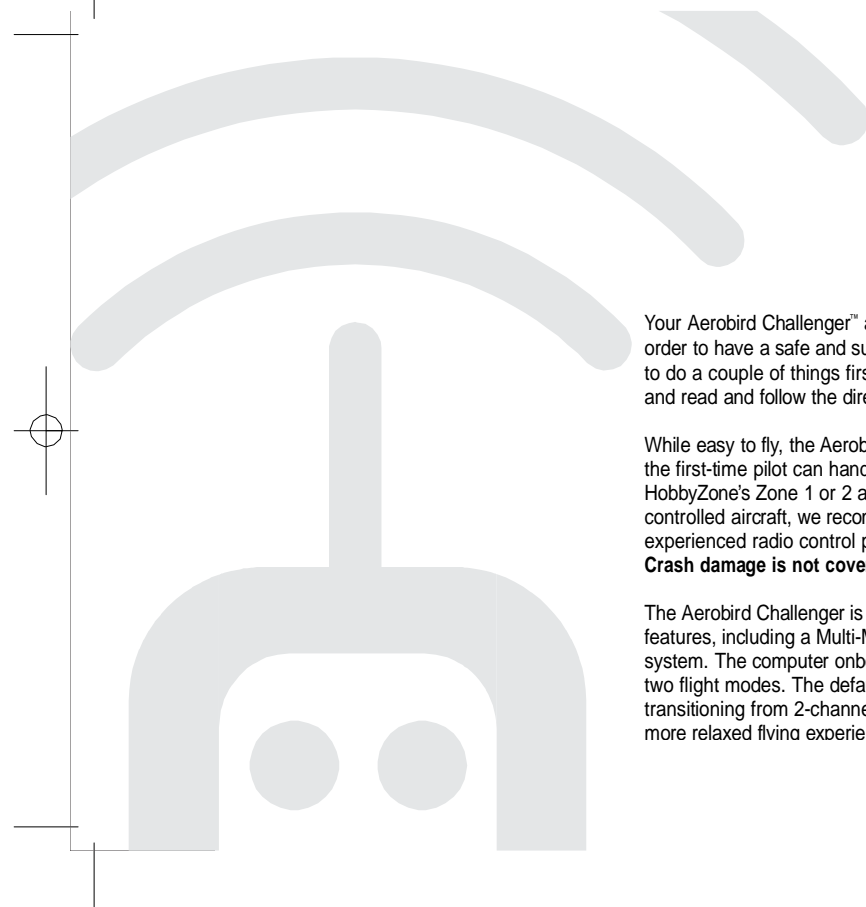




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Your Aerobird Challenger™ adventures are about to begin. In order to have a safe and successful experience, we'd like you to do a couple of things first: watch the instructional Video CD and read and follow the directions carefully.

While easy to fly, the Aerobird Challenger may be more than the first-time pilot can handle. If you haven't flown one of HobbyZone's Zone 1 or 2 airplanes or any other radio controlled aircraft, we recommend you seek the help of an experienced radio control pilot during your beginning flights. **Crash damage is not covered under the warranty.**

The Aerobird Challenger is equipped with some exciting features, including a Multi-Mode Flight Control system. The computer onboard the plane is programmed with two flight modes. The default Sport Mode is great for pilots transitioning from 2-channel planes and for those who want a more relaxed flying experience.

Welcome  
to the World of

**hobbyzone**<sup>®</sup>  
radio control sports

The Pro Mode changes the Aerobird Challenger's characteristics, and allows more aggressive maneuvers for those who want it! See page 26 for more on Multi Mode.

The Aerobird Challenger is also equipped with HobbyZone's exclusive X-port™ feature. This allows the attachment of exciting accessories, including the Sonic Combat Module (HBZ4020) for air-to-air and air-to-ground fighting, and the Aerial Drop Module (HBZ6023), which allows items such as the parachute jumper and streamer bombs to be dropped. See page 31 for more on the X-port.

Be sure to read the warranty on page 38 and "Success Tips" on page 36 before you proceed to Step 1.



Crash damage is not covered under the warranty.

Be sure to read the warranty on page 38 and "Warnings and Safety" on page 35 before you proceed to Step 1.

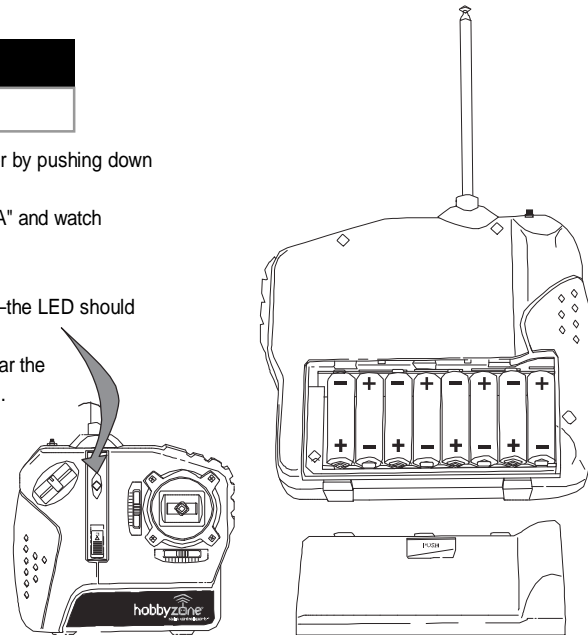
4

## Transmitter

### Needed for Step 1

8 "AA" Batteries (included)

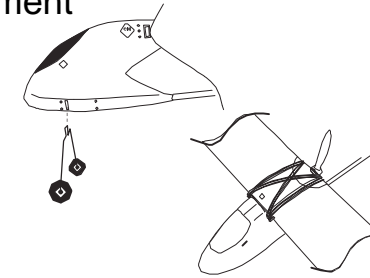
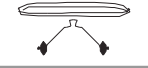
1. Remove the transmitter back cover by pushing down with your thumbs, as indicated.
2. Install batteries. Use fresh 1.5V "AA" and watch the polarity.
3. Replace the cover.
4. To test, switch on the transmitter—the LED should glow brightly.
5. Replace the batteries when you hear the low-battery alarm (beeping sound).



## Wing and Landing Gear Attachment

### Needed for Step 2

Rubber Bands (x6)  
Main Landing Gear



### Mounting the Landing Gear

1. Insert the landing gear into the slot on bottom of the fuselage.

**Note:** When flying **without** X-port™ modules and landing on grass, it is not necessary to have the landing gear installed.

### Attaching the Wing

1. Center the wing on the fuselage by aligning the center dot on the wing with the fuselage top seam and by centering the half circle on the wing's trailing edge over the fuselage center.

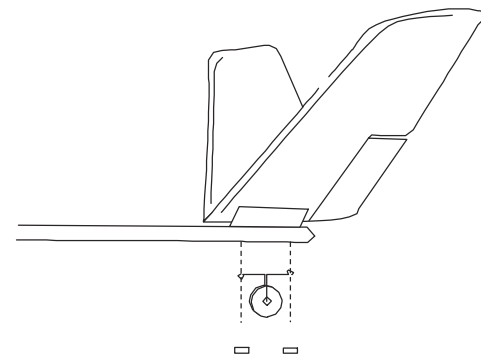
2. Once you're satisfied that the wing is centered, attach the wing using the 6 rubber bands from the front to the rear attach points. Stretch two of the rubber bands from the front to the rear attach points. Stretch the next two diagonally across the middle. Stretch the last two rubber bands from the front to rear attach points as you did with the first two. Once the rubber bands are in place, confirm the wing is securely attached.
3. Before each flight, **make sure** the front and trailing edges of the wing are exactly centered on the fuselage.

5

## Wing and Landing Gear Attachment continued

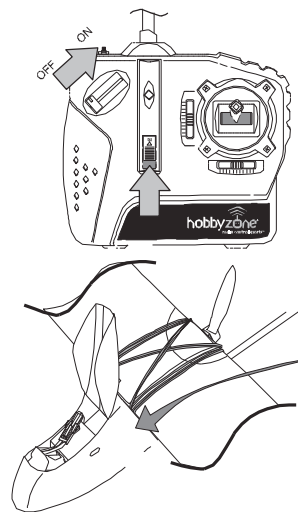
### Attaching the Tail Wheel

- Installation of the included tail wheel is optional. If added, be extremely careful to adjust the tail screws and tail to their original positions.



6

## Motor Test



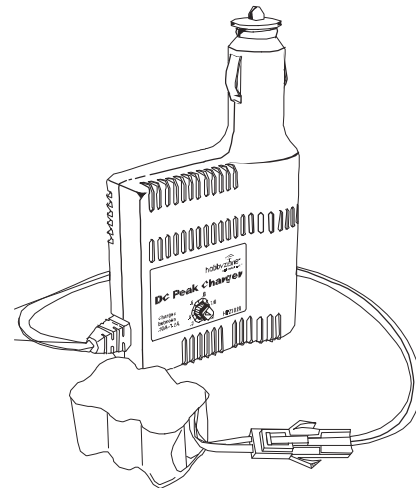
### Adult Supervision Required

*WARNING: Keep everything clear of the propeller and hold the plane securely. A moving propeller can cause severe injury.*

1. Be sure throttle slider is in the Off position.
2. Turn the transmitter on.
3. Install the battery in the fuselage slot and plug in the connector.
4. The Aerobird Challenger™ has a built-in throttle arming feature, which needs to “see” the throttle slider in the Off position before it will spin the propeller. First, keep all objects clear of the propeller. Advance the throttle forward and the propeller will start to turn. Since most batteries come partially charged, the propeller should spin at high speed. The throttle arming feature will need to be activated each time the battery is plugged into the airplane. (If the motor does not run, proceed to Step 4: “Charging the Aircraft Battery.”)
5. When finished with the motor test, be sure to disconnect the battery first then turn off the transmitter.

7

## Charging the Aircraft Battery



This charger uses a unique peak detection circuitry that ensures an accurate charge every time and protects your Ni-Cd and Ni-MH batteries from the dangers of over-charging. This charger continually monitors the battery's charge curve and automatically stops charging when the peak charge is detected. The peak detection charger will help avoid damaging Ni-Cd and Ni-MH cells.

### Important:

*The Aerobird Challenger™ battery should be charged shortly before flying. If you charge the battery 12 to 24 hours prior to flying, you will need to "re-peak" the battery before you fly by repeating the steps on page 9.*

## Charging the Aircraft Battery continued

### DC Peak Detect Charger Features:

- Variable charge rate from 0.3–1.2 amp charge rate
- Trickle charge
- Automobile 12V power outlet DC adapter
- HobbyZone® large battery pack connector
- Charges Ni-Cd and Ni-MH battery packs
- LED charge indicator

### Charging HobbyZone Ni-MH Battery Packs

1. Using the dial indicator on the side of the charger, set the charge rate as indicated in the chart below.

Battery Capacity	Maximum Charge Rate	Typical Charge Time
<b>Aerobird Challenger</b> 900mAh 7.2 and 8.4V Ni-MH	1.2 amps	40 minutes*
<b>Other HobbyZone Batteries</b> 600mAh 4.8 and 6.0V Ni-MH <small>Requires connector adapter (sold separately)</small>	0.8 amps	40 minutes*
300mAh 6.0V Ni-MH <small>Requires connector adapter (sold separately)</small>	0.4 amps	40 minutes*

\* Above charge times are only estimates. Actual charge times may vary.

2. Connect the battery pack to the charger.
3. Connect the charger to the 12V power outlet in your automobile. The LED will continually blink slowly while the battery charges.
4. Charging is finished when the LED indicator glows steadily

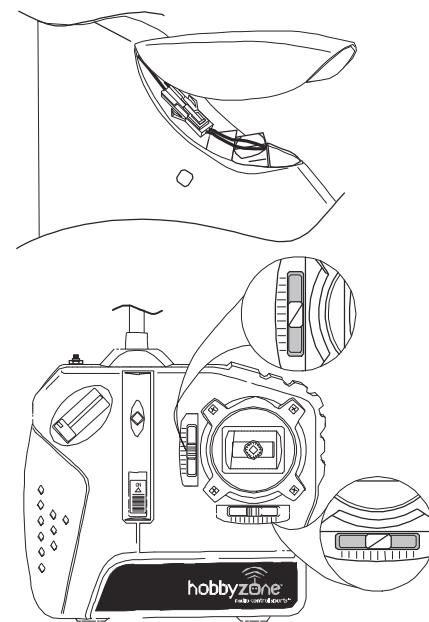
**Note:** If you purchase the connector adapter (HBZ1027), you can use your peak charger to charge other HobbyZone airplane and boat batteries. Use the charge rates from the chart at the left.

**Note:** Damage to the charger and battery pack will occur if you exceed the maximum charge rates recommended in the chart.

### Safety Precautions

Do not leave the battery and charger unattended while in use. While charging, place the battery on a heat resistant surface and constantly monitor the temperature of the battery pack. Do not allow children to charge batteries unless they are supervised by a responsible adult.

## Tail Control Test

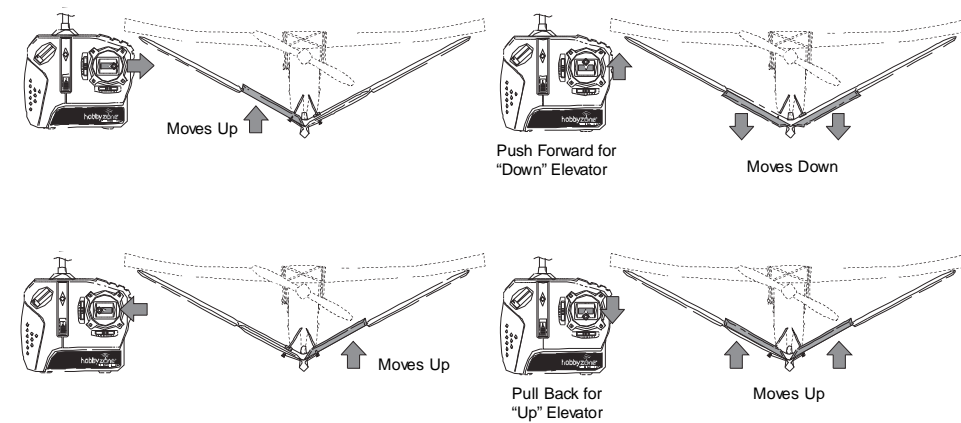


**Warning:** Keep everything clear of the propeller before starting the control test in the event that you accidentally turn on the motor.

1. Be sure the throttle slider is in the Off position.
2. Switch on the transmitter—check to make sure the LED is lit, indicating the transmitter has power.
3. Install battery in fuselage and plug in connector.
4. Move the stick side to side. The tail flaps should move as shown on the following page.
5. Move the stick up and down. The tail flaps should move as shown on the following page.
6. The small lever under and to the side of the control stick are the trim levers and are used to adjust the "neutral" point of your control stick. It's very important that this lever is centered when performing these control tests.
7. If each flap is not level with the rest of the tail surface when the trim levers are centered, adjust the control lines so they are level (see pages 12 and 24).

10

## Tail Control Test continued

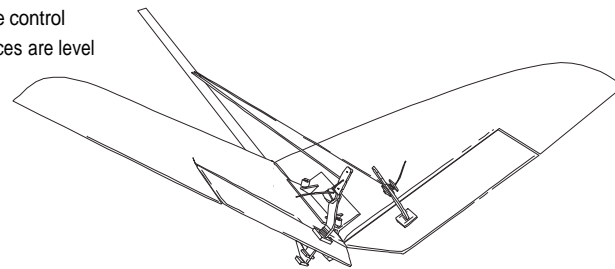


11

## Making adjustments—Leveling the Tail Control Flaps

Before making your first flight, if tail control flaps are not level with rest of tail surface, adjust them so they are level by doing the following:

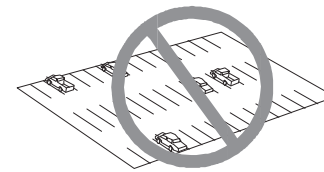
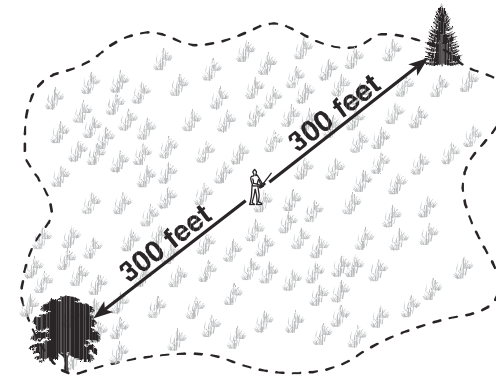
1. Be sure the throttle slider is in the Off position.
2. Turn the transmitter on, plug in the aircraft battery and center the right control stick and trim levers.
3. Use your fingers or a small flat screwdriver to turn the slotted spool on the control horn. Depending on the direction you turn, this will lengthen or shorten the control line.
4. While applying some tension to the control lines, adjust until the control surfaces are level with the rest of the surface.



## Choose a Large, Open Grassy Field

- A large, open grass field is required. The Aerobird Challenger™ flies approximately 20 mph, so it covers ground fast. The bigger the field, the better!
- It is absolutely essential to have a minimum of 300 feet of clear space in all directions from the pilot. If you ignore this direction, you will regret it.

**IMPORTANT:** Do not fly over or near people, buildings, power lines, highways, train tracks, vehicles, trees, water, pavement, gravel, any hard surface or any object you don't want to crash into. Please take this warning seriously to keep people, property and your Aerobird Challenger safe. **Crash damage is not covered by the warranty.**

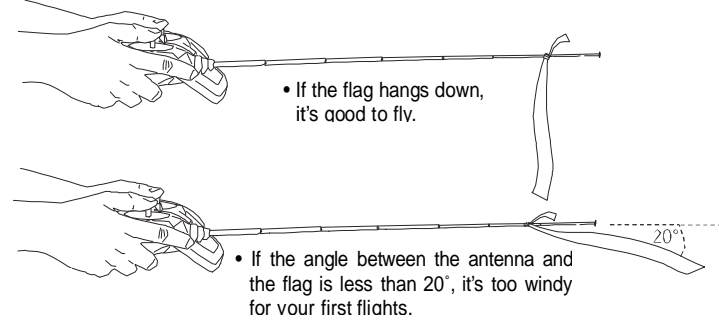


## Choose a Calm Day

You want to fly! If you wait until the day is right, you will have a successful flight. On your first flights, do not fly if the wind is more than 7 mph!

### To check wind conditions:

1. Tie the included red flag to the end of the transmitter antenna.
2. Hold the transmitter flat so the antenna is parallel to the ground and note how much the flag moves in the wind.

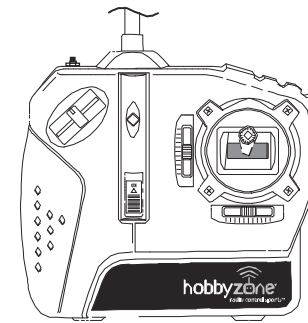


**SUCCESS TIP: Flying in too much wind is by far the #1 reason for crashes and/or lost planes.** Follow these guidelines to protect the Aerobird Challenger™—you'll be glad you did.

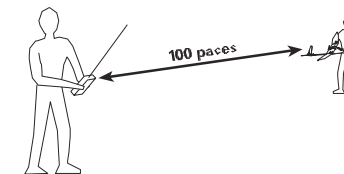
## Range Test

You will need two people to do the range test: one to hold the transmitter and one to hold the airplane.

**Warning:** The person holding the airplane should hold it so that the propeller does not come in contact with any part of their body.

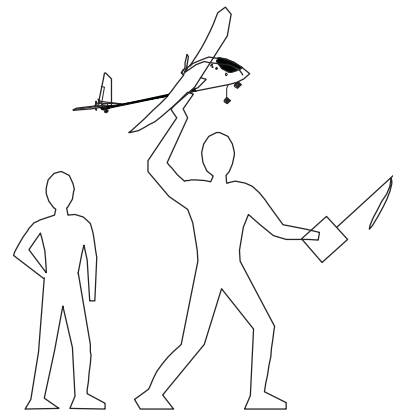


1. One person holds the transmitter; the other person walks 100 paces away with the airplane.
2. Be sure the throttle slider is in the off position.
3. Extend transmitter antenna completely and turn transmitter on.
4. Plug in airplane battery and close hatch cover.
5. As soon as you move the throttle slider forward the propeller should spin quickly.
6. As the first person moves the transmitter controls at the same time, the other person watches to be sure the airplane's motor and tail controls operate smoothly.



If model does not range test correctly, do not fly. Call Horizon Hobby Product Support staff toll-free at 1-877-504-0233 for directions on how to proceed.

## Seek Assistance from an Experienced Radio Control Pilot



### VERY IMPORTANT

The 3-channel control system is designed for the experienced radio control pilot and is not intended for the first time flyer. If you can successfully fly the HobbyZone Firebird™, Firebird II™, Firebird XL™, or Firebird Commander™ then you should be ready for the Aerobird Challenger™. The Aerobird Challenger can be controlled in a similar manner as a 2-channel plane, such as the Firebird, Firebird II, or Firebird XL, by simply limiting control stick movements to the left or the right and using the throttle to ascend or descend. However, first-time pilots of the Aerobird Challenger should seek the assistance of an experienced RC flyer until the additional third channel, pitch control has been competently mastered. **Crash damage is not covered under the warranty.**

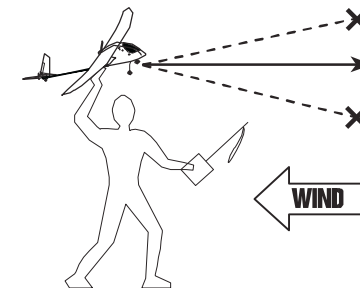
The flying characteristics of the Aerobird Challenger should not be altered for your first flights. Once you are comfortable flying the plane in the standard configuration, i.e. the out-of-the-box configuration, only then should you attempt to change the flying characteristics of the Aerobird Challenger by changing horn positions in the control horns and adding wing streamers.

## Hand Launch

1. On first flights, have a second person (adult recommended) launch the Aerobird Challenger™ while the pilot controls with the transmitter. Adult assistance is always recommended with pilots 12 years of age or younger.
2. Make sure the battery is fully charged.
3. While holding transmitter in one hand, push throttle slider to full on (up) with thumb.
4. Take a couple of steps and launch the model directly into the wind. Keep the wings level. Use medium force. Do not throw it up or down. Point it level (parallel) with the ground when releasing. Think of it as a javelin that you are throwing 20 feet away.

**WATCH OUT!** Keep the spinning propeller away from your hair, head and hands or injury may occur.

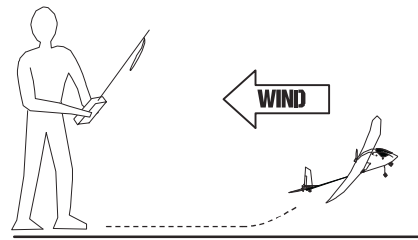
**IMPORTANT:** Before launching, determine the wind direction by watching which way the red transmitter ribbon is blowing.



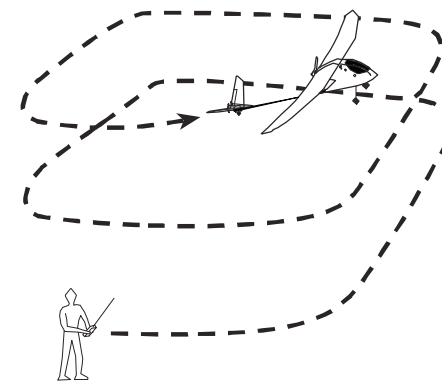
## Runway Takeoff

(Not recommended for inexperienced pilots)

1. Stand behind the Aerobird Challenger™ and point it directly into the wind on smooth asphalt or concrete.
2. Apply full power and adjust the right control stick as necessary to keep the Aerobird Challenger headed directly into the wind.
3. If battery is fully charged, your Aerobird Challenger should lift off the ground in approximately 35 feet. Apply some UP elevator by pulling the stick back, and the plane will lift off the ground in a shorter distance.



## Flying

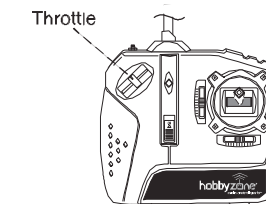


**IMPORTANT:** Don't hold the stick to the right or left full over for more than 2 seconds. This can cause the model to spiral dive and crash. Do not try to climb too steeply, as very little UP elevator (pull back on stick) should be required.

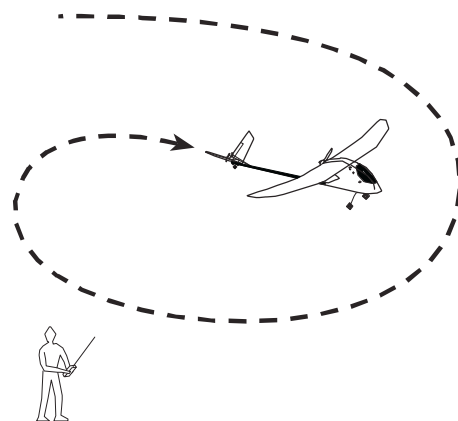
1. After launching, the Aerobird Challenger™ will begin climbing at full throttle. Keep the throttle full on.
2. Make right and left adjustments of the control stick to keep it flying straight into the wind. Don't attempt a turn until the Aerobird Challenger reaches 50 feet of altitude.
3. Control range is 2500 feet. Don't let the plane fly too far away. Keep upwind, especially if wind is over 10 mph, or the wind may carry it out of sight and/or control range.

### Turning

Move the stick in the direction you want the model to turn. Avoid holding full right or full left for more than 2 seconds, as this will cause the plane to spiral dive and crash.



### Flying continued



**Note:** With the throttle stick set at low or off (gliding), the plane will not turn as fast as when the throttle is set on high.

### Sharp Turns

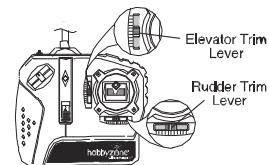
Move the stick in the direction you want to turn and add some UP elevator at the same time, i.e. pull the stick back. The plane will make a sharper banking turn.

### Rudder Trim

If the model always turns one direction, use the trim control lever below the control stick to correct (see below). The model should fly straight with the control stick at neutral. See page 24 if additional adjustments are needed.

### Elevator Trim

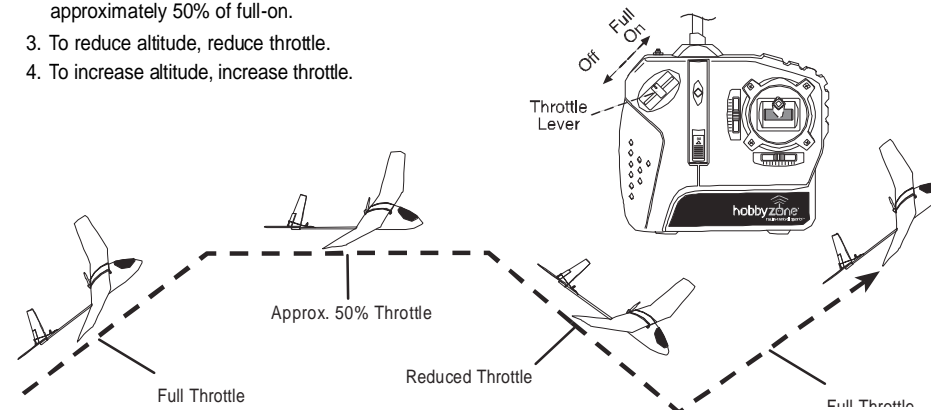
If the model always goes up or down, use the trim control lever to the side of the control stick to correct (see below). The model should fly straight with the control stick at neutral. See page 25 if additional adjustments are needed. The Aerobird Challenger™ should have a steady shallow climb at full throttle.



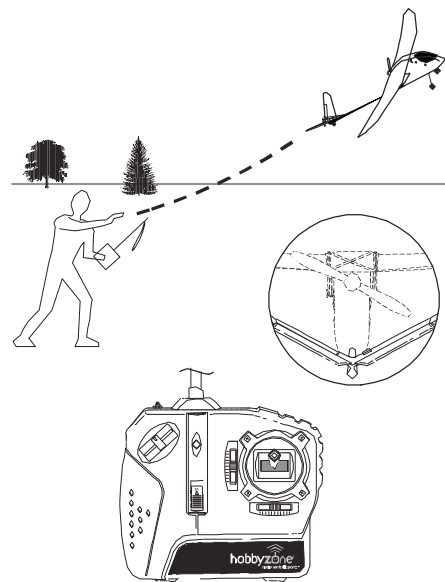
### Throttle Adjustment

1. Climb to an altitude of 100 feet or more with full throttle.
2. To achieve a level "cruising" altitude, reduce power by moving the throttle stick down to approximately 50% of full-on.
3. To reduce altitude, reduce throttle.
4. To increase altitude, increase throttle.

**WATCH OUT!** If you're flying with the motor off or at a low speed, allow the Aerobird Challenger™ a bit more area for turns.



## Using Elevator



The Aerobird Challenger™ is equipped with a third channel for elevator (pitch) control. Pulling back on the stick provides UP elevator that allows for shorter takeoffs, better flares for landing, a better climb rate and more effective turns (see "Turning" on pages 19–20, Step 13). Trying to climb too quickly will cause the airspeed to slow down and stall the airplane. To avoid crashing from a stall, always maintain enough altitude to recover from it.

Just after a stall happens, the nose of the plane will go down (looks like the plane is diving). To recover from the stall, pull the stick back slowly (UP elevator) once the nose of the plane goes down and plane has built up airspeed. Exit the stall to straight and level flight. Be careful, since pulling the stick back too abruptly or for too long will cause the Aerobird Challenger to enter another stall. Effectively avoiding and recovering from stalls requires experience. Always seek the help of an experienced radio control pilot if you are not familiar or inexperienced with pitch control.

When using DOWN elevator (pushing stick forward), make sure to always have enough altitude to avoid crashing into the ground. DOWN elevator is especially effective when landing in small areas or

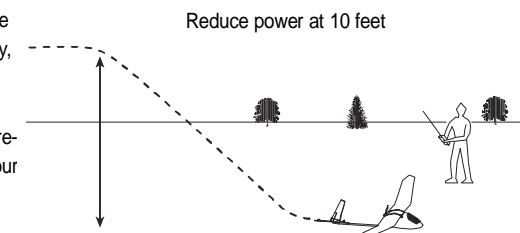
## Landing

When you notice that the Aerobird Challenger™ no longer climbs well under full power (normally after approximately 10 to 15 minutes), the battery is getting low, and it's time to land. Line the model up, heading directly into the wind toward the desired landing spot. At 10 feet of altitude, gradually reduce the throttle stick to turn off the motor. The Aerobird Challenger will glide in for a landing.

**Auto Cut-Off Feature:** When the flight battery gets low enough, this feature will automatically shut off the motor and save enough battery power for the radio and tail control so you can land safely. If the motor cuts off, prepare to land immediately. If you are gliding down and have some time to rest the battery, you may re-arm the motor by moving the throttle slider back to Off. This may give you a little extra bit of power to adjust your landing. Do not re-arm more than once or twice, or you may lose your control power.

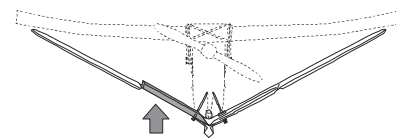
**WARNING:** Do not attempt to catch the airplane or injury may result. Also, be sure to turn motor off before you touch down or damage can occur to your wing and propeller. Remember to always land directly into the wind.

**Expert Tip:** As you get more experienced at flying, try adding a bit of UP elevator (pull stick back) just before touchdown to "flare" the plane. With some practice, your landings will be expertly smooth and on target.



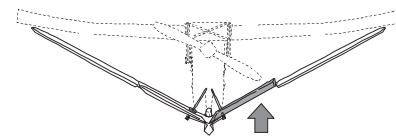
## Making Adjustments—Plane Turns to the Left or Right

**IMPORTANT:** If there is a bend (even a small one) in the tail or wing or a tear near the flap areas, it is impossible to have correct flight control. Replace the damaged part immediately!



**A.** If the Aerobird Challenger™ keeps turning to the left and adjusting the trim control lever (page 20) does not correct enough to fly straight with the stick at neutral:

1. Adjust the control line so that the left tail flap is 1/16" above the rest of the tail surface.
2. Test fly.
3. If it still flies to the left, repeat the above procedure, adding 1/16" each time until it flies straight.



**B.** If the Aerobird Challenger keeps turning to the right and adjusting the trim control lever (page 20) does not correct enough to fly straight with the stick at neutral:

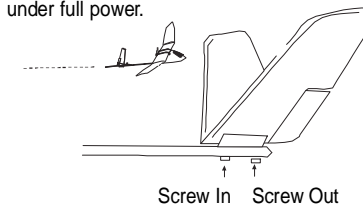
1. Adjust the control line so that the right tail flap is 1/16" above the rest of the tail surface.
2. Test fly.
3. If it still flies to the right, repeat the above procedure, adding 1/16" each time until it flies straight.

## Making Adjustments to the Climb Rate

**Note:** Only use this option if you do not have enough travel with the trim lever to the left of the control stick or if you would like to fine-tune the flight characteristics with the trim levers and controls in the neutral position.

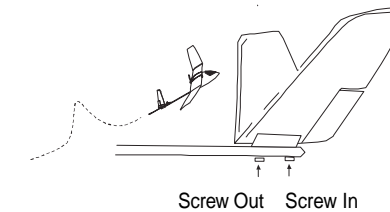
**A.** If the Aerobird Challenger™ (with a fully charged battery) does not climb fast enough with full throttle, you can adjust the climb rate by:

1. Tightening the front tail screw in one full turn and loosening the rear tail screw one full turn.
2. Test fly.
3. Repeat the above procedure if necessary until the Aerobird Challenger climbs adequately under full power.



**B.** If the Aerobird Challenger climbs too fast with full throttle by climbing at a steep angle, stalling and keeps repeating climbing sharply and stalling, do the following:

1. Loosen the front tail screw one full turn and tighten the rear screw one full turn.
2. Test fly.
3. Repeat the above procedure if necessary until your Aerobird Challenger climbs at a steady rate.



## Multi Mode Flight Control System



The Aerobird Challenger includes two ways to fly. The mode is selected by the way you "boot up" the system each time you plug in a flight battery.

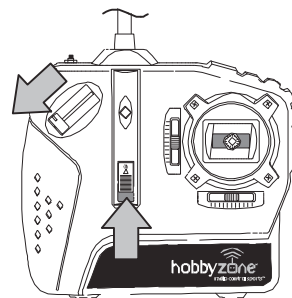
### Sport Mode

Sport Mode is the default mode. It offers HobbyZone's Flight-Trak™ system with the addition of pitch control. In this mode, steering input only raises one of the control surfaces. This movement is similar to a mix of steering plus UP elevator.

Sport Mode also increases the control throw when the throttle is reduced for more positive control when gliding. These features make flying the plane smoother and easier for less experienced pilots, or those seeking a more relaxing flight. All pilots should master Sport Mode before going into Pro Mode.

### Entering Sport Mode

1. Move the throttle slider down to the off position.
2. Turn on the transmitter and leave the stick centered.
3. Plug the battery into the plane. You are now in Sport Mode.



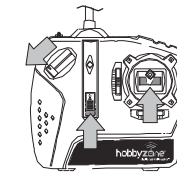
## Multi Mode Flight Control System continued

### Pro Mode

Pro Mode turns off Flight-Trak™, and changes the tail controls into a standard V-tail mixer. In this mode, steering input moves one control surface up, and the other one down. This causes a more pure yaw control. The plane will not tend to keep its nose up or climb when steering is input. Secondly, Pro Mode increases the control throws all of the time. This allows for faster and more aggressive response. Experienced pilots doing aerobatics and pilots engaging in aerial combat with the Sonic Combat Module will appreciate this mode. It is easier to keep the nose down and the speed up in this mode, and crossing over onto an opponent's tail is much faster. Be careful as you get used to this mode! The response is quite different. Spend some time at a higher altitude at first.

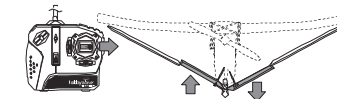
### Entering Pro Mode

1. Move the throttle slider down to the Off position.
2. Make sure the flight battery has been unplugged from the plane for several seconds and that the transmitter is off.
3. Plug the battery into the plane. (Keep head away from propeller.)
4. Push the control stick forward (DOWN elevator) and hold it there. Turn the transmitter power on, and after about 2 seconds, release the control stick. You are now in Pro Mode.



### Confirm Pro Mode

1. Move the control stick directly to the right.
2. If the left surface moves up and the right surface moves down, you are in Pro Mode. (If left surface moves up and the right surface stays level, you are in Sport Mode. Disconnect the battery and turn the transmitter off and try again.)



**Note:** The system is reset each time you disconnect the flight battery. If you do not follow the steps to enter Pro Mode, the system defaults to Sport Mode.

## Aerobatic Flight

The Aerobird Challenger™ comes out of the box with the controls set for beginning pilots. By adjusting the control lines to holes on the control horns that are closer to the control surfaces, you will give the Aerobird Challenger more control response for aerobatic maneuvers like loops and tail slides (good for experienced pilots). Moving the control lines further from the control surfaces will soften the Aerobird Challenger's responsiveness and make it easier to fly (good for beginning pilots).

### Moving the control line to adjust the control response:

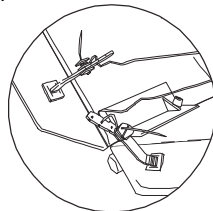
**Note:** Use your fingers or a small, straight blade screwdriver to turn the control horn spool. Do not turn the small Phillips screw that holds the spool in place.

1. Remove the control line from the horn by turning the spool to unwrap the line and pull the line out of the horn. (Important: Only adjust one control surface at a time so you don't accidentally mix them up.)
2. Thread the line through the desired control horn hole, then through the hole in the spool.
3. With the elevator in the down position as shown, pull the excess line through the horn so the control line to the fuselage is nearly tight.
4. Turn the spool to take up slack in the line until the control surface is even with the rest of the tail.

To mechanically adjust the trim of each individual control surface and fine-tune handling, turn the spool in the desired direction by either taking up line and raising the control surface or letting out line and lowering the surface. Gently pull out any slack in the control line if you let out line to lower the control surface.

After making any adjustments, always turn on the transmitter and center the transmitter trim levers, making sure the control surfaces are adjusted evenly, and the surfaces move in the proper directions before you fly (see pages 10–11).

**NOTE:** By making the controls more responsive, the Aerobird Challenger will also become less forgiving, increasing your chances of a crash. If you do not have prior experience with a 3-channel or higher airplane, you should seek the assistance of an experienced radio control pilot before you fly, as crash damage is not covered by the warranty.



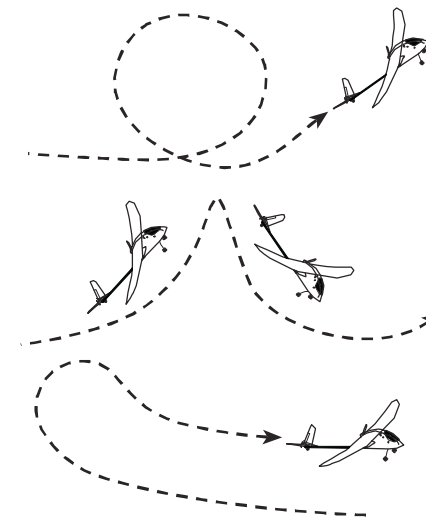
## Aerobatic Flight continued

The Aerobird Challenger™ is capable of the following aerobatics:

**Loop:** From a high altitude, push forward on the stick to build up speed in a medium dive (about 30° angle to ground), then steadily pull back on the stick and hold it until the aircraft goes over the top of the loop. Exit the maneuver straight and level by returning the stick to the neutral position as the plane nears the bottom of the loop.

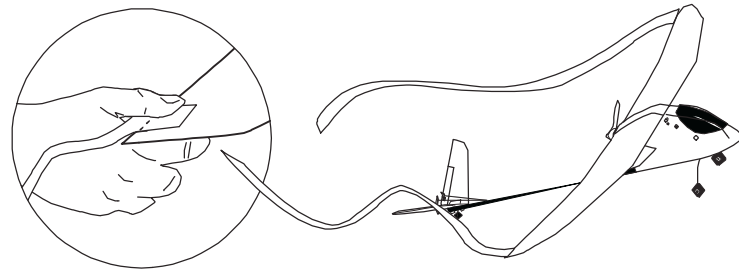
**Tail Slide:** Push forward on stick to build up speed in a dive (about 30° angle with ground), then pull back on stick and hold until plane is heading up vertically. Using slight inputs of elevator and rudder, keep plane in vertical position until airspeed bleeds off. Slide the throttle to the Off position. The plane will halt forward momentum and then swivel to head nose first down. This is the completion of the move. Move the throttle slider to full-on and pull out to straight and level flight by adding some UP elevator (pull back on stick).

**Chandelle:** Gradually add UP elevator (pull stick back) until the plane is going vertical. Once on a vertical heading, add right or left rudder. Once the nose of the plane is heading toward the ground, gradually add UP elevator (pull stick back) to exit the maneuver in straight and level flight.



### Aerobatic Flight continued

For added visual effects in flight, the Aerobird Challenger™ has chrome-colored wingtip streamers that can be applied using the included two sided sticky tape.



To learn about more aerobatic maneuvers with the Aerobird Challenger visit, [www.hobbyzonesports.com](http://www.hobbyzonesports.com)

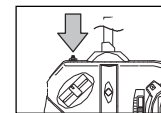


The Aerobird Challenger™ is equipped with the exclusive X-Port™ feature, which will allow you to add to the fun.

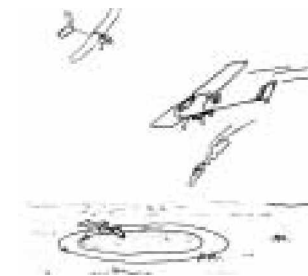
With the purchase of the Sonic Combat Module (SCM) (HBZ4020), you can envision yourself as a WWII pilot flying combat missions in the South Pacific. The SCM allows you to engage in aerial combat with other X-port-equipped HobbyZone® aircraft. When you successfully "hit" the other X-port equipped aircraft, you will disable their motor for approximately 10 seconds, allowing them use of tail controls only at this time.

Air-to-air combat not yet your expertise? You can still take part in air-to-ground combat with the purchase of the sonic combat module and a stealth target (HBZ4025). The SCM attached to your aircraft allows you to fly in low and hit the Stealth, causing a loud pitch tone to ensure you of your "kill".

**Note:** X-Port accessories are activated by pressing the button on the top-left of the transmitter.



The Aerial Drop Module (HBZ6023-sold separately) will allow you to fly sorties, scanning the necessary targets to drop the included streamer bombs on. The ADM attaches to your fuselage and allows you, with the proper transmitter input, to drop your bomb at precisely the correct moment. A parachute jumper is also included, offering the opportunity to practice dropping your man "behind enemy lines." Create your own games and challenges as well prove your skills to all!



For more information regarding these HobbyZone accessories, as well as all Hobby Zone products, please visit [www.hobbyzonesports.com](http://www.hobbyzonesports.com).

## HobbyZone® Accessories



**HBZ1013 8.4V 900mAh Ni-MH Battery**  
More power for the Firebird Commander®,  
Fighterbird®, and Aerobird Challenger®



**HBZ4020 Sonic Combat Module (SCM)**  
Plug in the Sonic Combat Module and take on similarly  
equipped HobbyZone planes in aerial combat. When  
"hit", the SCM temporarily disables your motor while  
allowing you to steer.



**HBZ6023 Aerial Drop Module (ADM)** Plug  
in the Aerial Drop Module and you can drop  
streamer bombs or a parachute jumper, which are  
included.



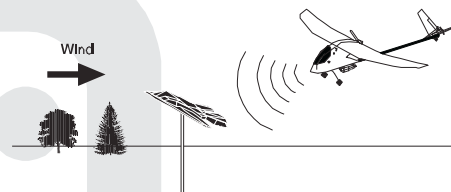
**HBZ4025 Stealth Target**  
An optional Stealth fighter ground target with "hit" sensor is  
available so you can practice with the Sonic Combat  
Module or take on friends in a target-shooting contest.

## Aerobird Challenger™ Combat Options

### Fun Games with the Target

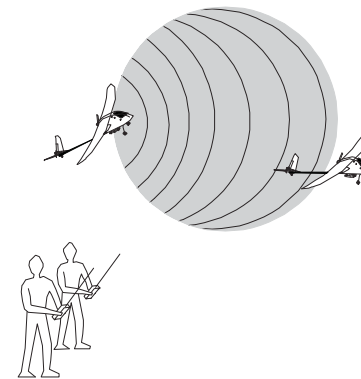
1. See how many hits you can get in a measured time, such as 3 minutes.
2. See how many hits you can get in one battery pack.
3. Attack the target with two or more Aerobirds at the same time. See who can time their attack runs properly and get the most hits in 5 minutes.

Be sure to turn off the power switch on the bottom when you are done. If the target fails to register hits, you may need to replace the 9V battery.



### Let the Dogfighting Begin

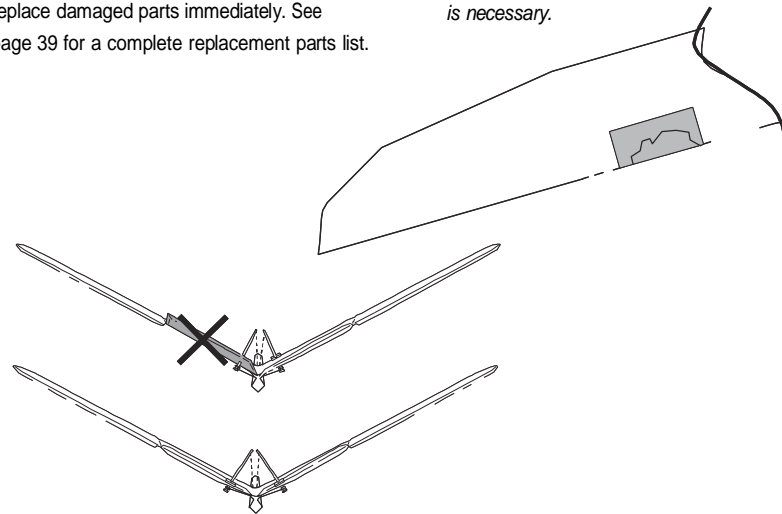
Have from 2–6 Aerobird Challengers (or other X-port™-equipped Hobbyzone aircraft,) flying on different frequencies and engage in air combat with the **Sonic Combat Module (SCM)**.



## If a Crash Occurs

1. If you happen to crash and part of the foam wing or tail breaks, it can be repaired using packing tape to cover missing pieces.
2. If damage is severe or if wing or tail is bent, replace damaged parts immediately. See page 39 for a complete replacement parts list.

**IMPORTANT: Control Alignment**  
*Tail flaps must be level or nearly level with no slack in the control lines or the plane will not fly well. See pages 10–12 if adjustment is necessary.*



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## Warnings and Safety

1. Read and follow this manual and included video completely, observing all instructions and safety directions. Otherwise, serious injury and damage can occur. **Think safety first.**
2. Keep propeller away from body parts, even when it isn't spinning as it could be turned on by accident. Beware of hair becoming entangled in the propeller, especially while launching the Aerobird Challenger™ on a windy day or injury may occur.
3. Do not fly when it's too windy or you may lose control and crash, causing injury or damage. Never fly the Aerobird Challenger near people, vehicles, train tracks, buildings, power lines, water, hard surfaces or trees. Never allow any one to attempt to catch the Aerobird Challenger while it's in flight or serious injury can result.
4. Adult supervision is recommended for ages 12 and under.
5. Battery Charging: Only use a battery charger intended for use with the Aerobird Challenger battery. Never leave charger unattended while charging. This will help prevent overcharging. While charging, place the battery on a heat-resistant surface. Do not lay it on carpet or upholstery while charging. Never charge the battery with the included charger for more than 3 hours.
6. Never cut into the battery charger or airplane wires or serious injury can occur. Causing the battery to "short out" (crossing negative and positive bare wires) can cause fire, serious injury and damage.
7. Hold the plane securely, and keep all body parts away from the propeller when the flight battery is plugged in. When you finish flying the Aerobird Challenger, always unplug the battery before you turn off the transmitter.
8. Never fly on the same frequency as another RC vehicle in your area. The frequency of the Aerobird Challenger is shown on stickers on the back of the transmitter.

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## Success Tips

1. Don't fly in winds over 7 mph! First-time pilots should get help from an experienced radio control pilot during first flights.
2. Choose your flying field carefully—grass and soft ground with 600-foot diameter is optimal to fly and will lengthen the life of the Aerobird Challenger™.
3. Remember that holding the right stick full over for too long can cause the Aerobird Challenger to spiral-dive and crash. At the very first sign of the Aerobird Challenger beginning to spiral down, immediately release the stick and give the opposite turn control to the spiral, then pull back on the elevator to level flight and level the wings.
4. Don't attempt to fly or do maneuvers beyond your flying abilities without seeking the assistance of an experienced pilot.
5. If you're gliding with the motor off, allow the Aerobird Challenger more area for turns.
6. Position yourself at your flying field to keep the sun at your back and out of your eyes. Wear sunglasses on bright days.
7. Keep the Aerobird Challenger upwind, especially on windy days, to prevent it from "flying away". The wind is normally stronger at higher altitudes than it is on the ground.
8. Keep your plane in front of you so you don't have to turn in circles as you fly. Try to avoid flying directly overhead.

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## Troubleshooting

PROBLEM	POSSIBLE CAUSE	SOLUTION
Unit does not operate	<ol style="list-style-type: none"> <li>1. Transmitter "AA" batteries are depleted or installed incorrectly indicated by a dim or unlit LED on transmitter or the low battery alarm</li> <li>2. No electrical connection</li> <li>3. Aerobird Challenger™ battery not charged</li> <li>4. Crash has damaged the radio inside the Aerobird Challenger</li> </ol>	<ol style="list-style-type: none"> <li>1. Check polarity installation or replace with fresh "AA" batteries</li> <li>2. Push connectors together until they "click"</li> <li>3. Charge battery fully</li> <li>4. Replace the fuselage</li> </ol>
Aircraft keeps turning in one direction	<ol style="list-style-type: none"> <li>1. Tail flaps need adjustment</li> <li>2. Wing is not centered over the fuselage</li> <li>3. Stickers (decals) not stuck down.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust stick trim lever (see page 20) or adjust tail flap position (see page 24)</li> <li>2. Center the wing before each flight</li> <li>3. Properly rub down stickers or tape down</li> </ol>
Aircraft is difficult to control	<ol style="list-style-type: none"> <li>1. Tail flaps aren't adjusted properly</li> <li>2. Wing or tail is damaged</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust tail flaps (see pages 20, 24)</li> <li>2. Repair or replace</li> </ol>
Aircraft keeps pitching up steeply	<ol style="list-style-type: none"> <li>1. Tail incidence needs adjustment</li> <li>2. Wind is too gusty or strong</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust tail screws (see page 25)</li> <li>2. Postpone flying until wind is more calm</li> </ol>
Aircraft won't climb	<ol style="list-style-type: none"> <li>1. Battery isn't fully charged</li> <li>2. Tail needs adjustment</li> </ol>	<ol style="list-style-type: none"> <li>1. Charge battery shortly before flying</li> <li>2. Adjust tail screws (see page 25) or trim lever (page 20)</li> </ol>

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