COMPLETE RTF AIRPLANE

PIPER J-3 CUB

FLYZONE™ by HOBBICO®

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® 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.

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HCAZ2400 for HCAA24**

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

Your Piper J-3 Cub 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: **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 Piper J-3 Cub plane.

GLOSSARY

Aileron: Controls roll.

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

Elevator: Controls the altitude.

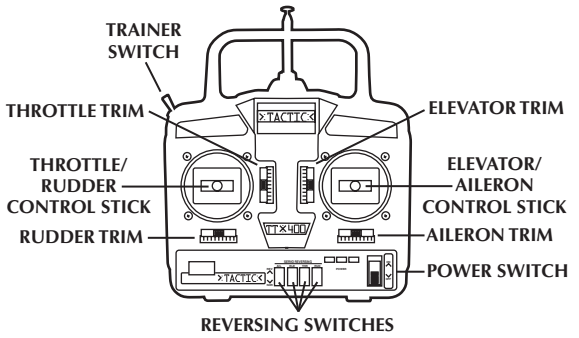
Receiver: Translates inputs from the transmitter and provides input to the control surfaces.

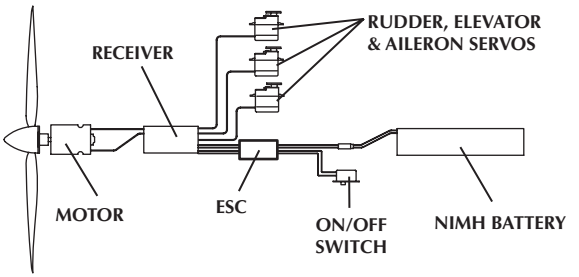
Rudder: Controls direction (yaw).

Motor: The motor rotates the prop to provide thrust.

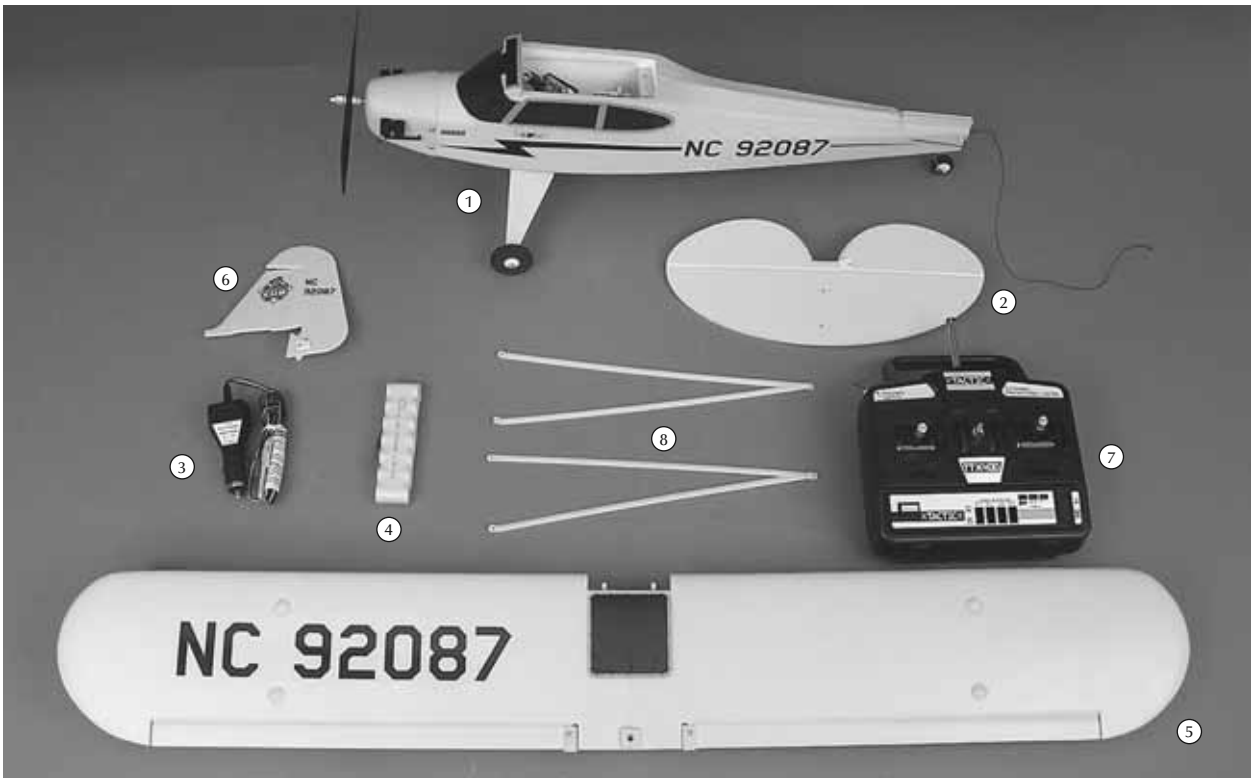
Nickel-Metal Hydride (NiMH) Battery:
Rechargeable batteries which are used to power the airplane. NiMH batteries are lighter and smaller than most other types of rechargable batteries.

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.

		Part Name	Qty.
❑	1.	Fuselage	1
❑	2.	Stabilizer	1
❑	3.	Peak Charger	1
❑	4.	1100 mAh NiMH Battery	1
❑	5.	Wing	1
❑	6.	Rudder	1
❑	7.	Transmitter	1
❑	8.	Struts	1

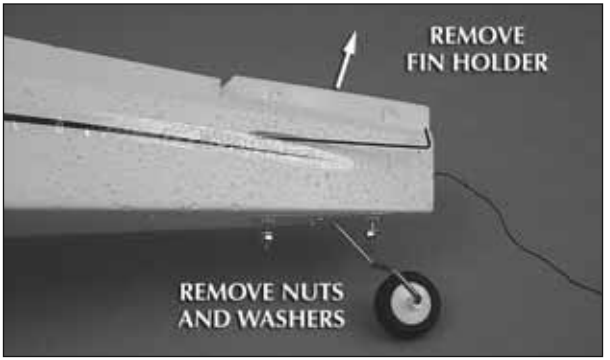
[Not Shown: Extra propeller, screwdriver, mounting screws (1-wing, 6-struts), wrench]

FCC REQUIREMENT

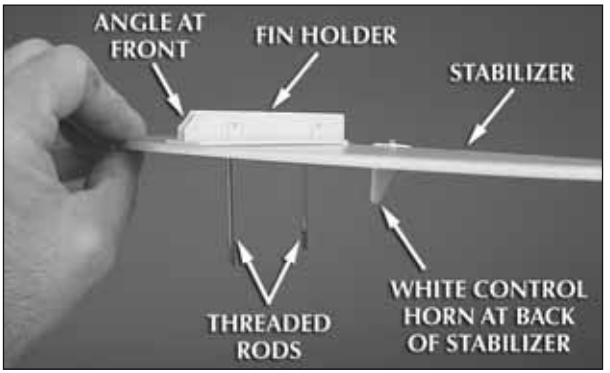
This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

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.

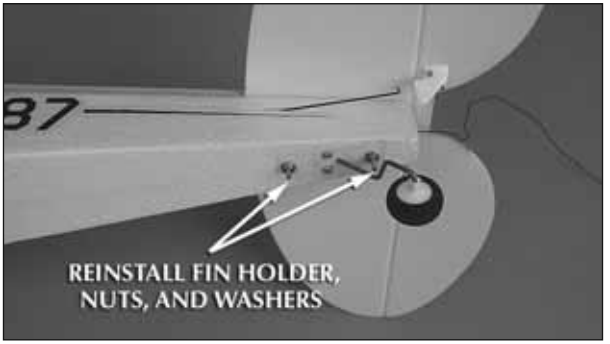
INSTALL THE FIN



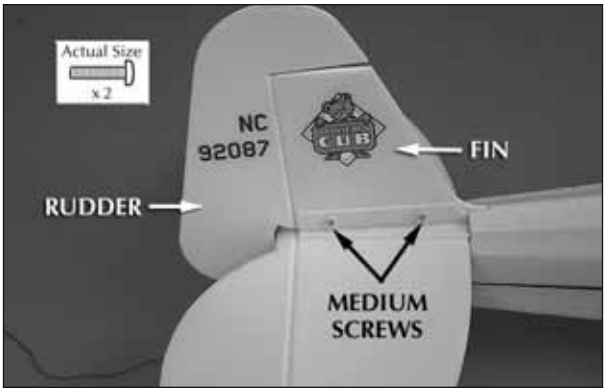
❏ 1. Remove the two nuts and washers on the bottom aft end of the fuselage. Then, remove the fin holder from the fuselage.



❏ 2. Insert the two threaded rods of the fin holder through the stabilizer, making sure that the white control horn is on the bottom.



❏ 3. Reinstall the fin holder with the stabilizer onto the fuselage. Reinstall the two washers and the two nuts on the threaded rods. Use the included wrench to tighten the nuts, **being careful to not crush the foam**.



❏ 4. Remove the two screws in the fin holder and insert the fin into the fin holder. Reinstall the two screws to secure the fin to the holder. **Be careful to not overtighten the screws.**

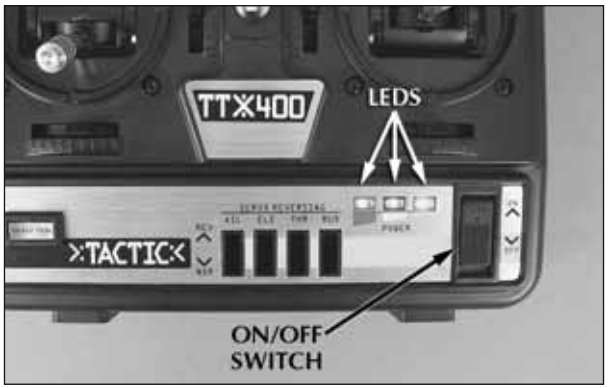
PREPARE THE TRANSMITTER

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

❏ 2. The transmitter is the unit that controls your airplane and requires of eight good quality "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 hatch on the transmitter case.



❏ 5. 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 J-3 Cub and install fresh batteries.

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 Transmitter NiCd 9.6V 500mAh.

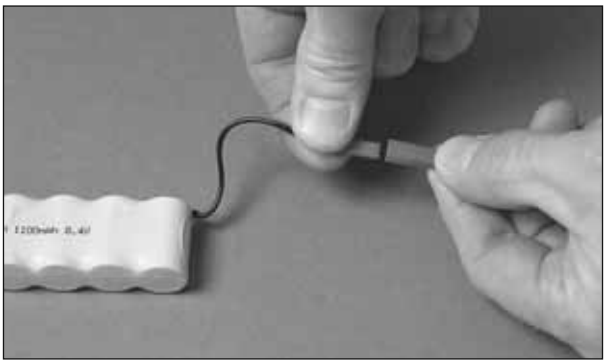
A charge lead and an appropriate charger will also be required. For an economical multi-purpose charger, use HCAP0100 R/C Multi-Charger. For charge leads, use HCAP0101 Tx/Rx Charge leads.

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 to be charged outside the car, and 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 LED on the charger will glow continuously once the battery is connected and charging has begun.

❏ 3. **IMPORTANT! NEVER LEAVE A CHARGING BATTERY UNATTENDED. ONLY CHARGE THE PIPER J-3 CUB BATTERY WITH THE INCLUDED 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 Piper J-3 Cub 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 Piper J-3 Cub battery while your car is running can be dangerous, because it increases the chances of overcharging. For this reason, you should **never** charge your Piper J-3 Cub battery while your car's engine is running.

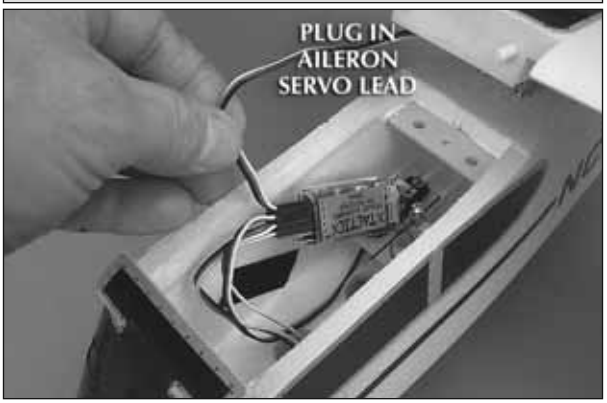
❏ 4. A properly cared for battery pack will last a long time. If the battery pack is continually charged while it is still hot, the life of the battery pack will be shortened. **WARNING:** Misuse or malfunction may overheat the battery and charger, resulting in personal injury or damage to surroundings.

BATTERY RECYCLING

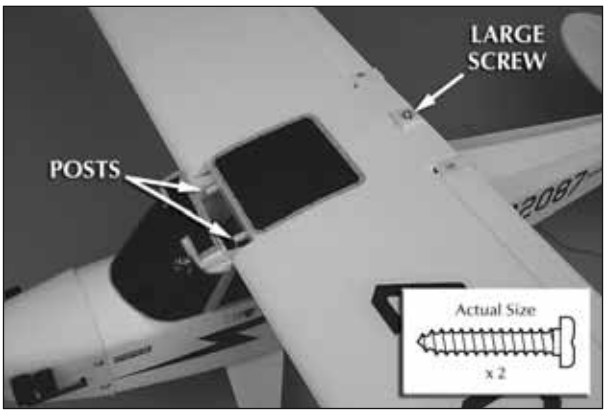
NiMH

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.**

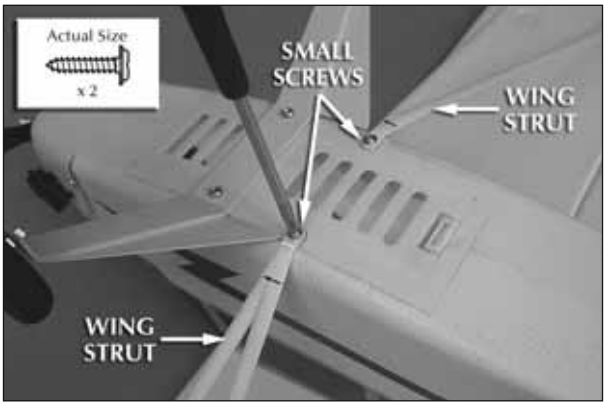
INSTALL THE WING

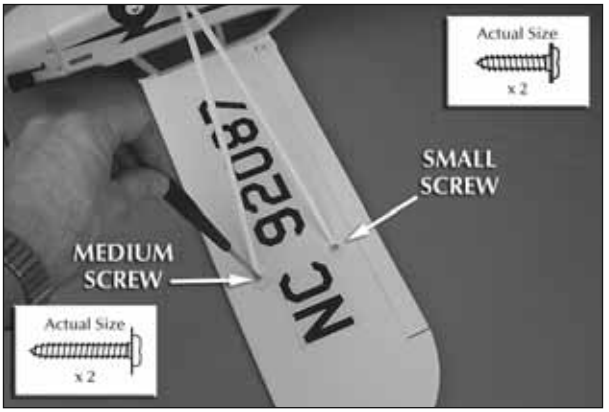


❑1. The receiver is secured to the fuselage with hook and loop material. Pull the receiver free and plug the aileron servo lead from the wing into Channel "1" with the white wire facing up (the channels are numbered on the bottom of the receiver). Push the receiver back onto the hook material.



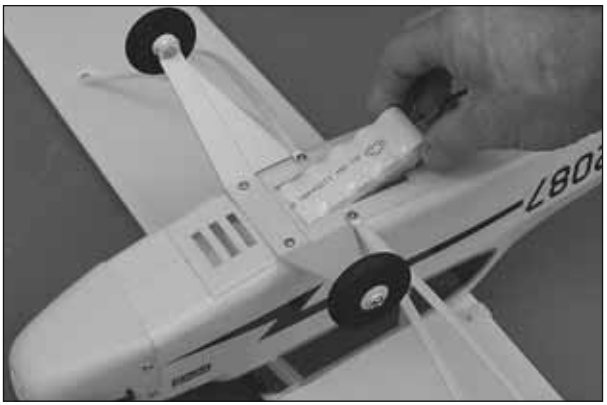
❑2. At the front edge of the wing are two small posts. Position the wing on the top of the fuselage and slide the wing forward, inserting the posts in the holes on the fuselage. Fasten the wing to the fuselage with the large screw. The screw should be tight enough to hold the wing snug against the fuselage,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

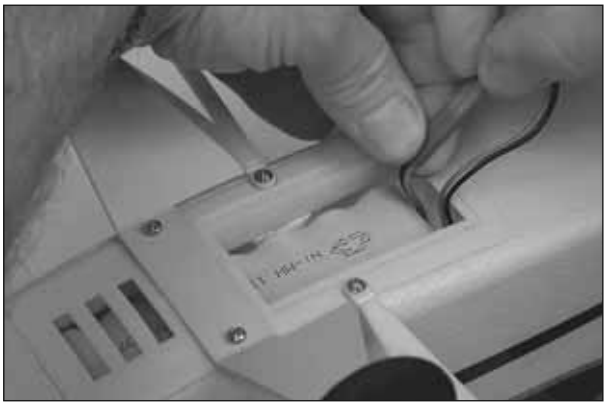




❑ 3. Turn the plane over and attach the wing struts to the battery tray using two small screws. The arm of the wing strut that goes towards the front of the wing is marked with an arrow. Attach the other end of the wing struts to the wing using a small screw at the back edge of the wing and a medium screw at the front edge. Repeat this procedure forth e other wing. **Important:** The Piper J-3 Cub must never be flown without the wing struts attached. The wing struts help support the wing.

RADIO ADJUSTMENT

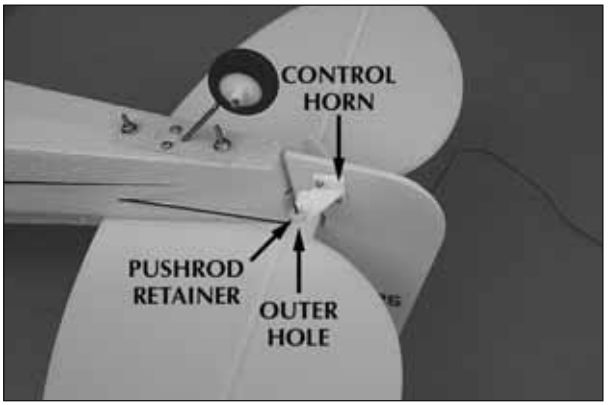




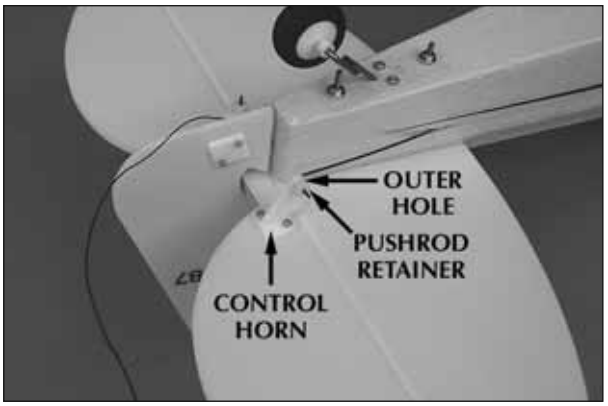
❑ 1. Switch on the transmitter. Make sure all three LEDs are on. Open the battery hatch cover on the bottom of the plane and insert the battery. Attach the battery to the connector. Turn on the plane by moving the switch on the left side of the fuselage.

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

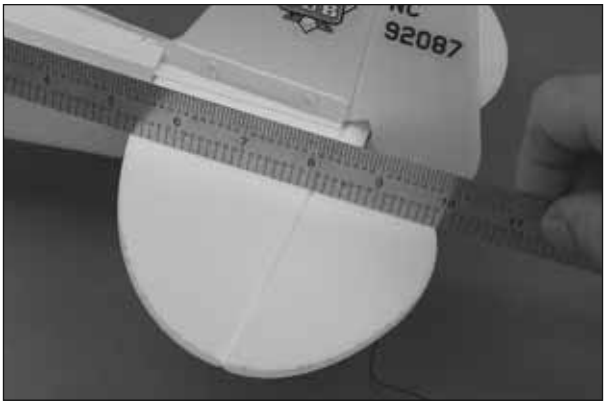
❑ 2. Center the rudder, aileron, and elevator trim.

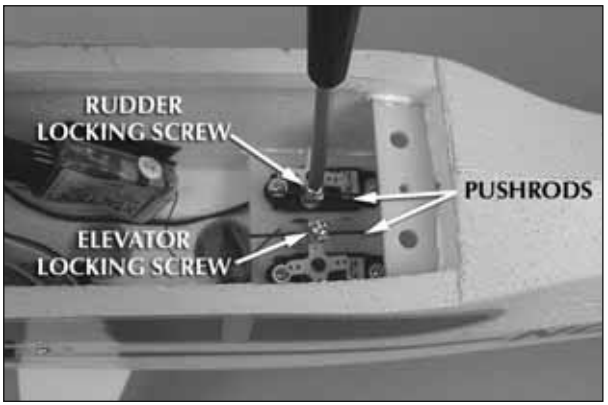


❑ 3. Install the rudder pushrod in the outer hole of the control horn. Slide a pushrod retainer over the pushrods to secure it.



❑ 4. Install the elevator pushrod in the outer hole of the control horn. Slide a pushrod retainer over the pushrod to secure it.

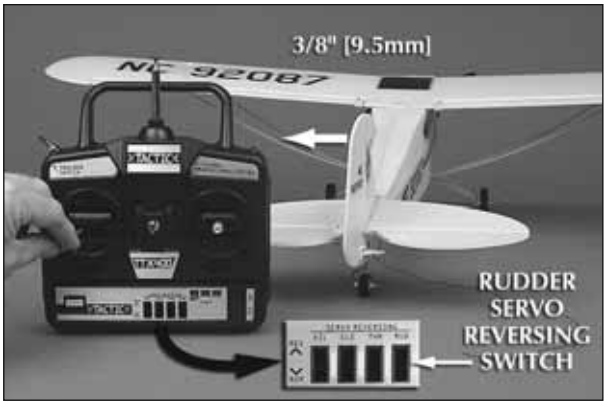




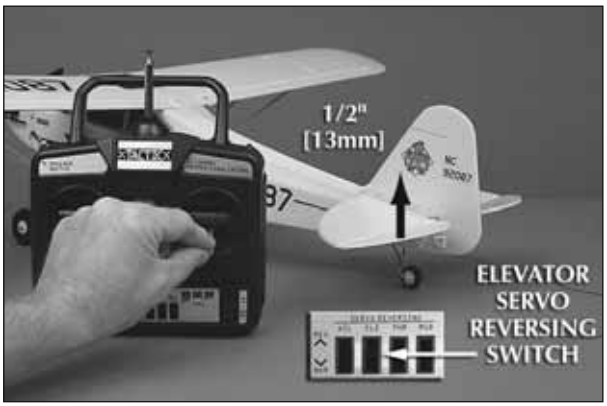
❏ 5. With the transmitter and plane switched on, center the elevator, rudder and aileron sticks and trim levers. Use a straight edge to adjust the rudder and elevator so that they are in the neutral position and tighten the screws in the pushrod connectors.

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" [9.5mm]**. When the left stick is moved all the way right, the trailing edge of the rudder should move to the **right 3/8" [9.5mm]**.



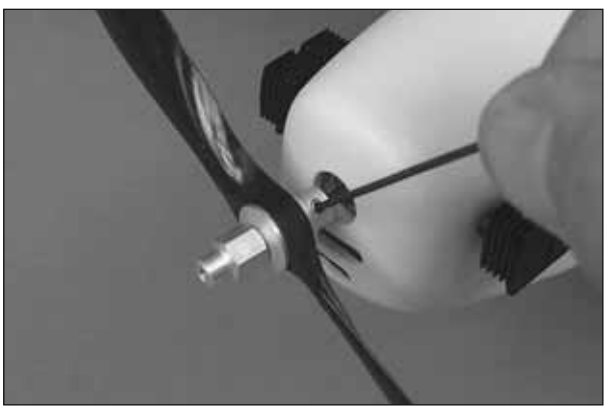
❏ 2. By moving the right stick down, the elevator must move up. If it does not, change the position of the elevator servo reversing switch on the transmitter. When the right stick is moved all the way down (towards you), the trailing edge (back edge) of the elevator should move up **1/2" [13mm]**. When the right stick is moved all the way up (away from you) the trailing edge of the elevator should move down **1/2" [13mm]**.

❑ 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]**.

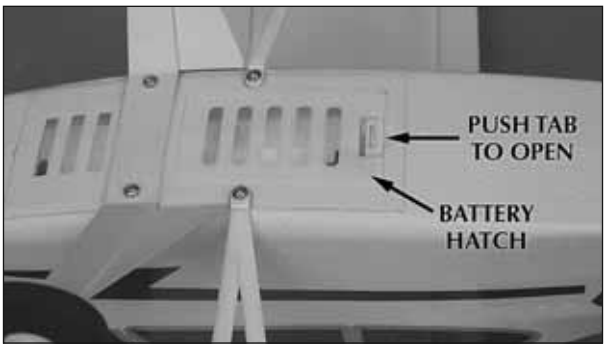
❑ 5. To start the motor, the throttle stick must first be "OFF", all the way down when switching on the transmitter and plane. Then move the stick all the way up and hold it there for 5 seconds. Then return the stick down. This will "arm" the motor. The motor will now operate when the throttle stick is moved up. **NOTE:** Arming the motor must be done each time after the airplane has been turned OFF! (Arming of the motor is a sefety feature that prevents inadvertant starting of the motor if the transmitter is switched on with the throttle stick in any position other than full off.)

CHECK THE BALANCE OF THE MODEL

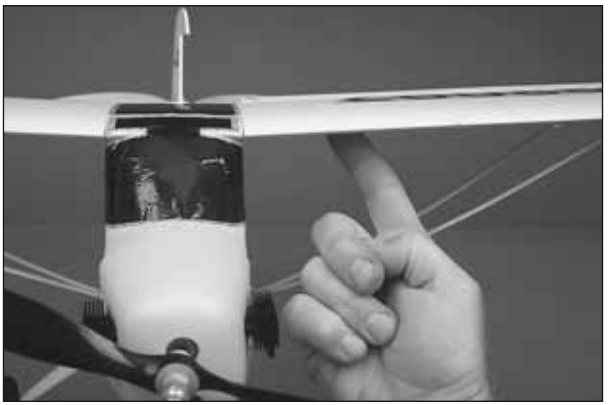
Note: Although your J-3 Cub comes balanced from the factory, the balance point should be confirmed using the following procedure. This section is VERY important and should NOT be omitted. A model that is not properly balanced will be unstable and possibly unflyable.



❑ 4. The set screw in the prop adapter should be checked and tightened **before** each flight.



❑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 1-1/2" [38mm] 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 system that, when used with another Tactic or Futaba® transmitter, can transfer airplane control to a second pilot for learning purposes.

To use the trainer system, the FUTM4415 Trainer Cord must be purchased. 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 J-3 Cub 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 J-3 Cub 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 J-3 Cub. 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 J-3 Cub 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 Piper J-3 Cub should be flown only when the wind speed is 5 mph or less. If the wind is calm or very light, the Piper J-3 Cub 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 six 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, when the battery gets low.

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 transmitting frequency you are. The front of your transmitter has a tag with a number on it (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 J-3 CUB

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. 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 Piper J-3 Cub 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 elevator stick (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 aileron stick (right stick) 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 stick to center. **Caution:** It only requires a small amount of up elevator.

8. Because the transmitter is set up as if it and you were sitting in the cockpit, 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. If the airplane wants to roll left or right, move the aileron trim lever in the opposite direction the plane wants to roll. Again, it should require very little trim.

11. 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 J-3 Cub 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. 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.

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. For your first couple of flights we recommend that you attempt to land with reserve battery power. For added insurance, your Piper J-3 Cub comes with an auto motor cut-off feature which reserves battery power to the receiver for safe landings.

2. During your first flight, while at a high altitude, turn the motor off and notice how the Piper J-3 Cub reacts. This will give you an idea of how the airplane will react during a landing. At this higher atltitude, familiarize yourself with how the model responds at low power and slower speeds as this is how the model will fly when landing.

3. To land the Piper J-3 Cub, 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. Always land into the wind.

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 Piper J-3 Cub 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 stick 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 Piper J-3 Cub, 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

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
HCAA3950 .....Main Wing
HCAQ3851 .....Prop Assembly
HCAA3951 .....Cowl Assembly
HCAA3952 .....Decal Set
HCAA3953 .....Struts (2)
HCAA3954 .....Motor Mount
HCAA3955 .....Main Landing Gear
HCAA3956 .....Tail Assembly
HCAA3957 .....Battery Hatch Door
HCAA3958 .....Fuselage w/Pushrods
HCAG1053.....Motor 380
GPMM7700.....12V Peak Charger 600-1100mAh 2-Pin
HCAQ3501 .....Propeller (2)
HCAA3959 .....Tail Wheel Assembly
HCAA3960 .....Firewall
HCAA3913 .....Control Horn Set
HCAA3961 .....Wing Screws
HCAA3962 .....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 Receiver 72.510FM Channel 36
TACL6038 .....TRX600 Receiver 72.550FM Channel 38
TACL6042 .....TRX600 Receiver 72.630FM Channel 42
TACL6044 .....TRX600 Receiver 72.670FM Channel 44
TACL6046 .....TRX600 Receiver 72.710FM Channel 46
TACL6050 .....TRX600 Receiver 72.790FM Channel 50
TACJ14** .....TTX400 Transmitter
TACL4036 .....Transmitter Crystal 72.510FM Ch 36
TACL4038 .....Transmitter Crystal 72.550FM Ch 38
TACL4042 .....Transmitter Crystal 72.630FM Ch 42
TACL4044 .....Transmitter Crystal 72.670FM Ch 44
TACL4046 .....Transmitter Crystal 72.710FM Ch 46
TACL4050 .....Transmitter Crystal 72.790FM Ch 50
TACM4403 .....Transmitter Battery Holder
TACM6600 .....TSC600 Electronic Speed Control

DIABLO EDF JET TRAINER RTF

FLYZONE™ by HOBBICO®

Wingspan: 40.25 in (1020 mm)
Wing Area: 320 in² (20.6 dm²)
Length: 39 in (995 mm)
Includes: Tactic™ 4-channel radio, receiver, servos, speed control, HyperFlow™ ducted fan system, ElectriFly™ 3S 11.1V 1500mAh LiPo battery pack, ElectriFly balancing charger w/AC & DC adapters
Requires: 8 "AA" alkaline batteries

Don't just learn to fly: learn to fly a ducted fan model — without fear! The Diablo's sleek military styling gives it the look of a super-quick jet...but it actually handles as gently as a trainer. It's virtually flight-ready right out of the box, with a radio and power system already installed. And as your flying skills grow, the Diablo grows with you — with special option parts available that give this exciting electric jet extra speed and agility!

The Diabolo is molded from advanced AeroCell(tm) foam. It's tough enough to take abuse, light enough for electric flight...and factory-finished for great looks. The proven HyperFlow(tm) ducted fan system supplies incredible static thrust for unparalleled flight speeds and jet performance. And FlyZone tips the scales for top-of-the-line flight by including a 3S 11.1V 1500mAh LiPo battery pack — delivering more power than similarly sized NiMH packs. **HCAA28****

Heli-Max™

AXE CP COLLECTIVE PITCH

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. **HMXE04****

OTHER ITEMS AVAILABLE

NexSTAR EP Select

HOBBICO®

Wingspan: 68.5 in (1740 mm)
Wing Area: 722 in² (46.6 dm²)
Weight: 7-8.5 lb (3175-3855 g)
Wing Loading: 22-27 oz/ft² (68-83 g/dm²)
Length: 56 in (1410 mm)
Includes: 6EXA computer radio w/3 servos & trainer system, PA-2 flight stabilization system, electronic speed control, RimFire™ 42-50-800 out-runner brushless motor, APC 10x5E prop, RealFlight™ NexSTAR simulator software and interface
Requires: (2) 9.6V 3600mAh NiMH batteries, peak charger

The ultimate electric flight training model. Success is guaranteed!

Just as the NexSTAR 46 forever changed the perception of glow-powered ready-to-fly trainers, the NexSTAR EP is doing the same for electrics. It has all the innovations of the original NexSTAR, offering more assistance for first-time pilots than any other plane. And motor power means the NexSTAR EP is also the cleanest and quietest way to learn to fly!

The included Futaba® 6EXA radio is the perfect flight system to start and stay with. It doubles as the controller for the supplied NexSTAR EP CD ROM flight simulation software — so that the skills you learn while practicing at your PC translate directly into improved ability at the flying field. And, it has a built-in trainer system so you can share control with an instructor until you're comfortable flying solo.

For power, Hobbico includes the ElectriFly™ RimFire™ 42-50-800 out-runner brushless motor, which rivals glow engines for performance. And numerous patented design features — such as PivotFlex™ wing mounting, the Easy Align™ tail mounting system, and SnapGear™ quick landing gear mounts — make perfect final assembly a sure thing. **HCAA09****

Learn more about the NexSTAR EP (including how Hobbico literally guarantees your success) by visiting **www.hobbiconexstar.com** today!