture content. Aircraft stored or shipped in higher-humidity environments may show fewer wrinkles due to the wood swelling slightly, while lower-humidity environments may allow the wood to contract, and covering to produce more visible wrinkles.

You may use a heat gun to remove certain wrinkles if you are experienced and comfortable with the technique. However, it is strongly recommended to attempt correction with the iron first, as it offers more control and reduces the risk of overheating or distorting the covering.

Taking the time to properly prep the covering will help ensure a clean finish and long-term durability of your aircraft.

Slick 360 Covering Codes (manufactured by FLFRC)

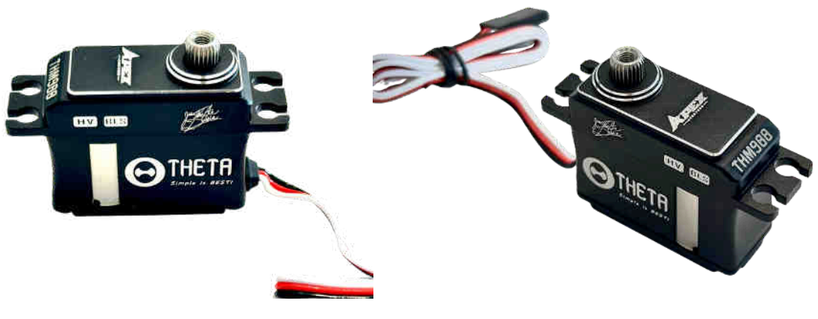
Orange ("Banshee")	Red/Blue ("APEX")
-022-1 Orange	-009-2 Red
-014-1 White	-014-1 White
-016-1 Silver	-030-1 Pearl Blue
-015-1 Black	-016-1 Silver
-027-1 Iron Grey	

60" Slick PNP Overview

Due to Apex Aerotech’s commitment to pairing the highest-performing, highest-quality, and most optimized equipment with our aircraft, the 60" Slick 360 makes zero compromises in its PNP equipment. Apex has collaborated with Dualsky to deliver the most advanced power package yet offered in the 60" class—the GA-60 power system. This system is engineered for efficiency, reliability, long service life, and exceptional performance.
 To complement this potent power system, we include the Apex/Dualsky 16×7 carbon-fiber propeller to maximize efficiency and power. Additionally, we have partnered with Theta to equip the Slick with the fast, strong, and precise THM988 servo. For maximum consistency, the PNP Slick is outfitted with our aluminum clamping-style servo arms, ensuring secure installation, precise centering, and consistent trim throughout all maneuvers.

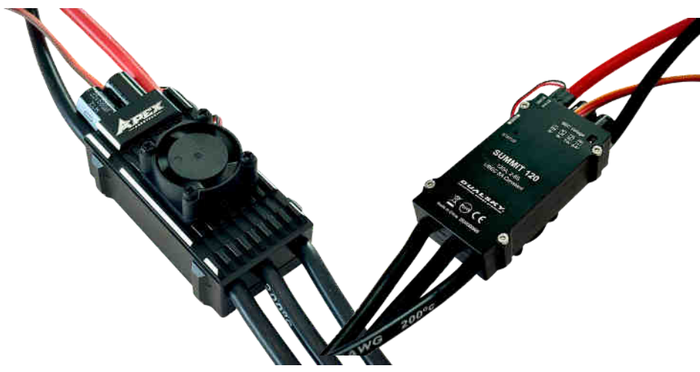
Prop: Apex/Dualsky 16x7 Carbon

Servos: Apex/Theta THM988



Apex aluminum clamping style servo arms

Motor: GA-1500R ESC: Apex Summit 120A



The Dualsky GA-1500R is a high-performance 28-pole motor that combines exceptional power with outstanding efficiency. Designed to withstand the most demanding conditions, the GA-1500R operates at a surprisingly cool temperature while delivering consistent, reliable performance.

The Apex/Dualsky 120A Summit ESC was developed specifically for the Apex 60" Slick. Features include an adjustable BEC output up to 8.4V, a mountable XT90 connector, and an external cooling fan that operates automatically to maintain optimal operating temperatures.

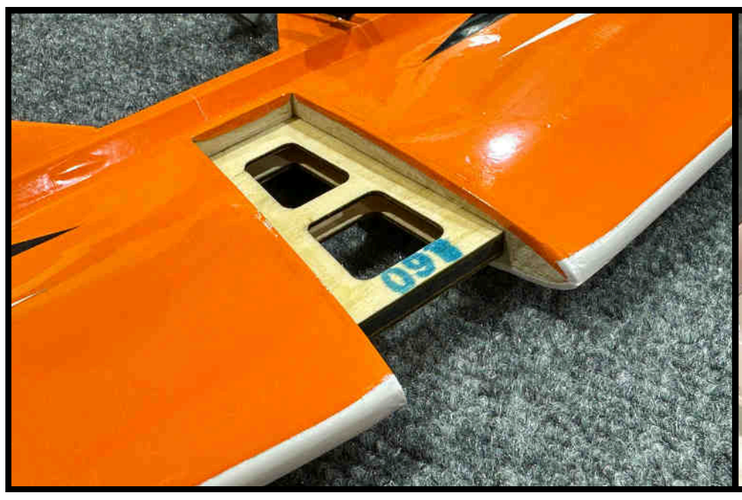
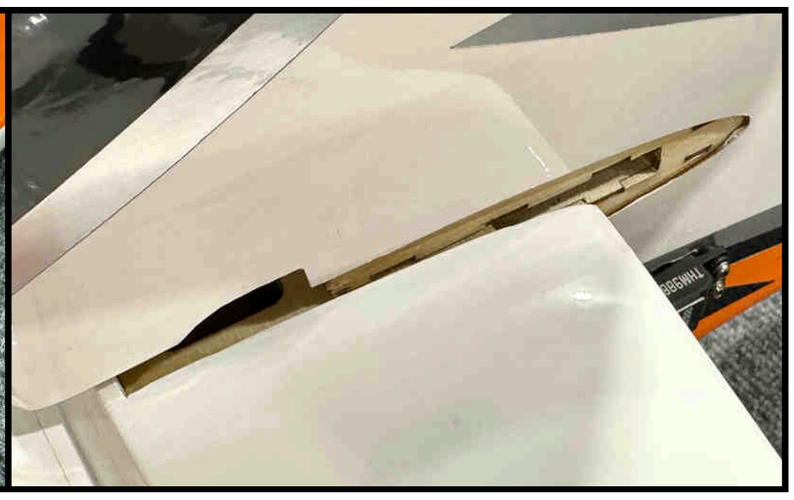
Airframe Features:

- Pre-installed pilot figure and cockpit
- Pre-installed control linkages and servo arms
- Removable rudder
- Pre-installed and clearly labeled extensions
- Hands free aileron servo connectors
- Pre-installed motor and ESC baffling for improved cooling
- Pre-assembled landing gear
- ESC wiring heat-shrunk for durability and reliability

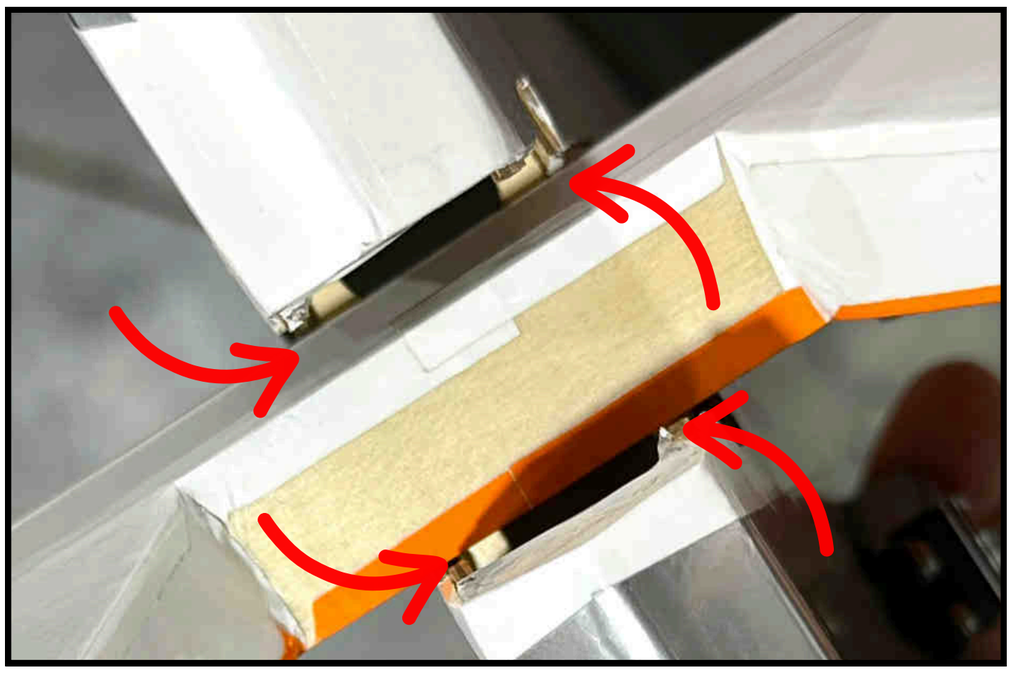
Landing Gear Installation


The PNP Slick features a pre-assembled landing gear unit. The landing gear installs using two M3 bolts. We recommend applying blue Loctite when installing any bolts, including the landing gear mounting bolts. This is also a good opportunity to check and secure all other landing gear hardware, such as the wheel pants, to ensure everything is properly tightened.

Horizontal Stab Installation

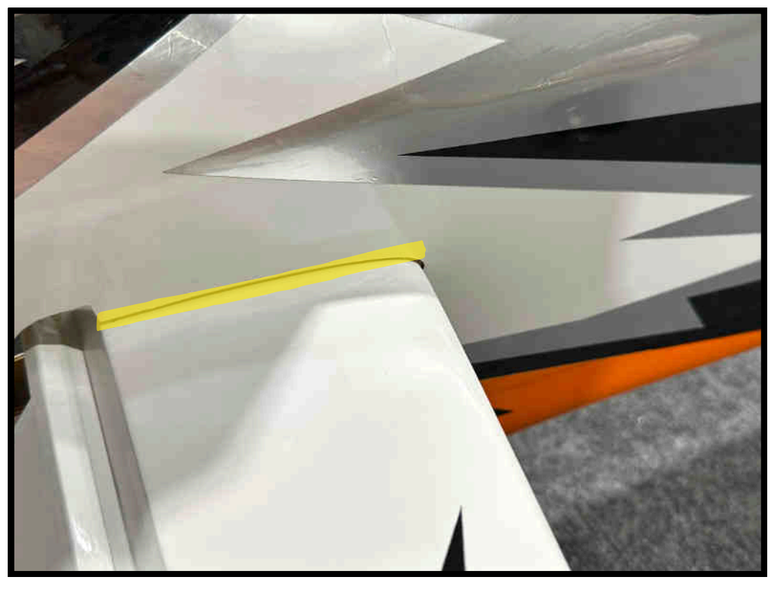



The horizontal stabilizer assembly is keyed for quick installation and automatic alignment. Simply ensure the stabilizer is fully seated all the way forward into the slot in the fuselage.

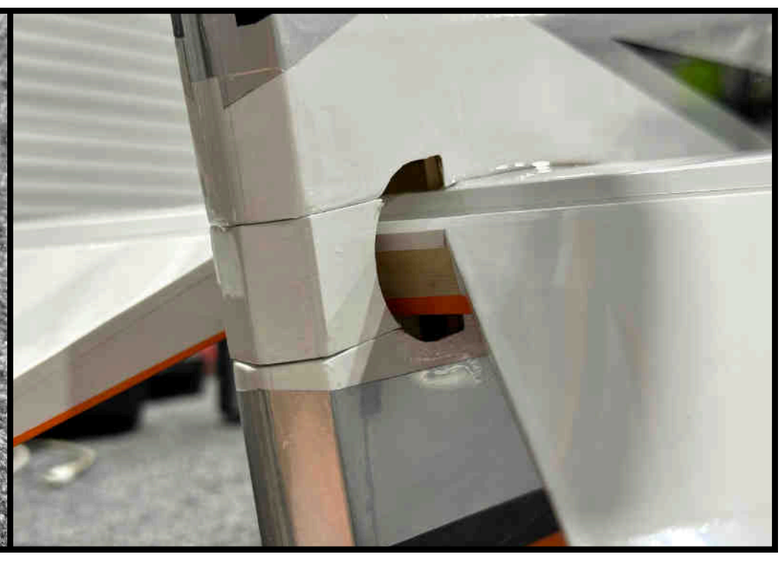


The horizontal stabilizer can be installed using epoxy (such as Hysol) or a combination of thin and medium CA. Once the stabilizer is properly positioned, it may be tack-glued using thin CA. The arrows in the photo indicate the recommended locations for applying thin CA into the joints when viewed from the rear of the fuselage.

Use medium CA to fully secure the horizontal stabilizer. Apply it along the intersections of the stabilizer and fuselage on both the top and bottom—covering all four contact points.

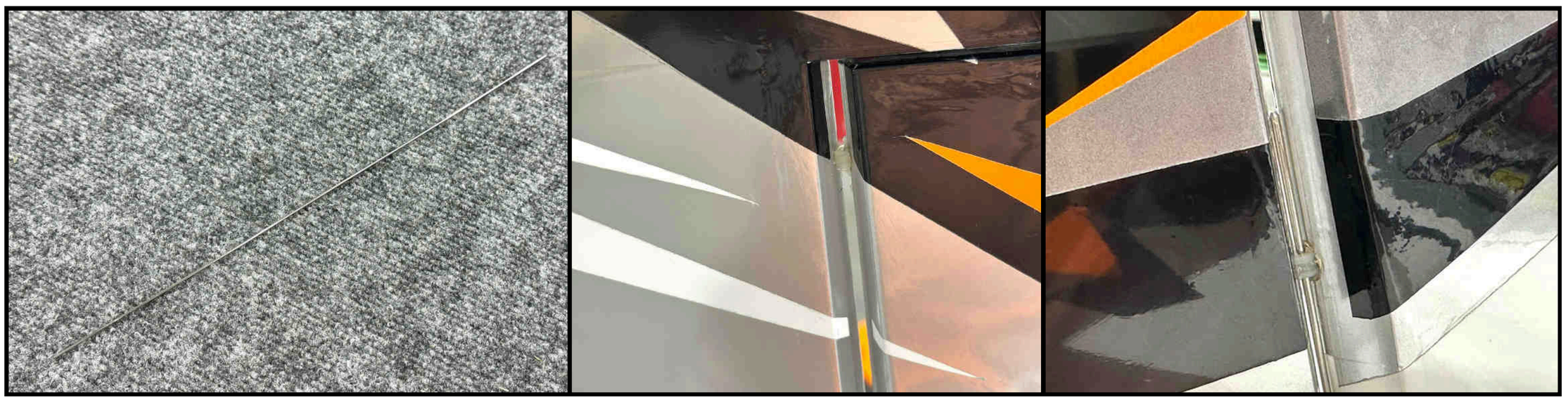


if using CA, denatured alcohol can be used to clean away excess



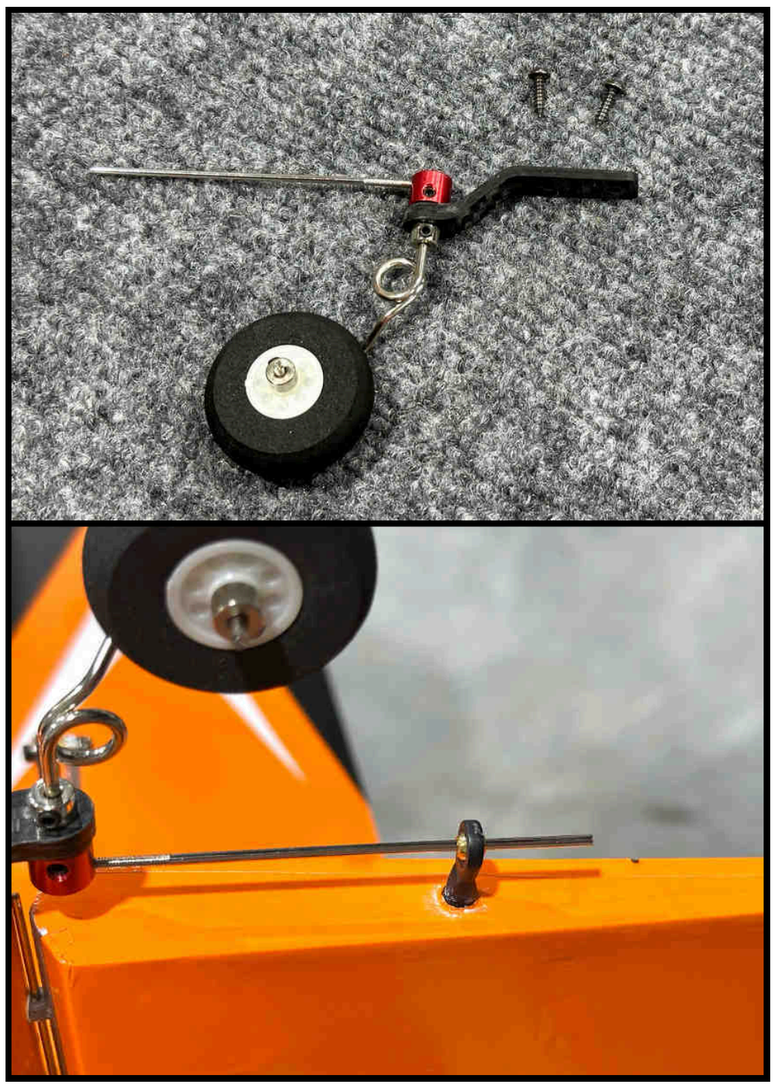
Locate the filler piece that fits behind the horizontal stabilizer joiner. Use medium CA to secure it in place.

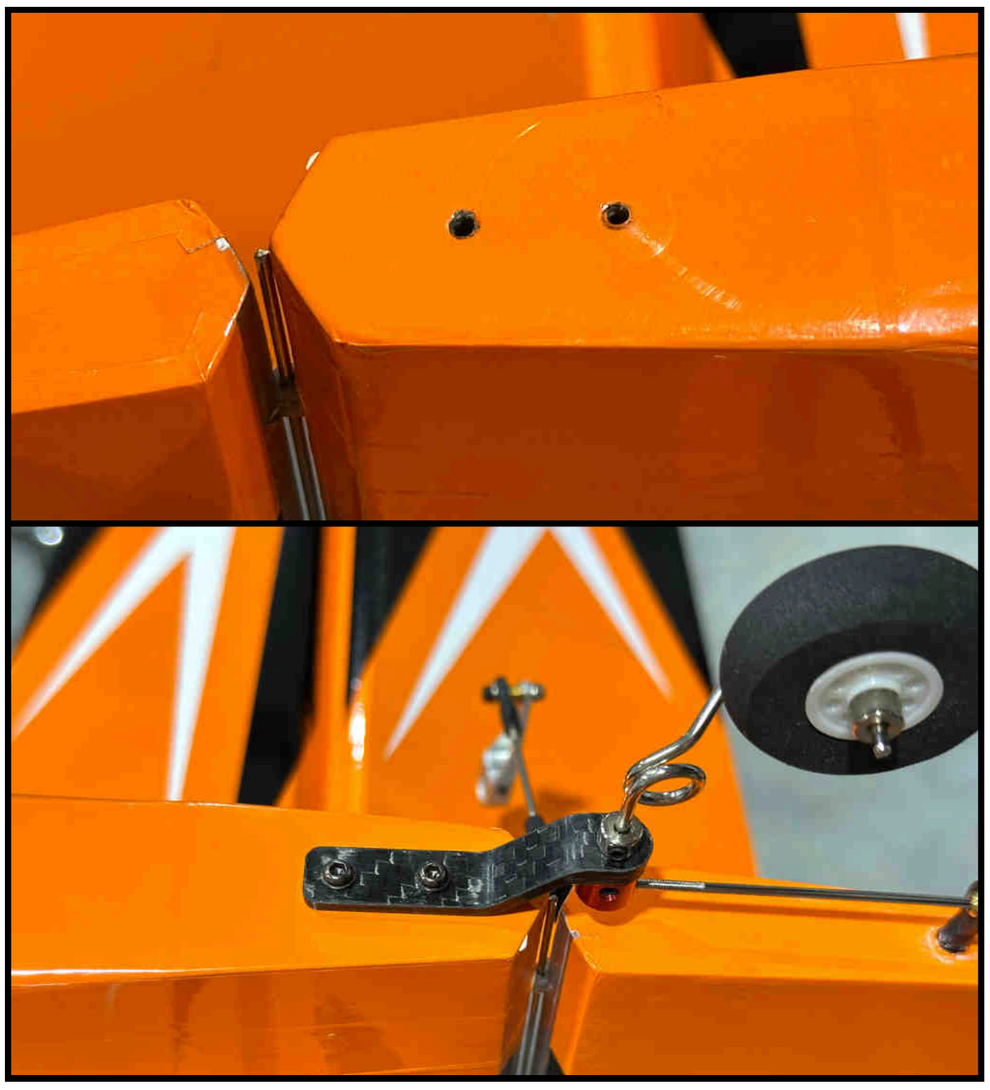
Rudder Installation



The removable rudder is installed using the provided hinge wire. Position the rudder by aligning the hinges and connecting them. Then, slide the hinge wire through the bottom of the hinges to secure it.

Tailwheel Installation





The tailwheel assembly installs using the two provided wood screws, which thread into the designated provisions in the fuselage. The tiller wire slides through a ball link, which fits into a provision at the bottom of the rudder. Use medium CA to secure the tiller wire ball link in place.

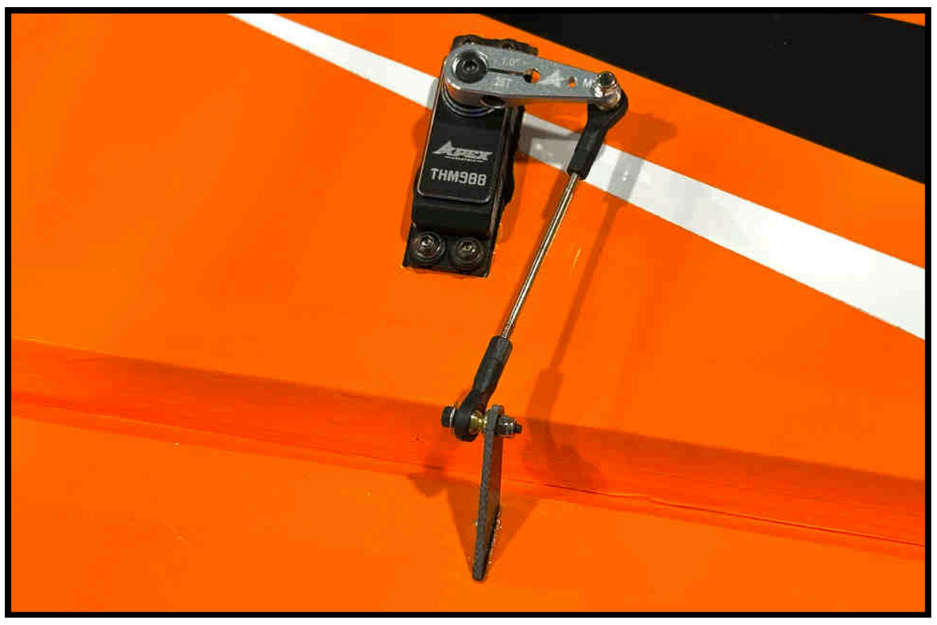
To install the tailwheel assembly:

1. Mount the tailwheel using the two wood screws.
2. Once the screws are threaded in, remove them and apply thin CA to the threads.
3. Allow the CA to set.
4. Reinstall the tailwheel.

This method helps prevent the wood screw threads from stripping, ensuring a secure installation.

Servo Setup

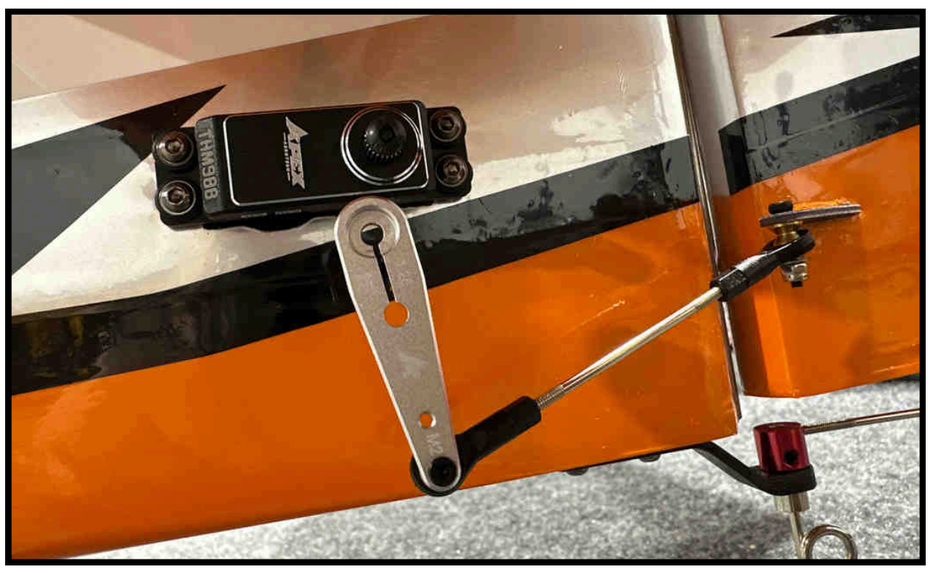
The aileron servo arms and linkages are already connected to the servos. For the tail servos, the only required step is to attach the servo arms to the servos.



Aileron servo arm and linkage already connected

It may be a good idea to remove both the main servo arm bolt and the clamping bolt on the aileron servo arms and apply blue Loctite.

Before installing the servo arm on the servos, it may be helpful to center the servos using a servo centering tool (for example, a Spektrum Smart Checker). The goal is to install the servo arm as close as possible to 90 degrees relative to the servo case.

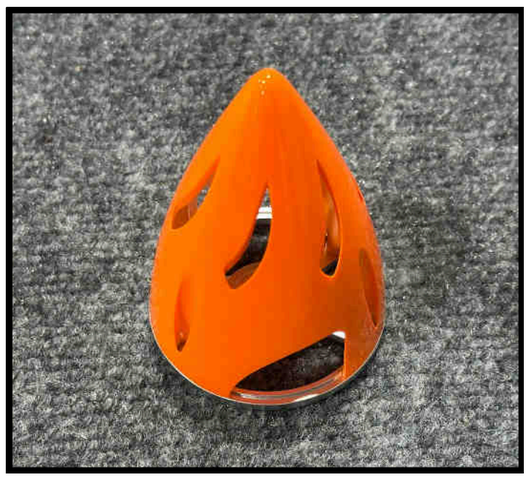


The photos above show the rudder servo arm installation. Once the servo is centered, install the arm as close to 90 degrees to the servo case as possible. It is recommended to mechanically adjust the linkage (by threading the ball link) to achieve centering before using sub-trim in your radio. Be sure that a safe amount of thread engagement remains in the linkage.

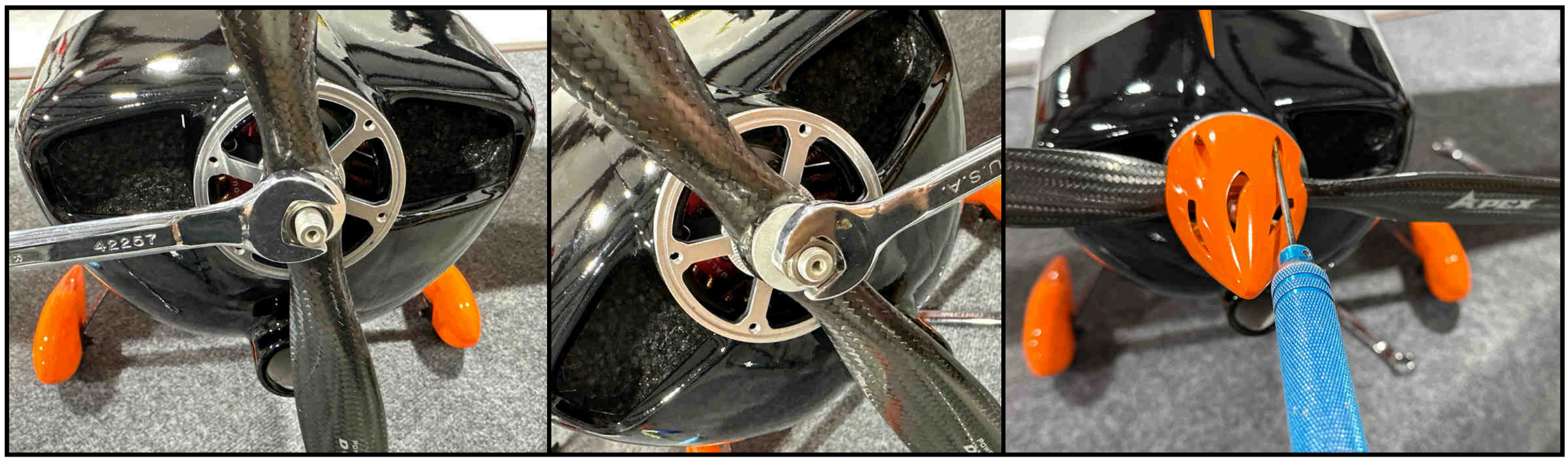
The elevator servo arm installation is shown on the left.

Apply blue Loctite to both the main servo arm bolt and the clamping bolt.

Propeller and Spinner Installation



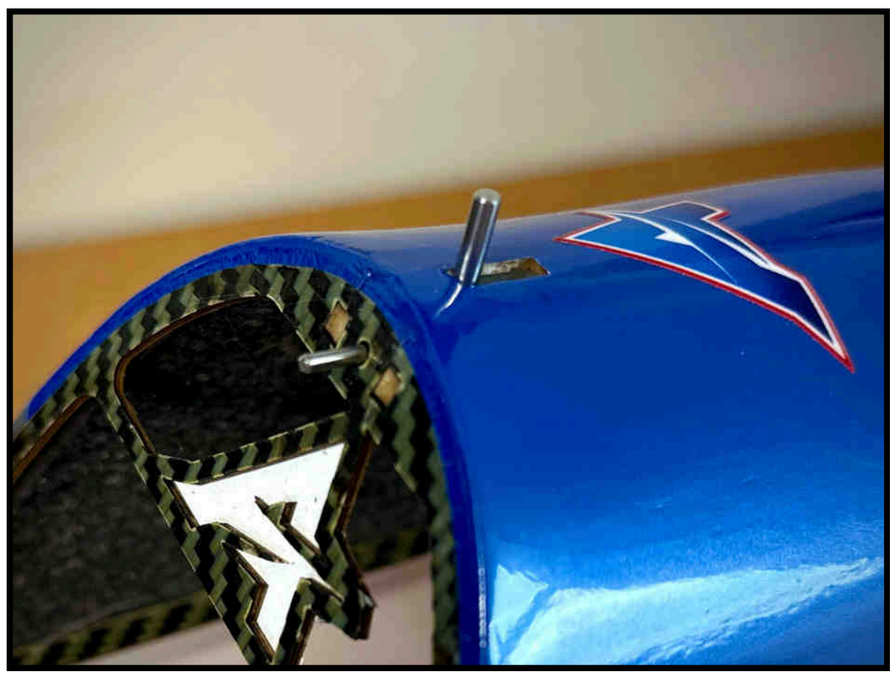
First, remove the spinner from the backplate by backing out the four M3 bolts. Note the orientation of the backplate bolt holes relative to the propeller, as shown in the center and right photos above. This positioning will properly orient the spinner cone. Place the propeller onto the motor shaft, then slide the prop washer against the base of the propeller.



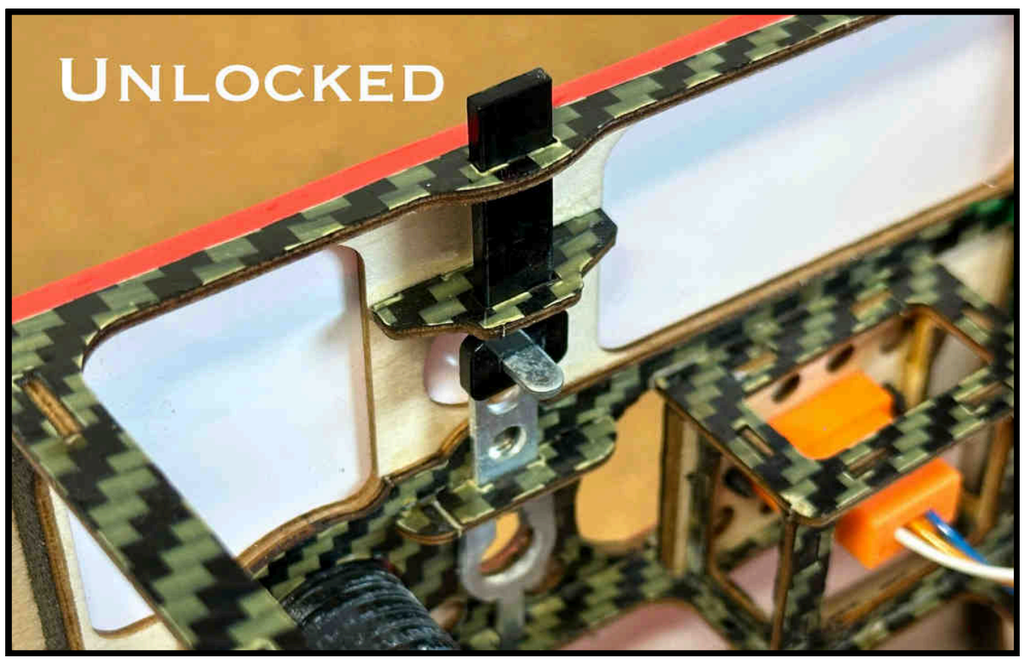
The main propeller nut should be installed with the flanged portion facing the prop washer. This flange fits securely inside the washer. Tighten the main prop nut using a 13 mm wrench. Tighten the jam nut with an 11 mm wrench; the jam nut will clamp inside the main prop nut.

For spinner installation, ensure the spinner cone sits evenly and flush against the backplate all the way around. Apply blue Loctite to the spinner bolts before tightening.

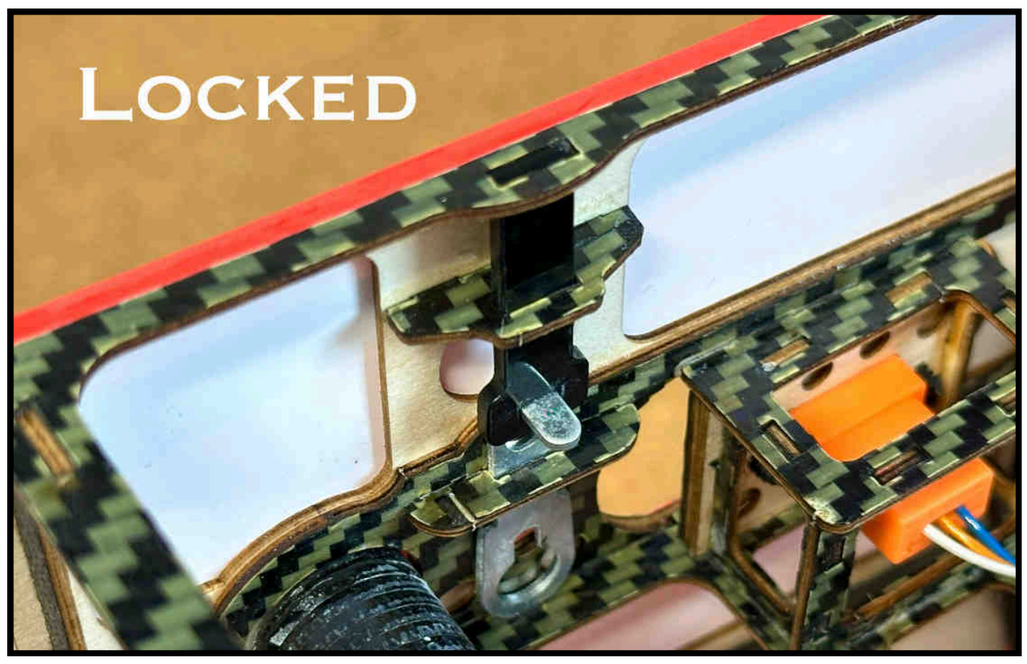
Field Assembly



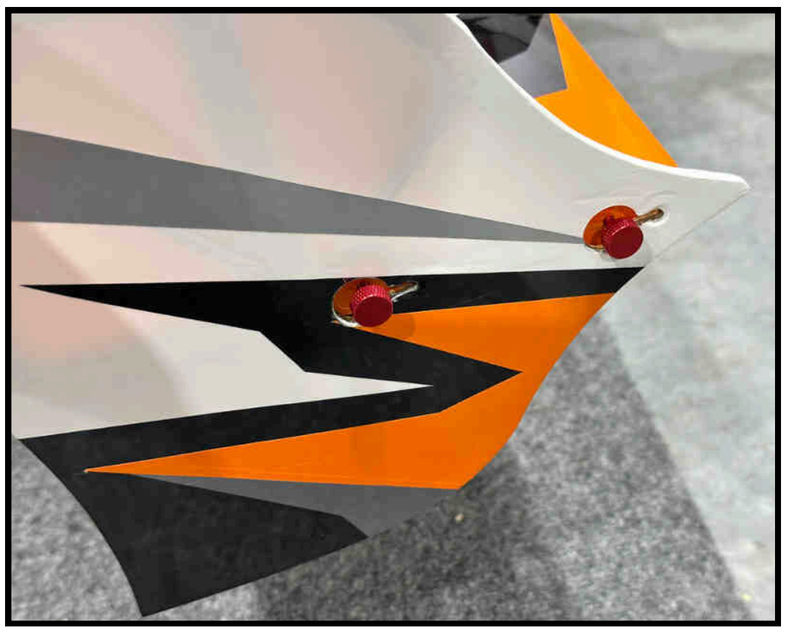
The canopy is secured using the single spring latch on top. Ensure the canopy is fully seated and that the latch pin is properly engaged in the hole in the canopy frame.



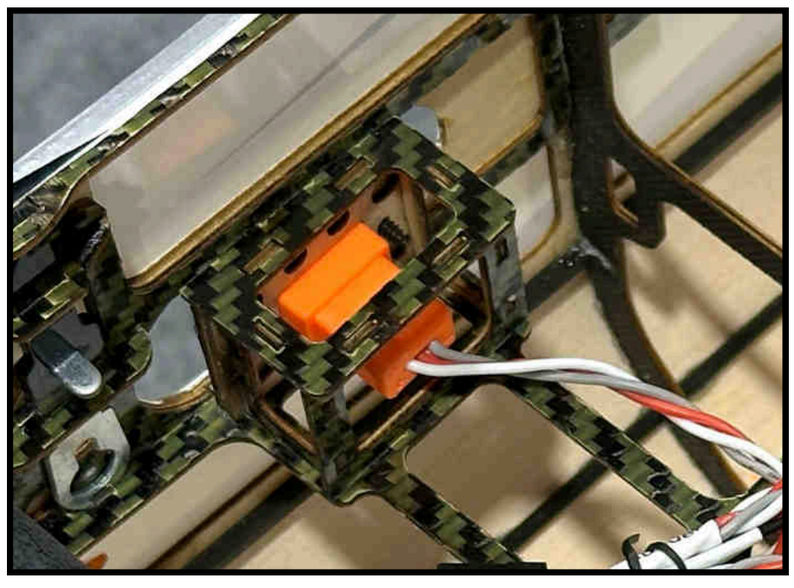
The Slick features a quick-release system for wing installation and removal. To release, pull the handle upward. The black tab indicates when the mechanism is in the released position. This tab also provides a safety function, ensuring the canopy cannot be installed if the wing retention mechanism is not fully engaged.



To lock, press the handle back down until the black tab is fully seated flush against the fuselage side framing.

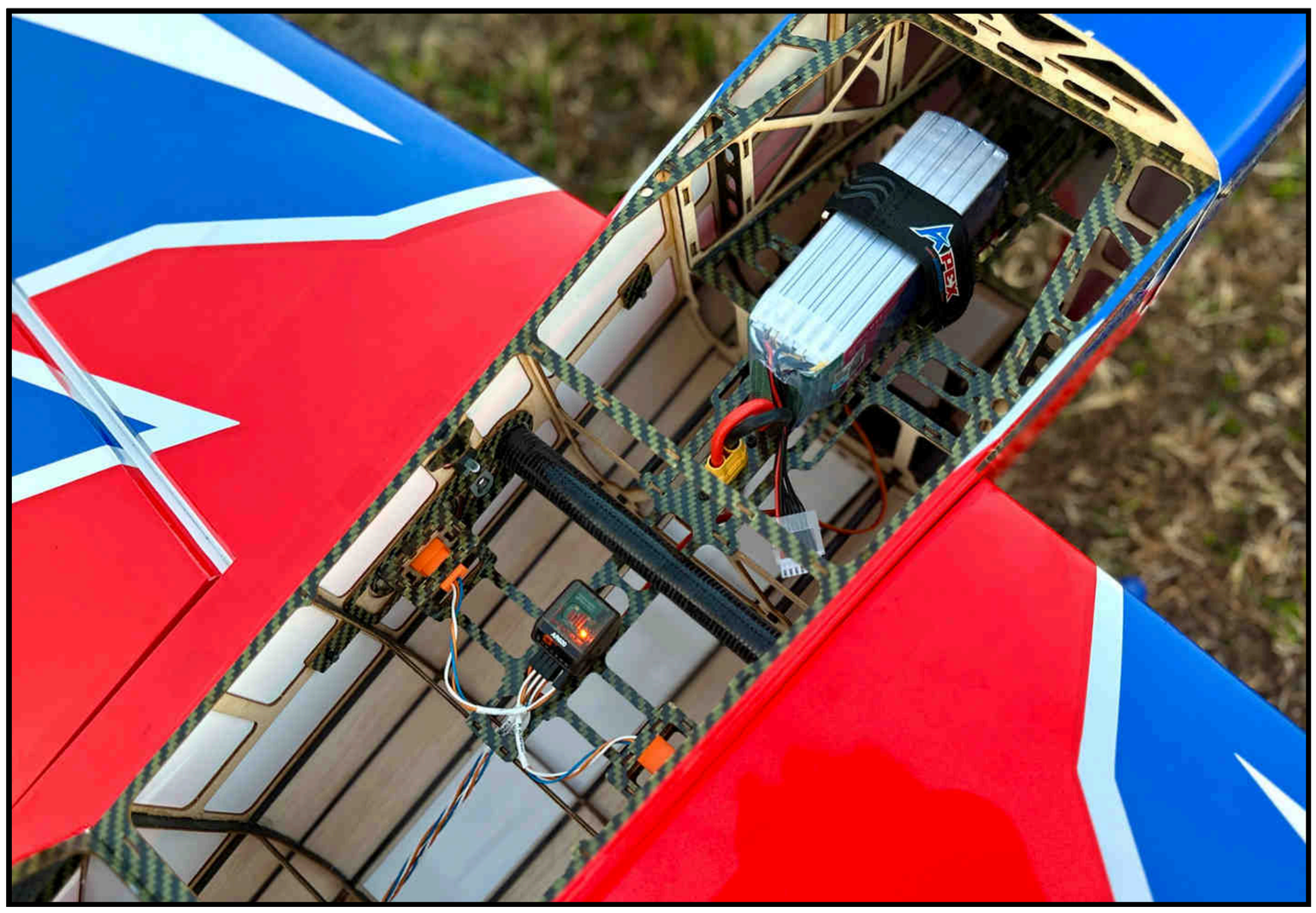


The Slick comes with optional side force generators (SFGs). Installation uses a quick attach/release system. To install, slide the SFG over the bolts in the wingtip, aligning it with the openings in the SFG. Make sure the bolts are unthreaded enough to allow the SFG to slide fully into place, then tighten the thumbscrews.



The Slick features hands-free aileron servo connectors. This allows the servo to automatically connect to the receiver lead when the wing is latched to the fuselage.

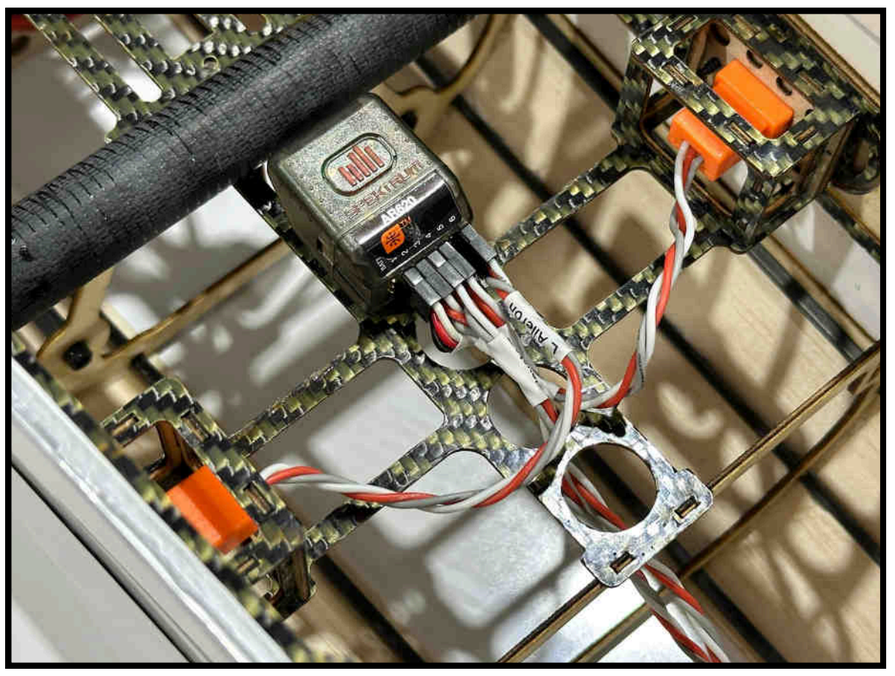
Radio/Receiver Setup



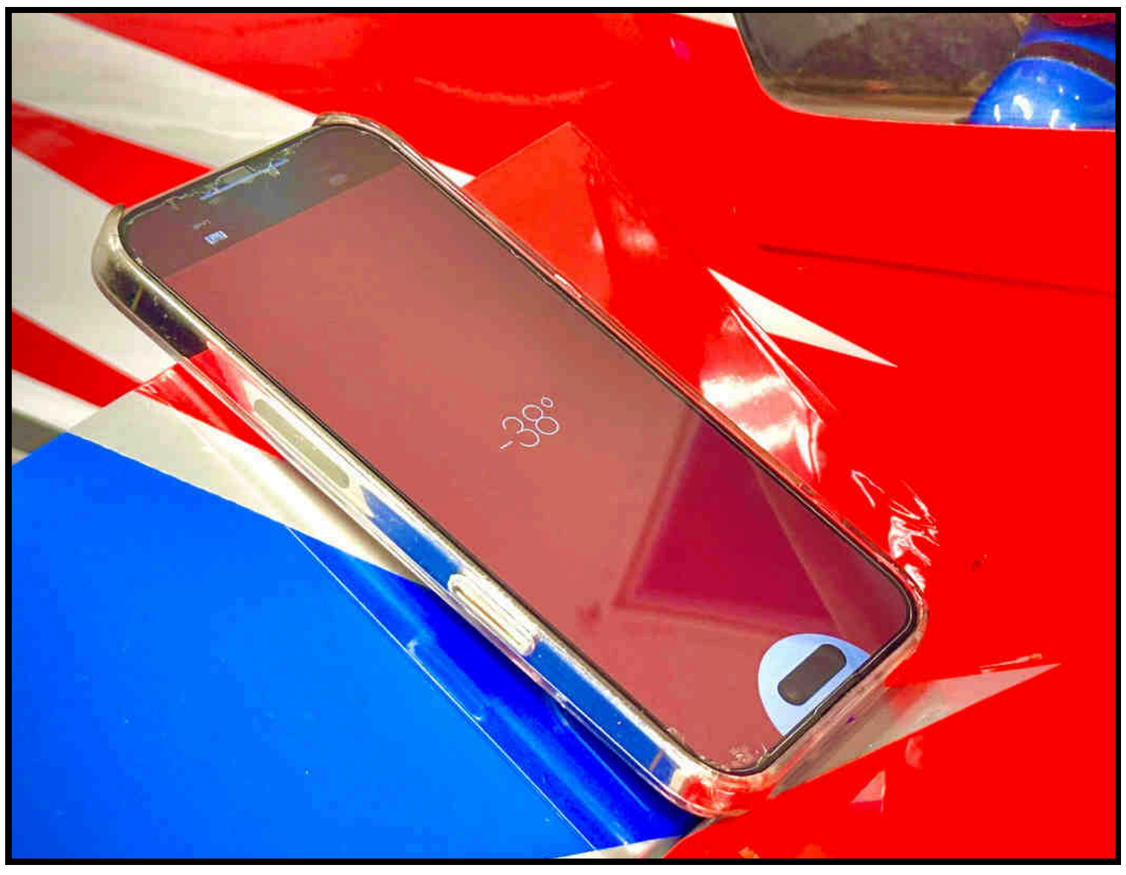
This photo shows the recommended receiver and battery placement in the 60" Slick. Apex aircraft have a very forgiving CG range. You can use this battery placement as a starting point and adjust it according to your preference.

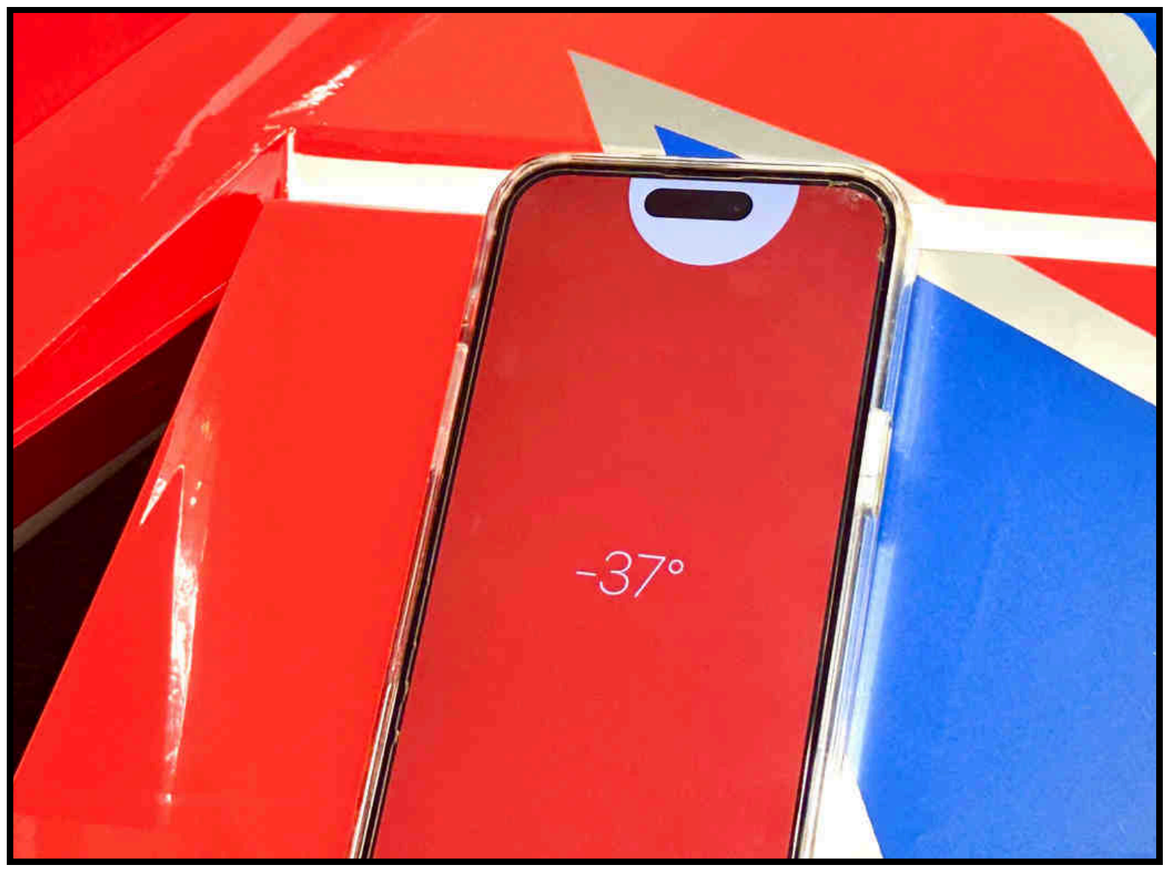
4000mAh 100C 6S battery shown

A 6-channel receiver of your preferred brand is recommended. One example is the Spektrum AR620 (if using Spektrum). Secure the receiver using adhesive-backed Velcro.



If you have an iPhone, you can easily set up control surface throws using the **Measure** app. Open the app and select the **Level** option. Make sure the value reads zero when the control surface is at neutral and your device is placed on it.

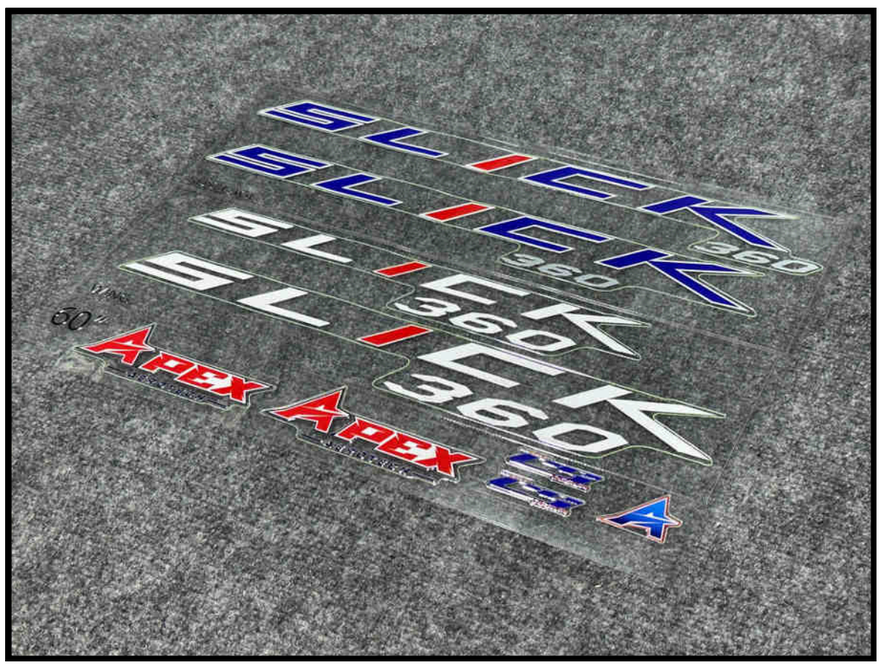


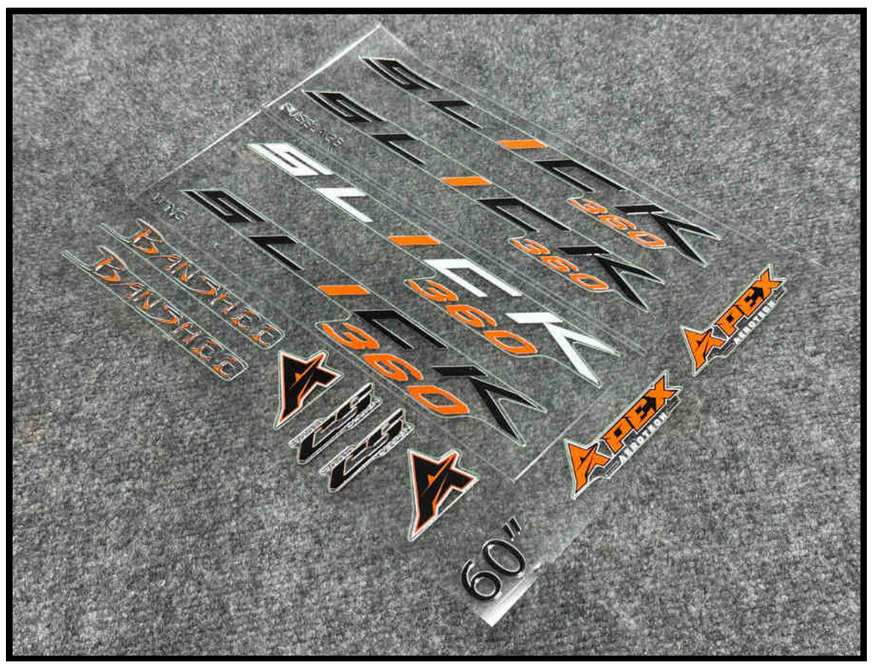


CONTROL SURFACE SETUP:

SURFACE	HIGH RATES	LOW RATES
AILERON	38 DEG. UP, 37 DEG. DOWN 50-55% EXPO	20 DEGREES
ELEVATOR	55-60 DEGREES 50-55% EXPO	15 DEGREES
RUDDER	MAX WITHOUT BINDING 45-55% EXPO	20 DEGREES

Decal Application





The Slick includes a high-quality decal sheet that matches your color livery. Each decal is pre-cut for easy use. Simply peel the decal from the sheet, leaving the protective cover in place. After applying the decal, carefully remove the clear cover.

Make sure the surface where the decal will be applied is clean before installation.

CLEANING

It is recommended to take the time to clean your aircraft after use. This is also a good opportunity to inspect the aircraft, ensuring everything is tight and the covering is secure. For basic cleaning, use glass cleaner and paper towels. Spray wax can be applied for a more detailed shine.

We hope you enjoy your 60" Slick 360! It's truly the pinnacle of its class, combining convenience and performance like no other!