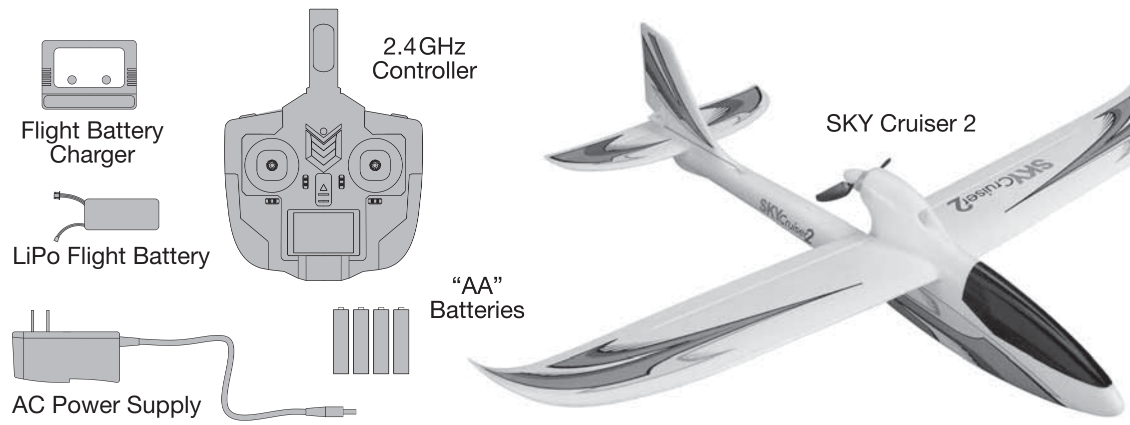
READ THESE INSTRUCTIONS *BEFORE* FLYING!

SKY Cruiser 2™

ITEMS INCLUDED



WARNINGS

FOR YOUR SAFETY PLEASE READ AND UNDERSTAND THESE WARNINGS.

Radio control models are not toys. Serious injury to people or damage to property can result if they are not used in a responsible manner.

Read all instructions carefully prior to assembling and before flying this model. Seek advice should any information be unclear. You assume all risk and responsibility when using this model.

GENERAL WARNINGS

- Never fly your aircraft from the street or at night. Always fly in an open area free of obstructions.
- When flying, make sure any spectators are behind you.
- Always be conscious of the spinning propeller. Be careful not to allow loose clothing to be drawn into the propeller.
- Because your aircraft is operated by radio control, it is important to make sure you are always using fresh and/or fully charged batteries. Never allow the batteries to run low, or you could lose control of the aircraft.
- Do not allow any of the electrical components to get wet, or electrical damage may occur.
- You should complete a successful range check of your radio equipment prior to each new day of flying, or prior to the first flight of a repaired aircraft.
- Do not use any solvents to clean your model. Solvents will damage the foam and plastic. Use a dry cloth to clean any dirt from outside of the aircraft.
- This product includes small and sharp-edged parts. Always assemble and keep this product out of children's reach.
- Do not fly your airplane on days with strong winds or side winds.
- When not using the model, always take the battery out of the plane and switch off the transmitter. Also, remove the batteries from the transmitter as batteries may overheat or leak, causing damage.
- Do not store this model in a high-temperature/ humidity area or in direct sunlight.

RADIO CONTROL SYSTEM WARNINGS

- **Always turn on your transmitter before turning on the aircraft and always remove the battery from the aircraft before turning off your transmitter.**
- Always unplug the flight battery when not flying the aircraft.
- Never shorten the receiver antenna, or you could lose control of the aircraft during flight.
- Never attempt to disassemble or modify any of the radio control system components.

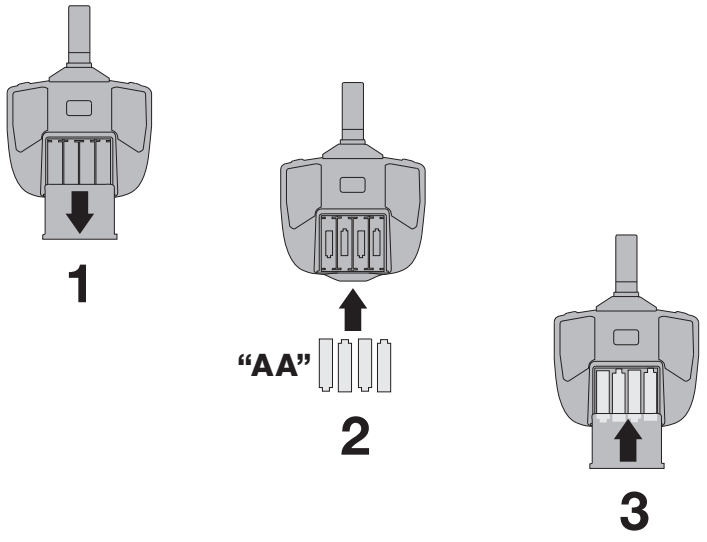
LIPO BATTERY WARNINGS

YOU MUST READ THIS BEFORE CHARGING THE BATTERY

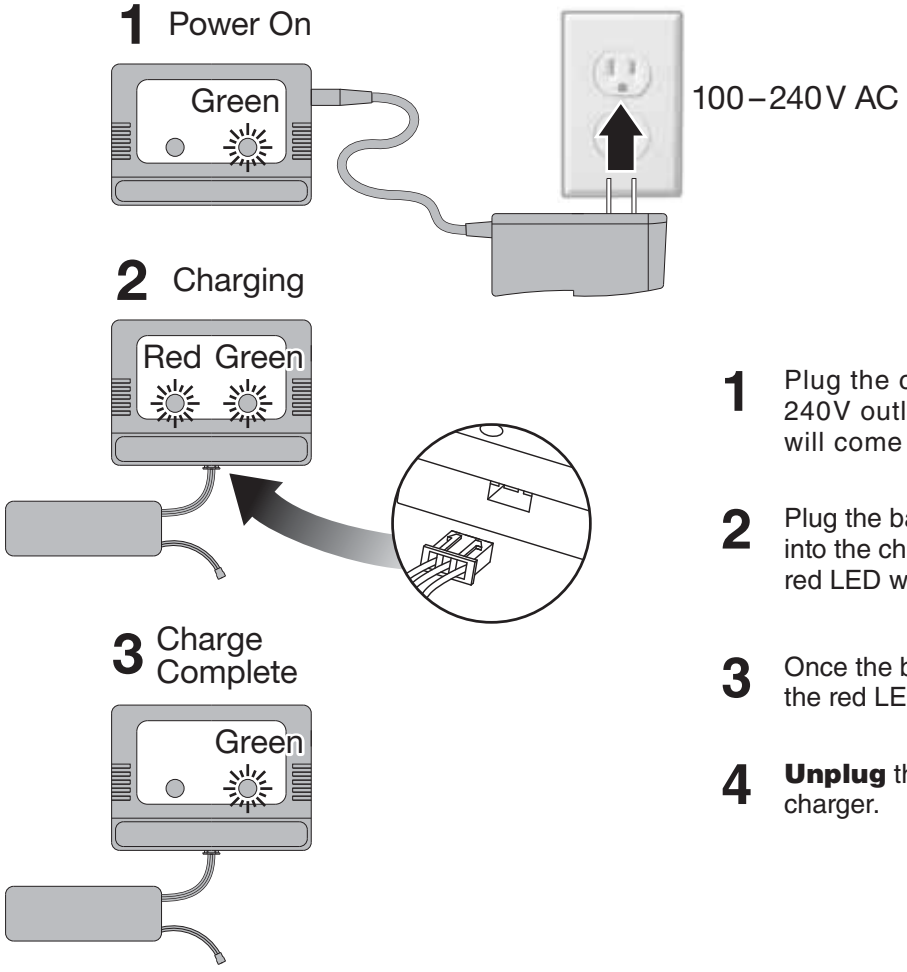
- All instructions, warnings, and cautions must be followed at all times. Failure to do so can lead to serious injury or fire. Do NOT use this product before reading and understanding all directions and warnings.
- Do NOT use or charge the battery if it is hot or swollen.

- Do NOT overcharge. Maximum voltage for each battery must be followed.
- Do NOT short-circuit the battery. Check polarity before connecting the battery to the charger.
- Remove the battery when it's not in use.
- Do NOT operate or charge unattended.
- Do NOT use the battery if you do not understand the warnings and proper use of the battery.
- Always let the battery cool and "rest" between uses and charging. Do NOT charge inside your car.
- Inspect the battery before each use for swelling or other malformation. If the battery has swelled, it MUST be discarded.
- Do NOT poke, bend or damage the battery. The outer casing is soft and can be damaged.
- The battery must never exceed 160° F (70° C) for any reason.

INSTALL TRANSMITTER BATTERIES



CHARGE THE FLIGHT BATTERY



1 Plug the charger into a 100–240V outlet. The green LED will come on.

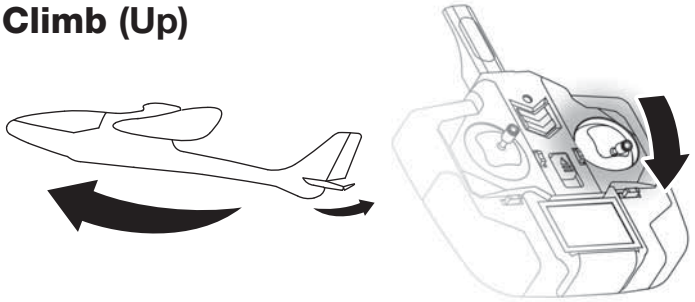
2 Plug the battery's balance plug into the charger as shown. The red LED will come on also.

3 Once the battery is charged, the red LED will turn off.

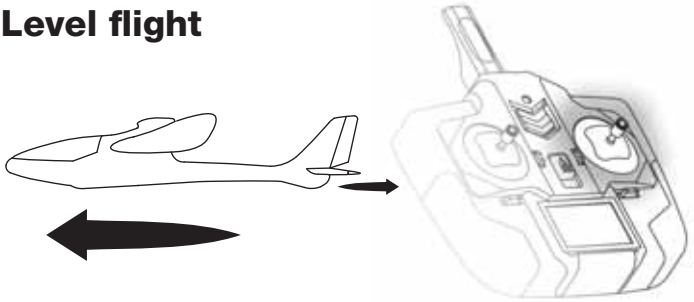
4 **Unplug** the battery and the charger.

TRANSMITTER FUNCTION

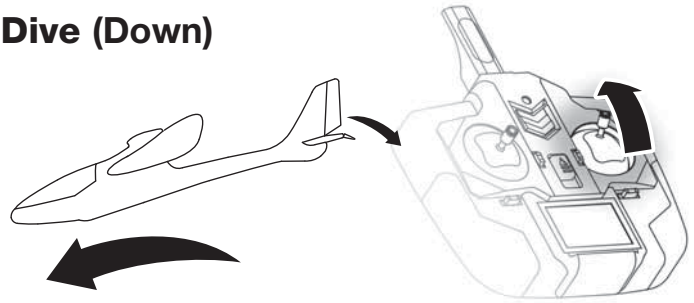
Climb (Up)



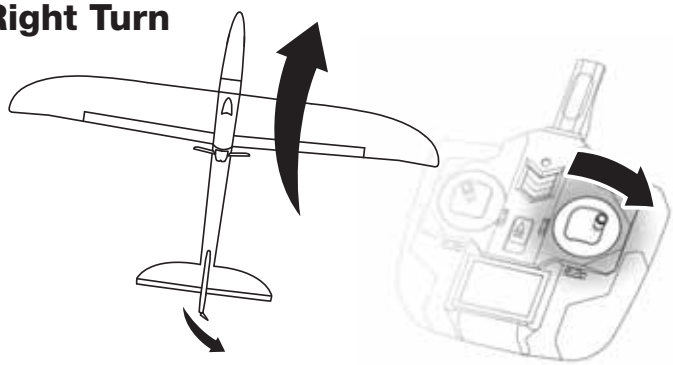
Level flight



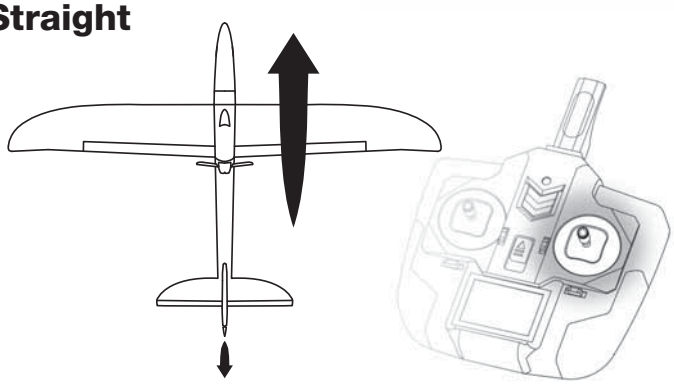
Dive (Down)



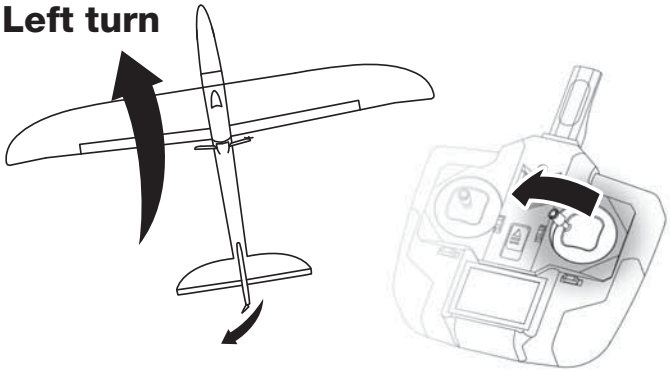
Right Turn



Straight

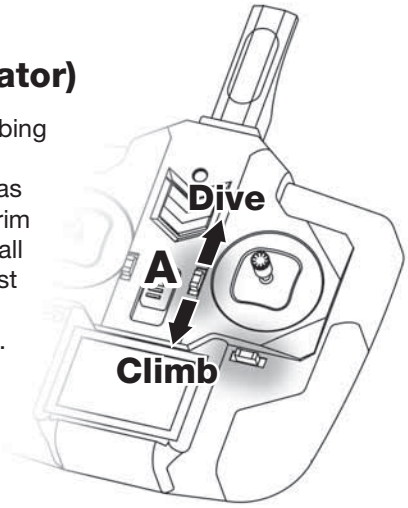


Left turn



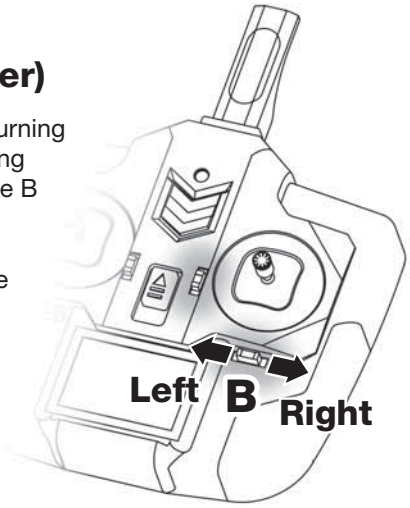
Trim A (Elevator)

If the model is climbing or diving when the stick is positioned as shown, use the A trim button to make small trim changes. Adjust until the plane flies level at half throttle.

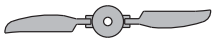


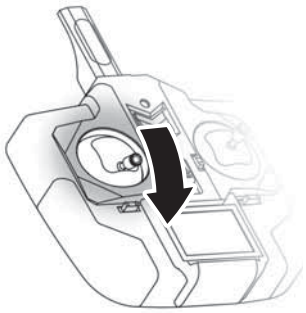
Trim B (Rudder)

If the model keeps turning left or right while flying into the wind, use the B trim button to make small trim changes. Adjust until the plane flies straight at half throttle.

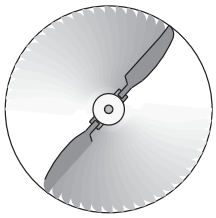


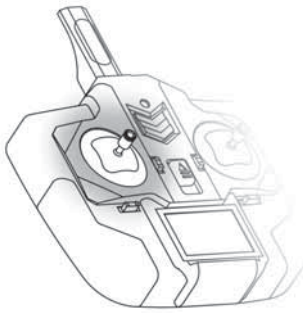
Power off - 0%



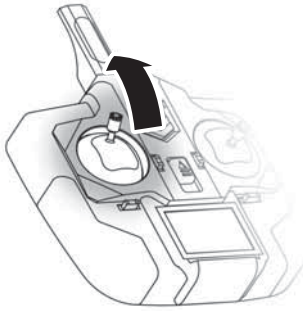


Half power - 50%

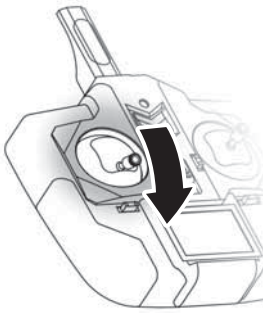




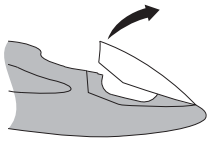
Full power - 100%



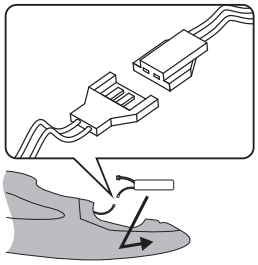
PLUG IN THE FLIGHT BATTERY



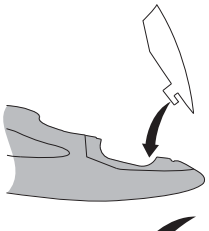
1. Turn on the transmitter. Move the throttle to 0%.



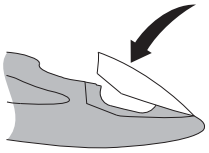
2. Undo the canopy latch. Lift up on the back edge of the canopy and then slide it backwards.



3. Connect the matching plugs and install the battery in the nose of the plane.

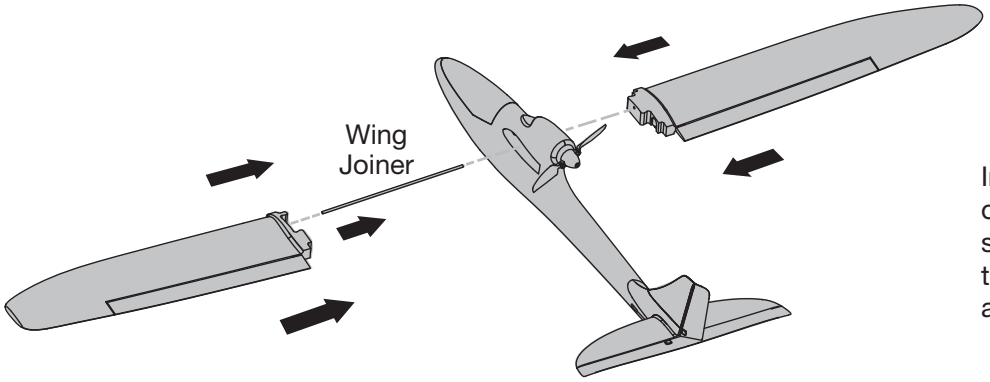


4. Insert the front canopy hook into the slot provided.



5. Rotate the back of the canopy onto the latch and apply pressure. There will be a 'click" when the latch is secure.

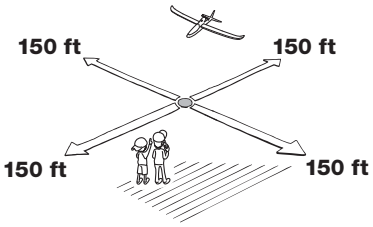
ASSEMBLY



Insert the wing joiner into one of the wing halves. Next, slide the two wing halves together inside the fuselage as shown.

CHOOSING A FLYING FIELD

The flying field you choose is very important and should be a large, open grass field. There should not be any vehicles, buildings, power lines, trees, large rocks or anything else that your model can crash into.



⚠ Control may be lost if the airplane is more than 500 feet [150 meters] from the transmitter.

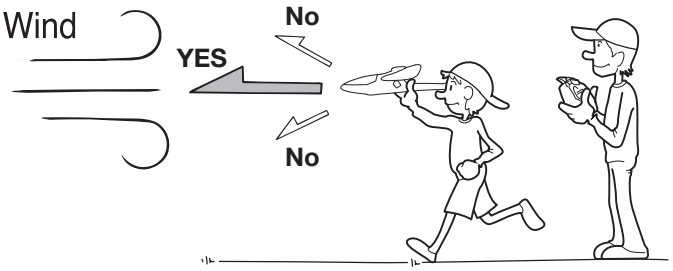
CHOOSING A GOOD DAY TO FLY

Very Light Wind

Strong Wind

Calm weather with either no wind or wind speed of 3–5 mph [5–8 kph] is suitable for flying.

TAKEOFF



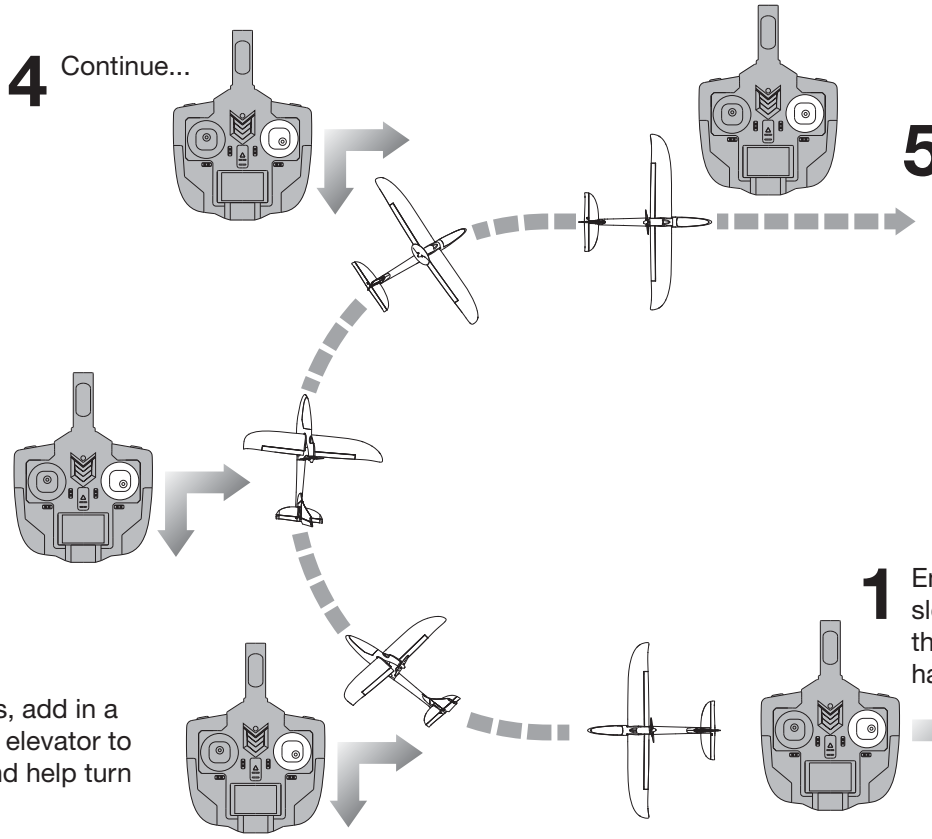
1 Apply full throttle while facing into the wind. Hold the plane horizontally and launch straight and level with a gentle pushing motion.

2 After launching, reduce power to 50–75%, use gentle rudder movements to turn left or right. Use small movements of the elevator and throttle to adjust the climb and altitude. (If the battery is not charged properly, the plane will not climb).

Move the throttle stick down to 0% when crashing to avoid damage.

TURNING

Once you reach 50 to 75 feet [15–20m] in altitude, you will be able to make a safe turn. Practice making turns both left and right, adding a small amount of up elevator as the turn begins.



4 Continue...

5 To complete the turn, slowly release the elevater and rudder.

3 Use small movements of rudder and elevator to control the turn radius and altitude.

1 Enter the turn by slowly moving the rudder about halfway.

2 Once the turn starts, add in a small amount of up elevator to maintain altitude and help turn the plane.

LANDING

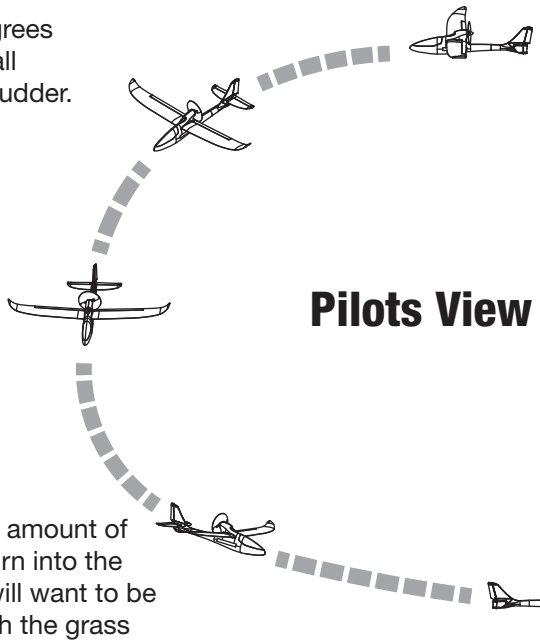
When your plane feels like it is beginning to lose power, it is time to land.

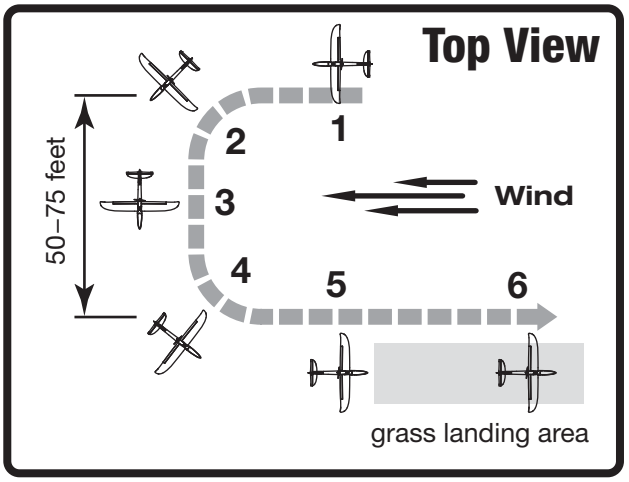
1 Fly downwind to set up for landing. Reduce the throttle to 25%.

2 Turn 90 degrees using a small amount of rudder.

3 Glide until lined up for final turn.

4 Use a small amount of rudder to turn into the wind. You will want to be lined up with the grass landing area. Reduce or increase throttle to adjust speed and altitude.





Always land directly into the wind!

5 Reduce throttle to zero. Add in a "small" amount of elevator to help slow the plane. Let it glide! If you are short of the landing area, add in a little power to extend the glide. If you are long, power up and go around for another try.

6 Just before landing, "flare" the plane by slowly add a little more elevator. The plane will slide to a stop in the grass. **Be careful!** If you add in too much elevator while gliding fast, the plane will stall and possibly crash.

AFTER LANDING

1 **Always** unplug and remove the plane's battery **first**.

2 Turn off the transmitter and remove its batteries **second**.

3 Allow the motor time to cool before flying again.

4 Allow the battery to cool before recharging.

MAKING REPAIRS

For light weight and durability, the Sky Cruiser 2 is made of foam. If it does break, repairs can be made using CA (cyanoacrylate) glue (available at your local hobby shop). Once the glued parts are fitted together, use clear tape to hold them in place as they dry. Small cracks can be fixed with the clear tape without the glue. When doing repairs, use as little glue as possible to keep the weight down and be sure to keep the tail and wings as straight as possible.

REPLACEMENT PARTS

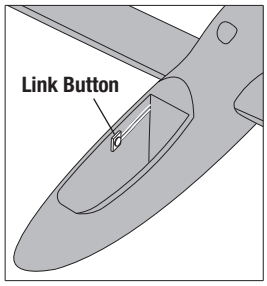
DIDA3050	Wing Set
DIDA3051	Fuselage
DIDA3052	Horizontal Stabilizer
DIDA3053	Vertical Stabilizer
DIDA3054	Canopy
DIDA3055	Pushrods
DIDA3056	Wing Joiner
DIDA3057	Folding Propeller
DIDA3058	Motor
DIDA3059	2.4 GHz Receiver
DIDJ2060	2.4 GHz Transmitter
DIDP1130	AC Balancing Charger
DIDP1095	Battery LiPo 2S 300 mAh 20 C

LINKING to FUTABA S-FHSS

The Sky Cruiser 2 will link to most Futaba S-FHSS transmitters.

1 Turn on the transmitter (if necessary place your Futaba transmitter in "linking/pairing" mode) and plug the model's battery in.

2 Press and hold the link button (inside the model's nose) for three seconds.

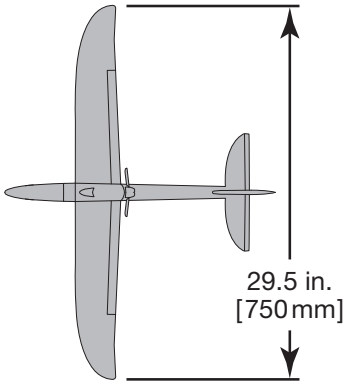


3 If the link has been successful the control will move. If not repeat the linking steps.

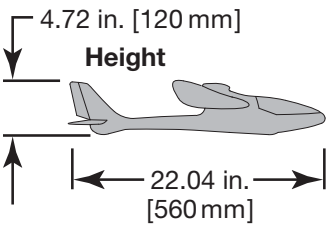
NOTE: To link back to the Dromida Q415 the process is the same as above.

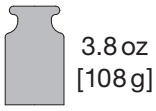
Be sure to stay clear of the propeller when linking. The motor may start if the throttle servo reverse is in the wrong position.

PLANE SPECIFICATIONS



Wingspan





Weight

SERVICE

If your Dromida product requires repairs or replacement, contact:

Hobby Services
3002 N. Apollo Drive, Suite 1
Champaign, Il, 61822, U.S.A.

9am-5pm Central Mon.-Fri.
(217) 398-0007

hobbyservices@hobbico.com

BATTERY RECYCLING

ATTENTION: The SKY Cruiser 2 is powered by a rechargeable LiPo battery. At the end of the battery's useful life, under various state and local laws, it may be illegal to dispose of the battery into the municipal waste system. Check with your local solid waste officials for details in your area for recycling options or proper disposal. We encourage contacting your local recycling center for more information.

LiPo

TROUBLESHOOTING

PROBLEM: Transmitter LED does not illuminate when tuned on.

Solution: Transmitter batteries are installed incorrectly. Remove batteries and check polarity markings.

Solution: Transmitter batteries are low. Replace the batteries.

PROBLEM: The model does not respond to the transmitter.

Solution: The battery needs to be charged. Charge the battery.

Solution: The battery is not plugged in to the plane. Plug it in.

Solution: The control linkages are not connected to the control surfaces. Inspect and reattach or replace the parts as needed.

Solution: The plane is not linked to the transmitter; review and follow the linking procedure.

Solution: The transmitter batteries are low. Replace the batteries.

PROBLEM: Flight time is short.

Solution: The flight battery was not fully charged. Let the battery cool and charge again.

Solution: The flying conditions are too cold (below 60°F or 15°C).

Solution: The battery is old or damaged. Replace the battery.

PROBLEM: The plane has excess vibration.

Solution: The prop is damaged. Replace the prop.

Solution: The motor shaft is bent. Replace the motor.

PROBLEM: The model does not fly straight or level.

Solution: The transmitter trims are not set properly. Adjust the trims until the plane flies straight and level.

Solution: Check the control linkages for damage. Repair or replace parts as needed.

PROBLEM: The motor stops in flight.

Solution: When the flight battery voltage drops too low the battery power to the motor is stopped. Control surfaces will still operate for a controlled landing. Land immediately and recharge the battery.

FCC STATEMENT

FCC ID#: IYF-Dromida Q415
Brand: Dromida

This device complies with part 15 of the FCC rules. Operation is subject to the following two conditions.

(1) This device may not cause harmful interference.

(2) This device must accept any interference received, including interference that may cause undesired operation.

NOTE: THE MANUFACTURER IS NOT RESPONSIBLE FOR ANY RADIO OR TV INTERFERENCE CAUSED BY UNAUTHORIZED MODIFICATIONS TO THIS EQUIPMENT.

Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment.

This equipment should be installed and operated with a minimum distance of 8 inches [20 cm] between the radiator (transmitter) and your body.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

LiPo

KNOW BEFORE YOU FLY

As a new owner of an unmanned aircraft system (UAS), you are responsible for the operation of this vehicle and the safety of those around you. Please contact your local authorities to find out the latest rules and regulations.

In the United States, please visit:

KNOW BEFORE YOU FLY

Federal Aviation Administration

knowbeforeyoufly.org faa.gov/uas

AMA® Advisory on LiPo Safety

www.hobbico.com/ama-lipo-warning.html