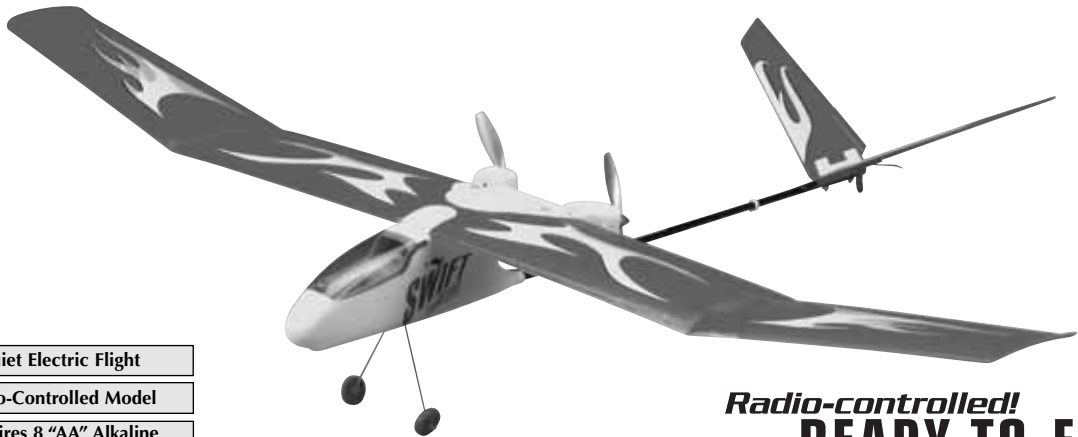


COMPLETE RTF AIRPLANE



SWIFT™ FLYER

FLYZONE™ by Hobbico®



Quiet Electric Flight

Radio-Controlled Model

Requires 8 "AA" Alkaline
Batteries (not included)

Radio-controlled!
READY-TO-FLY

ASSEMBLE ONLY WITH ADULT SUPERVISION

Please read through this instruction booklet to THOROUGHLY familiarize yourself with the assembly and flight characteristics of this airplane before beginning to assemble this model.

Please inspect all parts carefully before starting assembly! If any parts are missing, broken or defective, or if you have any questions about the assembly or flying of this airplane, please call us at (217) 398-8970 and we'll be glad to help.

WARRANTY

Hobbico®, Inc. guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any component parts damaged by use or modification. In no case shall Hobbico's liability exceed the original cost of the purchased model. Further, Hobbico reserves the right to change or modify this warranty without notice.

In that Hobbico has no control over the final assembly, no liability shall be assumed nor accepted for any damage resulting from the use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability.

If the buyers are not prepared to accept the liability associated with the use of this product, they are advised to return this kit immediately in new and unused condition to the place of purchase.

PROTECT YOUR MODEL, YOURSELF AND OTHERS. FOLLOW THIS IMPORTANT SAFETY PRECAUTION!

Your SWIFT FLYER™ is not a toy, but rather a sophisticated, working model that functions very much like an actual airplane. Because of its realistic performance, the model, if not assembled and operated correctly, could possibly cause injury to yourself and spectators or damage property.

We highly recommend that you get experienced, knowledgeable help with assembly and during your first flights, to make your R/C modeling experience totally enjoyable. You'll learn faster and avoid risking your model before you're truly ready to solo. Your local hobby shop has information about flying clubs in your area whose membership includes qualified instructors. You can also contact the national Academy of Model Aeronautics (AMA), which has more than 2,500 chartered clubs across the country. Instructor training programs and insured newcomer training are available through any one of these clubs.

Contact the AMA at the address or toll-free phone number below.

Academy of Model Aeronautics

5151 East Memorial Drive
Muncie, IN 47302
(800) 435-9262
Fax: (765) 741-0057

or via the internet at: <http://www.modelaircraft.org>

PRECAUTIONS

1. Assemble the plane **according to the instructions**. Do not alter or modify the model. If you make any modifications, you will void your warranty.
2. **Test** the operation of the model **before each flight** to insure that all equipment is operating properly, and that the model remains structurally sound.
3. Fly only on calm days (with wind speeds less than 5 mph) and in large open areas free of trees, people, buildings or any other obstacles.

Remember: Take your time and follow the instructions to end up with a well-built model that is straight, durable and easy to fly.

The R/C model hobby becomes more and more enjoyable as your experience grows. Your chances for success and graduation to higher levels are very good if you take your time and follow the assembly and flying instructions carefully and completely. We hope you enjoy flying your SWIFT FLYER.

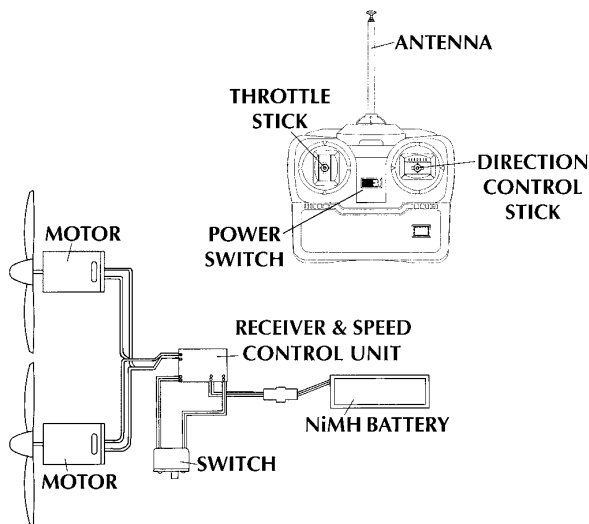
GLOSSARY

Receiver and Speed Control Unit: This unit controls the speed of the motors. It also contains the receiver.

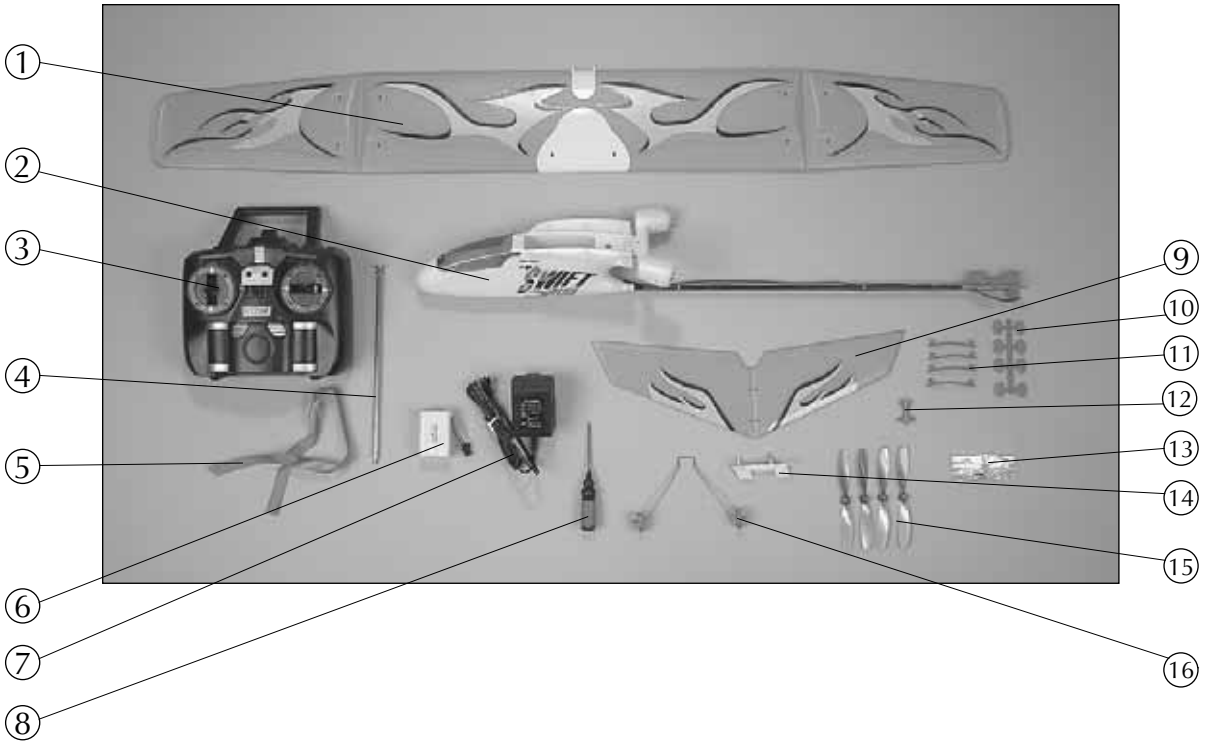
Motors: The motors rotate the props to provide thrust.

NiMH Battery: Rechargeable batteries which are used to power the airplane.

Transmitter (TX): This is the hand-held unit that sends the signal to the receiver. As you move the sticks on the transmitter, the motors in the airplane will react accordingly.



AIRFRAME PARTS AND HARDWARE



UNPACKING THE BOX

Check the parts against the list below. If any parts are damaged or missing, give us a call at: (217) 398-8970.

Part Name	Qty.
<input type="checkbox"/> 1. Main Wing	1
<input type="checkbox"/> 2. Fuselage	1
<input type="checkbox"/> 3. Transmitter.....	1
<input type="checkbox"/> 4. Transmitter Antenna.....	1
<input type="checkbox"/> 5. Wind Direction Ribbon	1
<input type="checkbox"/> 6. NiMH Battery	1
<input type="checkbox"/> 7. Charger.....	1
<input type="checkbox"/> 8. Screwdriver	1
<input type="checkbox"/> 9. V-Tail	1
<input type="checkbox"/> 10. Wing Brace Locking Retainers	1
(set of 8 retainers)	
<input type="checkbox"/> 11. Wing Braces	4

Part Name	Qty.
<input type="checkbox"/> 12. Wrench	1
<input type="checkbox"/> 13. Small Parts Bag	1
<input type="checkbox"/> 14. V-Tail Attachment Bracket.....	1
<input type="checkbox"/> 15. Propellers	4
<input type="checkbox"/> 16. Landing Gear.....	1

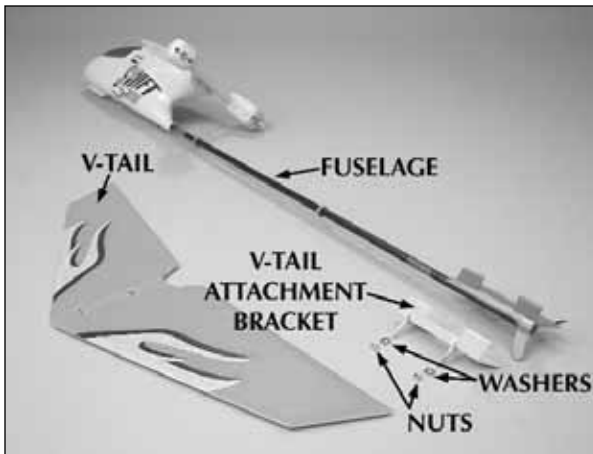
ITEMS NOT SHOWN

Part Name	Qty.
Instruction Manual	1
Instruction Video.....	1

Welcome to the world of R/C aeromodeling. You will find your new hobby to be exciting, very interesting, and most of all, a lot of fun. You have purchased, quite possibly, the best flying, the most reliable, and the easiest flying R/C airplane available today. Be sure to follow the written instructions and the video instructions completely and in detail. Doing this will assure you a successful first flight and many continued hours of enjoyment from your new R/C hobby.

ASSEMBLY INSTRUCTIONS

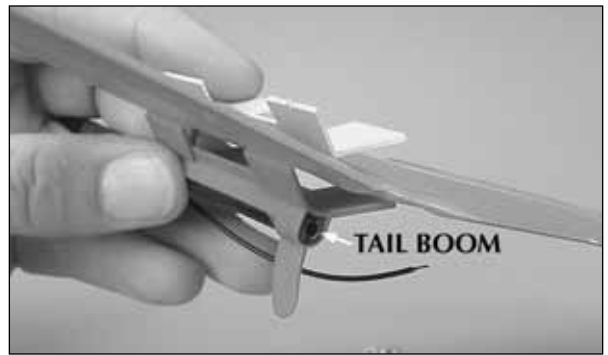
INSTALL THE V-TAIL



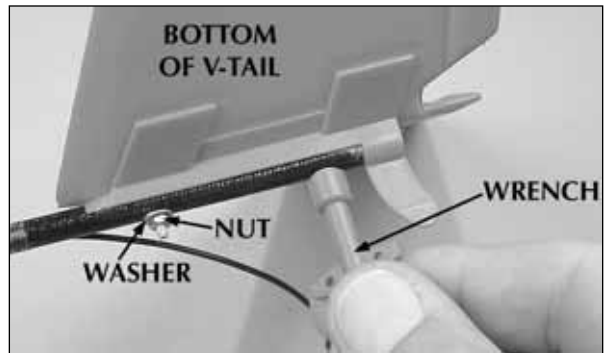
1. Locate the fuselage, the V-Tail, the V-Tail attachment bracket, the wrench (not shown in photo), and two washers and nuts from the small parts package.



2. Carefully place the threaded shafts through the holes in the V-Tail as shown in the photo above. **Note:** Make sure the V-tail attachment bracket is placed through the V-Tail with the decals up as shown above.

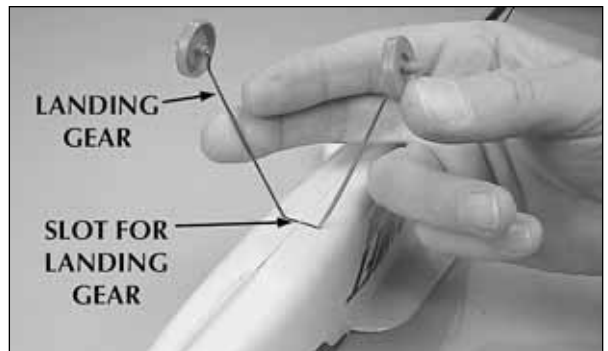


3. Insert the V-Tail and attachment bracket combination through the holes in the tail boom as shown in the above photo with the decals on the top side of the V-Tail.



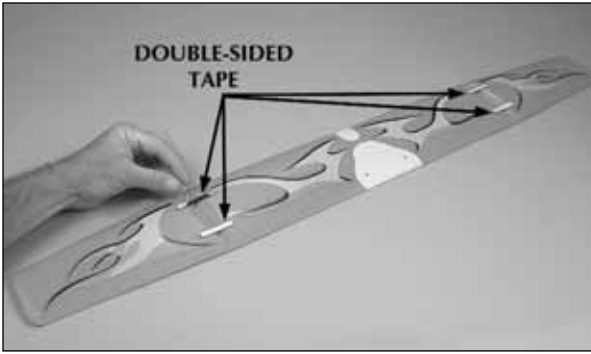
4. Place the washers and nuts onto the threaded shafts that extend below the tail boom using the wrench supplied with the model. Do not overtighten these nuts; doing this could damage the V-Tail. Tighten them only until they are snug and will remain in place.

INSTALL THE LANDING GEAR

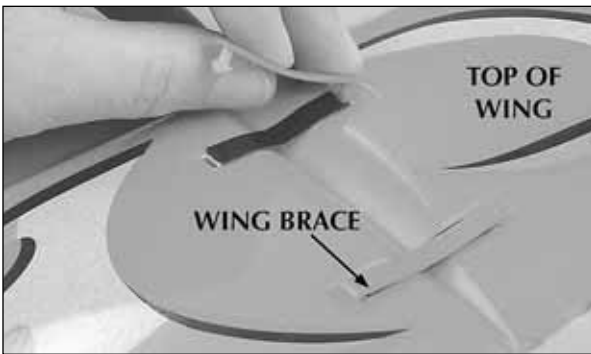


1. Turn the fuselage upside-down and slide the landing gear wire into the landing gear slot as shown above.

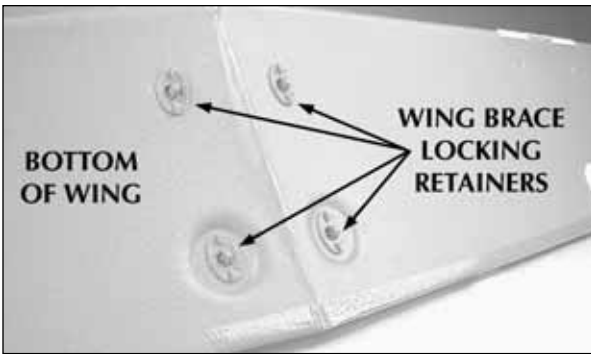
ASSEMBLE & INSTALL THE WING



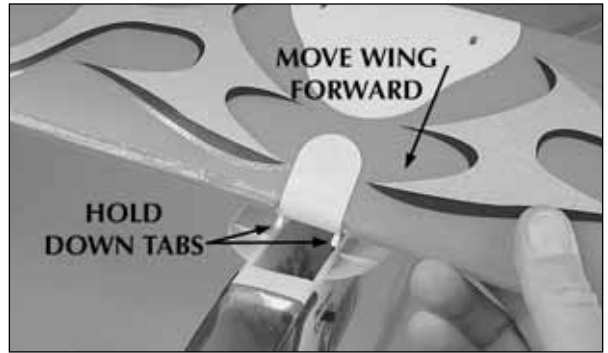
1. Remove the paper backing from the four pieces of double-sided tape on the main wing as shown in the above photograph.



2. Install the wing braces into the holes in the wing carefully and gently press into place. Make sure that these braces are installed into the top of the wing.



3. Turn the wing over and attach four wing brace locking retainers as shown in the above photograph. The retainers are easy to install by placing them onto the wing brace tabs and turning the retainer 1/4 turn in either direction. Repeat this procedure on the other side of the wing.



4. Place the wing onto the fuselage by sliding the two tabs located on the front of the center section of the wing into the fuselage as shown in the photograph above.



5. Secure the two wing mounting screws, from the small parts bag, into the wing as shown in the above photograph. Do not overtighten them.

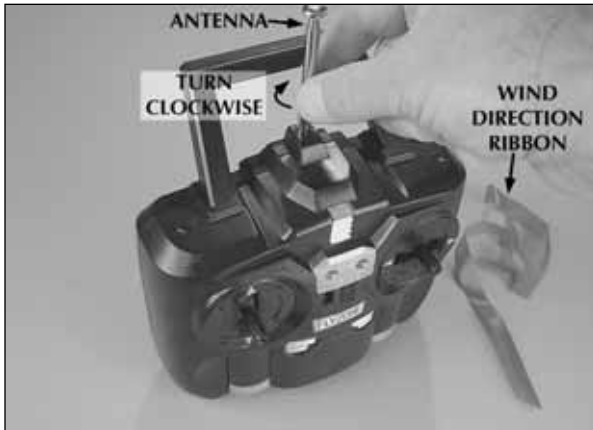
INSTALL THE PROPELLERS



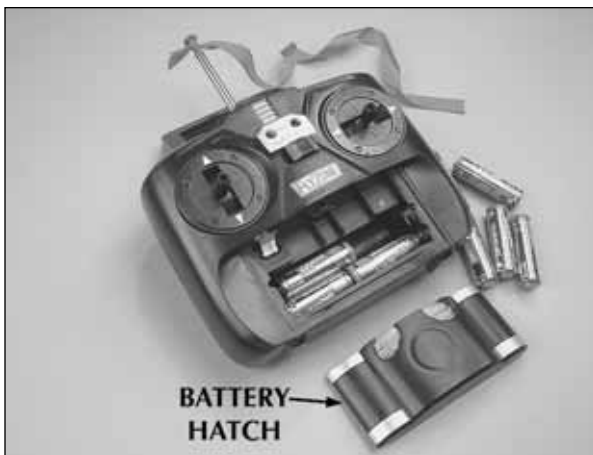
1. Press the propellers onto the motors. To prevent the props from binding, be sure to leave a small space (about the same thickness of a penny), between the propellers and the back of the motor covers.

INSTALL THE TRANSMITTER BATTERIES

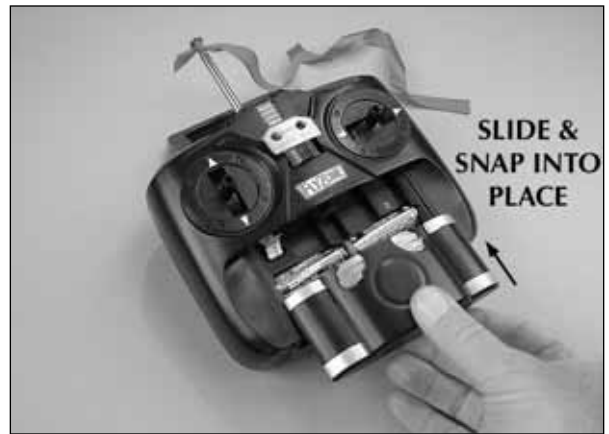
- **Caution:** Do not use rechargeable (NiCd) batteries.
- Do not mix old and new batteries.
- Do not mix alkaline, standard (carbon-zinc) or rechargeable (NiCd) batteries.



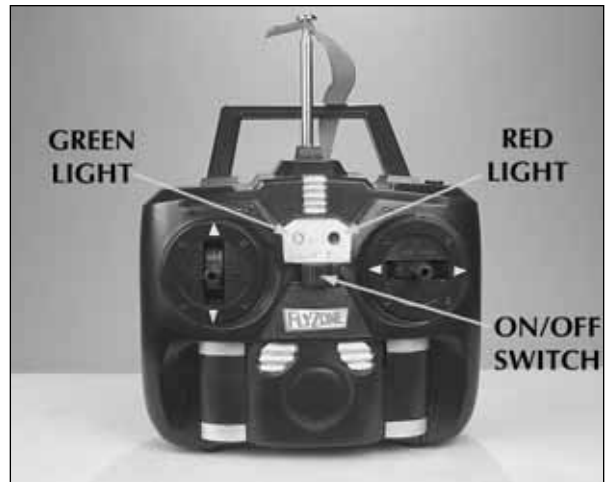
1. Place the transmitter antenna into the top of the transmitter case as shown above. Tighten it down “clockwise” until it has a snug fit. Do not overtighten the antenna. Tie the Wind Direction Ribbon to the top of the antenna.



2. The transmitter that controls your airplane requires eight alkaline “AA” batteries. To install the batteries, remove the battery hatch and install the batteries, carefully following the diagram inside the battery compartment.



3. Reinstall the battery hatch.



4. Push the switch on the transmitter to the right and check the LEDs on the front of the transmitter. If the green light is on, it is safe to fly. If no lights come on, check to make sure that the batteries are installed correctly. The red LED will come on as the transmitter sticks are moved; this is normal and tells you that your transmitter is working properly.

CHARGE THE MOTOR BATTERY

NOTE: DO NOT CHARGE THIS BATTERY UNLESS IT HAS BEEN FULLY DISCHARGED.



1. Before operating your Swift Flyer you will need to charge the NiMH battery pack. Plug the wall charger into a standard household outlet. Plug the battery pack into the charge cord as shown in the above photograph.

Charge the battery for 2 hours. Under no circumstances let the battery pack become hot to the touch and never leave a charging battery unattended.



2. After the battery pack is charged, move the canopy locking latch toward the rear of the airplane and lift the canopy.



3. Place the battery inside the fuselage as shown above and close the canopy, locking it into place as you do so. Do not connect the battery to the connector inside the fuselage at this time.

BEFORE GOING TO THE FIELD

Note: Before attempting to operate or fly your Swift Flyer, please make sure you fully understand its entire operation outlined in this section.

SAFETY PRECAUTIONS FOR CHARGING BATTERIES

- 1. Make sure the battery is fully discharged before charging.
- 2. Never leave a charging battery unattended.
- 3. Never let the battery charge until it feels hot. A hot battery is an overcharged battery. Only let the battery get warm to the touch.
- 4. If you ever use a different battery charger, charge this battery pack only at a maximum charge rate of 0.6 amp. A higher charge rate will charge the battery pack too quickly and heat up the wires.
- 5. A properly cared for battery pack will last a long time. If the battery pack is continually overcharged or charged at too high of a rate, the life of the battery pack will be shortened.
- 6. After each flight, remove the battery pack from the airplane and allow it to cool completely before recharging.

BATTERY RECYCLING



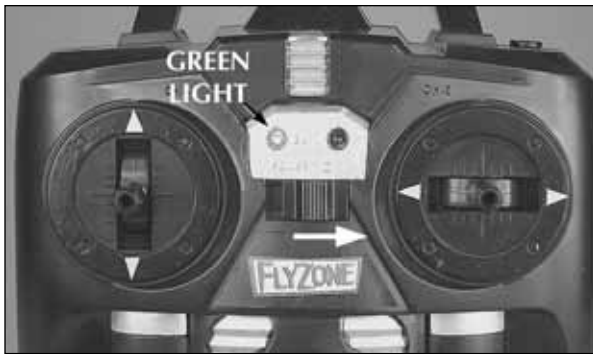
ATTENTION: The product you have purchased is powered by a rechargeable battery. At the end of its useful life, under various state and local laws, it may be illegal to dispose of this battery into the municipal waste system. Check with your local solid waste officials for details in your area for recycling options or proper disposal.

This product contains a chemical known to the State of California to cause cancer and birth defects or other reproductive harm.

HOW DOES THE SWIFT FLYER WORK?

Note: The following is a detailed description of how you will control your Swift Flyer in flight once you are ready to go to the flying site for your first flight. Please study it carefully so you will become familiar with the operation of the transmitter.

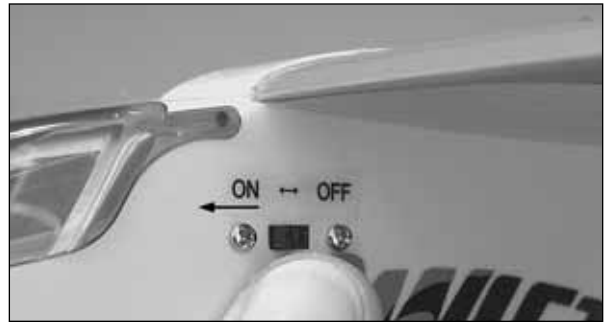
Your transmitter controls the height of the airplane by operating both motors and the direction of the plane by slowing down either the left or right motor.



1. First switch on the transmitter and make sure the green light is on.

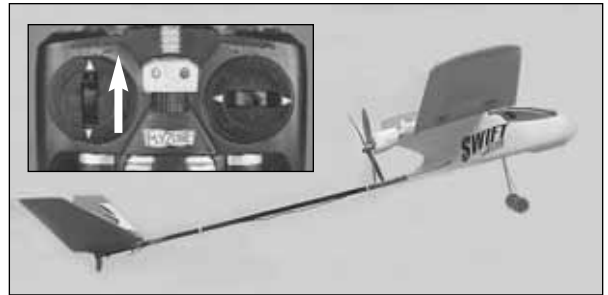


2. Open the canopy on the fuselage and plug the freshly charged battery pack into the plug in the fuselage. The plugs will only go together in the correct direction. Close and lock the canopy.

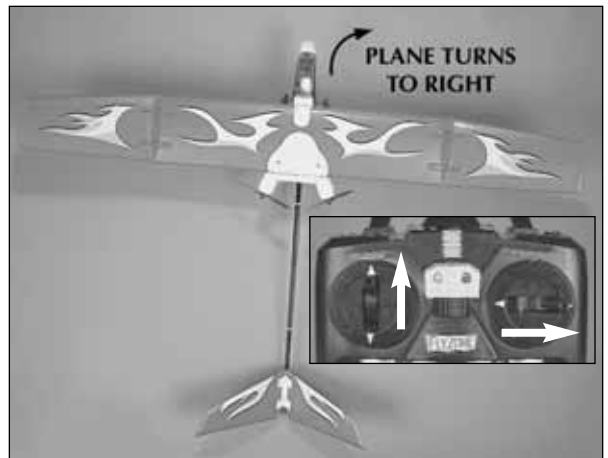


3. Move the ON/OFF switch located on the left side of the fuselage forward to the ON position.

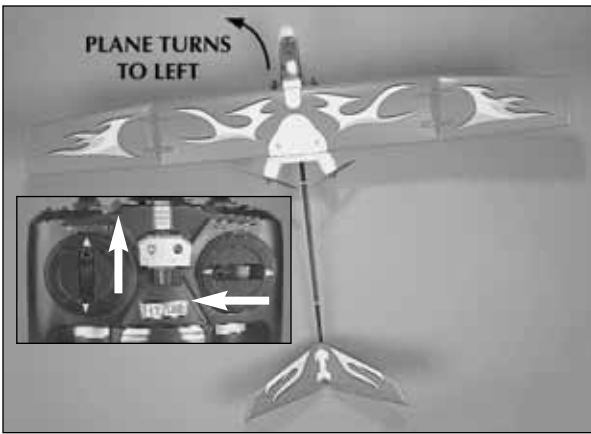
CAUTION: Stay clear of the propellers once the battery pack is plugged in and the switch turned on.



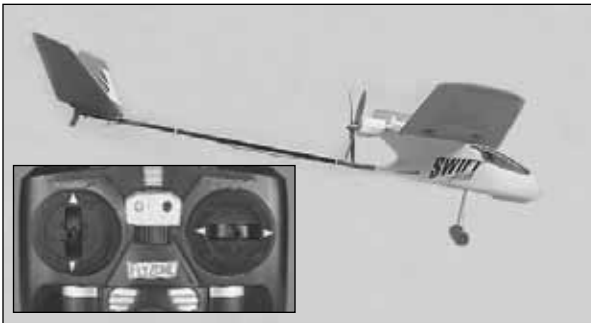
4. Once you are completely ready to fly, have an assistant launch the SWIFT FLYER after you move the left stick on the transmitter forward (or away from you). Both motors will run at full power. At this setting the plane should climb at a 20° angle. If you release the left stick both motors will stop.



5. Moving the right stick to the right will cause the right motor to slow down. This will cause the plane to turn to the right. **Note:** You can also turn the airplane without pushing the left stick forward.



6. Moving the right stick to the left will cause the left motor to slow down. This will cause the plane to turn to the left. **Note:** You can also turn the airplane without pushing the left stick forward.



7. Releasing the left stick will allow your airplane to slowly descend for landing. Fly down wind, beyond your landing spot and turn back into the wind. Release the left stick and the airplane will glide in for a landing.

Use your wind direction ribbon on your antenna to keep the plane headed into the wind.

AT THE FIELD

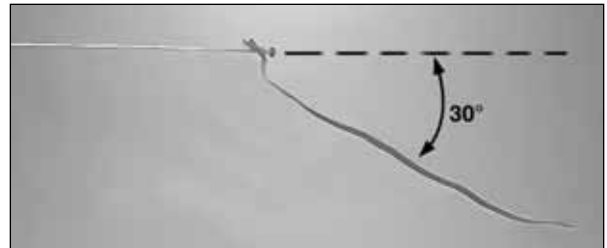
PREPARE FOR FIRST FLIGHT

1. It is best to fly on calm days, at least for your first few flights, when there is little or no wind (5 mph maximum). Also, find an area clear of trees, power lines and other structures. Your flying location should be about the size of a baseball diamond. A flying field for R/C planes is best. Don't fly around groups of people, especially children or within 6 miles of existing R/C flying fields.

Note: The Wind Direction Ribbon which you tied onto your transmitter antenna can also be used to indicate the speed of the wind and if you should fly your Swift Flyer or not. To use this ribbon in this manner use the process below:



Hold your transmitter in a manner that places the antenna parallel to the ground as shown in the above photograph. If the ribbon hangs straight down at 90-degrees from the antenna, of course there is no wind and it is a perfect day to fly.



The photograph above shows the ribbon with a 5 mph wind blowing which places the ribbon at 30 degrees from parallel. This tells you that you can fly but be very careful. If the ribbon is any higher or closer to being parallel to the ground, do not fly your airplane.

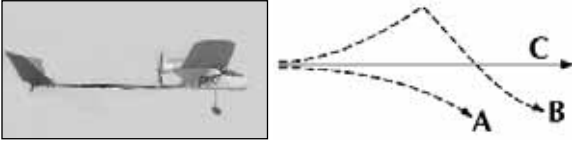
2. Make sure the battery pack is fully charged and that the transmitter has fresh "AA" batteries installed.

3. If others are flying in the same area, make sure that they are not using the same channel radio system you are. Your transmitter has a tag with a number on it inside the battery compartment. This is the channel frequency you are using. If someone is on the same frequency, **DO NOT** switch on your transmitter until they are done flying.

ELEVATOR TRIMMING

1. **Caution:** Always launch the airplane away from people and obstacles. It is important to adjust or "trim," your airplane before each flight. Select an open area to test your plane.

2. With the motors off, grasp the airplane fuselage and gently toss the airplane into the wind. It should glide straight ahead and settle gently to the ground. See the diagram below. If your plane dives (A) or stalls (B) follow the steps included below until you have a correct path (C).

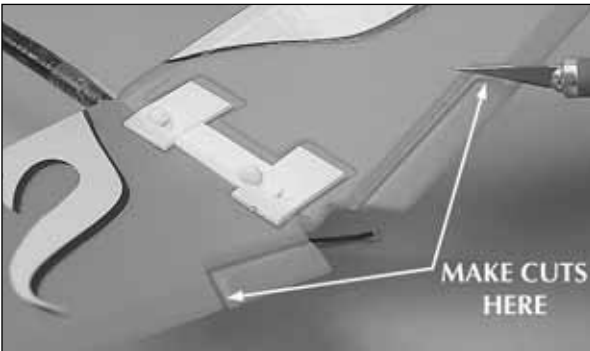


A = Dive.

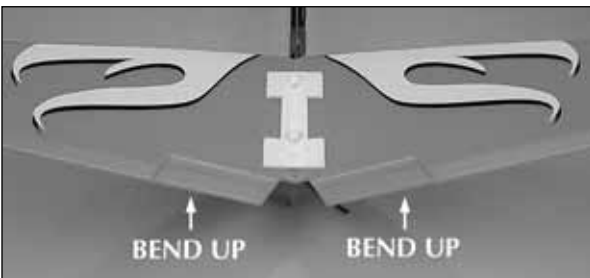
B = Stall and crash.

C = Correct flight path.

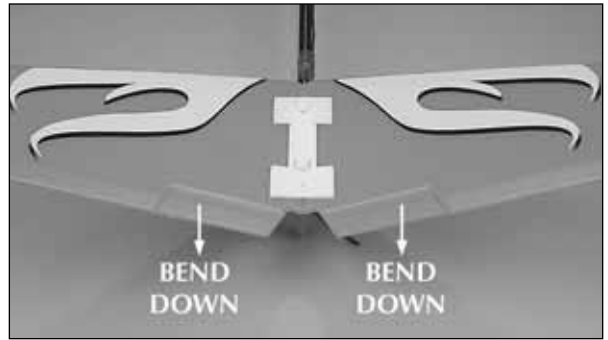
Note: If your airplane flies flat and level the first time, DO NOT make any further adjustments!



3. If your airplane does not glide on path (C), using a hobby knife, carefully cut along the sides of the trim tabs as shown in the above photograph.



If your airplane follows path (A), bend both elevator tabs up equally.

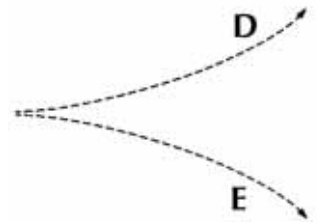
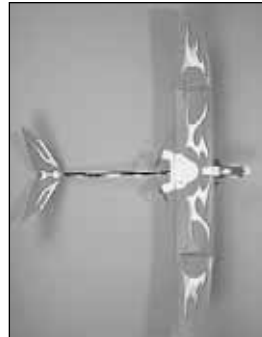


If your airplane follows path (B), bend both elevators down equally.

Repeat step 2 until proper flight is achieved.

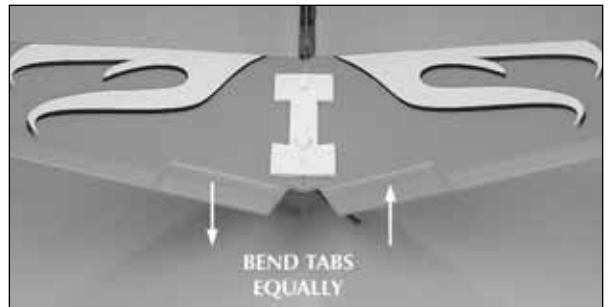
RUDDER TRIMMING

Important Note: This can only be done following the trimming of the elevators.

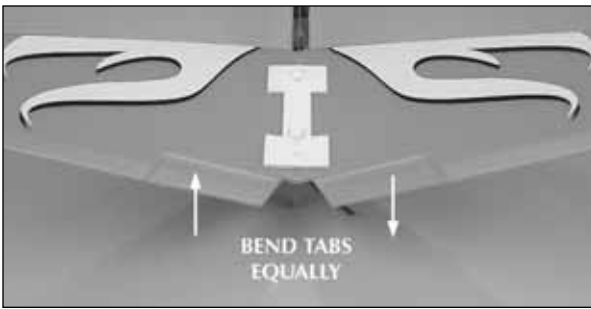


D = Airplane turns left.

E = Airplane turns right.



If your airplane turns to the right (E) during glide tests, bend both of the trim tabs to the left, being careful to do so **in equal amounts from the position they were adjusted to during elevator trimming.**



If your airplane turns to the left (D) during glide tests, bend both of the trim tabs to the right, being careful to do so **in equal amounts from the position they were adjusted to during elevator trimming.**

RANGE CHECK

❑ 1. Range check your radio before each flight. Switch on the transmitter and plug the battery pack into the SWIFT FLYER. Have a helper hold the airplane. With the antenna collapsed, walk 50 feet away from the airplane. Move both control sticks, checking that the motors run and turn off following the control stick movement. If you still have control over the airplane, it is safe to extend the antenna and fly the airplane. If you do not have control of the plane, make sure the batteries in the transmitter are fresh and the battery in the plane is charged. Also, make sure the wire antenna is extending out the back of the plane. Do not cut the antenna wire on the plane.

FLYING THE SWIFT FLYER

If you have never flown an R/C airplane before, we recommend that you get help from an experienced R/C pilot. Most R/C clubs have training programs that will help you learn to fly quickly. If you cannot find an experienced pilot to help you learn, the following will help you get your airplane into the air.

1. First, turn your transmitter power switch "ON." This immediately puts you in control. Be sure to extend your antenna completely.
2. Plug the freshly charged battery pack into the plug in the fuselage. Close the canopy and move the switch to the on position. **Caution:** Stay clear of the propellers.
3. Have an assistant help with the launch. Move the throttle stick forward so that both motors are running. Have your assistant launch the plane into the wind. **Note: Do not throw the airplane!** Start the motor and release the airplane with a gentle forward motion of your arm. All that is needed is to start the forward momentum of the airplane.
4. Allow the airplane to climb at a 20° angle for a few seconds before turning it. This will allow the plane to gain altitude and air speed.

5. To turn the SWIFT FLYER, move the right stick, left or right until the plane has turned. When the SWIFT FLYER is moving away from you, moving the right stick to the left will make your plane turn to the left. Moving the right stick to the right will make the plane turn to the right.

6. When the plane is coming toward you, moving the right stick left still causes the plane to turn left, but it appears to turn to your right. In short, you have to reverse the way you control the right stick. A good way to familiarize yourself with the controls is when the plane is coming toward you, turn your body so that you are facing the same direction the plane is going, looking over your shoulder at the plane. Now when you move the right stick left the plane will go to your left.

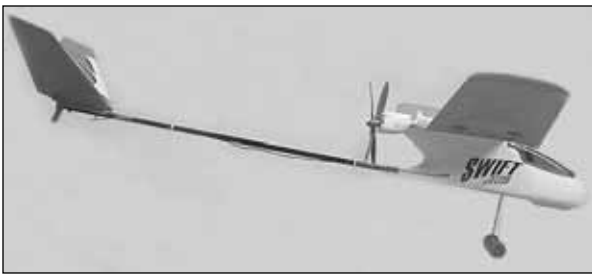
7. Don't let the airplane get too far away from you. The farther away it is, the harder it is to see what the plane is doing.

8. When learning to fly, it is best to keep the plane high so that if you make a mistake, you have enough altitude to correct the mistake.

LANDING

It's a known fact among fellow R/C pilots that your airplane will land. It is up to you as to where and how it lands.

1. The SWIFT FLYER will get approximately 10 minutes of flight, at full throttle, on a fully charged battery before the motors stop. For your first couple of flights we recommend that you attempt to land before the motors stop. This will allow enough power to abort the landing and try again if you miss your landing area.
2. During your first flight, while at a high altitude, turn the motors off and notice how the SWIFT FLYER reacts. This will give you an idea how the plane will react during landing.



3. To land the SWIFT FLYER, fly down wind, beyond the landing area, a few hundred feet. Gently turn into the wind and turn the motors off. The plane will start to come down. If it appears that the SWIFT FLYER will be short of the landing area, turn the motors back on for a couple of seconds to lengthen your approach. To do this push the left stick forward. As the SWIFT FLYER slowly descends, use the right stick to control the direction. The SWIFT FLYER will just about land itself. All you need to do is control its direction by moving the right stick from side to side.

AFTER THE FLIGHT

Move the switch on the side of the fuselage to the "OFF" position then unplug the battery from the plane and remove it from the battery compartment. Then, switch the transmitter off. Allow the motor battery to cool before recharging. Check the plane over to make sure nothing has come loose.

REPAIRS

Even the best R/C pilots in the world damage their planes every now and then. In the unfortunate event that you damage your airplane, repairs are fairly simple to make yourself. If there are any cracks in the wing or fuselage, apply 6-minute epoxy or white glue to the broken area and hold together with clear packaging tape. Let the glue cure, leaving the tape in place for added strength.

REPLACEMENT PARTS

To order replacement parts for your SWIFT FLYER, use the order numbers as listed. Replacement parts are available only as listed.

Replacement parts are not available from Product Support, but can be purchased from hobby shops or mail order/Internet order firms. If you need assistance locating a dealer to purchase parts, contact:

Product Support
Phone: 217-398-8970
Fax: 217-398-7721

E-mail: productsupport@hobbico.com

Before starting to build, take an inventory of this kit to make sure it is complete, and inspect the parts to make sure they are of acceptable quality. If any parts are missing or are not of acceptable quality, or if you need assistance with assembly, contact **Product Support**. When reporting defective or missing parts, use the part names exactly as they are written in the parts list.

Stock Number	Description
HCAA3479	DECALS
HCAM3481	RECEIVER CH 1
HCAM3482	RECEIVER CH 2
HCAM3483	RECEIVER CH 3
HCAM3484	RECEIVER CH 4
HCAM3485	RECEIVER CH 5
HCAM3486	RECEIVER CH 6
HCAA3487	CANOPY W/ HARDWARE
HCAA3488	LANDING GEAR
HCAA3492	TAIL W/ HARDWARE
HCAA3490	WING W/ HARDWARE
HCAA3491	MOTOR COVERS (2)
HCAG1055	MOTOR W/ WIRES
HCAA3493	FUSELAGE
HCAQ3494	PROPS (4)
HCAP3495	FAST FIELD CHARGER
HCAP3496	A/C WALL CHARGER
HCAM3497	BATTERY 6C NIMH
HCAZ3003	MANUAL

Cut out and tape to back of transmitter.

BEFORE FLIGHT CHECK LIST

1. Check the area to make sure no one is on your frequency.
2. Charge the airplane battery.
3. Switch on the transmitter and extend the antenna. Make sure the green light is on.
4. Lift the canopy and plug in the airplane battery.
5. Close the canopy.
6. Move the switch on the airplane to the "ON" position.
7. With an assistant, range check the radio system.
8. Move the left stick forward and launch the airplane.

AFTER LANDING

1. Switch off the airplane.
2. Switch off the transmitter.
3. Check over the airplane making sure nothing came loose.