COMPLETE RTF AIRPLANE

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.

Printed in China
HCAZ2800 for HCAA28**

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

Your Diablo EDF 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.

If you are not already a member of the AMA, please join! The AMA is the governing body of model aviation and membership provides liability insurance coverage, protects modelers' rights and interests and is required to fly at most R/C sites.

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**

IMPORTANT!!! Two of the most important things you can do to preserve the radio controlled aircraft hobby are to avoid flying near full-scale aircraft and avoid flying near or over groups of people.

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 Diablo EDF plane.

GLOSSARY

Rudder: Controls the direction (yaw) of the airplane and initiates roll when using the beginner wing. The rudder is used to steer the airplane when using the beginner wing.

Elevator: Pitches the airplane up and down to control altitude and airspeed.

Aileron: Controls the roll of the airplane when using the advanced wing.

Motor: Rotates the fan to provide forward thrust.

Electric Ducted Fan (EDF): This unit contains the fan and the motor. It is installed inside of the power pod.

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

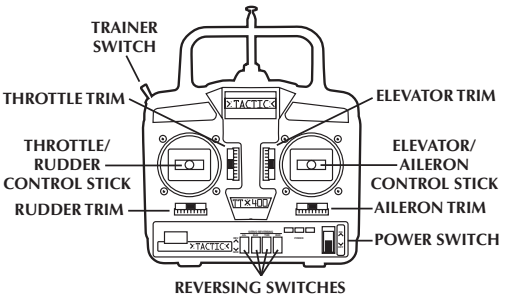
Lithium Polymer (LiPo) Battery: A type of rechargeable battery consisting of multiple flat cells. These are light weight and provide high power.

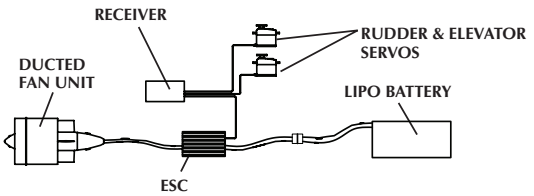
Receiver (Rx): Translates inputs from the transmitter and controls the servos.

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

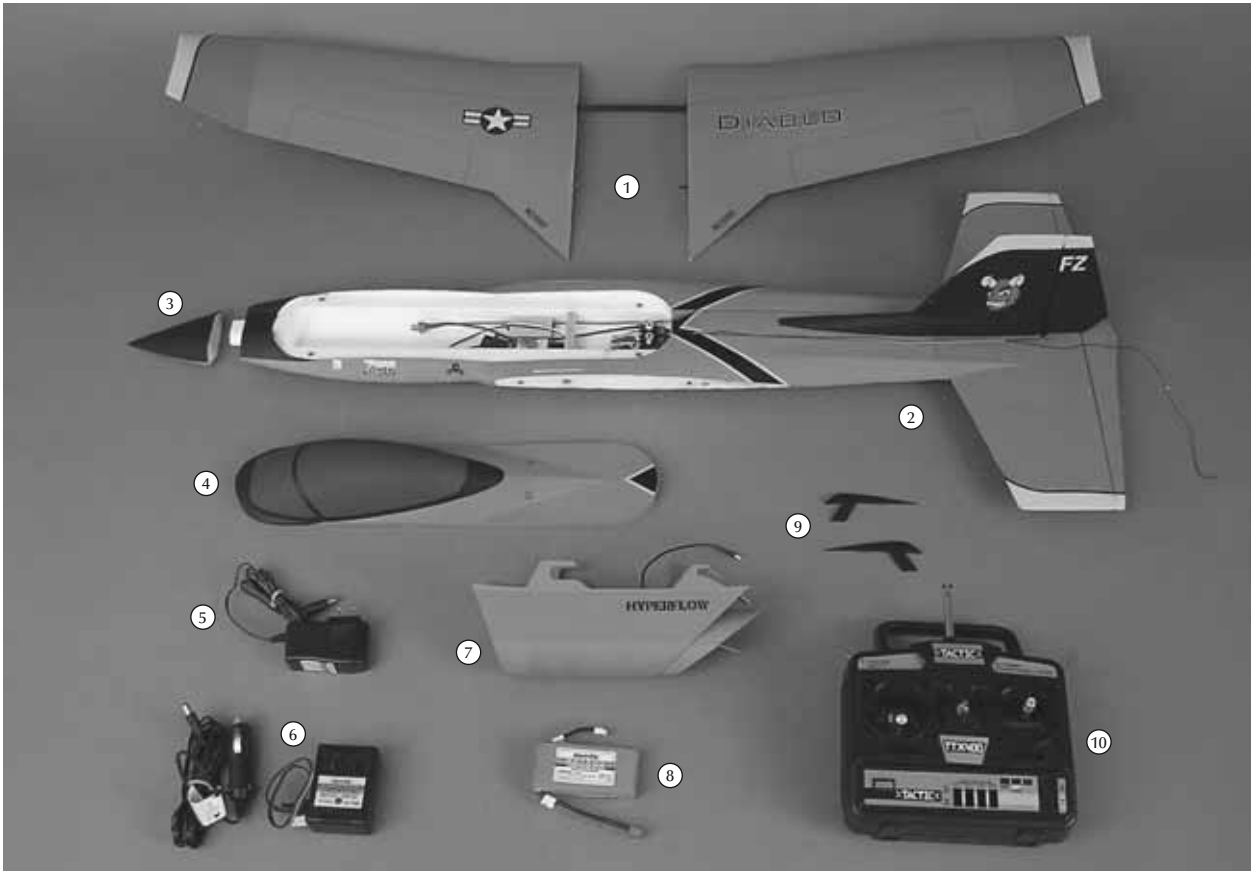
Servo: Connects to the receiver and moves the control surfaces.

Control Throw: The full movement of the rudder, elevator, or ailerons.





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.	Beginner Wing	1
❑	2.	Fuselage	1
❑	3.	Nose Cone	1
❑	4.	Canopy	1
❑	5.	AC Battery Charger Adapter	1
❑	6.	LiPo Battery Charger w/DC Adapter	1
❑	7.	HyperFlow™ Single EDF Power Pod	1
❑	8.	11.1v, 1500mAh LiPo Battery	1
❑	9.	Power Pod Locks	1
❑	10.	4-Channel Transmitter	1

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.

LITHIUM BATTERY HANDLING & USAGE

WARNING!!
Read the entire instruction sheet included with the battery charger. Failure to follow all instructions could cause permanent damage to the battery and its surroundings, and cause bodily harm!

- **ONLY** use a LiPo approved charger.
- **NEVER** charge in excess of 4.20V per cell.
- **ONLY** charge through the "charge" lead. NEVER charge through the "discharge" lead.
- **NEVER** charge at currents greater than 1C.
- **ALWAYS** set charger's output volts to match battery volts.
- **ALWAYS** charge in a fireproof location.
- **NEVER** trickle charge.
- **NEVER** allow battery temperature to exceed 150° F (65° C).
- **NEVER** disassemble or modify pack wiring in any way or puncture cells.
- **NEVER** discharge below 2.5V per cell
- **NEVER** place on combustible materials or leave unattended during charge or discharge.
- **ALWAYS KEEP OUT OF REACH OF CHILDREN.**

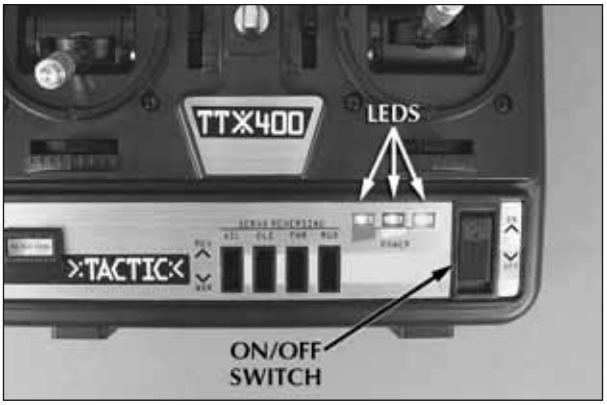
PREPARE THE TRANSMITTER

❑ 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 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 Diablo EDF 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:

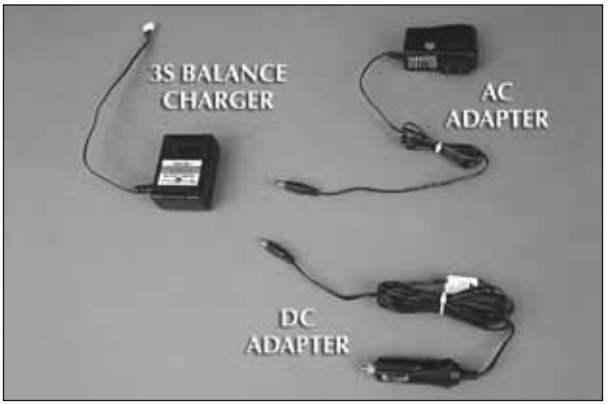
- Do not mix old and new batteries.
- Do not mix alkaline, standard (carbon-zinc) or rechargeable (NiCd) batteries.
- Non-rechargeable batteries are not to be recharged.
- Only batteries with the same or equivalent type as recommended are to be used.
- Batteries are to be inserted with the correct polarity.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

LIPO BATTERY CHARGING PRECAUTIONS

- Always remove the battery from the airplane before charging.
- Remember to check the temperature of the battery every 5 minutes during charging. If the battery becomes hot during charging, unplug it from the battery charger immediately even if it has not completely charged.
- Charge the battery in a fireproof location away from flammable materials.
- DO NOT leave the battery charger unattended while it is charging.
- DO NOT charge a LiPo battery inside of a vehicle. Extend the charger cord and place the battery and charger outside the vehicle away from flammable materials.
- DO NOT charge the battery with the vehicle running. This increases the chances of the battery becoming overcharged.
- ALWAYS use the included 3S LiPo balance charger to charge the LiPo battery.

CHARGE THE PLANE'S LIPO BATTERY

Read the **"LITHIUM BATTERY HANDLING AND USAGE"** and the **"LIPO BATTERY CHARGING PRECAUTIONS"** sections in this manual.



❏ 1. Locate the LiPo 3S Balance Charger. This comes with both an AC adapter and a DC adapter so you can charge your battery at home or in your car.

❏ 2. Plug either the AC adapter or the DC adapter into the LiPo charger.

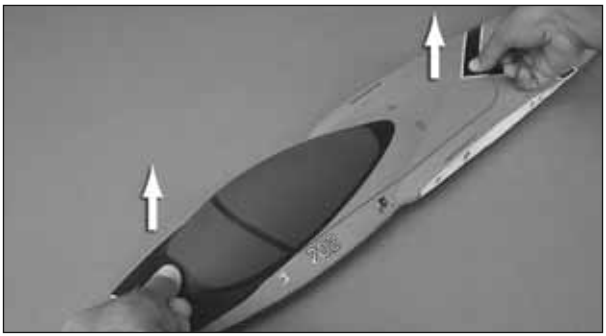
❏ 3. If you will be charging your battery from your car, plug the DC adapter into your vehicle's 12-volt power outlet. Fully extend the power cords and set the charger and battery outside of the vehicle and away from flammable materials. **NEVER charge your airplane's battery while driving or with the vehicle engine running.**

❏ 4. Refer to the LiPo 3S Balance Charger's instruction sheet for specific battery charging instructions. Charge the LiPo battery according to the instructions.

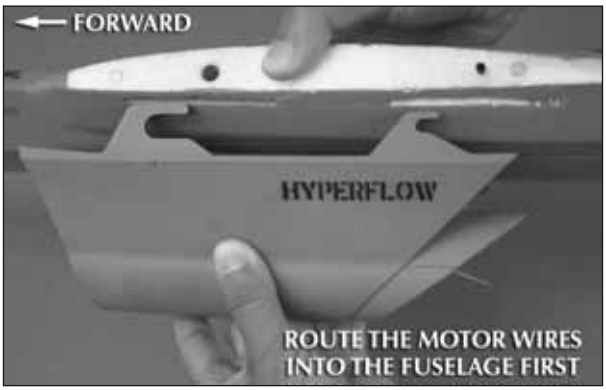
❏ 5. Unplug the battery from the charger and then unplug the charger from its power source.

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

INSTALL THE SINGLE EDF POWER POD

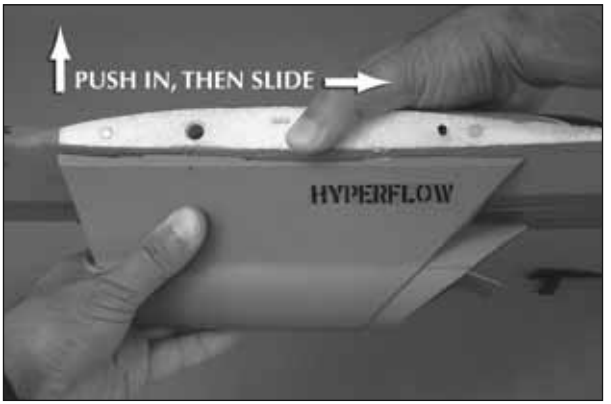


❏ 1. Remove the canopy/battery hatch from the fuselage and set it aside.

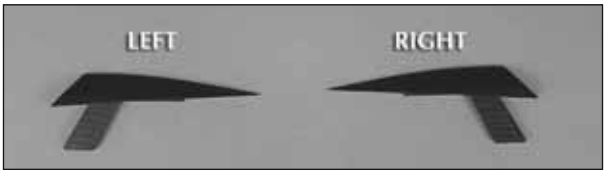


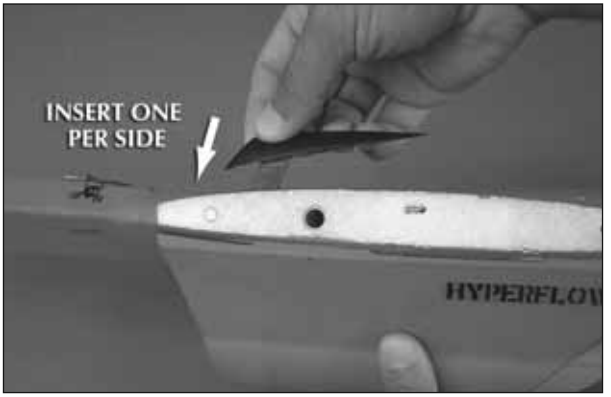
❏ 2. With the fan of the Power Pod facing forward, pass the two wires of the Power Pod through the hole in the bottom of the fuselage.

❏ 3. Holding the fuselage in one hand and the Power Pod in the other, slide the Power Pod into the **forward part** of the slots in the fuselage. Make sure that all of the tabs are inserted. **NOTE:** Photos show the **left side** of model.



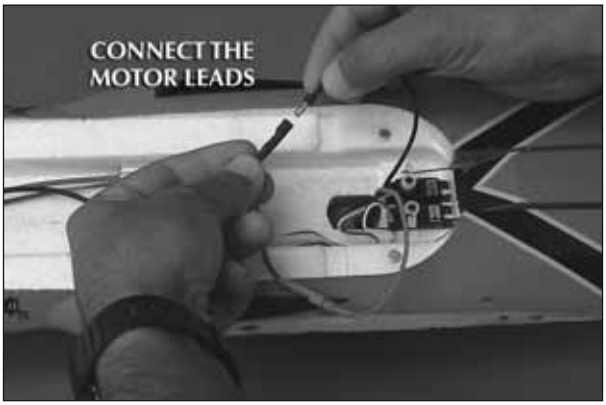
❏ 4. Push the Power Pod up into the fuselage and slide it backwards until it stops. The tabs on the Power Pod should be fully engaged onto the wing spar sleeves.





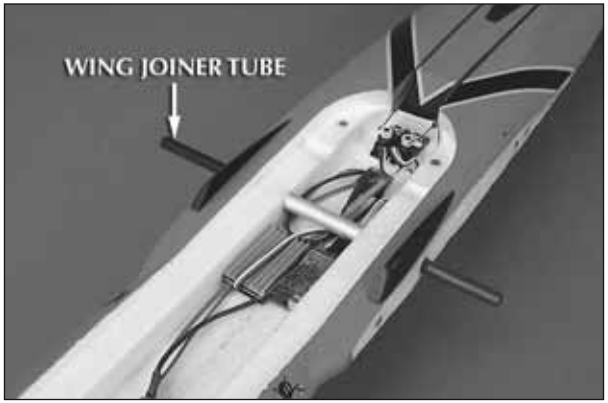
❏ 5. Locate the left and right **Power Pod locks**. Insert the tab of each Power Pod lock into the forward part of the forward slots. These will lock the Power Pod in place. **NOTE:** If you have difficulty installing the locks, the Power Pod must be slid back farther. Remove and reinstall the Power Pod, making sure to slide the pod all the way back in the slots.

Removing and reinstalling the wings many times may loosen the fit of the Power Pod locks in the slots. Wrapping the tabs with masking tape will help improve the friction fit.

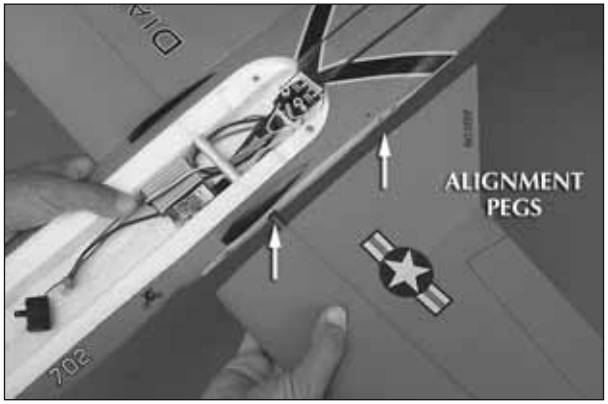


❏ 6. Connect the red motor wire of the Power Pod to the red wire of the ESC. Connect the black motor wire to the black ESC wire. Position these wires in the fuselage so that they do not interfere with the two servos.

INSTALL THE BEGINNER WING



❏ 1. Position the 8mm x 225mm wing joiner tube in the fuselage as shown. It does not have to be centered in the fuselage exactly. It will self-center when you install the wings.

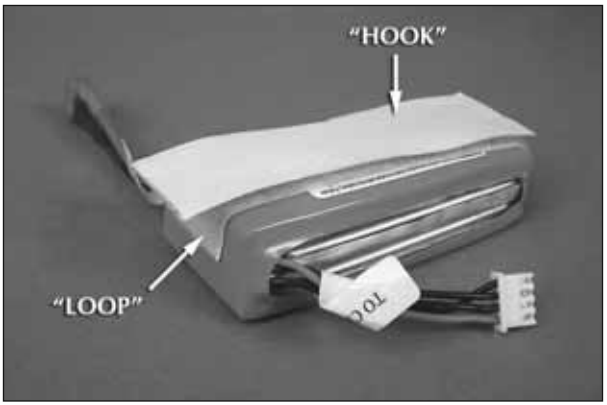


❏ 2. Install the wings, one at a time, onto the wing joiner tube. As you install each wing, be careful to align each wing peg with its respective sleeve in the fuselage. Slide the wings onto the fuselage until they sit flat against the fuselage. Two magnets in each wing will keep the wings attached.

FINAL EDF UNIT CHECK

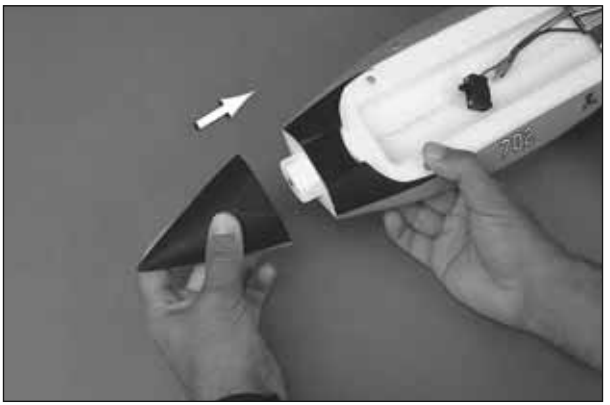
With the airplane off and the battery removed, use a phillips screwdriver to check to see that the fan is securely screwed onto the motor. Periodically, you should remove this screw and pull off the fan to check the two screws inside that attach the motor to the EDF unit. Use thread-locking compound on the threads of these screws and the fan screw and reinstall them tightly. Over-tightening these screws can cause the EDF unit to crack and become unsafe.

PREPARE THE BATTERY



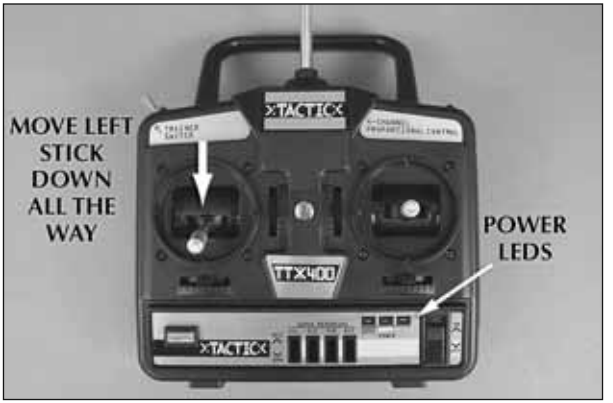
❏ 1. Peel the backing paper off of the "loop" side (fuzzy side) of the hook and loop material that was supplied with your Diablo EDF. Stick the loop side to the back of the battery as shown.

❏ 2. Peel the backing paper off of the "hook" side of the hook and loop material. Position the battery all the way forward in the battery compartment and press it into place. Pull the battery out of the airplane. The hook side should remain stuck to the battery compartment floor.



❏ 3. Install the nosecone as shown. A magnet holds it in place.

ADJUST THE RADIO

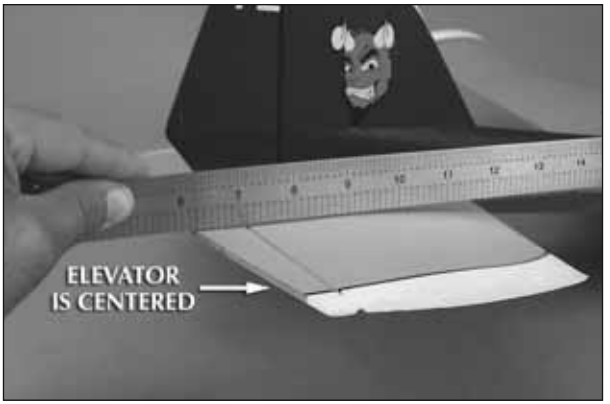


❏ 1. Set the airplane down on a flat surface that is clear of any debris. Keep loose clothing, sweater strings, and all other foreign objects clear of the EDF unit at all times.

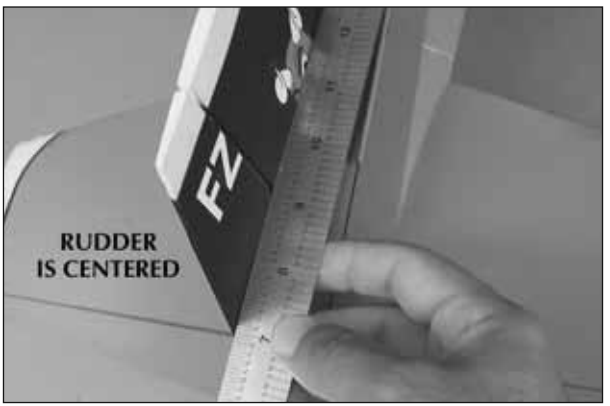
❏ 2. Move the throttle stick all the way down and switch on the transmitter. Make sure that all three LEDs are on. If the green LED is not on, you need to replace the transmitter batteries. **CAUTION:** The transmitter must always be turned on BEFORE plugging in the LiPo battery.

❏ 3. Insert the LiPo battery into the airplane, connect the battery, and move the switch on the ESC to the ON position. **CAUTION: Once the battery is connected to the ESC, stay clear of the EDF unit.**

❏ 4. Center the trim sliders on the transmitter.



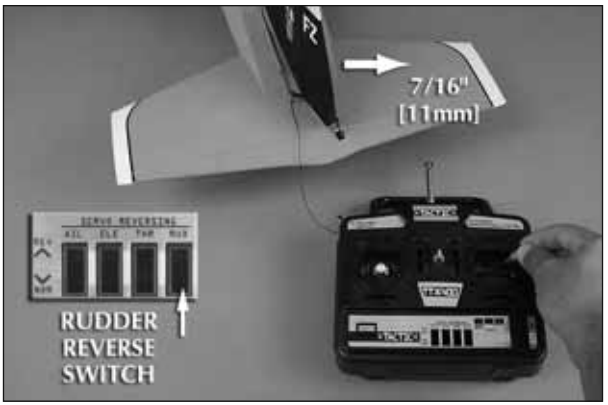
❏ 5. Use a straight edge to check that the **elevator** is centered. If it is not centered, loosen the thumb screw and adjust the elevator. When you are satisfied, tighten the thumb screw.



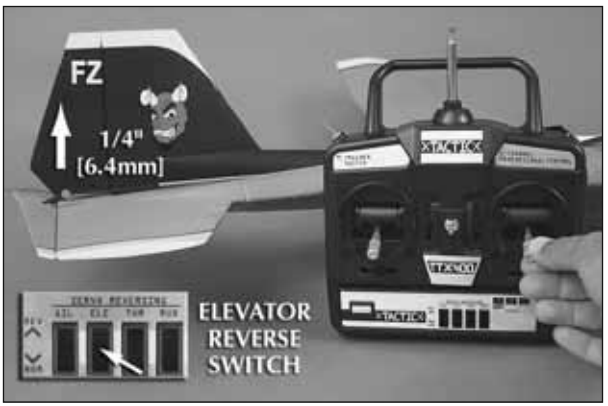
❏ 6. Check the **rudder** and make sure it is centered. If it is not centered, adjust it as you did the elevator above.

FINISH THE RADIO SETUP

The control throws (the distance of control surface deflection) are measured at the widest part of the elevator and rudder. If it is necessary, 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 right control stick to the right. The rudder must move to the right. If it does not, change the position of the rudder servo reversing switch on the transmitter. With the stick moved all the way over to the right, the trailing edge of the rudder should move to the **right 7/16" [11mm]**. When the stick is moved all the way to the left, the trailing edge of the rudder should move to the **left 7/16" [11mm]**.



❏ 2. Moving the right control stick all the way down should make the elevator move up. If it does not

move up, change the position of the elevator servo reversing switch on the transmitter. Move the right stick down all the way. The elevator should deflect **up 1/4" [6.4mm]**. Move the right stick up all the way. The elevator should deflect down **1/4" [6.4mm]**.

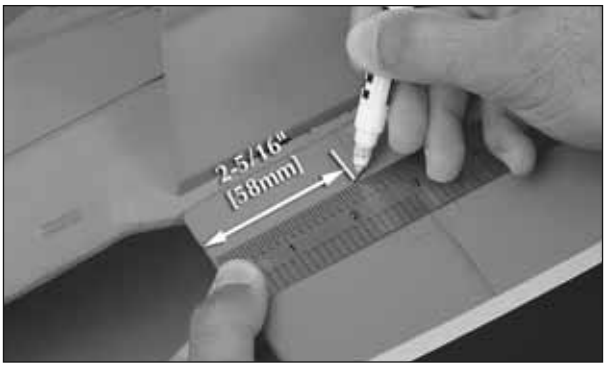
❏ 3. To start the motor, the throttle stick must first be in the "OFF" position all the way down. Place the throttle stick in this position before turning on the transmitter and plugging in the airplane's battery. Turn the transmitter ON. With the airplane located in a safe position and away from anything that may get sucked into the EDF unit, plug in the airplane's battery and switch the plane on. Move the throttle stick all the way up and leave it there for 10 seconds. Move the throttle stick all the way down. The motor is now "armed." Moving the throttle stick again will operate the motor and EDF fan.

NOTE: The motor must be armed each time the airplane has been turned off. This is a safety feature that prevents inadvertent 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 Diablo EDF comes balanced from the factory, the balance point should be confirmed using the following procedure. This section is VERY important and must NOT be omitted. A model that is not properly balanced will be unstable and possibly unflyable.

❏ 1. Place the battery pack in the forward section of the battery compartment. DO NOT plug the battery in at this time. Install the canopy/hatch.



❏ 2. Turn the model upside down. Place marks on the bottoms of both wings **2-5/16"[58mm] back from the front (leading edge) of each wing**. This was found to be the ideal balance point for this airplane. The acceptable range of balance is from 2" [51mm] to 2-1/2" [64mm] back from the leading edge of the wing. If your airplane does not balance at the ideal balance point or within the safe range, there is room to shift the airplane's battery in the battery compartment. If this is not enough, you may purchase stick-on lead weight at most hobby shops.

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 Diablo EDF 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 Diablo EDF 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 Diablo EDF. 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 Diablo EDF 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 Diablo EDF should be flown only when the wind speed is 5 mph or less. If the wind is calm or very light, the Diablo EDF 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.

3. Make sure the motor 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 DIABLO EDF

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 away from the fan.

3. Arm the motor by moving the left control stick all the way up. Hold the throttle lever here for the count of 10. Then, move the stick back down. Now when the stick is moved up, the fan will start to turn. The farther the stick is moved, the faster the fan will turn–this is proportional throttle.

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 Diablo EDF with a firm toss 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, you can hand launch it yourself.

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 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 in 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 a left turn, but your airplane goes to your right. In short, you have to reverse the way you control the plane. 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 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. The Diablo EDF is set up in the beginner configuration with rudder on the right stick. Moving the right control stick (rudder) to the left will cause the Diablo EDF 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 Diablo EDF 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 Diablo EDF reacts. This will give you an idea of how the airplane will react during a landing. At this higher altitude, 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 Diablo EDF, 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 fan on the Diablo EDF 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 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 them together with clear packaging tape. Regular cyanoacrylate (CA) can also be used on this type of foam. Foam-safe CA is not necessary or beneficial. Whichever glue you choose, let the glue fully cure before attempting to fly again.

REPLACEMENT PARTS LIST

To order replacement parts for your Diablo EDF, 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

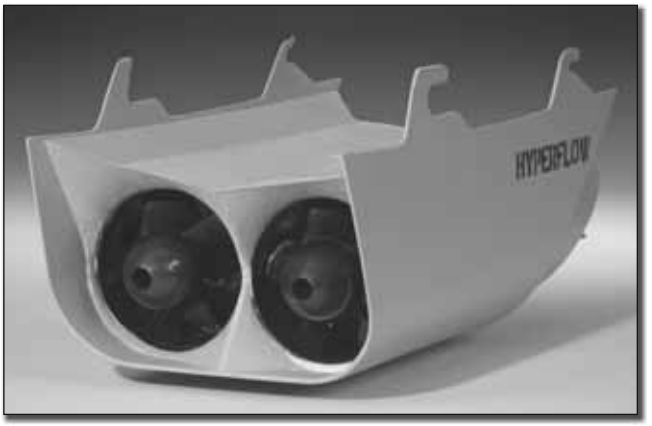
Before starting to build, take an inventory of this kit to make sure it is complete and inspect the parts to make sure they are of acceptable quality. If you need assistance with assembly, contact Product Support. When reporting defective or missing parts, use the part names exactly as they are written in the parts list.

Stock # ..... Description
HCAA3439 .....Single Power Pod
HCAA3442 .....Beginner Wing
HCAA3443 .....Canopy
HCAA3444 .....Nose Cone
HCAA3445 .....Fuse and Tail w/Installed Pushrods
HCAA3446 .....Decal Set
HCAA3447 .....Power Pod Locks
HCAA3448 .....Pushrod/Clevis Set
GPMM3315.....3S LiPo Charger w/DC Car Adapter
GPMM3310.....12V 1A AC/DC Power Supply
GPMM3316.....3S LiPo Balance Charger AC&DC Supply
HCAA3438 .....25A Brushed ESC
GPMG0311 .....Brushed Motor
GPMP0717 .....LiPo 11.1V 1500mAh 15C Balance
GPMG3940 .....HyperFlow Fan Rotor Blade
GPMG3941 .....HyperFlow Miscellaneous Parts
TACJ14**.....TTX400 Transmitter
TACL4036 .....Transmitter Crystal 72.510FM Channel 36
TACL4038 .....Transmitter Crystal 72.550FM Channel 38
TACL4042 .....Transmitter Crystal 72.630FM Channel 42
TACL4044 .....Transmitter Crystal 72.670FM Channel 44
TACL4046 .....Transmitter Crystal 72.710FM Channel 46
TACL4050 .....Transmitter Crystal 72.790FM Channel 50
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
TACM4401 .....Tx Antenna
TACM4402 .....Tx Battery Door
TACM4403 .....Tx Battery Holder
TACM0100 .....TSX100 Micro Servo
TACM5101 .....TSX100 Servo Arms
TACM5100 .....TSX100 Servo Gear Set

UPGRADES AVAILABLE FOR YOUR DIABLO EDF

The advanced wing is available when you're ready to add aileron roll control and more speed. One servo is installed in each wing to control each aileron. This wing can be used with either the Single or Dual EDF Power Pod. **HCAA3441**

The Dual EDF Power Pod is available for pilots who are ready for more thrust and speed. It can be used with the beginner wing or with the advanced wing. **HCAA3440**



The brushless Great Planes 20-40-3500 Ammo motor offers more thrust, more speed, lighter weight, and better efficiency over the standard brushed motor setup. Throttle back for longer flights or throttle up for blazing speed and vertical climbs. **GPMG5140** *(Requires **GPMM3122**. Please review the HyperFlow instruction manual for explanations on installation.)*

Upgrading to the brushless Ammo motor requires a brushless Electronic Speed Control. This 25 amp ESC is made to handle the increased loads and adds efficiency. One ESC is required per motor. **GPMM1820**