

# COMPLETE RTF AIRPLANE

**FLYZONE**<sup>™</sup>  
by Hobbico

**HOBIBICO**<sup>™</sup>

# Cessna<sup>®</sup> 182<sup>®</sup> SKYLANE<sup>®</sup>



**Requires**

8 (AA) Alkaline Batteries

**Radio-controlled!**  
**READY-TO-FLY**

*Please retain this information for future reference.*

## 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**<sup>®</sup> 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.**

To make a warranty claim send the defective part or item to Hobby Services at the address below:

Hobby Services  
3002 N. Apollo Dr., Suite 1  
Champaign IL 61822 USA

Include a letter stating your name, return shipping address, as much contact information as possible (daytime telephone number, fax number, e-mail address), a detailed description of the problem and a photocopy of the purchase receipt. Upon receipt of the package the problem will be evaluated as quickly as possible.

## PROTECT YOUR MODEL, YOURSELF AND OTHERS; FOLLOW THESE IMPORTANT SAFETY PRECAUTIONS

Your Cessna 182 Skylane plane 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 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 Cessna 182 Skylane plane.

## GLOSSARY

**Aileron:** Controls roll.

**Electronic Speed Control (ESC):** This unit controls the speed of the motor.

**Elevator:** Controls the altitude.

**Receiver:** Provides input to the control surfaces.

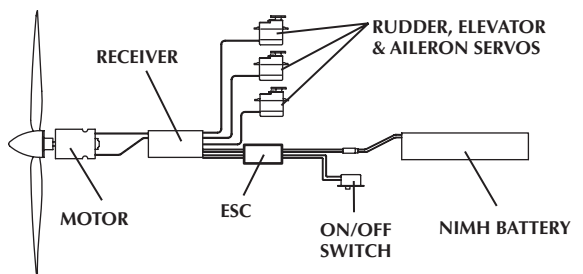
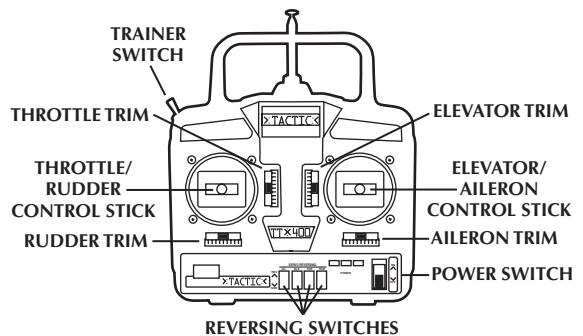
**Rudder:** Controls direction (yaw).

**Motor:** The motor rotates the prop to provide thrust.

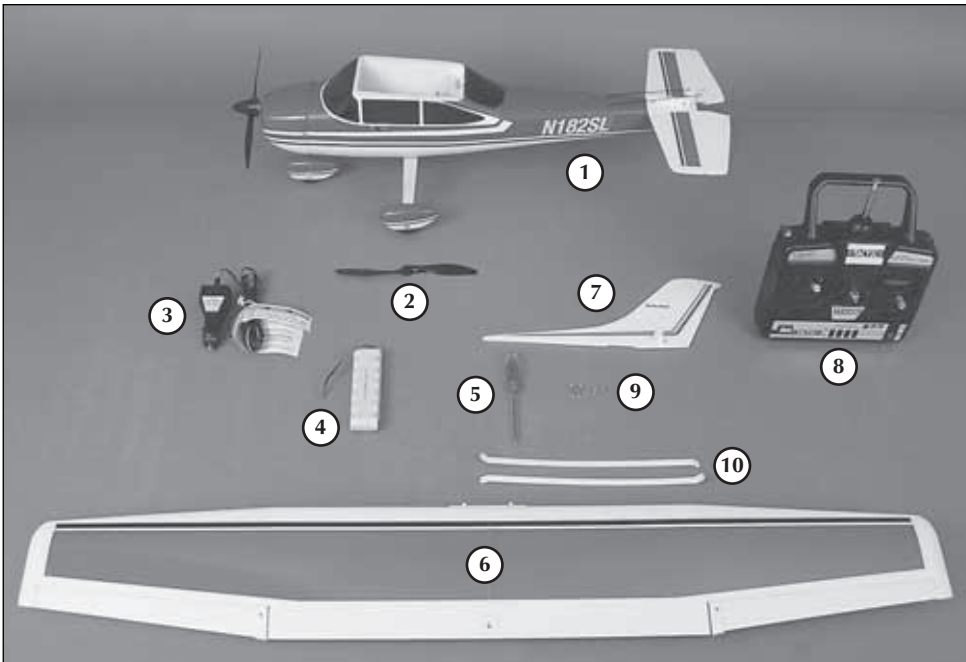
**Nickel-Metal Hydride (NiMH) Battery:**

Rechargeable batteries which are used to power the airplane. NiMH batteries are lighter and smaller than most other types of rechargeable batteries.

**Transmitter (TX):** This is the hand-held unit that sends the signal to the control unit. Moving the sticks controls direction, climb/descent, roll and speed.



# 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.

<b>Part Name</b>	<b>Qty.</b>
<input type="checkbox"/> 1. Fuselage/Stabilizer .....	1
<input type="checkbox"/> 2. Propeller .....	2
<input type="checkbox"/> 3. Peak Charger .....	1
<input type="checkbox"/> 4. 1100 mAh NiMH Battery .....	1
<input type="checkbox"/> 5. Screwdriver .....	1
<input type="checkbox"/> 6. Wing .....	1
<input type="checkbox"/> 7. Rudder .....	1
<input type="checkbox"/> 8. Transmitter .....	1
<input type="checkbox"/> 9. Mounting Screws (wing=1, struts=4) .....	5
<input type="checkbox"/> 10. Struts .....	2

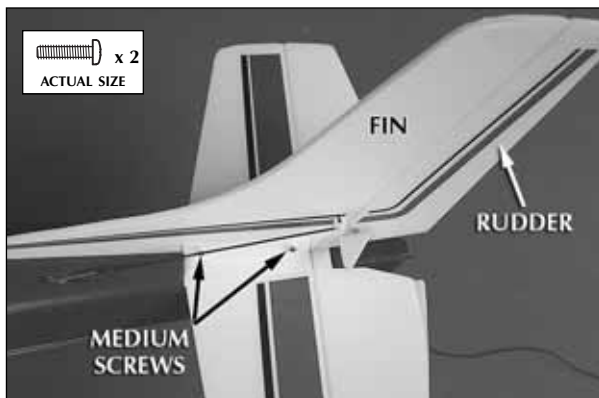
## FCC REQUIREMENT



This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

**CAUTION:** Changes or modifications to this product not expressly approved by the party responsible for compliance may void the user's authority to operate the equipment.

## INSTALL THE FIN



- ❑ Insert the fin into the fin holder. Use two medium screws to attach the fin to the holder. Be careful to not over tighten the screws.

## PREPARE THE TRANSMITTER



- ❑ 1. Install the antenna into the transmitter by screwing it on until tight.

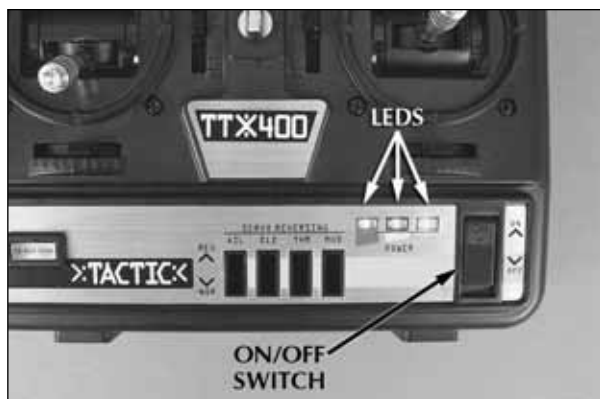
- ❑ 2. The transmitter that controls your airplane requires power, in the form of eight "AA" batteries. To install the batteries, remove the battery hatch on the back of the transmitter.



- ❑ 3. Pull the battery holder out of the transmitter case and install eight new "AA" batteries, following the diagram on the holder.



- ❑ 4. Insert the battery holder in the transmitter case so that the two contacts on the battery holder align with the contacts in the transmitter case. Reinstall the battery door on the transmitter case.



- ❑ 4. Switch on the transmitter and check the LED on the front of the transmitter. The LEDs keep you informed of the amount of battery power remaining during flying. When all three LEDs are illuminated, it is safe to fly. As battery power is depleted, the green and yellow LEDs

will go out. When only the red LED is illuminated, land your Cessna and install fresh batteries.

❑ 5. A frequency flag that matches the channel number of your Cessna is also included. This can be clipped to the end of the transmitter antenna using the frequency flag buckle to notify other R/C pilots of the frequency that you are flying on.

### OPTIONAL RECHARGEABLE TRANSMITTER BATTERY



The Tactic 4-channel transmitter is equipped with a charge jack that will allow you to use a rechargeable NiCd battery pack and charge it directly through the transmitter. For a rechargeable pack that works with this transmitter, use part number FUTM1450 NT8LP Transmitter NiCd 9.6V 500mAh.

A charge lead and an appropriate charger will also be required. There are a variety of chargers available that will charge the recommended battery pack. For an economical multi-purpose charger, use HCAP0100 R/C Multi-Charger. For charge leads, use HCAP0101 Tx/Rx Charge leads.

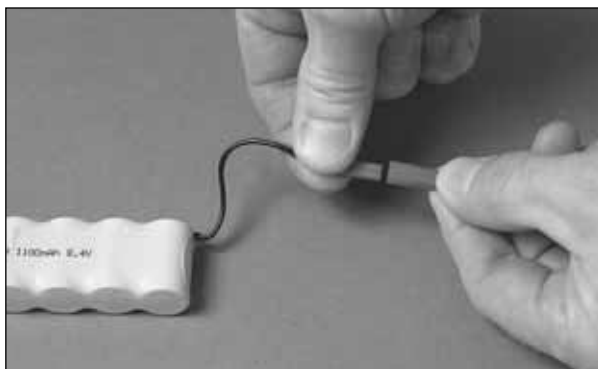
#### Caution:

- Do not mix old and new batteries.
- Do not mix alkaline, standard (carbon-zinc) or rechargeable (NiCd) batteries.
- Non-rechargeable batteries are not to be recharged.
- Only batteries with the same or equivalent type as recommended are to be used.
- Batteries are to be inserted with the correct polarity.
- Exhausted batteries are to be removed from the transmitter.
- The supply terminals are not to be short circuited.

### CHARGE THE PLANE'S NIMH BATTERY



❑ 1. Plug the battery charger into a 12-volt power outlet in a vehicle, placing the battery outside the car, away from flammables. **NEVER charge your airplane battery while driving or with the vehicle engine running!**



❑ 2. Plug the battery pack into the charger connector. Be careful—do not force the plugs. The battery pack will plug in only one way. The red LED will be on solid.

❑ 3. **IMPORTANT! NEVER LEAVE A CHARGING BATTERY UNATTENDED. ONLY CHARGE THE CESSNA 182 SKYLANE BATTERY WITH A PEAK DETECTION CHARGER. DO NOT USE A WIND-UP TIMER CHARGER.**

❑ 4. During charging, feel the battery every 5 minutes to see if it is starting to warm up. A warm (but not hot) battery pack is a sign that the battery is nearing a full charge. If the battery becomes hot, disconnect it from the charger.

❑ 5. Once the battery reaches a full charge the charger will start to beep and the LED will flash.

❑ 6. Unplug the battery pack from the charger and the charger from the 12-volt power outlet in your vehicle.

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

## BATTERY CHARGING PRECAUTIONS

❑ 1. Always remove the battery from your Cessna 182 Skylane before charging.

❑ 2. Remember to check the temperature of the battery every 5 minutes during charging. If the battery becomes hot, unplug the battery from the charger, even if the charger has not stopped charging.

❑ 3. Charging the Cessna 182 Skylane battery while your car is running can be dangerous, because it increases the chances of overcharging. For this reason, you should **never** charge your Cessna 182 Skylane battery while your car's engine is running.

❑ 4. If you use a different peak battery charger, charge this battery pack only at a maximum charge rate of 1 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 charged while it is still hot or charged at too high of a rate, the life of the battery pack will be shortened. **WARNING:** Misuse or malfunction may overheat the battery and charger, resulting in personal injury or damage to surroundings.

## BATTERY RECYCLING

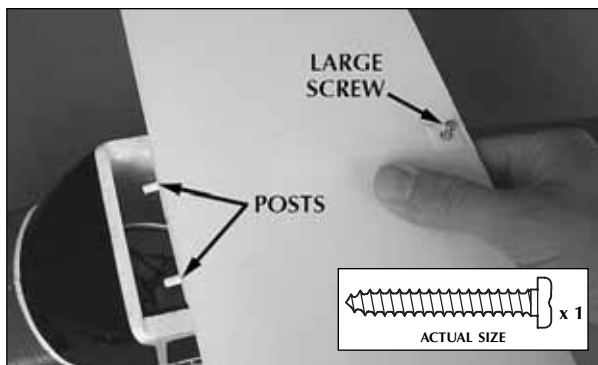
**ATTENTION:** The product you have purchased is powered by a rechargeable battery. At the end of the battery's useful life, under various state and local laws, it may be illegal to dispose of this battery into the municipal waste system. Check with your local solid waste officials for details in your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



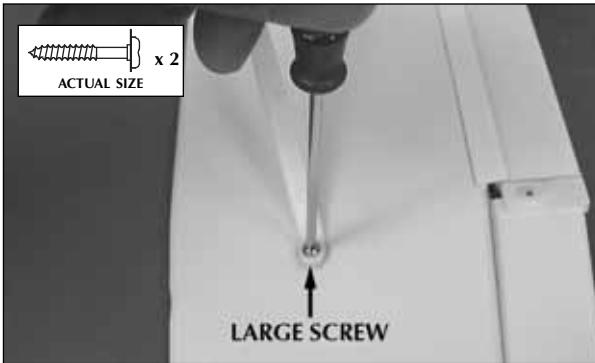
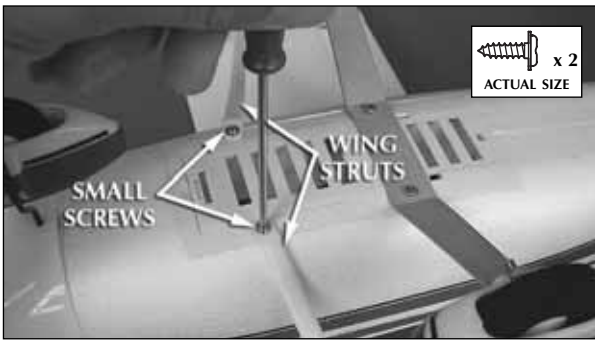
## INSTALL THE WING



❑ 1. The receiver is secured to the fuselage with hook and loop material. Pull the receiver free and plug the aileron servo lead into Channel "1" with the white wire facing up (the channels are numbered on the bottom of the receiver). Push the receiver back onto the hook material.



❑ 2. At the front edge of the wing are two small posts. Position the wing on the top of the fuselage and slide the wing forward, inserting the posts in the holes on the fuselage. Fasten the wing to the fuselage with the large screw. The screw should be tight enough to hold the wing snug against the fuselage, yet not crush the wing. Do not over-tighten.



❑ 3. Turn the plane over and attach the wing struts to the battery tray and the wing with two small screws and two large screws (the wing struts are marked “L” and “R”). **Important:** The Cessna 182 Skylane must never be flown without the wing struts attached. The wing struts help support the wing.

## RADIO ADJUSTMENT

Check and tighten the screw in the prop adapter before each flight.



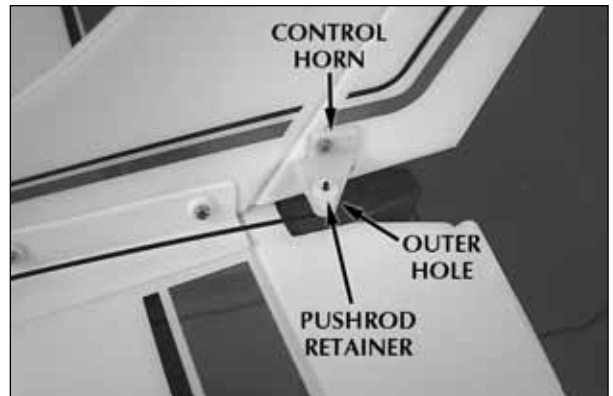
❑ 1. Switch on the transmitter. Make sure all three LEDs are on. Open the battery hatch cover on the

bottom of the plane and attach the battery to the connector. Turn on the plane by moving the switch on the left side of the fuselage.

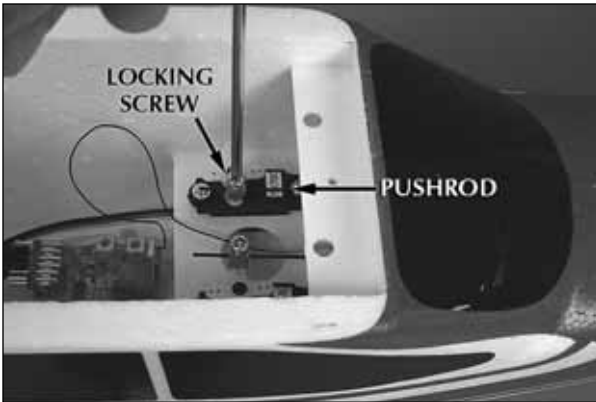
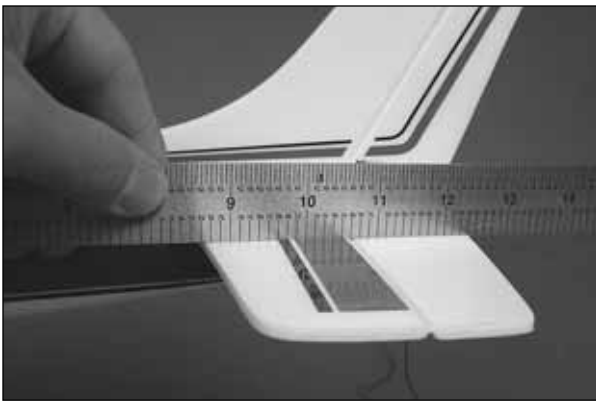
**CAUTION:** Once the battery is connected to the ESC and the plane is turned on, stay clear of the propeller.



❑ 2. Center the rudder, aileron, and elevator trim.



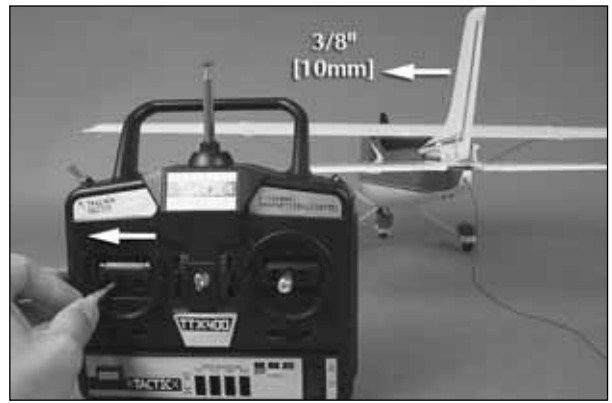
❑ 3. Install the rudder pushrod in the outer hole of the control horn. Slide a pushrod retainer over the pushrods to secure it.



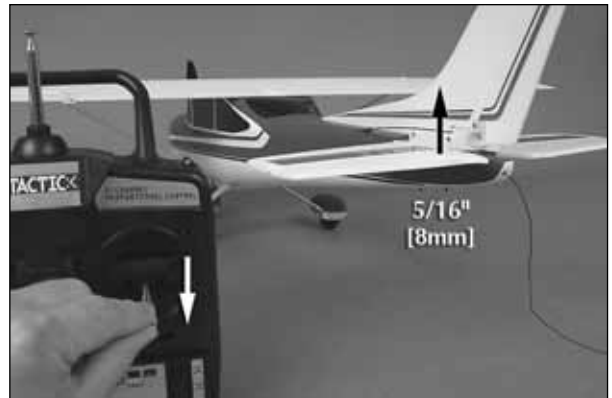
□ 4. With the transmitter and plane turned on, center the elevator, rudder, and aileron sticks and trim levers. Confirm that the control surfaces are in the neutral position using a straight edge. If not, loosen the locking screws in the pushrod connectors, adjusting the pushrod as necessary, and retightening the screws.

## CHECK THE CONTROL THROWS

The throws are measured at the widest part of the elevator and rudder. Adjust the position of the pushrods at the servo arms and the control horns to change the amount of throw. Moving the pushrod out away from the center of the servo arm or in on the control horn will increase the amount the control surface moves.

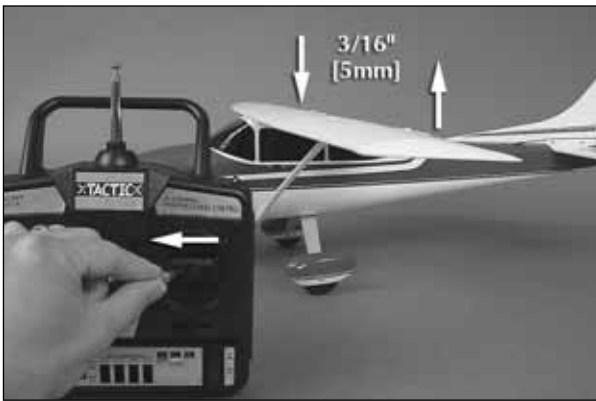


□ 1. When viewing the airplane from the aft end, move the left control stick to the left. The rudder must move to the left. If it does not, change the position of the rudder servo reversing switch on the transmitter. When the left stick is moved all the way left, the trailing edge of the rudder should move to the **left 3/8" [10mm]**. When the left stick is moved all the way right, the trailing edge of the rudder should move to the **right 3/8" [10mm]**.



□ 2. By moving the right stick down, the elevator must move up. If it does not, change the position of the elevator servo reversing switch on the transmitter. When the right stick is moved all the way down (towards you), the trailing edge (back edge) of the elevator should move **up 5/16" [8mm]**. When the right stick is moved all the way up (away from you) the trailing edge of the elevator should move **down 5/16" [8mm]**.





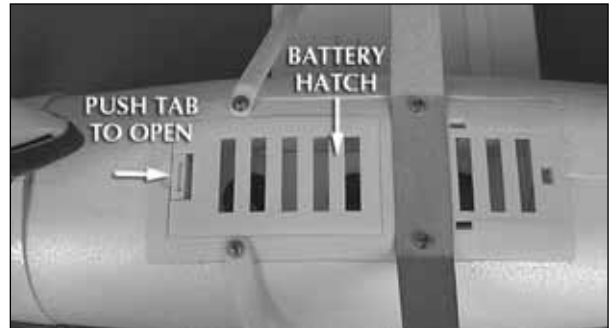
□ 3. By moving the right control stick left, the left aileron must move up and the right aileron must move down. If they do not, change the position of the aileron servo reversing switch on the transmitter. When the right stick is moved all the way to the left, the trailing edge of the left aileron at the inward side should move up  $3/16''$  [5mm]. When the right side stick is moved all the way to the right, the left aileron should move down  $3/16''$  [5mm].



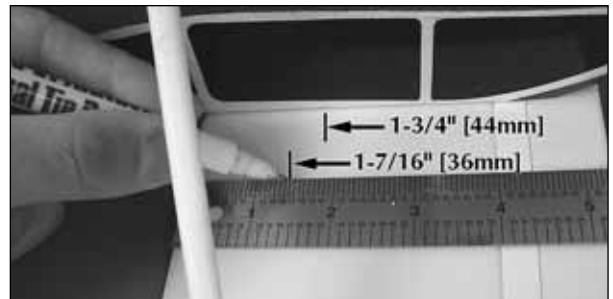
□ 4. To start the motor, the throttle lever must first be "OFF", all the way down when switching on the transmitter and plane. Then move the lever all the way up and hold it there for 5 seconds. Then return the lever down. This will "arm" the motor. The motor will now operate when the throttle lever is moved up. **NOTE:** Arming the motor will need to be done each time after the airplane has been turned OFF!

## CHECK THE BALANCE OF THE MODEL

**Note:** Although your Cessna comes balanced from the factory, the balance point should be confirmed using the following procedure. This section is VERY important and should NOT be omitted. A model that is not properly balanced will be unstable and possibly unflyable.



□ 1. After the battery pack is charged, open the battery hatch. Insert the battery pack inside the fuselage. Do not plug the battery pack into the connector inside the fuselage. Close the battery hatch.



□ 2. Place marks on the bottom of the wing  $1-7/16''$  [36mm] and  $1-3/4''$  [44mm] back from the front of the

wing, next to the left and right sides of the fuselage. Turn the airplane right side up. Try to balance the airplane on your finger tips, between the marks. This is where the model should balance. We also found that most of our test models balanced at this point out of the box without having to add weight to the nose or tail. If it does not balance at these marks, weight will need to be added to the nose or tail. At most hobby shops, you can purchase stick-on lead weight made specifically for balancing airplanes.

## TRAINER SYSTEM



The Tactic transmitter is equipped with a trainer switch that, when used with another Tactic or Futaba® transmitter, can transfer airplane control to a second pilot for learning purposes.

To use the trainer switch, a trainer cord must be purchased, FUTM4415 Trainer Cord. Connect the trainer cord to the trainer port on the back of the Tactic radio and the other end to another Tactic or

Futaba radio. The transmitter that came with the Cessna is the master radio and must always be turned on during training. The second Tactic or Futaba radio is the slave radio and must always be powered off during training. Before flying the Cessna with the training function, confirm that the slave radio operates the control surfaces in the correct directions. If not, adjust the servo reversing switches on the slave radio accordingly.

When the trainer switch is activated and held in the forward position on the master radio, control will be transferred to the slave radio as long as the trainer switch is held on. When the trainer switch is released, control will immediately return to the master radio. The pilot operating the master radio (instructor) should be alert during the entire flight to regain control of the aircraft as necessary.

*Notes on using the trainer function: Choose an experienced pilot or an AMA instructor to operate the master radio when teaching a new modeler to fly. During the first few flights, allow the instructor to take off and land the model until the student is accustomed to the flight characteristics of the Cessna. When the instructor brings the model to a safe altitude and level flight, he or she can activate the trainer switch to transfer control to the student operating the slave radio. The student should keep the instructor updated during training about the intended flight direction and altitude. Doing so will allow the instructor to quickly recognize an error and correct it. Keep the Cessna at a high altitude during training to provide enough recovery time for the instructor to regain control of the aircraft in the event of a mistake.*

## CHOOSE A GOOD FLYING SITE

**The Cessna 182 Skylane should be flown only when the wind speed is 5 mph or less.** If the wind is calm or very light, the Cessna 182 Skylane will be docile and easy to control. 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 when the wind is calm. After you are comfortable with the airplane, you can fly in winds that are no more than 5 miles per hour. If flown in stronger winds, the plane may be blown down wind and not have enough power to get back.
3. Make sure the battery pack is fully charged and that the transmitter has fresh "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 front of your transmitter has a tag with a number on it (i.e. channel 50, 72.790). This is the channel number and frequency you are using. If someone is on the same channel or frequency, **DO NOT** switch on your transmitter until they are finished flying.

## FLYING THE CESSNA 182 SKYLANE

Your transmitter controls the altitude, direction, roll and speed of the airplane. The left stick controls the speed and direction and the right stick controls the altitude and roll.

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 pulsing the motor on and off, in effect saving power for the receiver. That way your airplane goes into a glide and you stay in control as you land.

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 switch your transmitter power switch "ON." Be sure your left control stick on the transmitter is all the way down.
2. Now pick up the airplane and switch the airplane on. **Caution:** Keep your hands behind the propeller.
3. Arm the motor by moving the left control stick all the way up. Hold the throttle lever here for the count of 5. Then, move the stick back down. Now when the stick is moved up, the propeller will start to turn. The farther the stick is moved, the faster the propeller will turn.
4. Range check your radio before each flight. Switch on the transmitter and then switch on the airplane. Have a helper hold the airplane. With the transmitter antenna collapsed, walk 100 feet away from the airplane, holding the transmitter with the antenna pointing up. Move the control sticks, checking that the control surface responds. Also, turn the motor on and check the range. If you still have control of the airplane, it is safe to extend the transmitter 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 airplane.
5. With the throttle stick moved fully up, hand launch the Cessna 182 Skylane into the wind, at a slight upward angle. **Note:** For the first couple of flights, we recommend having a helper hand launch the airplane. After you become familiar with the flight characteristics of the airplane, it can be flown off a hard surface instead of hand launched.
6. Pull the right stick toward you so that the plane climbs at a 20 to 30 degree angle. Allow the airplane to climb a few seconds before turning it.
7. When your airplane is moving away from you, moving the right stick (ailerons) to the left, combined with a small amount of up elevator (moving the right stick down), will make your plane turn to the left. Moving the stick to the right with a small amount of up elevator will make the airplane turn to the right. To stop the turn, move the stick the opposite direction until the airplane is flying level and return the elevator to center. **Caution:** It only requires a small amount of up elevator.

## 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.

8. When the airplane is coming toward you, moving the right stick left still causes left aileron, but your airplane goes to your right. In short, you have to reverse the way you control the ailerons. Here's a good way to familiarize yourself with the controls: When the airplane is coming toward you, turn your body so that you are facing the same direction the airplane is going, looking over your shoulder at the airplane. Now when you move the aileron 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 airplane wants to climb when the right control stick is released, move the elevator trim lever up away from you. If the airplane wants to dive, move the elevator trim lever down towards you. It should require very little trim. Your goal is to have the airplane fly level with the elevator stick centered.

10. For beginner pilots, rudder is primarily used for takeoff and landings. The ability to turn the plane without roll is necessary to keep the plane level during takeoffs and landings. Moving the left control stick (rudder) to the left will cause the Cessna to turn left. Moving this stick to the right will cause the plane to turn right. If the plane wants to turn with the left stick centered, move the rudder trim lever opposite the direction the airplane is turning.

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

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

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

1. For your first couple of flights we recommend that you attempt to land before the motor stops. Your Cessna 182 Skylane comes with an auto cut-off feature which reserves battery power for safe landings.

2. During your first flight, while at a high altitude, turn the motor off and notice how the Cessna 182 Skylane reacts. This will give you an idea of how the airplane will react during a landing.

3. To land the Cessna 182 Skylane, fly down wind, past the landing area. Gently turn into the wind and reduce the throttle so that the airplane 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 airplane). This will cause the airplane to slow and settle to the ground.

**Caution: If, during a rough landing, the propeller on the Cessna 182 Skylane 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 down to stop the motor. If you fail to do this, the motor, speed control and/or battery will be damaged.**

## AFTER THE FLIGHT

Switch off the airplane. Then, switch the transmitter off. Unplug the battery from the airplane and remove the battery from the battery compartment. Allow the motor and battery to cool before recharging. Check the airplane over to make sure nothing has come loose or may be damaged.

## REPAIRS

Even the best R/C pilots in the world damage their airplanes 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 areas and hold together with clear packaging tape. Let the glue cure, leaving the tape in place for added strength.

## REPLACEMENT PARTS LIST

To order replacement parts for your Cessna 182 Skylane, use the order numbers 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: 217-398-0007 Fax: 217-398-7721**

**E-mail: [productsupport@hobbico.com](mailto: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 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 #.....Description

GPMP7700 ....NiMH 8.4V 1100mAh Red 2-Pin  
HCAA3900 ....Main Wing  
HCAQ3850....Prop Assembly  
HCAA3901 ....Cowl Assembly  
HCAA3902 ....Decal Set  
HCAA3903 ....Struts (2)  
HCAA3904 ....Motor Mount  
HCAA3905 ....Main Landing Gear  
HCAA3906 ....Wheel Pant Set  
HCAA3907 ....Tail Assembly  
HCAA3908 ....Battery Hatch Door  
HCAA3909 ....Fuselage w/Pushrods  
HCAG1053 ....Motor 380  
GPMM7700 ...12V Peak Charger 600-1100mAh 2-Pin  
HCAQ3501 ....Propeller (2)  
HCAA3910 ....Spinner  
HCAA3911 ....Nose Gear Assembly  
HCAA3912 ....Firewall  
HCAA3913 ....Control Horn Set  
HCAA3914 ....Wing Screws  
HCAA3915 ....Pushrod / Clevis  
TACM0100.....TSX100 Micro Servo  
TACM5100.....Servo Gear Set TSX100  
TACM5101.....Servo Arms TSX100  
TACM4401.....Antenna TX TTX400  
TACM4402.....Battery Door TX TTX400  
TACL6036 .....TRX600 RX 72.510FM Channel 36  
TACL6038 .....TRX600 RX 72.550FM Channel 38  
TACL6042 .....TRX600 RX 72.630FM Channel 42  
TACL6044 .....TRX600 RX 72.670FM Channel 44  
TACL6046 .....TRX600 RX 72.710FM Channel 46  
TACL6050 .....TRX600 RX 72.790FM Channel 50  
TACJ0400.....TTX400 Transmitter w/o Crystal  
TACL4036 .....Crystal TX TTX400 72.510FM Ch 36  
TACL4038 .....Crystal TX TTX400 72.550FM Ch 38  
TACL4042 .....Crystal TX TTX400 72.630FM Ch 42  
TACL4044 .....Crystal TX TTX400 72.670FM Ch 44  
TACL4046 .....Crystal TX TTX400 72.710FM Ch 46  
TACL4050 .....Crystal TX TTX400 72.790FM Ch 50  
TACM4403.....Battery Holder TX TTX400  
TACM6600.....TSC600 Electronic Speed Control

## OTHER ITEMS AVAILABLE

# NexSTAR<sup>®</sup> Select

HCAA17\*\*



**Wingspan:** 69 in (1745mm)

**Weight:** 5.5 lb (2930g)

**Length:** 56 in (1420mm)

No other trainer offers so much for the first-time pilot: a Futaba<sup>®</sup> radio, an O.S.<sup>®</sup> engine, and a special NexSTAR edition of the Great Planes<sup>®</sup> RealFlight<sup>™</sup> R/C Simulator! The 4YBF 4-channel is factory-installed and features AFS<sup>™</sup> (Active Flight Stabilization), which automatically detects and corrects any signs of uneven flight. The .46 FXi<sup>™</sup> engine starts easily and effortlessly every time, and requires no adjustments. And RealFlight lets you practice flying the NexSTAR anytime, using your Futaba transmitter as the controller, right on your PC. You'll develop confidence in piloting all of the plane's special features before you even take your NexSTAR to the flying field for the first time!

## Heli-Max<sup>™</sup>



HMXE04\*\*



**Main Rotor Span:** 20.75 in. (528mm)

**Height:** 8.125 in. (206mm)

**Length:** 23 in (584mm)

**Weight:** 16.5 oz. (468 g)

**Requires:** 8 "AA" batteries

Fully assembled, test-flown at the factory, fun indoors or out, and ready for 3D aerobatics - that's the Axe CP RTF! You can fly inverted with ease and perform virtually any stunt you can imagine, without adding a single upgrade. The blades are symmetrical, covered and ideal for aerobatics and inverted hovering. The composite 120° swash plate is larger and stronger than other minis – a big plus for durability. Swift, precise, powerful eCCPM control is installed and ready to take you to the cutting edge of 3D maneuvers. Training gear and a "how-to" DVD help get you started. Choose from six canopy color schemes.

## OTHER ITEMS AVAILABLE



**AQUACRAFT**  
Models

**King's Ransom**  
Pirate Ship

**Length:** 40.5 in (1029mm)

**Width:** 10.5 in (267mm)

**Height:** 42 in (1067mm)

**RTR Weight:** 10.3 lb (4.67 kg)

**Includes:** AquaCraft 2-channel radio,  
550-size motor, electronic  
speed control

**Requires:** 6-cell battery, charger &  
8 "AA" batteries

The King's Ransom brings pirate lore to life with its included motor, ESC, and 2-channel radio system – all installed. The painted fiberglass hull is decked out with some of the richest detail you've ever seen in an RTR vessel...even four pirate figures, hand-painted for realism with a capital "Aaar!" The cloth sails can be bowed to appear wind-filled on display or rolled up for heading out to sea.

**DURATRAX**

**EVADER<sup>ST</sup>**

**DTXD20\*\***



Check it out and you'll agree: *nothing* can touch the 2WD Evader ST electric ready-to-run stadium truck for convenience, set-up ease, performance extras or toughness. It arrives assembled and painted, with a 20-turn Photon Speed™ motor, Sprint™ electronic speed control, and a DuraTrax 2-channel radio system made by Futaba®. Built-in "extras" include: slipper clutch, ball diff, ball bearings, steel universal drives, FREE video and still more. Requires only a 6-7 cell NiCd and charger.

