COMPLETE RTF AIRPLANE

HOBBICO®

FLYZONE™ by Hobbico®

Park Pilot™

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 the kit.

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 kit. 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 Hobbico Park Pilot™ 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 5mph)** and in large open areas free of trees, people, building 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 FlyZone™ plane.

CHARGING THE NIMH BATTERY PACK

1. Plug the battery charger into a 12-volt cigarette lighter socket in a vehicle. The charger is equipped with a 72" charging lead, allowing the battery to be charged outside of the vehicle.

It is recommended that battery charging be conducted outside of the vehicle.

2. Plug the battery pack into the charger connector. Be careful – the battery pack will plug in only one way.

3. Rotate the timer knob on the charger to **20 minutes**. Make sure the red light comes on.

4. **IMPORTANT! NEVER LEAVE A CHARGING BATTERY UNATTENDED.**

5. During charging, periodically feel the battery to see if it is starting to warm up. A warm (but not hot) battery pack is a sign that it is fully charged. Once the pack is warm, disconnect it from the charger. Depending on how much charge was already in the pack, you may have to disconnect the battery before the 20 minutes are up.

6. Always disconnect the charger from the 12-volt cigarette lighter socket in your vehicle when finished charging.

7. After each flight, remove the battery pack from the airplane and allow it to cool completely before recharging.

SAFETY PRECAUTIONS FOR CHARGING BATTERIES

1. Never leave a charging battery unattended.

2 Never let the battery charge until it feels hot. A hot battery is an overcharged battery. Only allow the battery get warm to the touch.

3. If your battery is not completely discharged before charging, the charging time may take less than 20 minutes. Again, only let the battery get warm to the touch – not hot.

4. We recommend that your vehicle's engine is shut off during charging. Charging the battery while your vehicle's engine is running increases the chance of overcharging the battery.

5. If you ever use a different battery charger, charge this battery pack only at a maximum charge rate of 1/2 amp. A higher charge rate will charge the battery pack too quickly and heat up the wires.

6. 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.

CHARGING THE BATTERY – WARNING

Be careful to avoid overcharging the battery! When you plug the battery into the charger there is no way to know how much charge is left in the battery (unless you have just completed a flight in which the battery was run all the way down). If you put too much charge into a battery, it will get very hot. This may result in melting the plastic battery cover, damage to vehicle, and could even cause the battery to explode.

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.

GLOSSARY

Electronic Speed Control with Auto Cut-off: This unit controls the speed of the motor. Also it monitors the battery voltage and turns off the motor so that there will be enough battery power to operate the radio while you glide and land the airplane.

Fin: Vertical fin and rudder located at the rear of the plane.

Motor: The motor rotates the prop to provide thrust.

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

Receiver (RX): The radio unit in the airplane which receives the transmitter signal and relays the control to the servos.

Servos: The electronic/mechanical device which moves the control surfaces of the airplane according to the commands of the transmitter/receiver.

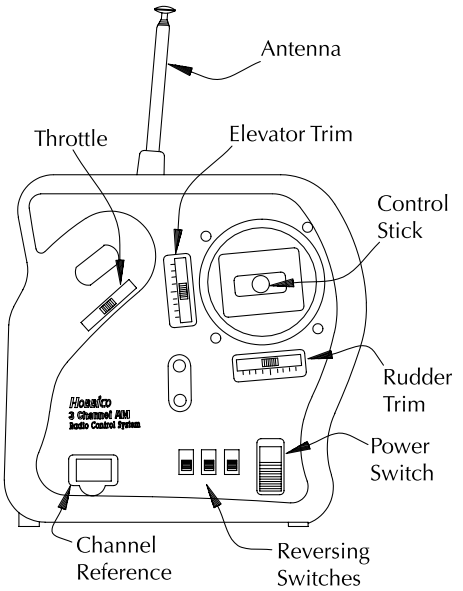
Stab: Horizontal stabilizer with elevator, located at the rear of the plane.

Switch: Turns on the power to the receiver, servos and motor.

Start Button: With the switch on, pressing the start button arms the motor. To turn the motor on, move the throttle lever on the front of the transmitter to the right. Notice that the motor RPM increases gradually. To turn the motor off, move the throttle lever to the left.

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

Trims: The sliding adjusters on the transmitter that allow fine adjustments of the control surfaces.

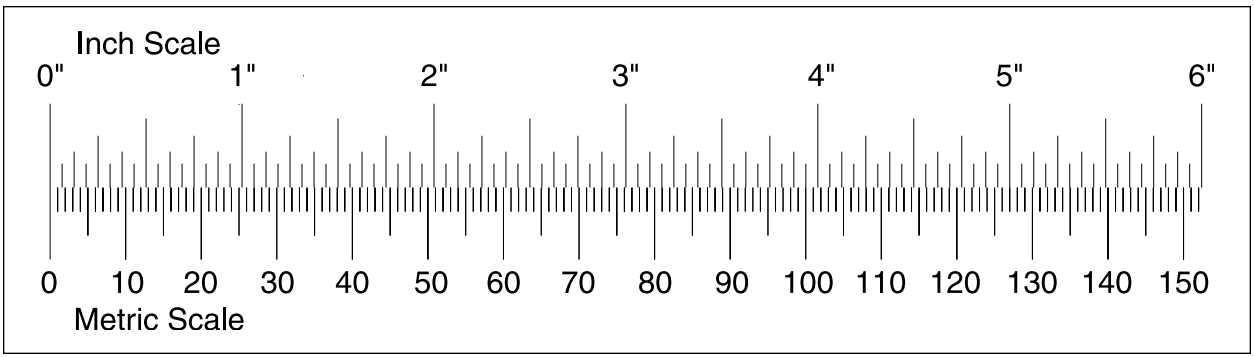


PARTS LIST

Replacements parts for you Park Pilot

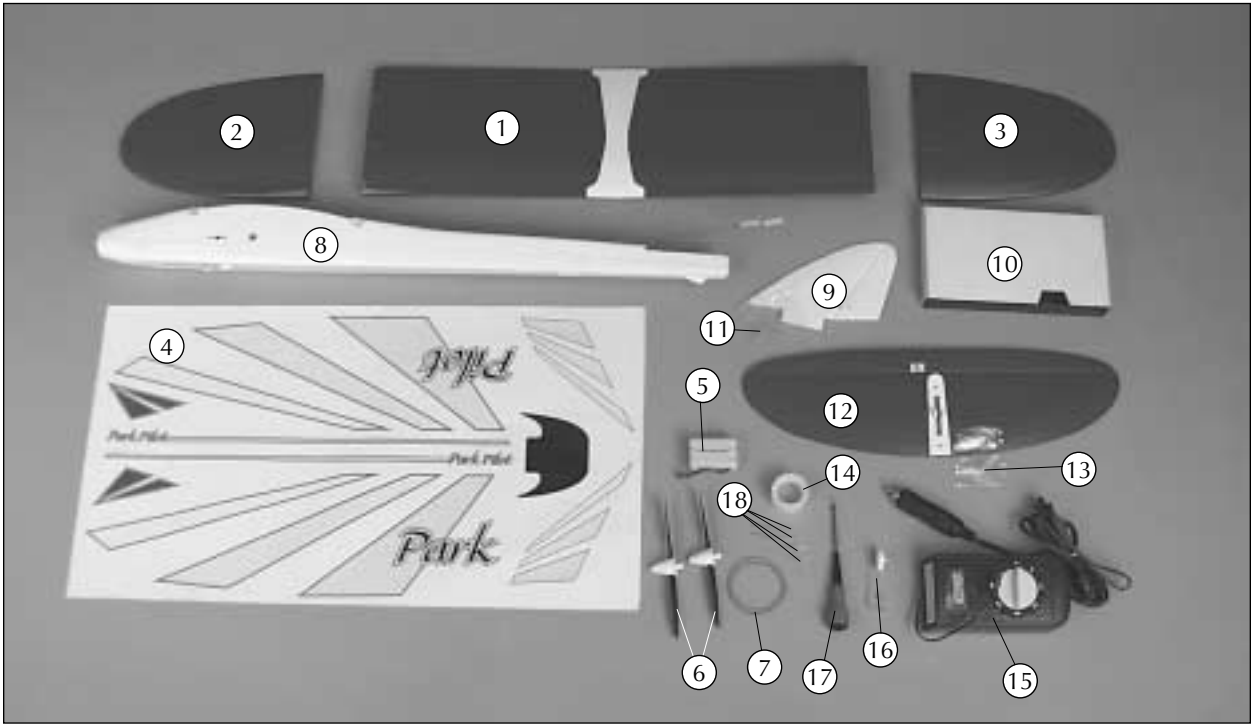
HCAM3467	BATTERY NIMH
HCAA3468	FUSELAGE SET
HCAA3469	MAIN WING SET COMPLETE
HCAA3470	TAIL ASSEMBLY COMPLETE
HCAM3471	ELECTRONIC SPEED CONTROL
HCAA3472	BATTERY HATCH COMPLETE
HCAQ3473	PROPELLER (2)
HCAQ3474	LANDING GEAR
HCAG3475	MOTOR
HCAA3476	PUSHRODS COMPLETE (2)
HCAA3477	DECAL

To convert inches to millimeters, multiply inches by 25.4



UNPACKING THE BOX

Carefully unpack the box and lay out the bagged parts. Do not remove the parts from the bags until needed. Check the parts against the list below. Note that they are grouped according to how they are bagged. If any parts are damaged or missing, give us a call at: (217) 398-8970.



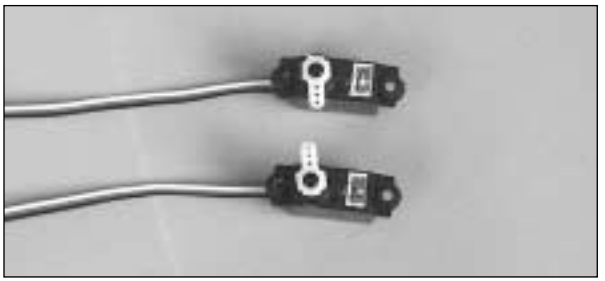
Reference#	Part Name	Qty.
❑ 1	Wing Inner Section	1
❑ 2	Wing Outer Section	1
❑ 3	Wing Outer Section	1
❑ 4	Decal Sheet	1
❑ 5	Battery	1
❑ 6	Propellers	2
❑ 7	Rubber Bands	4
❑ 8	Fuselage	1
❑ 9	Fin (Rudder)	1
❑ 10	Video	2
❑ 11	Screw for the Fin (bag taped to Fin)	1
❑ 12	Stabilizer	1

Reference#	Part Name	Qty.
❑ 13	Screw for the Stabilizer (bag taped to Stabilizer)	1
❑ 14	Tape	1
❑ 15	Charger	1
❑ 16	Landing Gear and Screw	1
❑ 17	Screwdriver	1
❑ 18	Wing Joiners	4

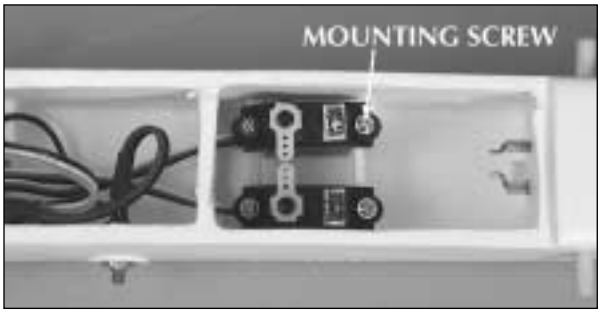
If you have the Ready To Fly (RTF) version skip ahead to ***"Assemble the Tail."***

RADIO INSTALLATION (ARF version only)

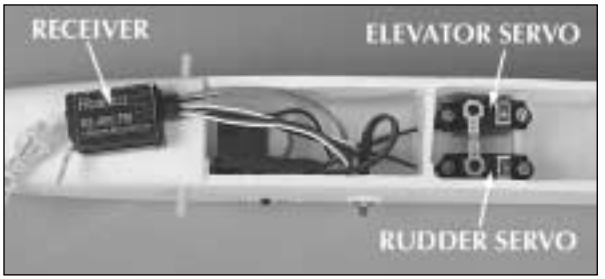
❑ 1. Follow the instructions provided with your radio and install the rubber grommets and brass eyelets in your servo.



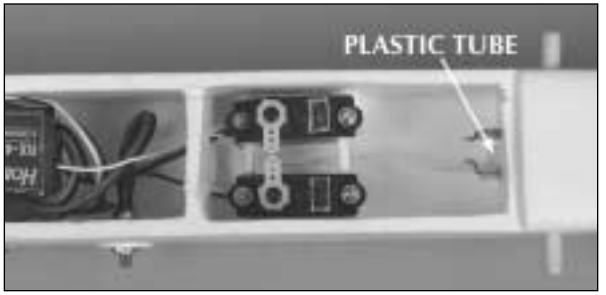
❑ 2. Cut off three of the four control arms on both servos as shown.

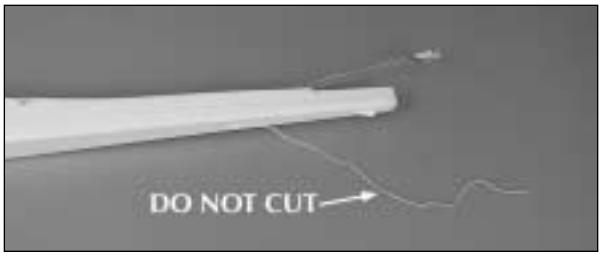


❑ 3. Mount the servos in the fuse with the screws provided with your radio.

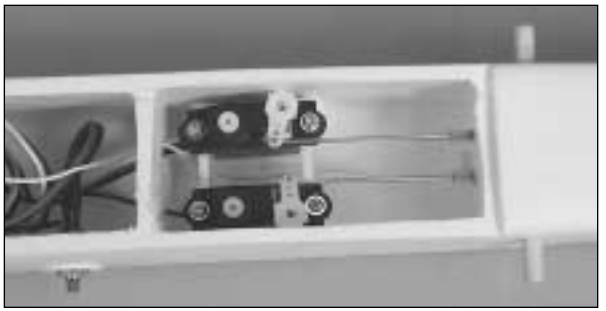


❑ 4. Plug the rudder servo lead into the CH1 slot on your receiver. Plug the elevator servo lead into the CH2 slot. Plug the speed control into the CH3 slot.





❑ 5. Route the antenna through the former and plastic tube in the bottom of the fuse. The antenna will exit the bottom of the fuse near the tail. Pull the antenna so that the excess wire hangs below the fuse. **DO NOT CUT THE ANTENNA.**

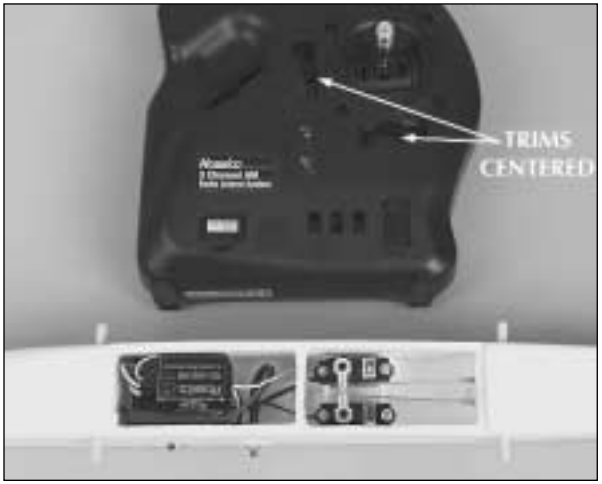


❑ 6. Remove the servo arms from the servos. Fit the servo arms onto the pushrods.

❑ 7. Remove the battery cover from the bottom of the fuse. Make sure the switch on the side of the plane is off. Plug the

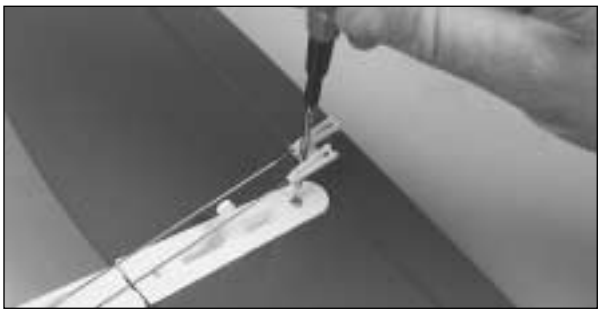
battery to the speed control and fit the battery in place with the battery cover.

❑ 8. Install the 8 AA batteries in the transmitter. Switch on the transmitter and check the LED's on the front of the transmitter. Like a traffic light, green means "GO!" However, if the red LED is flashing, you need to install fresh batteries.



❑ 9. Turn the transmitter and receiver on. Center the trims on the radio. Fit the servo arms back onto the servos and secure them with the screws. Turn the receiver off then the transmitter.

ASSEMBLE THE TAIL



❑ 1. Secure the stabilizer to the fuselage with two medium screws. Be careful to not overtighten the screws and crush the stabilizer.

❑ 2. Insert the fin into the fin slot in the stab and fin holder. Use a medium screw, inserted through the left side, to secure the fin to the fin holder. Again, be careful to not overtighten the screws and crush the stabilizer

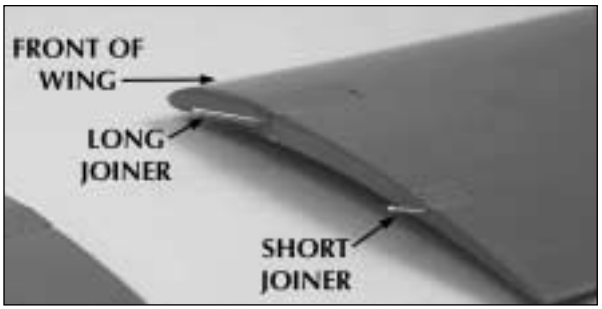
❑ 3. Attach both rudder and elevator clevises to the outer holes of the rudder and elevator control horns.

INSTALL THE LANDING GEAR

❑ 1. Insert the wire landing gear into the slot in the bottom of the fuse.

❏ 2. Insert a medium sized screw to hold the landing gear in place.

ASSEMBLE THE MAIN WING



❏❏ 1. Insert the long metal joiner in the hole closest to the front of the wing. Make sure it angles up as shown.

❏❏ 2. Insert the short metal joiner in the hole closest to the rear of the wing. Make sure is angles up as shown.

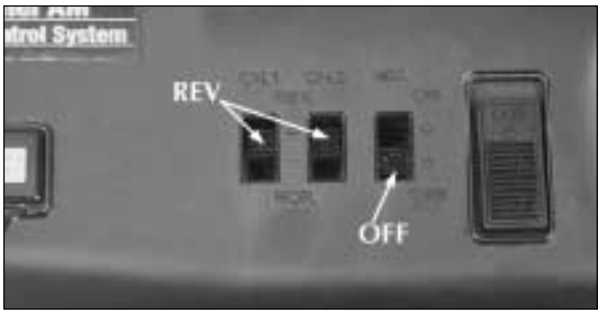
❏❏ 3. Align the joiners with the holes in the outer wing section and slide the two wing sections together. Be sure the wing sections fit snugly with no gaps between them.

❏❏ 4. Tape both top and bottom of the joint between the two wing sections. make sure there are no gaps between the wing sections.

❏ 5. Repeat the steps 1-4 to attach the other wing tip.

RADIO ADJUSTMENT

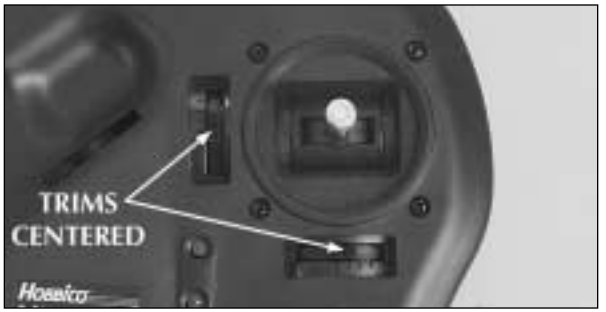
❏ 1. Install the 8 AA batteries in the transmitter. Switch on the transmitter and check the LED's on the front of the transmitter. Like a traffic light, green means "GO!" However, if the red LED is flashing, you need to install fresh batteries.



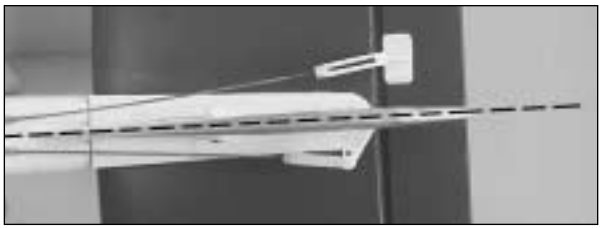
❑ 2. This is a good time to make sure that your radio's servo reversing switches are correctly set. If you are using the transmitter included with the Park Pilot, the reversing switches are located on the lower right front of the transmitter. The Ch1 switch should be set to Rev, Ch2 set to Rev and the Mix switch set to off. If you are using a radio system not included with the Park Pilot, the servo reversing will be covered during the servo adjustment.

❑ 3. Install the transmitter antenna in the transmitter by threading it into the top of the transmitter. If you are using a radio system not included with your Park Pilot, follow the radio manufacturer's instructions on installing the transmitter antenna.

❑ 4. Remove the battery cover from the bottom of the fuse. Make sure the switch on the side of the plane is off. Plug the battery to the speed control and fit the battery in place with the battery cover.



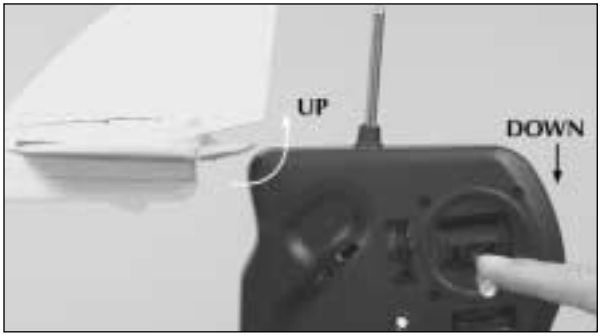
❑ 5. Switch on the transmitter then the airplane. Center the rudder and elevator trim levers.



❑ 6. With the rudder and elevator sticks and trims centered, the rudder must be straight, in-line with the fin and the elevator,

straight, in-line with the stabilizer. It they are not, remove the clevis from the control horn and screw the clevis in or out on the pushrod until the controls are aligned.

❑ 7. When viewing the airplane from the aft end, move the rudder stick to the right. The rudder must move to the right. If it does not, change the position of the rudder servo reversing switch.

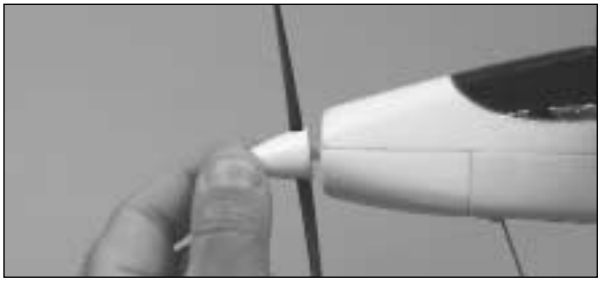


❑ 8. By moving the elevator stick down, the elevator must move up. If it does not, change the position of the elevator servo reversing switch.

APPLY THE DECALS

❑ 1. Apply the decals using the photos on the box as a reference.

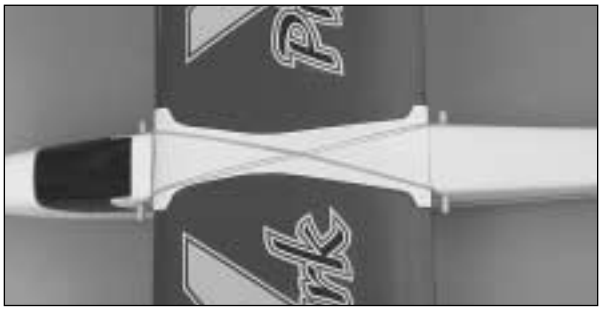
INSTALL THE PROPELLER



❑ 1. Push the propeller and spinner onto the motor shaft.

BALANCE YOUR MODEL

Note: This section is VERY important and must NOT be omitted! A model that is not properly balanced will be unstable and possibly unflyable.



❑ 1. Attach the wing to the fuse using **4 rubber bands** in a crisscross pattern.

❑ 2. Turn the Park Pilot over and place a mark on the bottom of the wing 2-1/2" back from the front of the wing. Place another mark on the other side of the fuselage. Turn the airplane over.

❑ 3. Try balancing the airplane on your finger tips, on the marks. This is where the model should balance for your first flights. We also found that most of our test models balanced at this point without having to add weight to the nose or tail. If it does not balance within these marks, weight will need to be added to the nose or tail. At most hobby shops, you can purchase lead weight made specifically for balancing airplanes.

HOW DOES THE PARK PILOT WORK

Your transmitter controls the airspeed and direction. You can go as slow or as fast as you want, but remember: the faster you fly, the faster your battery power is used up.

When the battery power gets too low, the "Auto Cut-Off" feature of the speed control provides an extra degree of insurance. It reacts to low power by cutting power to the motor, in effect saving power for the receiver. That way, your airplane goes into a glide and you stay in control until you land.

CHOOSE A GOOD FLYING SITE

It's best to fly on calm days, when there's little or no wind. Also, find an area clear of trees, power lines and other structures. 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.

PREPARE FOR TAKEOFF

1. Find an open area free of buildings, trees, power lines and people.

2. For your first few flights, fly only in winds of no more than 5 miles per hour. After you are comfortable with the airplane, you can fly in winds that are no more than 10 miles per hour. If flown in stronger winds, the plane may be blown down wind and not have enough power to get back to you.

3. Make sure the motor battery is fully charged and that the transmitter has good "AA" batteries installed.

4. If others are flying in the same area, make sure that they are not using the same channel radio system you are. The back of your transmitter has a tag with a number on it (for example CH. A4 27.145). This is the channel frequency you are using.

5. Range check your radio before each flight. Switch on the transmitter and then the receiver. Do not push the motor start button during the radio range check. With the antenna collapsed, walk 50 feet away from the airplane. Move the rudder and elevator control stick, checking that the rudder and elevator move. Now, have a helper hold the airplane, press the start button and start the motor. Again, perform the range test with the motor running. If you still have control over the airplane, it is safe to extend the antenna and fly the airplane.

FLYING THE PARK PILOT

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 your throttle lever on the back of the transmitter is all the way to the left and that the antenna is fully extended.

2. Now pick up the airplane and switch the airplane on.

3. Press the start button. **Caution:** Keep your hands behind the propeller.

4. Move the throttle lever to the right. The propeller will start to turn. The farther you move the lever, the faster the propeller will turn.

5. With the throttle lever moved fully to the right, hand launch the Park Pilot into the wind, at a slight upward angle.

6. Allow the airplane to climb a few seconds before turning it.

7. When your plane is moving away from you, moving the rudder stick to the left will make your plane turn to the left. Moving the rudder stick to the right will make the plane turn to the right. By adding a little up elevator (moving the stick towards you) during the turn, the plane will turn much tighter. **Caution:** It only requires a small amount of up elevator.

8. When the plane is coming toward you, moving the rudder stick left still causes left rudder, but your plane goes to your right. In short, you have to reverse the way you control the rudder. A good way to familiarize yourself with the controls is when the plane is coming toward you, is to 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 rudder stick left the plane will go to your left.

9. Now that you have gained some altitude, it is time to trim the plane for straight level flight. If the plane wants to climb when the control stick is released, move the elevator trim lever up (away from you). If the plane wants to dive, move the elevator trim lever down (toward you). It should require very little trim. Your goal is to have the plane fly level with the elevator stick centered.

10. Now, with the plane flying level, check to see if the plane is flying straight. If it wants to turn when the control stick is released, move the rudder trim lever opposite the direction the airplane is turning. The plane should be trimmed so that if you take your hands off of the control stick, the plane will fly straight and level on its own. Having the plane trimmed properly makes flying much easier and enjoyable.

11. 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.

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

IT'S NOW TIME TO LAND

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 Park Pilot will get approximately 8 to 10 minutes of flight, at full throttle, on a fully charged battery before the BEC stops the motor. For your first couple of flights we recommend that you attempt to land before the motor stops. 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 motor off and notice how the Park Pilot reacts. This will give you an idea how the plane will react during a landing.

3. To land the Park Pilot, fly down wind, past the landing area, a few hundred feet. Gently turn into the wind and reduce the throttle so that the plane starts to come down. Adjust the throttle as needed to reach the landing area, but not fly past it.

4. Just before landing, at about 1 foot above the ground, apply a little up elevator to flare (raise the nose of the plane). This will cause the plane to slow and settle to the ground.

Caution: If the propeller on the Park Pilot should become jammed and cannot rotate with the throttle in the run position, the battery and speed control will become very hot. Immediately move the throttle lever to the left to stop the motor. If you fail to do this, the motor, speed control and/or battery will be damaged.

AFTER THE FLIGHT

Switch the airplane, then the transmitter off. Unplug and remove the motor battery. 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 to the broken area and hold together with clear packaging tape. Let the glue cure, leaving the tape in place for added strength.

OTHER ITEMS AVAILABLE FROM HOBBICO

Hobbico FLYZONE Aero Cruiser™ Electrics
The 37.5" span Aero Cruiser features factory-built main sections, along with assembly tools AND a video that shows how it's done. A 380 motor, electronic speed control w/auto cut-off, 8.4V NiMH battery are installed for you – and an AC charger and two props are included. The "RTF" includes a 3-channel transmitter and requires only 8 "AA" cells. The "ARF" is identical in building ease, but requires a 3 or 4-channel radio w/2 standard or mini servos. **RTF–HCAA2004, ARF–HCAA2011**

Hobbico SuperStar 40 EP Select™ AWARF®
Learning to fly doesn't get any easier! The SuperStar 40 EP Select trainer includes factory-built and covered all-wood main structures, powerful ElectriFly™ T-601 motor, motor, battery, electronic speed control, efficient composite propeller, and complete 3-channel radio system with on-board gear already installed. You can be ready for the first takeoff in just 20 minutes! A flat-bottom airfoil supplies excellent lift at very slow speeds and provides a natural tendency for level flight...a natural choice for your trainer. **HCAA14****