Radio Control Airplane Flight Manual

Do not touch the running propeller!
Do not fly above people's heads!
Adult supervision is required

SAFETY PRECAUTIONS

- Do not modify or disassemble the unit or its components. Doing so will void your warranty and may cause electrical damage.
- Keep hands, fingers, hair and loose articles of clothing away from the propeller.
- Turn off the transmitter and the airplane when not in use.
- Always remove batteries from your transmitter when you have finished flying for the day. Do not store batteries inside the transmitter.
- Adult supervision is required.
- Always use fresh alkaline batteries in the transmitter for optimum performance.
- Replace the batteries as soon as the use of the airplane becomes impaired.
- Please read this manual completely before operating and keep this information for reference.
- The airplane's charger is specifically designed for the battery in the airplane. Do not attempt to charge any battery than the one in the airplane.

FCC STATEMENTS

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.
NOTE: This equipment has been tested and found to comply with the limits for a class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy, and if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try correcting the interference by one or more of the following measures:
- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

BATTERY CAUTIONS:

- Never charge your airplane for more than 30 minutes.
- Never attempt to charge non-rechargeable batteries.
- Allow the built-in flight pack to cool for 10 minutes after flying before rechargingng.
- Never mix new and used batteries or different types of batteries.
- Batteries must be inserted into the transmitter with proper polarity.
- Do not short-circuit the battery terminals.

CARE AND MAINTENANCE:

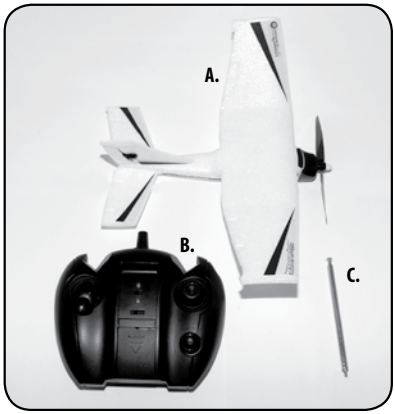
- Always remove the batteries from the transmitter when it is not being used.
- Keep the airplane away from heat.
- Do not submerge the airplane in water or allow its components to get wet.

SPECIAL NOTE TO ADULTS:

- Periodically check the charging system, wire, battery pack and all electrical connections for damage. In the event of damage, the parts should not be used until properly repaired or replaced.
- This product is not intended for children under 8 years old.
- Only charge the airplane with the included charger.
- Do not attempt to charge any other batteries with the included charger.

PACKAGE CONTENTS

A. Radio Control Airplane
B. Transmitter w/ integrated peak charger
C. Transmitter Antenna



WARNING:
Changes or modifications to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment

TRANSMITTER

A. Throttle Control Stick - When it is all the way pulled back, the motor is off. Full power is reached when the throttle control stick is positioned all the way forward.

B. Rudder Control Stick - Makes the airplane turn left and right.
Note: You can only use the directional control stick when throttle input is given.

C. Tail Rotor Trim Dial - This dial has no function for this product.

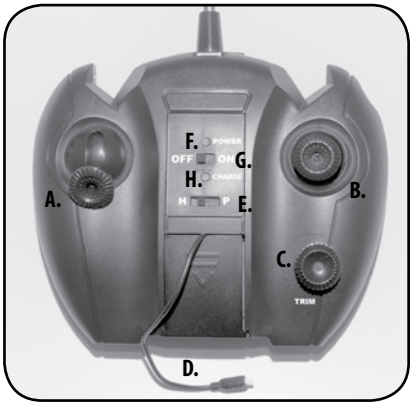
D. Charging Cord - Located inside a compartment at the base of the transmitter and used when charging the airplane.

E. Channel Switch - This switch needs to be set to P for your plane to operate.

F. Power LED - Illuminates red, the transmitter power is ON and you have adequate power to control your airplane.

G. Power Switch - Turns your transmitter on and off.

H. Charging LED - Illuminates green when the transmitter is in charging mode.



IMPORTANT NOTE: The transmitter has an auto shutoff feature. If the transmitter power is left ON for 10 minutes without any control input or charger output, the transmitter will turn off. You will need to flip the power switch OFF and ON to reset the transmitter.

FLYING PREPARATION

BATTERY INSTALLATION - TRANSMITTER:
Make sure the power switch on the airplane and transmitter are in the off position.
1. Use a Philips head screwdriver to unscrew the battery hatch screws.
2. Put 6 AA size batteries in the transmitter, paying close attention to the polarity symbols (+ & -)
3. Replace the cover and tighten the screw.

BATTERY CHARGING:
1. Open the compartment on the front of your transmitter that contains the charging cord.
2. Turn off the power switch on the airplane and turn on the power switch on the transmitter. The red LED on the transmitter should illuminate.
3. Plug the charging cord into the airplane into the charging socket on the plane below the On/Off switch. Pay attention to the polarity of the charging connector.
4. The green LED will illuminate while the airplane is charger and will turn off when charging is complete.

FLIGHT AREA AND WEATHER SUGGESTIONS:
1. If flying outdoors, only fly in 5 MPH or slower winds. A strong wind can affect the Interceptor's flight.
2. Always fly in wide open areas. Make sure there are no buildings, power lines, trees, roads, vehicles or people.
3. Do not fly the airplane in rain, snow or other adverse weather conditions.

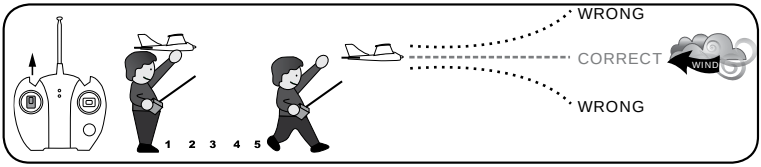
FLYING YOUR AIRPLANE

1. Turn ON the transmitter first, then turn ON the airplane.
2. Extend the transmitter antenna fully.
3. Grip the fuselage directly beneath the main wing.
4. The transmitter has a safety feature that prevents the airplane from turning on too soon. To deactivate it, move the throttle all the way forward then all the way back.
5. Push the throttle forward to $^{2}/_{3}$ power and gently toss the plane like a dart.
6. Once at the desired altitude, use the right stick to turn the plane right or left.
7. Refer to the table below for the transmitter controls.
8. Landing: Turn your airplane to face into the wind and slowly throttle down and let it glide down into a soft, grassy area.

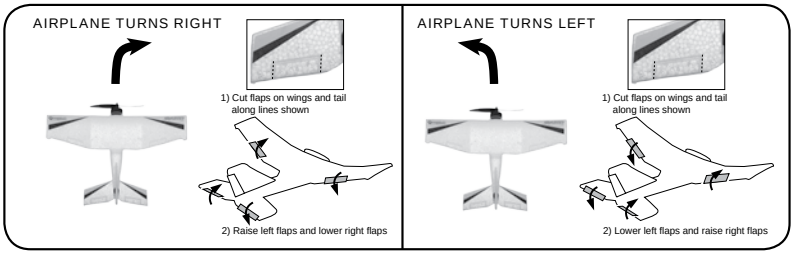
Left Stick	Right Stick	Action
⇧		↑ Take off and go up
⇩		↓ Go down and land
Enough to keep altitude	⇦	↰ Turn left
Enough to keep altitude	⇨	↱ Turn right

FLYING TIPS

1. It is important to launch the airplane into the wind and horizontally.



2. The plane may not fly correctly after crashes, improper storage, etc. You can adjust the flight of your airplane by cutting the grooved flaps on your planes wings and elevator. Use the following diagram for reference on how to properly trim your airplane.



REPAIRING YOUR AIRPLANE

- Fix minor wing or tail damage with clear tape.
- Major damage to wings or fuselage can be repaired with foam safe glue.

TROUBLESHOOTING

Always make sure your transmitter batteries are fresh and your helicopter is fully charged, as this can be the cause of many operational issues

PROBLEM	CAUSE	SOLUTION
Propeller does not spin	Propeller may be binding against motor	Check to make sure propeller spins freely
Motor only runs for short time before turning off OR Motor pulses OR Control signal is lost	Antenna is not fully extended	Fully extend the transmitter antenna
	Signal path from Transmitter to airplane is blocked	Make sure there is no obstruction
	Transmitter is too far or too close to the airplane	Move the transmitter closer or further from the airplane until you regain signal.
	You may have radio interference	Try a different location
Airplane does fly straight	Improper take off	Review take off procedure
	Airplane is not trimmed correctly	Follow the directions for trimming your airplane
	Too much directional control input is being used	Use smaller gentle inputs
	Tail is not securely mounted on the fuselage	Double check to make sure tail is secure and if needed use foam safe glue to repair
Airplane loses altitude rapidly during turns	Too much or too little control input is given	Reduce or increase the amount of control input given until the airplane flies stable
No power to radio control transmitter and charger or the transmitter RED LED is flashing	Batteries in the transmitter are incorrectly installed	Make sure batteries are installed in the correct direction
	Batteries in the transmitter are exhausted	Replace the batteries with new "AA" 1.5V alkaline batteries
	Transmitter safety feature has not been activated	After your transmitter and airplane are on, your transmitters throttle must be pushed all the way forward then moved all the way back in order for control to function.
	Power switch is in the "OFF " position	Move power switch to the "ON" position
No green light on transmitter when charging or airplane will not charge	Power switch on the airplane and/or the transmitter is not in the correct position for charging	Set the Transmitter power switch to "ON" and then make sure the airplane power switch is set to "OFF". Plug the charge cord into the airplane and the green LED on the transmitter will illuminate.
	Charger Cord is not properly plugged into the airplane charge port	Check Charger Cord's connection
Airplane is not flying high enough	You are not using good throttle control	Increase throttle speed to allow the airplane to gain altitude or for the airplane to fly at a desired altitude.
Airplane crashed into the ground while landing	You may have used to much directional control stick input	Reduce the amount of directional control stick input. Only use very little input to keep the airplane level and stable when landing.
	You may have reduced the throttle speed too quickly or too much	Lower the throttle speed more gradually to allow the airplane to land softly.