

HBZ6515

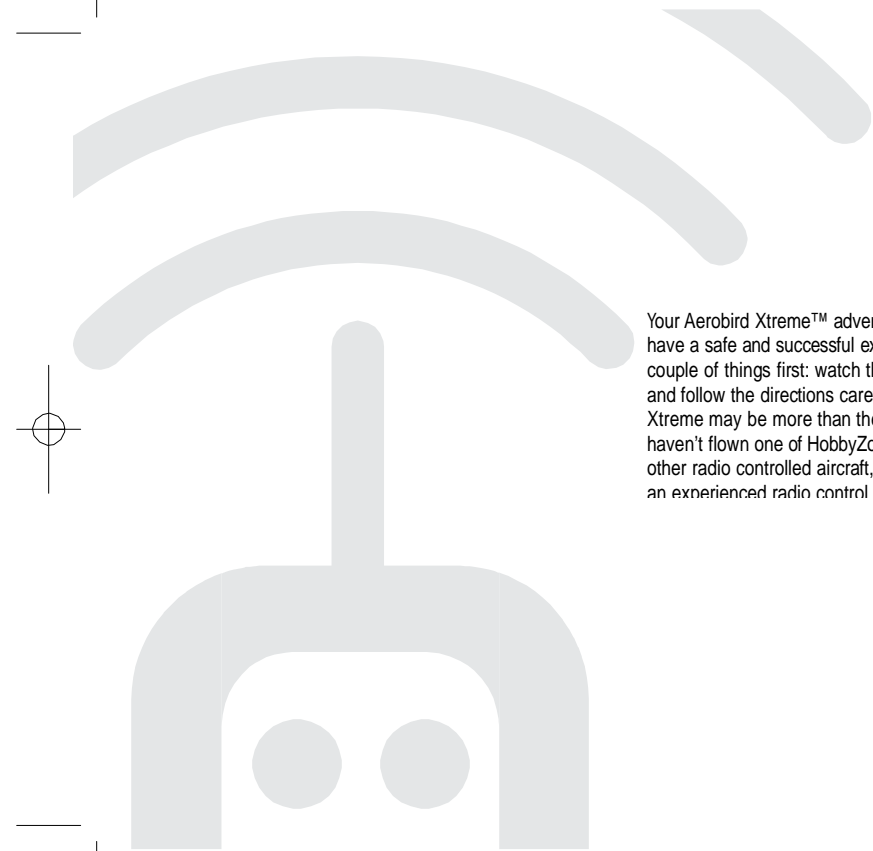


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Your Aerobird Xtreme™ adventures are about to begin. In order to have a safe and successful experience, we'd like you to do a couple of things first: watch the instructional Video CD and read and follow the directions carefully. While easy to fly,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

Welcome
to the World of

hobbyzone[®]
radio control sports

The Aerobird Xtreme™ is equipped with some exciting features, including a Multi-Mode Flight Control system. The default Sport Mode is great for pilots transitioning from 2-channel planes and for those who want a more relaxed flying experience. The Pro Mode changes the Aerobird Xtreme's flying characteristics, and allows more aggressive maneuvers for those who want it.

The Aerobird Xtreme is also equipped with HobbyZone's exclusive X-Port™ feature. X-Port lets you add exciting plug-n-play accessories like the Sonic Combat Module™ (HBZ4020) for aerial combat and the Aerial Drop Module™ (HBZ6023) that includes a parachute jumper and two streamer bombs you can carry aloft and release.



Crash damage is not covered under the warranty.

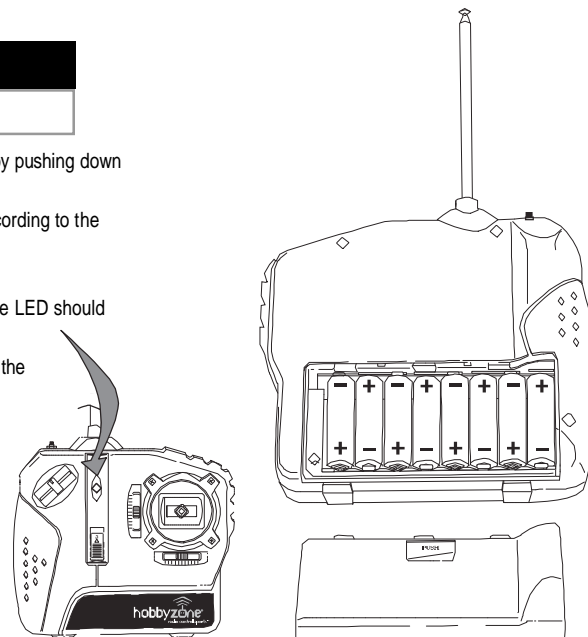
Be sure to read the warranty on page 38 and "Warnings and Safety" on page 35 before you proceed to Step 1.

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 the included "AA" batteries according to the diagram in the battery compartment.
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).

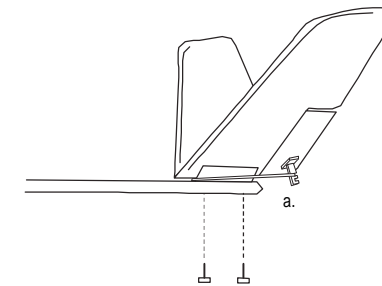


Attaching the Tail

Your Aerobird Xtreme™ comes nearly ready to fly. You prior to flight.

To attach the tail:

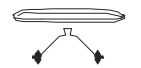
1. Locate the fuselage and carefully remove from the packing carton. Use caution when removing the fuselage. (Note: The tail is not mounted on the fuselage, but the control lines that exit the fuselage are attached to the control surfaces of the tail).
2. Locate the two included screws that will mount the tail to the tail boom.
3. Be sure lines are not twisted and hold the tail in place.
4. Secure the tail as shown in diagram (a) using the two screws. Attach rubber bands on bottom of tail as shown.
5. Turn on the transmitter and install the fully charged flight battery pack.
6. Make certain the control stick and trim levers on the transmitter are centered as shown in the diagram on page 10.
7. With the radio system on and the transmitter stick at neutral, both tail control surfaces should be level with the rest of the tail.
8. Give transmitter input. The control surfaces should react as illustrated in the diagrams on page 11.
9. If you find that the control surfaces are not functioning properly (ie. too much slack in the line, not level with the tail in neutral position) DO NOT FLY. Instead, perform the following procedure:
 - a. Turn the transmitter on, plug in flight battery and center the right control stick and trim levers.
 - b. Use your fingers or a small flat screwdriver to turn the slotted spool on the control horn. Depending upon which direction you turn the spool, this will lengthen or shorten the control line.
 - c. While applying some tension to the control line, adjust until the control surfaces are level with the rest of the surface.
 - d. If the control surfaces react the exact opposite as shown in the diagram on page 11, the lines have been reversed and will need to be corrected.



Wing and Landing Gear Attachment

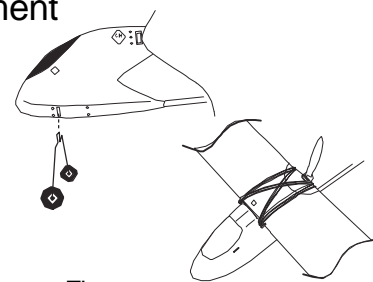
Needed for Step 2

Wing
Rubber Bands (x6)
Main Landing Gear



Attaching the Wing

1. Center the wing onto the fuselage by aligning the molded dimples on the trailing edge of the wing symmetrically with the top of the fuselage when it is attached.
2. Once you're satisfied that the wing is centered, attach it to the fuselage using the 6 rubber bands provided. 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 the rear attach points as you did with the first two. Once the rubber bands are in place, confirm the wing is securely attached.



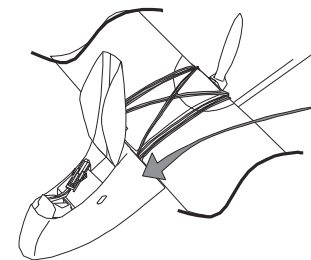
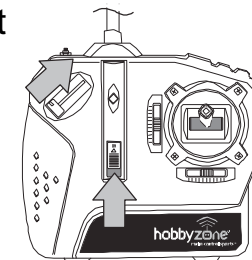
Success Tip:

Before each flight, make sure the front and trailing edges of the wing are exactly centered on the fuselage. If the wing is not centered properly, it is impossible to have correct flight control.

Mounting the Landing Gear

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

Motor Test

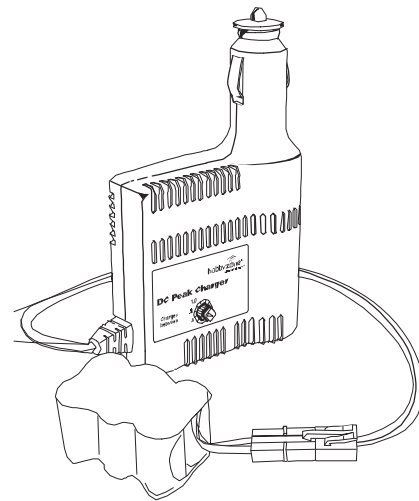


Safety First!!

During the motor test, make sure to keep everything clear of the propeller and hold the plane securely. A moving propeller can cause severe injury. Adult supervision is strongly recommended for those 14 and under.

1. Be sure throttle slider is in the Off position.
2. Turn the transmitter on.
3. Install the battery and plug in the connector.
4. The Aerobird Xtreme's built-in throttle-arming feature will not allow the prop to spin until the throttle slider has been moved to the Off position first.
5. Keep all objects clear of the propeller, advance the throttle forward and the propeller will start to turn. The throttle arming feature will need to be activated each time the battery pack is plugged into the airplane. (If the motor does not run, proceed to Step 5: "Charging the Aircraft Battery")
6. When finished with the motor test, disconnect the battery before turning off the transmitter.

Charging HobbyZone Ni-CD and Ni-MH Battery Packs



The Aerobird Xtreme's charger uses 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. During the charge cycle, it continuously monitors the battery's charge curve and automatically stops charging when the peak charge is detected.

DC Peak Detect Charger Features:

- Variable charge rate from 0.5–1.8 amp charge rate
- Trickle charge
- Automobile 12V power outlet DC adapter (with alligator clip adaptor)
- Tamiya-style connector
- Charges 6- and 7-cell Ni-Cd and Ni-MH battery packs
- LED charge indicator

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Charging the Aircraft Battery continued

Charging HobbyZone® Battery Packs

1. When charging a stock Ni-Cd battery pack (HBZ6510), completely discharge the battery prior to charging. This will ensure that your battery will get a full charge and will help prevent it from false peaking.
2. 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
Stock Aerobird Xtreme Battery 1700mAh 7.2V Ni-Cd	1.8 amps	55 minutes*
Optional Xtreme Battery 3000mAh 7.2V Ni-MH	1.8 amps	105 minutes*

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

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

Success Tip

The Aerobird Xtreme™ battery should be charged shortly before flying. If the battery sits for more than 12 hours prior to flying, you will need to “re-peak” the battery before you fly by repeating the steps on this page. This will ensure you get the maximum amount of flying time per charge.

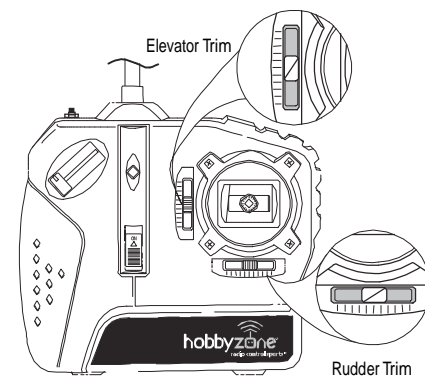
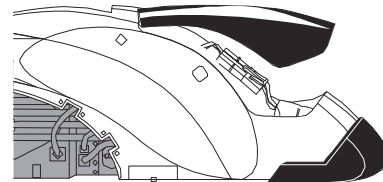
Safety First!!

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.

NOTE: Your Aerobird Xtreme also comes with a special adapter so you can power your charger with a 12V power supply, or an automobile battery.

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Tail Control Test



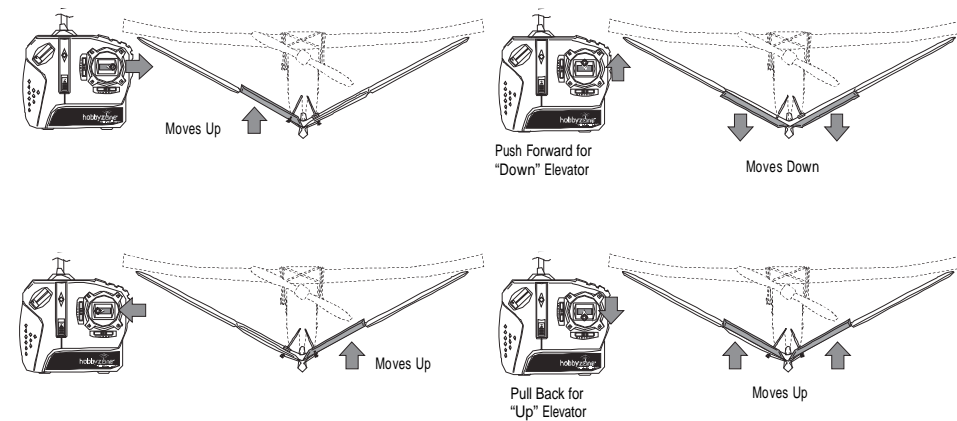
10

Safety First!!

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. Each flap must be level with the rest of the tail surface when the trim levers are centered. Adjust the control lines until they are level.

Tail Control Test continued



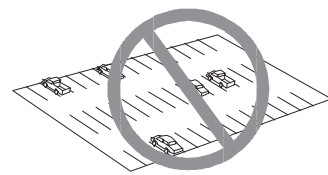
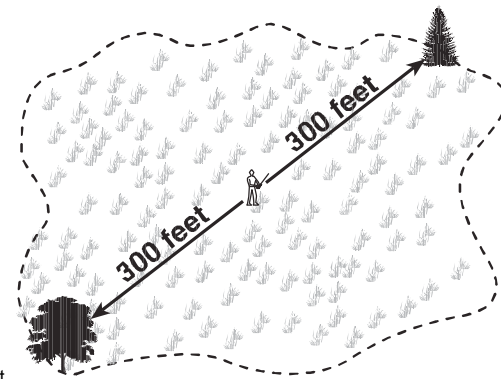
11

Choose a Large, Open Grassy Field

- A large, open grass field is required. The Aerobird Xtreme™ flies approximately 30 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 Xtreme safe.

Crash damage is not covered by the warranty.



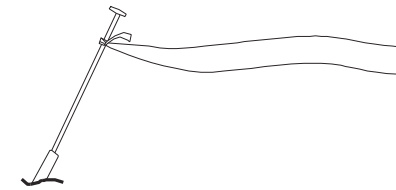
Choose a Calm Day

To ensure success on your first flights, **DO NOT FLY** in winds of more than 8 mph.

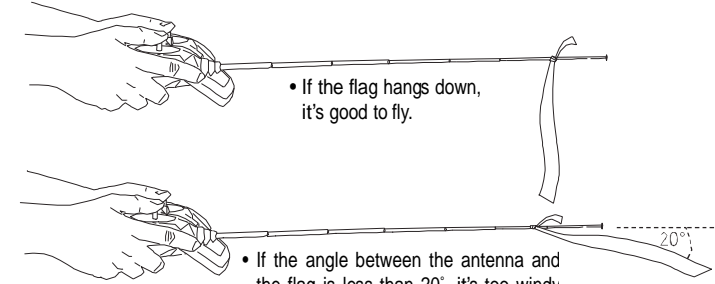
To check wind conditions:

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 Xtreme™—you'll be glad you did.



- If the flag hangs down, it's good to fly.

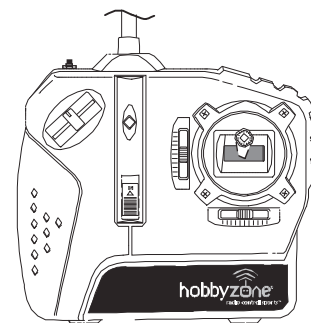


- If the angle between the antenna and the flag is less than 20°, it's too windy for your first flights.

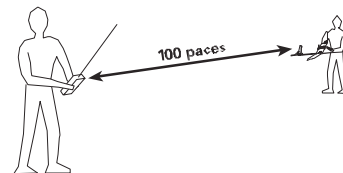
Range Test

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.

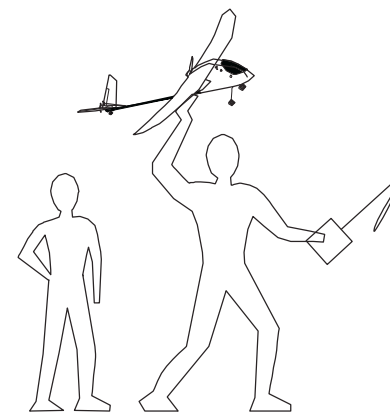


If model does not range test correctly, do not fly. Call Horizon Hobby Product Support staff toll-free at 1-877-504-0233 for directions on how to proceed.

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 XL™, Firebird Commander™, or Aerobird Challenger™, then you should be ready for the Aerobird Xtreme™. The Aerobird Xtreme can be controlled in a similar manner as a 2-channel plane, such as the Firebird XL or Firebird Commander, 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 Xtreme should seek the assistance of an experienced RC flyer until they've mastered the pitch function. Once again, crash damage is not covered under the warranty.



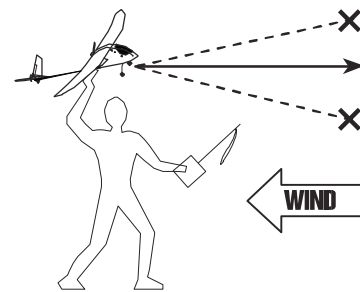
The flying characteristics of the Aerobird Xtreme should not be altered for your first flights. Once you are comfortable flying the plane in the standard "out-of-the-box" configuration, only then should you attempt to change the flying characteristics of the Aerobird Xtreme by changing hole positions in the control horns.

Hand Launch

1. On first flights, have an experienced second person (adult recommended) launch the Aerobird Xtreme™ while the pilot controls with the transmitter. Adult assistance is always recommended with pilots 14 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. Launch firmly. 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.

Safety First!!

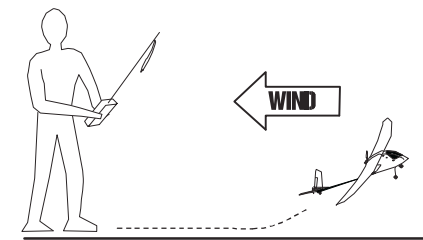
Keep the spinning propeller away from your hair, head and hands or injury may occur.



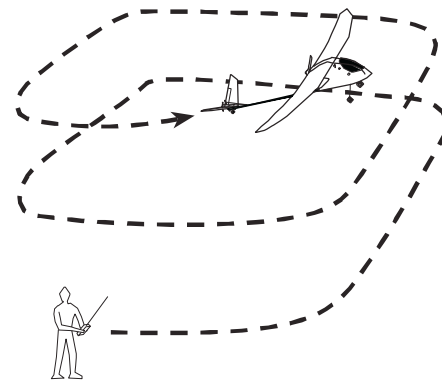
Runway Takeoff

(Not recommended for inexperienced pilots)

1. Stand behind the Aerobird Xtreme™ 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 Xtreme headed directly into the wind.
3. If battery is fully charged, your Aerobird Xtreme 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



Success Tip:

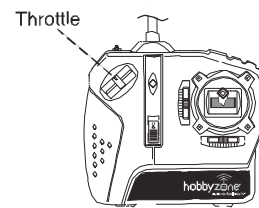
Once you've reached a safe altitude, make right and left adjustments of the control stick to keep it flying straight into the wind. Never attempt a turn until the Aerobird Xtreme reaches at least 50 feet of altitude. Control range is 2500 feet. Don't let the plane fly too far away. Keep it upwind from you or the wind may carry it away from you and out of sight and/or control range.

Turning

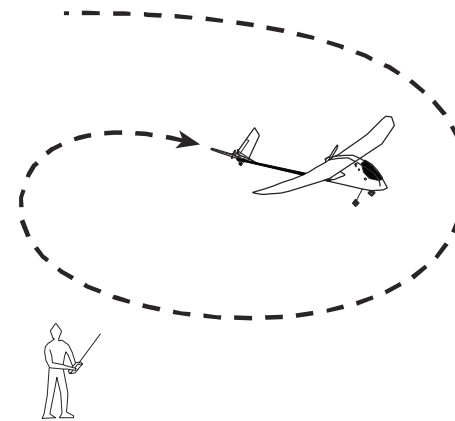
Gently move the stick in the direction you want the model to turn. Avoid holding full right or full left for more than two seconds as this can cause the plane to spiral dive and crash.

Sharp Turns

Move the stick in the direction you want to turn and pull the stick back at the same time. The plane will make a sharper banking turn. This is an advanced maneuver and shouldn't be attempted until you've mastered the use of pitch.



Flying continued



Success Tip:

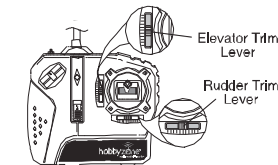
With the throttle stick set at low or off (gliding), the plane will not turn as fast as when the throttle is set on high.

Rudder Trim

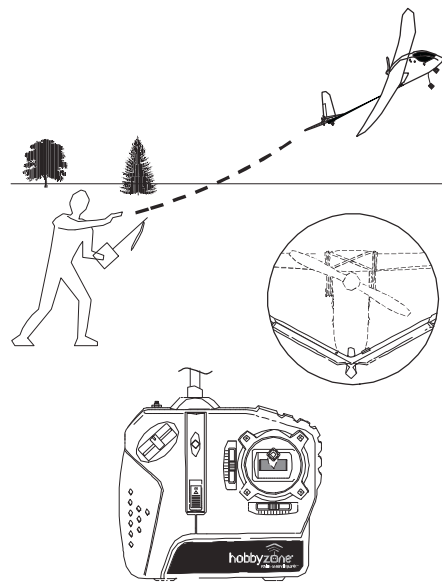
If the Aerobird Xtreme™ seems to drift in one direction when the control stick is in the neutral (centered) position, gradually move the trim control lever below the control stick in the OPPOSITE direction of the drift until the plane flies straight with the control stick at neutral. See page 23 if additional adjustments are needed.

Elevator Trim

The Aerobird Xtreme should have a steady, shallow climb at full throttle with the control stick in the neutral (centered) position. If, however, the Aerobird Xtreme seems to drift up or down when attempting straight and level flight at reduced throttle settings, gradually move the trim control lever on the left side of the control stick in the SAME direction of the drift until the plane flies level with the control stick at neutral. See page 23 if additional adjustments are needed.



Using Elevator



The Aerobird Xtreme™ 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. 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.

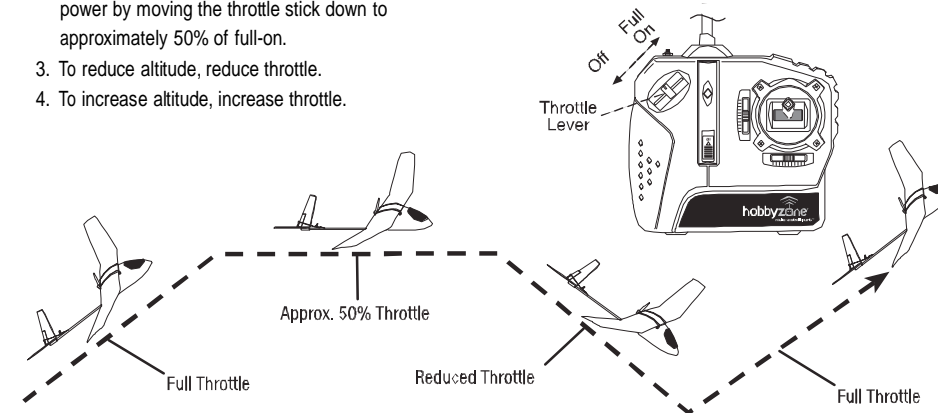
In a stall, the nose of the plane will go down (looks like the plane is diving). To recover from the stall, pull the stick back slowly (UP elevator) once the nose of the plane goes down and plane has built up airspeed. Exit the stall to straight and level flight. Be careful, since pulling the stick back too abruptly or for too long will cause the Aerobird Xtreme 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 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 over obstacles.

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 Xtreme™ a bit more area for turns.



Landing

When you notice that the Aerobird Xtreme™ no longer climbs well under full power (normally after approximately 15-20 minutes with stock Ni-Cd battery pack), 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 Xtreme will glide in for a landing.

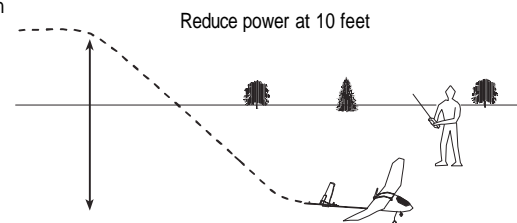
Auto Cut-Off Feature: When the flight battery gets low enough, this feature will automatically shut off the motor and save enough battery power for the radio and tail control so you can land safely. If you are high enough and have some time to rest the battery, you may re-arm the motor by moving the 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.

Safety First!!

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.

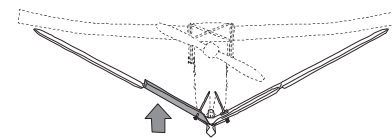
Success Tip:

As you gain experience, try adding a bit of gentle back-pressure on the stick just before touchdown to "flare" the plane. With some practice, your landings will be expertly smooth and on target.



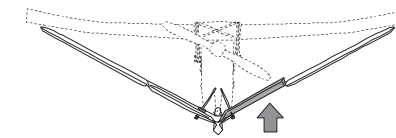
Making Adjustments—Plane Turns to the Left or Right

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 Xtreme™ keeps turning to the left and adjusting the trim control lever (page 19) 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 Xtreme keeps turning to the right and adjusting the trim control lever (page 19) does not correct enough to fly straight with the stick at neutral:

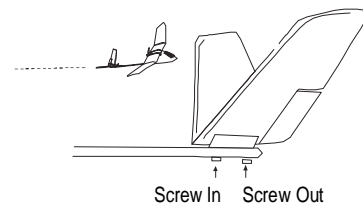
1. Adjust the control line so that the right tail flap is 1/16" above the rest of the tail surface.
2. Test fly.
3. If it still flies to the right, repeat the above procedure, adding 1/16" each time until it flies straight.

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.

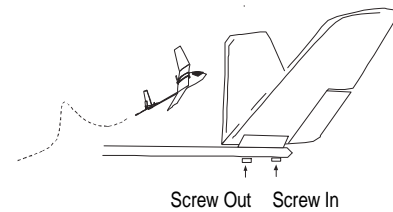
A. If the Aerobird Xtreme™ does not climb fast enough with a fully charged battery at full throttle, do the following:

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



B. If the Aerobird Xtreme 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 Xtreme climbs at a steady rate.



Multi Mode Flight Control System



The Aerobird Xtreme™ 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.

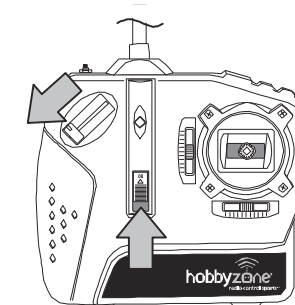
Sport Mode

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 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, more aggressive control response.

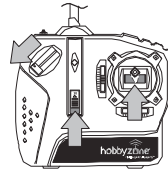
Pro Mode is great for aerobatics and engaging friends in aerial combat with the Sonic Combat Module™. It's easier to keep the nose down and the speed up, and you can cross over onto an opponent's tail much faster.

Success Tip:

We strongly recommend you spend your first few flights in Pro Mode at higher altitudes where there is a greater margin of safety.

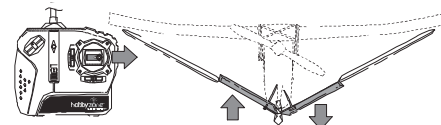
Entering Pro Mode

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

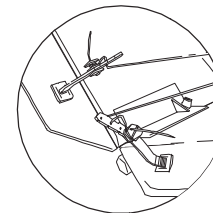
The Aerobird Xtreme™ comes out of the box with the controls set for beginning pilots. By adjusting the control lines to holes on the control horns that are closer to the control surfaces, you will give the Aerobird Xtreme more control response for aerobatic maneuvers like loops and tail slides (good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

Moving the control line to adjust the control response:

Note: Only adjust one control surface at a time so you don't accidentally mix them up. Use your fingers or a small, straight-blade screwdriver to turn the control horn spool. There is also a small stainless steel tool included to help turn the 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.
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 Xtreme 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.

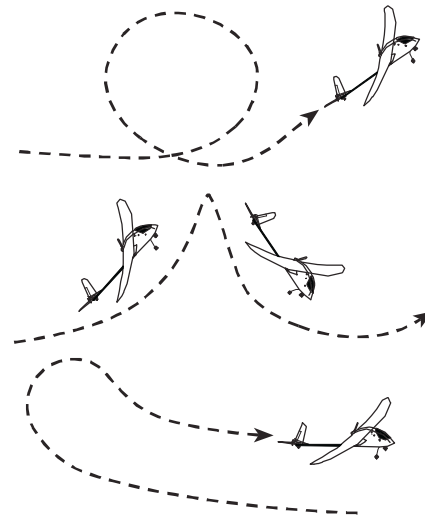
Aerobatic Flight continued

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 pulling back on the control stick.

Chandelle: Gradually pull back on the control stick 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 pull back on the stick to exit the maneuver in straight and level flight.



Chargers and Charge Times

You may also purchase an optional charger to allow for faster charging. The E-flite Summit™ (EFLC2010) is a DC powered variable rate (.250 mA–4.5 amps) peak charger ideal for charging 4–7 cell Ni-Cd and Ni-MH battery packs. The Prophet Pro™ (DYN4048) 7.5 amp 12V power supply powers the Summit charger.

E-flite Summit DC Peak Charger



EFLC2010

Dynamite® Prophet Pro
12V 7.5 amp Power Supply



DYN4048

CHARGER	CAPACITY	MAX. CHARGE RATE	*CHARGE TIME
HBZ6519 DC Peak Charger 1.8	1700mAh NiCd pack	1.8 amp	55 minutes
	3000mAh NiMH pack	1.8 amp	105 minutes
EFLC2010 Summit DC Variable Rate Peak Charger	1700mAh NiCd pack	4.0 amps	25 minutes
	3000mAh NiMH pack	4.0 amps	45 minutes

*charge times are approximations only



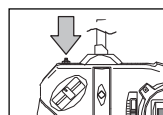
Adding X-Port Accessories

The Aerobird Xtreme™ is equipped with HobbyZone's exclusive X-Port™ feature, which will allow you to add exciting plug-n-play accessories like the Sonic Combat Module™ and Aerial Drop Module™ (both sold separately). You activate attached X-Port accessories by pressing the button on the top left corner of the transmitter.

Sonic Combat Module

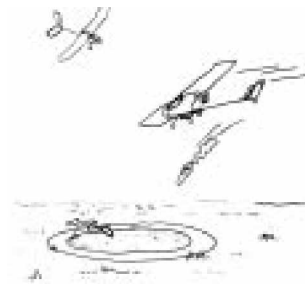
The Sonic Combat Module (HBZ4020) allows you to engage in pulse-pounding aerial combat with up to five other SCM equipped HobbyZone® aircraft. When you successfully "hit" the other SCM equipped aircraft, you will disable their motor for approximately 10 seconds, leaving them with only the use of the tail controls during this time.

No one to fly against? You can still take part in air-to-ground combat with the purchase of the SCM and the Stealth Ground Target (HBZ4025). With the SCM attached to your aircraft you can fly in low and hit the Stealth Ground Target, causing it to emit a loud pitch tone that lets you know you've scored a "kill".



Aerial Drop Module

The Aerial Drop Module (HBZ6023) attaches to your fuselage and allows you to drop one or both of the included streamer bombs on ground targets. A parachute jumper is also included, offering the opportunity to practice dropping in "behind enemy lines."



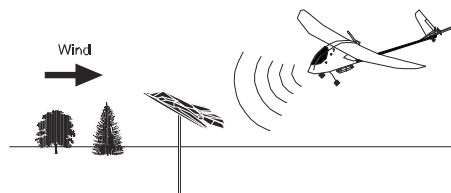
For more information regarding these HobbyZone accessories, as well as all Hobby Zone products, please visit www.hobbyzonesports.com.

Aerobird Xtreme™ Combat Options

Fun Games with the Target

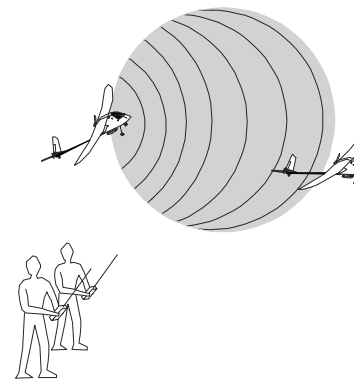
1. See how many hits you can get in a measured time, such as 3 minutes.
2. See how many hits you can get in one battery pack.
3. Attack the target with two or more Aerobirds at the same time. See who can time their attack runs properly and get the most hits in 5 minutes.

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

Engage in an aerial free-for-all with 2 to 6 other X-Port™ equipped HobbyZone® planes using the Sonic Combat Module™.



HobbyZone® Accessories



HBZ6512 3000mAh Ni-MH Battery Pack
More flight time for your Aerobird Xtreme™,
almost twice as much as the included battery pack!



X PORT
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.



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

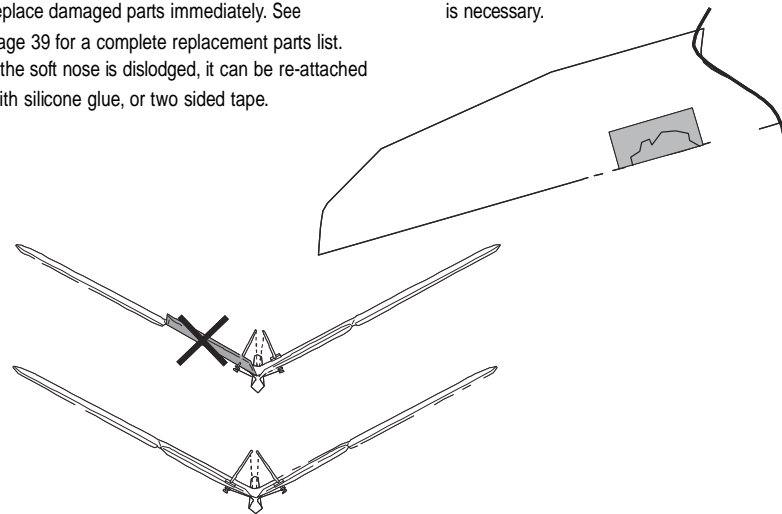


HBZ4025 Stealth Target
An optional Stealth fighter ground target with
"hit" sensor is available so you can practice with
the Sonic Combat Module or take on friends in a
target-shooting contest

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.
3. If the soft nose is dislodged, it can be re-attached with silicone glue, or two sided tape.

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 10-11 if adjustment is necessary.



Warnings and Safety

1. Avoid damage to property and injury. Read and follow this manual and included video completely, observing all instructions and safety directions. Think safety first.
2. Keep clear of the propeller, 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 Xtreme™ 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 Xtreme near people, vehicles, train tracks, buildings, power lines, water, hard surfaces or trees. Never allow any one to attempt to catch the Aerobird Xtreme while it's in flight or serious injury can result.
4. Adult supervision is recommended for ages 14 and under.

5. Battery Charging: Only use a battery charger intended for use with the Aerobird Xtreme 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 for more than three hours.
6. Never cut into the wires on the battery charger or airplane as 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 Xtreme, 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 Xtreme is shown on stickers on the back of the transmitter.

Success Tips

1. Avoid damage to property and injury. Read and follow this manual and included video completely, observing all instructions and safety directions. Think safety first.
2. Keep clear of the propeller, 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 Xtreme™ on a windy day or injury may occur.
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Troubleshooting

PROBLEM	POSSIBLE CAUSE	SOLUTION
Unit does not operate	<ol style="list-style-type: none"> 1. Transmitter "AA" batteries are depleted or installed incorrectly indicated by a dim or unlit LED on transmitter or the low battery alarm 2. No electrical connection 3. Aerobird Xtreme™ battery not charged 4. Crash has damaged the radio inside the Aerobird Xtreme 	<ol style="list-style-type: none"> 1. Check polarity installation or replace with fresh "AA" batteries 2. Push connectors together until they "click" 3. Charge battery fully 4. Replace the fuselage
Aircraft keeps turning in one direction	<ol style="list-style-type: none"> 1. Tail flaps need adjustment 2. Wing is not centered over the fuselage 3. Stickers (decals) not stuck down 	<ol style="list-style-type: none"> 1. Adjust stick trim lever (see page 19) or adjust tail flap position (see page 23) 2. Center the wing before each flight 3. Properly rub down stickers or tape down
Aircraft is difficult to control	<ol style="list-style-type: none"> 1. Tail flaps aren't adjusted properly 2. Wing or tail is damaged 	<ol style="list-style-type: none"> 1. Adjust tail flaps (see pages 19, 23) 2. Repair or replace
Aircraft keeps nosing down sharply	<ol style="list-style-type: none"> 1. Tail boom dislodged from notch 	<ol style="list-style-type: none"> 1. Fix by re-installing tail boom into housing and secure with tie-wrap or similar product.
Aircraft won't climb	<ol style="list-style-type: none"> 1. Battery isn't fully charged 2. Tail needs adjustment 	<ol style="list-style-type: none"> 1. Charge battery shortly before flying 2. Adjust tail screws (see page 24) or trim lever (page 19)

Warranty and Follow-Up Procedures

Due to the nature and operation of this product, the warranty does not extend beyond the initial preflight testing. Carefully check the parts and operation

BEFORE your first flight. Damage incurred during flying combat, landing, crashing or modification is not covered under the warranty.

Warranty: Horizon Hobby, Inc. guarantees this product to be free of defects in material and workmanship. If you discover defects during the very first preflight testing (Steps 1–6, & 9), please call our Product Support staff toll-free at 1-877-504-0233. If you are directed by them to return the product to our Service Center, you will be provided with a Return Authorization (RA) number. If, in our opinion, after inspecting the product, we determine it to be defective, we will repair or replace it at our discretion.

If you are directed by our Product Support staff to return the Aerobird Xtreme™, please follow these instructions.

1. Unplug the battery from the airplane.
2. Pack the complete Aerobird Xtreme™ (all components in the original box) and put into a sturdy shipping carton for protection.
3. Include your complete name and address information inside the carton, as well as clearly writing it on the outer label/return address area. Include detailed information explaining the nature of the problem(s) encountered.
4. Please date your correspondence and be sure your complete name, address and daytime phone number appear on this enclosure. Please include your original dated sales receipt.

Mail to the address below.
Horizon Service Center
Attn: HobbyZone Dept.
4105 Fieldstone Rd.
Champaign, IL 61822

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Replacement and Optional Parts

Keep your Aerobird Xtreme™ flying with spare parts available from your local retailer or from Horizon Hobby (www.horizonhobby.com). Please check with your retailer first—by supporting your local hobby shop, they'll be there when you need them.

Replacement Parts

PART#	DESCRIPTION	SUGGESTED RETAIL	PART#	DESCRIPTION	SUGGESTED RETAIL
HBZ6502	Standard Decal Sheet ABX	5.99	HBZ3553	TX: CH 3, 27.095 ABX, ABC	29.99
HBZ6507	Propeller ABX	3.29	HBZ3554	TX: CH 4, 27.145 ABX, ABC	29.99
HBZ6509	Landing Gear with wheels	4.49	HBZ3555	TX: CH 5, 27.195 ABX, ABC	29.99
HBZ6510	7.2V 1700mAh Ni-Cd Battery	29.99	HBZ3556	TX: CH 6, 27.255 ABX, ABC	29.99
HBZ6513	Alligator Clip to 12V lighter adapter ABX	3.99	HBZ6057	TX Battery Cover ABX, ABC	2.50
HBZ6515	Instruction Manual ABX	.99	HBZ1058	TX Antenna	4.99
HBZ6516	Instruction Video CD ABX	7.99	HBZ6537	Main Wheel Axle Caps (4)	1.49
HBZ6518	Canopy w/Hinge ABX	3.99	HBZ6035	Tail Horn + Keeper (2)	.89
HBZ6519	1.8 Amp DC Peak Charger	24.99			
HBZ6520	Yellow Standard Wing ABX	19.99			
HBZ6530	Tail w/Accessories ABX	14.99			
HBZ6532	Replacement Motor ABX	19.99			
HBZ6534	Trailing Edge Cap (2) ABX	1.49			
HBZ6536	Wing Hold Down Rods w/caps(2) ABX	1.49			
HBZ6538	Yellow Rubber Bands(6) ABX	.99			
HBZ6539	Yellow Tail V-Brace ABX	1.49			
HBZ6540	Yellow Tail Screws ABX	.99			
HBZ6541	ABX Fuselage: CH 1, 26.995	59.99			
HBZ6542	ABX Fuselage: CH 2, 27.045	59.99			
HBZ6543	ABX Fuselage: CH 3, 27.095	59.99			
HBZ6544	ABX Fuselage: CH 4, 27.145	59.99			
HBZ6545	ABX Fuselage: CH 5, 27.195	59.99			
HBZ6546	ABX Fuselage: CH 6, 27.255	59.99			
HBZ6548	ABX Bare Fuselage	19.99			
HBZ3551	TX: CH 1, 26.995 ABX, ABC	29.99			
HBZ3552	TX: CH 2, 27.045 ABX, ABC	29.99			

Optional Parts

HBZ6512 3000mAh 7.2V Ni-MH Battery 41.99

Optional Charger

EFLC2010 E-Flite Summit Variable Rate DC Peak Charger 69.99

This variable rate DC powered peak charger comes with 3 charge leads, BEC, universal RX, and Tamiya-style connector. Select charge rates from .250mA–4.5A to safely peak charge your 4-7 cell Ni-Cd and Ni-MH battery packs. (see page 29)

DYN4048 Dynamite 12V 7.5A Switching Power Supply 59.99

Use this to supply AC power to your E-flite Summit™ Peak Charger. Plugs into any standard 110/120V wall outlet. (see page 29)

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