COMPLETE RTF AIRPLANE

HOBBICO®

Radio-controlled!
READY-TO-FLY

SKY RUNNER™
R/C

- Quiet Electric Flight
- Radio-Controlled Model
- 8 (AA) Alkaline Batteries (not included)

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.

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 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 Skyrunner 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 (wind speeds less than 7mph) 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 Skyrunner.

UNPACKING THE BOX

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

Part#	Part name:	Qty:
❑ 1.	Decals	1
❑ 2.	Fuselage	1
❑ 3.	Wing	1
❑ 4.	Wing Center Brace	1
❑ 5.	Aluminum Wing Dowels	2
❑ 6.	Rubber Bands	4
❑ 7.	NiCd Battery Pack (in fuselage)	1
❑ 8.	Battery Charger	1
❑ 9.	Horizontal Stabilizer (stab)	1
❑ 10.	Vertical Stabilizer (fin)	1
❑ 11.	Transmitter	1
❑ 12.	Transmitter Antenna	1
❑ 13.	Transmitter Flag	1
❑ 14.	Servo Accessory pack (not used)	1
❑ 15.	Propeller	1
❑ 16.	Spinner Insert	1
❑ 17.	Spinner Base	1
❑ 18.	Spinner Cone (rubber)	1
❑ 19.	Prop Nut	1
❑ 20.	Landing Gear	1
❑ 21.	Glue	1
❑ 22.	Sandpaper	1
❑ 23.	Reinforcement Tape	1

SUPPLIES NEEDED FOR ASSEMBLY

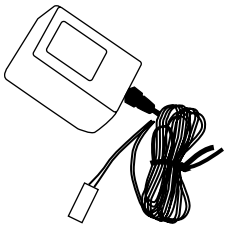
Very few tools are needed to build the Skyrunner airplane. Please gather these together before starting to build.

- ❑ Pliers
- ❑ Scissors

CHARGING THE NiCd BATTERY PACK

Charge the battery before assembling the airplane. You will need to use the battery to set up the radio system during assembly.

Charging the battery pack is safe and easy when you follow these instructions. Before charging, make sure that all wires and connectors are in good shape



and properly insulated.

1. Connect the included battery charger to a 110 volt A/C wall outlet.

2. Remove the battery pack from the airplane and make sure it is cool to the touch. Plug the battery into the charger connector. Be careful; the battery will plug in only one way.

3. Allow the battery to charge for 2 hours using the A/C wall charger.

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

5. During charging, feel the battery to see if it is starting to warm up. A warmed up (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 the charge state of the pack, you may have to disconnect the battery early.

6. After each flight, remove the battery 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 let the battery get warm to the touch.

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

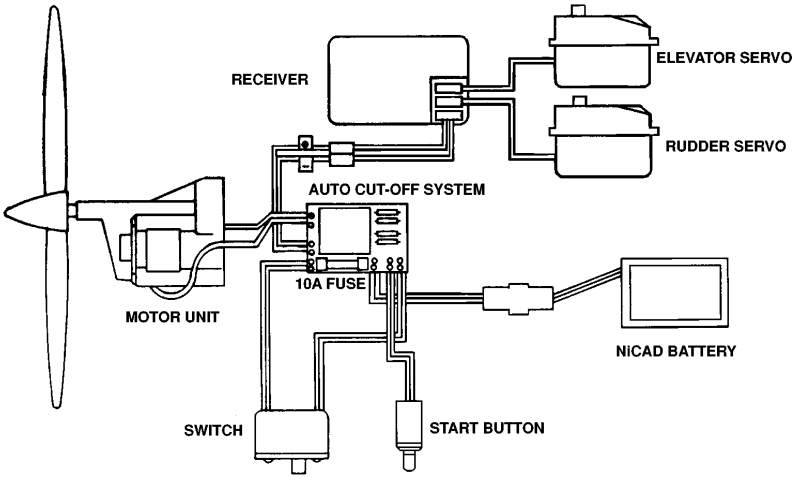
4. A properly cared for battery pack will last a long time. If the battery pack is continually overcharged or charged at too high of a rate, the pack will not last long.

BATTERY RECYCLING

Ni-Cd

ATTENTION: The product you have purchased is powered by a rechargeable battery. The battery is rechargeable. At the end of it's 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

THE RADIO CONTROL SYSTEM



in your area for recycling options or proper disposal.

Above is a sketch detailing the layout and function of the R/C system. It is important to understand the principles of the system in order to operate your model correctly.

Auto Cut-off: This unit 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. A fully charged battery will allow the motor to run about 3-4 minutes before turning off.

Charger: The device used to recharge batteries or battery packs.

Control Horn: The arm which is mounted to a control surface and attached to a pushrod.

Motor Unit: This is a geared motor that rotates the prop to provide thrust.

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

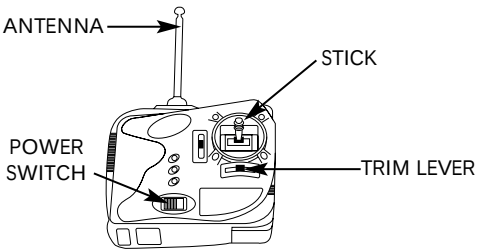
Receiver (RX): The radio unit in the airplane which receives the transmitter signal and relays the control to the servos.

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

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

Start Button: With the switch ON, this button is pushed to start the motor. To turn off the motor, turn off the switch.

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.



10A Fuse: This fuse is to protect the motor and electronics from overload damage if the prop is stopped abruptly with power on. If the motor won't start, check this fuse first.

ASSEMBLY INSTRUCTIONS

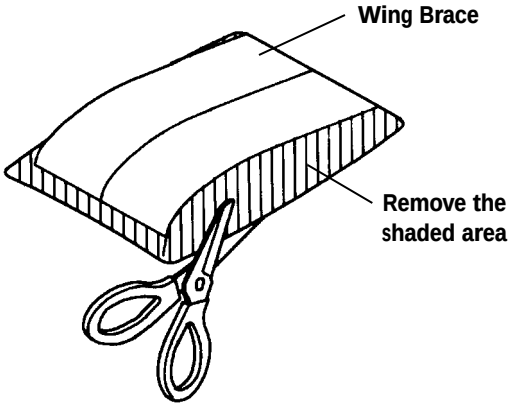
Things you'll need for assembly-

- Pliers
- Scissors
- Phillips Screwdriver

Carefully and completely, follow the assembly steps listed here. If you take your time, you will find that the building experience is enjoyable and you will end up with a better understanding of the plane and its structure.

1 PREPARE THE WING BRACE

Trim out the **Wing Brace** with scissors following the guide lines. Trial fit the brace onto the wing and trim the edges as needed for a good fit.

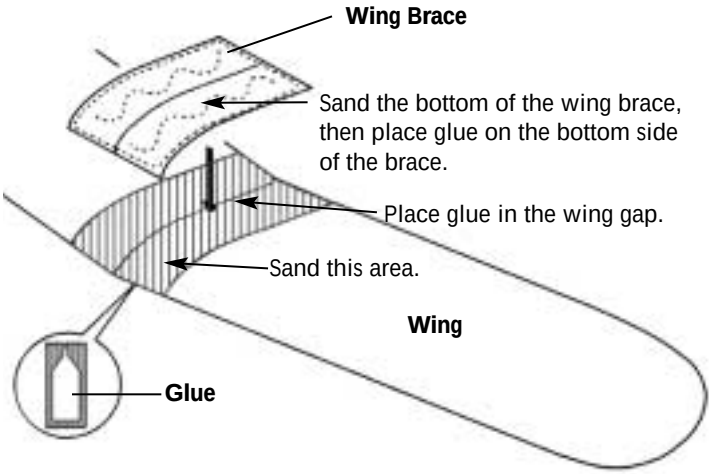


2 GLUE THE WING

Lightly sand the under side of the wing brace using the sandpaper included with your Skyrunner.

Place the wing brace in position so it is centered at the middle of the wing. Lightly mark the location using a pencil. Sand the area of the wing where the wing brace will installed.

Apply a thin layer of the glue (supplied) onto the underside of the wing brace, into the wing center gap, and onto the wing center. Allow the glue to become "dry to the touch" before contining. This will take about 6 minutes. Hold the brace tight against the wing using the strips of clear tape (supplied) on each side of the brace. Use the diagram on the back of the wing tape to place the remaining pieces of tape.



Note: Glue is required to fasten the tail surfaces to the airplane, so do not use more than 2/3 of the glue supplied for the wing.

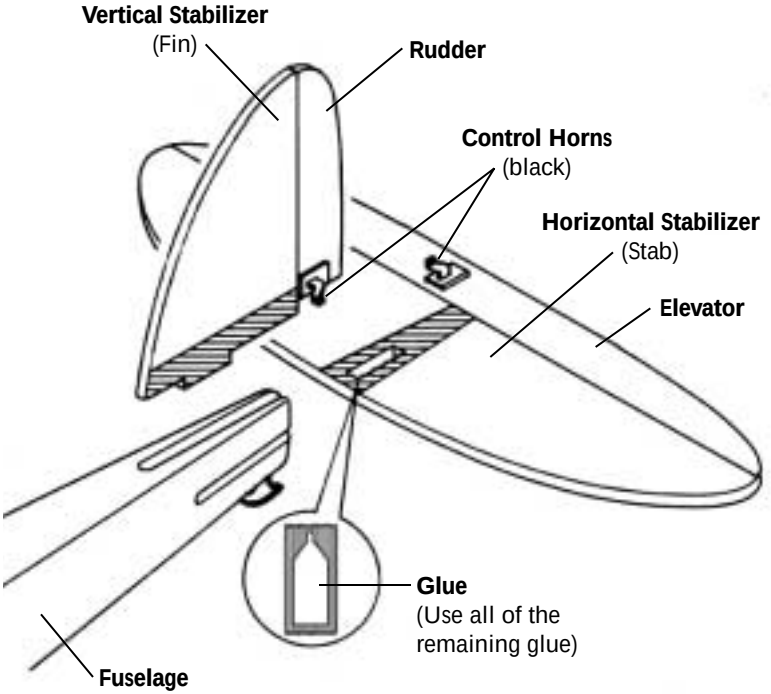
3 ATTACH THE TAIL FEATHERS

Locate the horizontal stabilizer (stab) and the vertical stabilizer (fin). **Carefully** exercise the elevator and the rudder **two** or **three** times to loosen them up. **CAUTION:** Do not flex them too far or too many times or they may become weak.

Trial fit both parts into the slots at the rear of the fuselage. Make sure that the stab is **straight** with the fuselage and the black control horn is pointing up. Make sure the fin is **perpendicular** to the stab.

When you are satisfied with the fit, apply a portion of the glue provided to the **top** and **bottom** of the stab and reinstall into the fuselage. Next, apply glue to the bottom edge and sides of the fin and slide into place. Squeeze the top of the fuselage against the sides of the fin and against the stab.

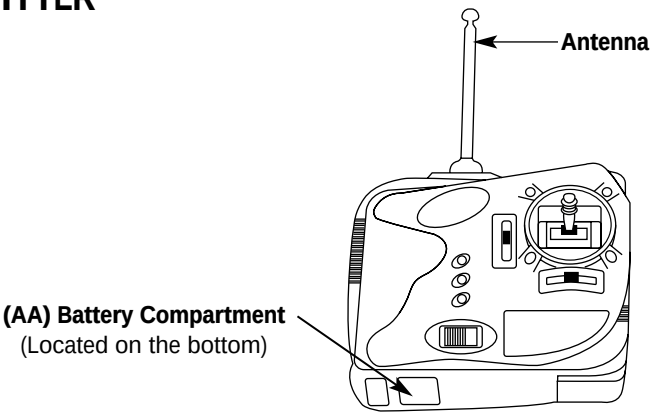
Continually check the stab and fin to make sure they are straight and true. Hold the parts until the glue dries (about 15 minutes).



Apply glue to the shaded areas on both sides of the Stab and Fin. Allow the glue to become "dry to the touch" before assembling.

4 PREPARE THE TRANSMITTER

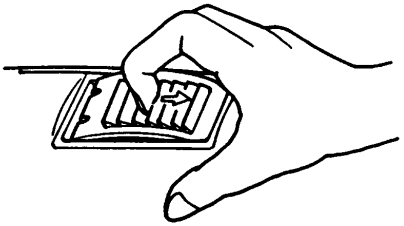
Install eight new alkaline (AA) batteries into the transmitter. Next, carefully screw the antenna in until snug.



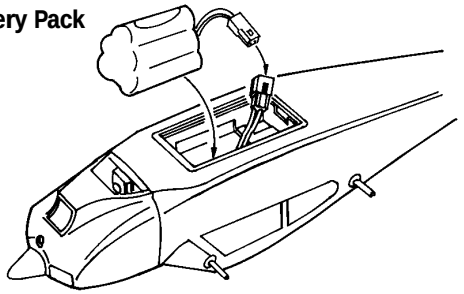
5 INSTALL THE BATTERY

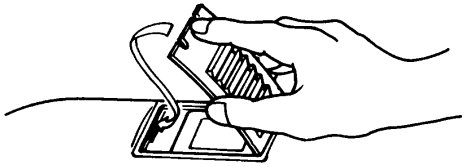
A. Remove the battery hatch from the bottom of the fuselage.
B. Make sure the **switch is off** and then plug in the battery.
C. Reinstall the hatch.

(A) Pull up on the hatch when opening.



(B) Battery Pack

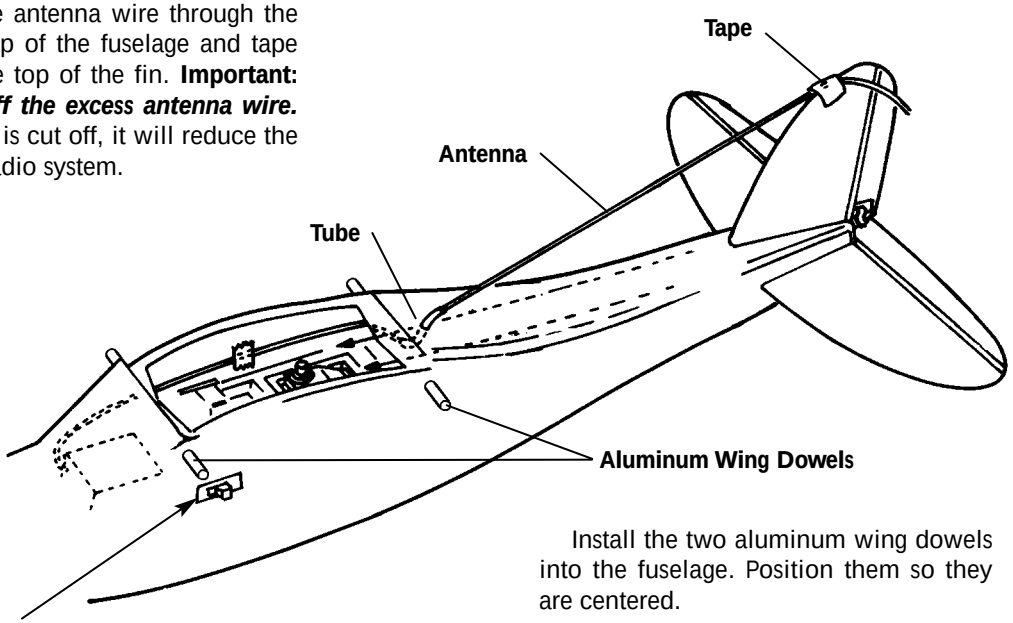




(C) Slightly bend the hatch to snap it closed.

6 ROUTE THE ANTENNA WIRE & INSTALL THE WING DOWELS

Route the antenna wire through the tube in the top of the fuselage and tape the end to the top of the fin. **Important:** ***Do not cut off the excess antenna wire.*** If the antenna is cut off, it will reduce the range of the radio system.



Install the two aluminum wing dowels into the fuselage. Position them so they are centered.

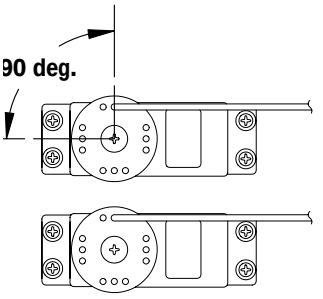
7 CENTER THE SERVOS

Turn on the transmitter switch. The lights on the front will illuminate. If they don't, make sure the batteries are installed correctly.

Turn on the receiver switch on the fuselage. ***Do not push the motor start button at this time.***

Center the trim levers on the transmitter. They are the small slide levers below and to the side of the main gimbal (See page 4.) These levers adjust the center point of the servos and will be used later to fine tune the model in flight.

Looking down into the fuselage, make sure the servo horns are positioned as shown in the sketch. If not, remove the screws and reposition the horns so that the pushrods are 90° to the servo. Reinstall the servo horn screws.

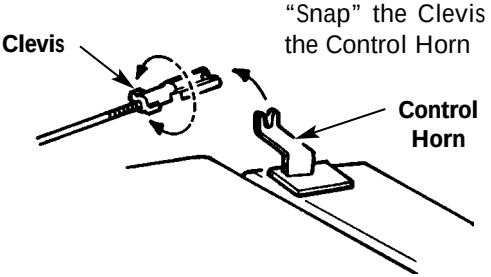


THE PUSHROD SHOULD BE POSITIONED STRAIGHT OUT TO THE SIDE.

Note: There are two servo accessory packs included. These are not needed in this airplane, but are handy if you ever use the radio in another model.

8 CONNECT THE PUSHRODS

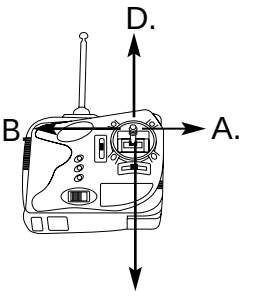
With the radio system still turned on, attach the pushrods to the control horns. Adjust the plastic clevises if needed by screwing them in or out to get the rudder and elevator centered properly.

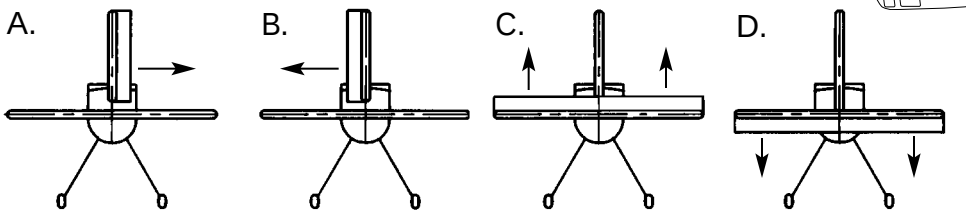


9 CHECK THE RADIO OPERATION

Test the radio control system by moving the gimbal stick on the transmitter. The servos should move accordingly. If the movements of the control surfaces are opposite, flip the reverse switches that are on the back of the transmitter. Recheck operation.

A. Move the stick to the right, the rudder will move to the right.
B. Move the stick to the left, the rudder will move to the left.
C. Pull down on the stick, the elevator will raise.
D. Push up on the stick, the elevator will lower.

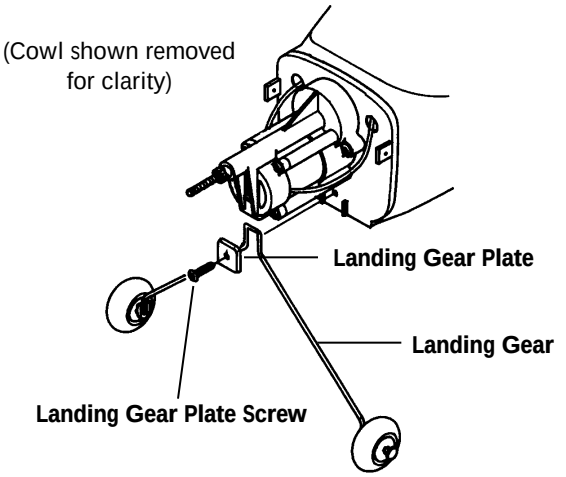




10 INSTALL THE LANDING GEAR

It is not necessary to remove the front cowl. Remove the screw from the fuselage that holds the landing gear plate to the front of the fuselage. The screw can be reached by inserting the screwdriver through the front cowl.

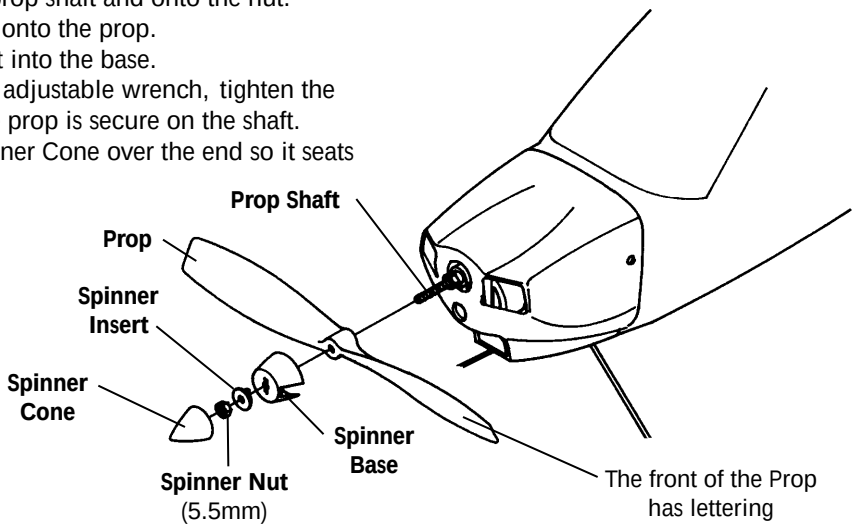
Hold the landing gear in position and reinstall the plate and screw. Make sure that the indents in the landing gear plate line up with the landing gear wire.



11 ATTACH THE PROPELLER TO THE AIRPLANE

Install the propeller in the following order:

1. **Disconnect the battery first!**
2. Slide the prop on the prop shaft and onto the nut.
3. Slide the Spinner Base onto the prop.
4. Slide the Spinner Insert into the base.
5. Using a pliers or small adjustable wrench, tighten the Spinner Nut so that the prop is secure on the shaft.
6. Attach the rubber Spinner Cone over the end so it seats over the Spinner Insert.

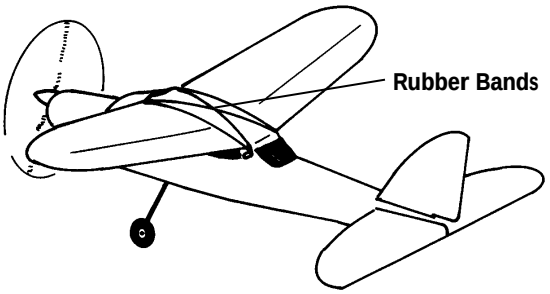


12 APPLY THE DECALS

Using the pictures on the box as reference, apply the decals to the airplane.

13 ATTACH THE WING TO THE FUSELAGE

Attach the wing to the fuselage using the four rubber bands provided. Install the first two, one on each side from front to back. Attach the last two criss-cross from corner to corner.



14 CHECK MOTOR OPERATION

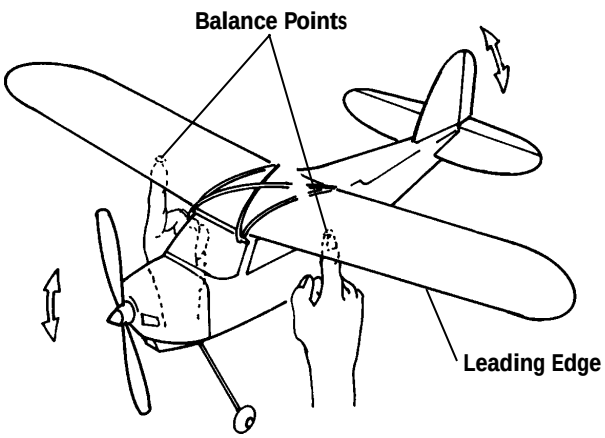
Install and connect the battery. Turn on the transmitter and receiver. Make sure that the propeller is clear from any obstacles. Hold onto the fuselage and push the start button. The prop should start to rotate. Turn off the receiver switch to stop the motor.

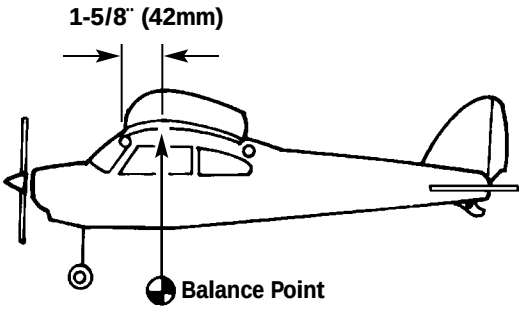
15 BALANCE THE AIRPLANE

This section is *VERY* important and must not be omitted! A model that is not properly balanced will be unstable and difficult to fly.

The proper balance point is 1-5/8" (42mm) back from the leading edge of the wing. This point is marked on the underside of the wing with indents as shown. Put your fingertips at the indents and lift the airplane. If the plane leans forward, add some weight to the tail until it is level. If the plane leans backwards, add weight to the nose.

If you need to add tail weight, glue a penny to the underside of the tail or cut a slot with a hobby knife and insert a penny into the slot. Place a piece of tape over the slot to hold the penny in place. If nose weight is needed, remove the cowl and tape a penny to the inside.





FLYING THE SKYRUNNER

Things you'll need for flying-
- Airplane
- Transmitter
- 8 "AA" Batteries
- Nicd Battery Pack and Charger

The best way to learn how to fly is with the help of a qualified instructor. In order for you to be successful **you must have a good understanding of how to control the model before taking off.** Please be patient and thoroughly read all of the following guidelines and instructions before attempting to fly. If you have any questions, give us a call at **(217) 398-8970** and we will be glad to help. Contact your local hobby dealer for flying clubs in your area. If you are not near a hobby shop, contact the **National Academy of Model Aeronautics** (See the front of this book for their address and phone number) for a list of clubs in your area.

BEFORE FLYING THE SKYRUNNER

1. Find an open area free of buildings, trees, power lines, people, or any other obstacles. Do not fly in busy areas such as parks or near highways.

2. For your first several flights, fly only in winds of **no more than 3 miles per hour**. After you are comfortable with the airplane, you can fly in winds that are **no more than 7 miles per hour**.

3. Before each flight check the control surfaces.

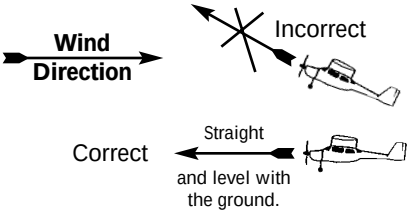
4. Make sure that the on-board Battery pack is fully charged and that the transmitter has good (AA)batteries installed.

5. 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 will have a tag with a color and number (For example:
4 27.145). This is the channel or frequency you are using.

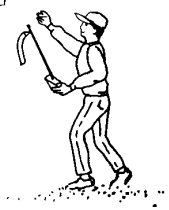
6. Range check your radio before each flight. Switch on the transmitter and then the receiver. ***Do not push the motor start button during the radio range check.*** With the antenna collapsed, walk 50 feet away from the airplane. If you still have control over the airplane, it is safe to extend the antenna and fly the airplane.

FLYING THE SKYRUNNER

Install a fully charged battery pack into the airplane. Turn on the transmitter first and fully extend the antenna. Next, turn on the receiver switch ***(Do not push the motor start button yet!).***



IMPORTANT: Launch the plane level (parallel) with the ground. If it is launched upwards, the plane will stall too close to the ground and will crash.



Takeoff (Hand launch):

You can launch the airplane yourself, but it is better to have a friend launch the plane for you. To launch, hold the airplane by the fuselage directly under the wing and point it straight into the wind. When the pilot is ready, push the motor start button. Run a few steps and **gently** release the airplane **STRAIGHT** and **LEVEL**.

Control the airplane using gradual right and left rudder to keep the wings level. Use the elevator only to maintain your current altitude until the plane reaches full flying speed.***IMPORTANT: DO NOT FORCE THE AIRPLANE INTO GAINING ALTITUDE BY USING FULL UP ELEVATOR.*** If you give too much elevator or try to turn before the plane reaches a good flying speed, the airplane will stall and possibly crash. A stall occurs when the airplane is slowed too much and the wings lose their lift. When this happens, the plane will either drop its nose or one wing tip, if this happens to you, don't panic. It is easy to recover. Just let the plane lose altitude and regain airspeed. Stalls are most commonly caused by using too much up elevator. Be careful, if you allow the plane to stall too close to the ground, you may crash due to the lack of altitude for recovery.

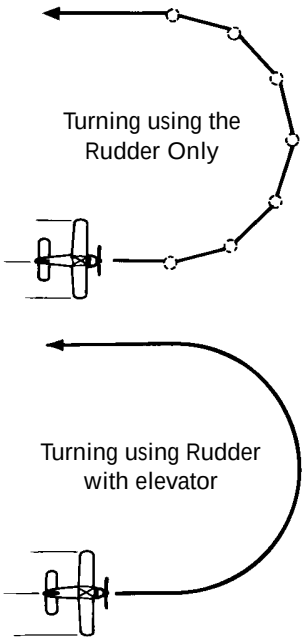
IMPORTANT! Remember, your transmitter controls are always in relationship to the airplane.

What this means is that if the plane is coming towards you and you give right rudder, from your point of view the plane will go left. But if you were sitting in the plane, you would see that the plane actually went to its right as you told it. To help you get acquainted with this idea, when the plane is coming at you, turn your body and transmitter to the side while watching the plane over your shoulder. This will help you to make the correct control inputs.

Turns:

For most maneuvers, only small stick movements are required. Making smooth turns takes lots of practice. First move the rudder about 1/4 to 1/3 travel. As soon as the plane begins to bank, release the rudder back to neutral. Repeat this several times for a nice continual turn (little turn - neutral, little turn - neutral, and so on). Once the plane is pointing the direction you want, give a slight bump (not too much) of opposite rudder to straighten the plane. **NOTE:** If you are flying in winds approaching 7 miles per hour, try to keep the plane in front of you and upwind. If you let it wander too far downwind, it may be difficult to fly back to you.

Once you are comfortable using the rudder to make turns, you may then begin practicing adding in the elevator. By using the elevator, you can make sharper, smoother turns and maintain a desired altitude. You will notice that when you make a turn with rudder only, you will lose a little altitude. This is normal. By adding in a small amount of up elevator, you can easily keep the plane at the same height. You will notice that when the plane is banked, the elevator will help turn the airplane and will allow make sharper turns.



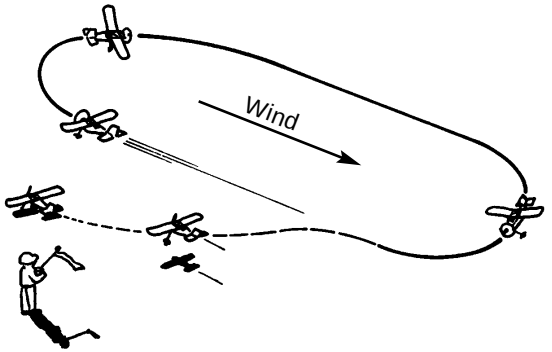
Flight Trimming:

Once the plane is comfortably in the air, point into the wind and release the transmitter stick. If the plane wants to go left or right, adjust the rudder trim to compensate. If the plane wants to gain or lose altitude, adjust the elevator trim to compensate. The plane should be "trimmed" so that it will fly straight and level when the controls are at neutral.

Flight Time:

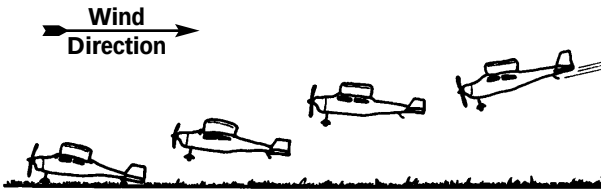
With a fully charged battery pack, the motor will run approximately 4 minutes. This will seem like a long time when you're flying. At this point, the autocut-off unit will turn the motor off, leaving you plenty of radio power to glide the plane.

Landing:



Once the motor cuts off, prepare to land. Always land as straight into the wind as possible. You may need to circle the plane a few times to gradually descend to the ground. Control your rate of descent with small amounts of elevator while keeping the plane level. Remember, without motor power the airplane will fly slower and stall easier, so do not apply more than a small amount of up elevator.

Just before touchdown, add more up elevator to flare the airplane for a smooth touch down. Don't try



to slow the plane too soon using too much elevator or you may stall the plane too early. After you walk over to the plane, turn off the receiver and then the transmitter.

If you are forced to land with the wind, it will seem that the rudder and elevator will have less effect on the airplane and that the plane must land at a higher speed.

After The Flight:

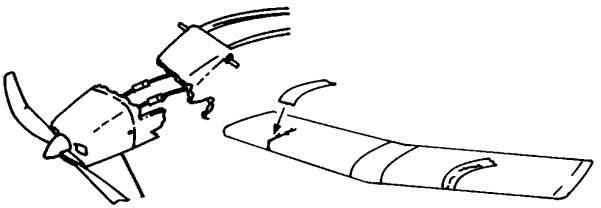
Unplug and remove the battery. Allow the battery pack to completely cool before recharging. Check the plane for any loose connections or control linkages that might be showing signs of wear. Examine the wing and fuselage and repair any cracks or wrinkles before flying again.

REPAIRS

Structure:

In the unfortunate event that you may damage your airplane, repairs are fairly simple and straight forward. 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.

After all repairs are completed, recheck the Balance Point and adjust as needed (see step 14 of the



assembly section. Check the prop to make sure it has not been damaged. It should point straight ahead and not up or down or to the side.

Fuse:

If the motor does not turn when the start button is pushed, check the fuse located inside the fuselage on the auto cut-off unit. If the fuse is bad, remove the auto cut-off and remove the fuse. Replace with a new 10 amp fuse.

GLOSSARY

Control Surfaces: The rudder and elevator on the tail of the airplane that provide maneuverability to the airplane.

Dead Stick: A term used to describe unpowered flight (glide) when the engine quits running.

Elevator: The hinged control surface located at the trailing edge of the horizontal stabilizer (stab), which provides control of the airplane and causes it to climb or dive. The correct direction of control is to pull the transmitter stick back, toward the bottom of the transmitter, to climb, and push the stick forward to dive.

Fuselage: The body of an airplane.

Horizontal Stabilizer: The horizontal tail surface at the back of the fuselage which provides pitch stability to the airplane.

Pushrod: A rigid piece of steel wire used to transfer movement from the servo to the control surface.

Rudder: The hinged control surface located at the trailing edge of the vertical stabilizer (fin), which provides control of the airplane and causes it to turn left or right.

Servo Arm: The removable arm or wheel which attaches to the servo output shaft and connects to the pushrod.

Spinner: The nose cone (rubber) which covers the hub of the propeller.

Vertical Stabilizer (fin): The nonmoving surface that is perpendicular to the horizontal stabilizer and provides lateral yaw stability. The rudder is attached to the trailing edge of the vertical stabilizer.

Wing: The surface that provides lift to the airplane.

PARTS LIST

Replacement parts for your Skyrunner.

STOCK #	DESCRIPTION
HCAA3206	Fuselage
HCAA3207	Wing Set Complete
HCAA3208	Cowling Set
HCAA3209	Plastic Parts
HCAA3211	Battery Cover
HCAG1004	Motor Mabuchi
HCAG1005	Motor Case Set
HCAG1007	Motor Gear Set
HCAM7005	Sanyo Battery 6v
HCAM7006	Auto Cut-off System
HCAP0115	Skyrunner DC Field Charger
HCAQ3001	Propeller (3)
HCAQ3002	Spinner Set
HCAQ3005	Rubber Bands

Other Great Products

XConcepts® WildFlyer™ FreeFlight Electric
(XCPA8100)

Includes: Installed Rechargeable Battery, Quick Battery Charger, Extra Wing, Extra Horizontal & Vertical Tail Fins, Spare Prop
Requires: 4 "C" cell batteries

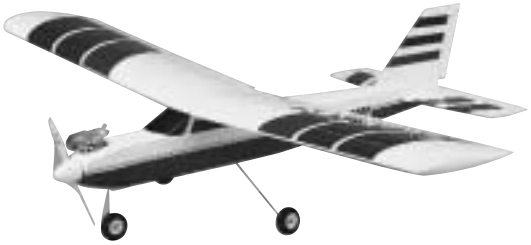
In just 5 minutes, pilots as young as 8 years old can have the WildFlyer electric freeflight plane ready to hand-launch. There's just two steps to assembly: attaching the tail section and snapping in the landing gear. Power for exciting, 1000-foot flights comes from a preinstalled Sanyo battery, which can be recharged in only 30-60 seconds by simply plugging the charger into the plane. Complete, illustrated instructions cover assembly, charging, flight testing and flying.

Great Planes® Sonic Blast Free Flight Ducted Fan Jet
(GPMA4000)

You don't need a ton of cash to join the "Jet Set"—just a Sonic Blast, six "D" batteries and about six minutes. Since the fan, motor and battery all come preinstalled, you can complete assembly in about five minutes. Then it takes just one more minute to quick-charge the battery...and now you're ready to fly! Just switch on the motor and give the Sonic Blast an easy hand-launch. As it climbs, air enters the fuselage, where a turbo fan compresses it into a solid column of air power. That's enough to send the Sonic Blast soaring 100 feet high, over distances measuring nearly 300 yards!

Great Planes® Pro™ 6-Minute Epoxy
GPMR6045

High-quality Pro 6-Minute Epoxy offers enough cure time to let you position parts correctly—without making you wait and wait before continuing with assembly. You'll also get the advantage of strong, lasting bonds. Includes 9 ounces each of resin and hardener.



Hobbico® AirVista™ Almost Ready-to-Fly R/C Trainer
(HCAA2200)

Wingspan: 62 in
Weight: 5.5 lb
Length: 50 in

Wing Area: 685 sq in
Wing Loading: 18.5 oz/sq ft

Includes FREE video!

Requires: 2-stroke .40 engine & 4-channel radio

Need somebody to guarantee your success before you'll try a radio-controlled trainer plane? Hobbico accepts! They're that confident in the revolutionary, 62" span AirVista's supersimple assembly and easy flight. You can put it together in about 2 hours using just 2 common household tools. With only a 4-channel radio, a .40 engine and a few small pieces of flight gear, you're 100% ready to fly. The plane's quality matches any professionally built kit...making it durable AND naturally inclined to fly straight, slow and steady.

So, as long as you train at an AMA-chartered club field with a qualified instructor, Hobbico GUARANTEES you'll succeed—or they'll replace your AirVista with any other Hobbico trainer of up to equal value. You can't lose!

Hobbico® Power Patrol™ Electric Ready-to-Run R/C Command Vehicle
(HCAC0002)

Requires: 7.2V, 6-cell NiCd battery pack, charger & 12 "AA" batteries

The 1/10 scale 2WD Power Patrol comes fully assembled. Pop in a charged battery pack and you're ready to move—over dirt, grass, sand, gravel and other off-road surfaces. Steer any direction, using two forward speeds and one-speed reverse. A "jackrabbit" start kicks up the front wheels for a high-speed wheelie. The included, high-quality radio gives you total control.

Hobbico® M1 Abrams Electric Ready-to-Run R/C Tank
(HCAC0001)

The 1/10 scale M1 Abrams tank comes with TWO motors and radio gear factory-installed. It's immediately ready for battle on any surface, such as grass, sand and asphalt. You can go forward or reverse...conquer steep inclines...even execute a 360 turn—while nearly standing still! Realistic details include a non-motorized, adjustable gun turret and barrel, and an authentic camouflage color scheme on the durable polypropylene body.

Great Planes Marine® Dagger® Deep Vee

GPMB1010

Length: 23.25 in
Beam: 7.125 in
Motor: Thrustmaster 550-size (included)
Requires: 2-channel radio, 6- or 7-cell battery & charger

Styled after hot full-size deep vees, the Dagger electric features extensive factory preassembly: The ABS hull and deck are prejoined, and the motor and radio box—which has built-in guides for quick receiver and servo installation—are preinstalled. For all-out, non-stop action, the Dagger's in-line direct drive delivers full speed without inefficient gears. Trim tabs, stabilizing strakes and an extra-long rudder let you rip through choppy water and long straightaways at will—or carve the water's surface with sharp, quick "S" turns! Colorful, durable decals give the Dagger sharp, distinctive looks. Includes motor, micro switch, prop and display stand.

DuraTrax® Maximum ST™ Ready-to-Run Nitro Truck

(DTXD60XX)

Length: 15 in
Wheelbase: 12.6 in
Requires: fuel, glow starter
Front/Rear Track: 9.45 in
Ground Clearance: 1.9 in
Height: 7.7 in

Take speed, power and durability to the MAX, with the Maximum ST nitro truck from DuraTrax! The Maximum ST comes ready to run, with radio installed, and an impact-resistant body that's already cut, trimmed, painted and covered in a clear protective coating. Even "AA" batteries for the radio are included! This rugged off-roader sports a muscular Torq™ .12 engine on a sturdy, lightweight chassis with huge, high-grip monster truck tires. The "Rapid-Tune™" shocks permit on-the-fly tension adjustments with the turn of a screw, and a responsive disc brake system provides reliable stopping power. Another high-tech bonus feature is the built-in slipper clutch, which helps control "wheel spin" and prevent gear damage. Also included: a free Engine Starting & Maintenance video!