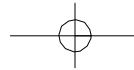


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7047





Welcome  
to the World of

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

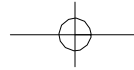


Congratulations on your purchase of the HobbyZone<sup>®</sup> Firebird Scout™—a radio-controlled airplane that allows you to have success as a complete beginner. The Firebird Scout will also allow you to expand to more advanced maneuvers as your flying abilities improve. Before your first flight, read these instructions thoroughly. Also, make certain to watch the included VCD. These will both help familiarize you with the basics of flight as well as offer some pointers to ensure success in your first flights.

The HobbyZone Firebird Scout is equipped with revolutionary software: Smart-Trak™. When Smart-Trak is in Standard Mode, it automatically recognizes mistakes beginners often make (such as over-control) and compensates for them, while also increasing control during gliding with the motor off to maintain positive control. This software makes the Firebird Scout one of the easiest planes to fly.

Once you're more experienced, you can enter Expert Mode, which allows you to have full control at all times for tighter turns and spirals, as well as other dramatic maneuvers.

Our mission at HobbyZone<sup>®</sup> is to make sure you have success and safe fun with the Firebird Scout™, as well as learn a few things along the way.



Crash damage is not covered under the warranty.

Be sure to read the warranty on page 27 and "Warnings and Safety" on page 24 before you proceed to Step 1.

Visit [www.modelflight.com.au](http://www.modelflight.com.au) for more information and spare parts

## Transmitter

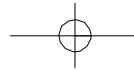
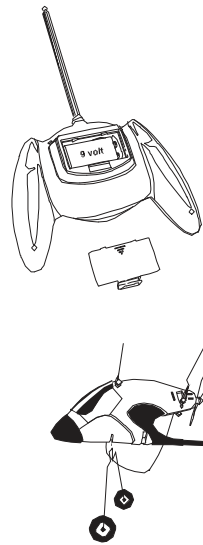
*Needed for Step 1*

9V (1 pre-installed)

1. Your transmitter comes with the 9V battery pre-installed.
2. To test, switch on the transmitter. The LED should glow brightly.

## Landing Gear Installation

Your Firebird Scout™ includes landing gear. Simply slide the landing gear into the allotted slot in the fuselage. Once this is done, you are ready to attach the wing.



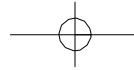
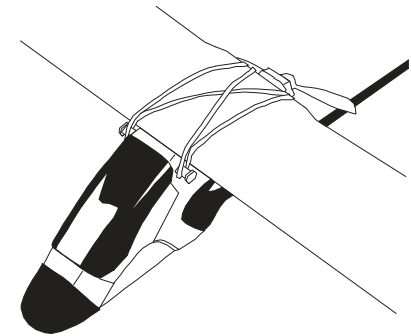
## Wing Attachment

*Needed for Step 2*

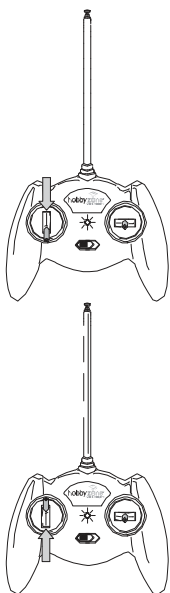
Rubber Bands (x4)

### 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. Secure the wing in place by attaching two rubber bands across the middle and one on each side as shown. Locate the rubber bands on the peg hooks as close as possible to the fuselage sides.
3. Before each flight, make sure the front and trailing edges of the wing are exactly centered on the fuselage.



## Motor Test and Battery Discharge



### Adult Supervision Required

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

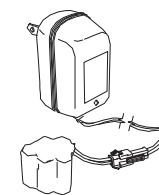
1. Turn the transmitter on.
2. Install the battery in the fuselage slot and plug in the connector.
3. Move the transmitter's left stick all the way down and hold for one second. This will arm the motor.
4. Move the transmitter's left stick up. Since most batteries come partially charged, the prop should spin at high speed. (If the motor does not run, proceed to charging the battery.)
5. In order to fully discharge the battery, run the motor at high speed until it shuts off. If there is not enough charge in the battery to power the propeller, then proceed to Step 4.
6. When finished with the motor test, be sure to disconnect the battery first then turn off the transmitter.

## Charging the Aircraft Battery

**Note:** Never charge a hot battery or a battery that is already charged. Always discharge before every charge.

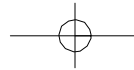
See "Warnings and Safety" on page 24.

1. The charger supplied with the Firebird Scout™ has a built-in timer. Plug the battery into the charger, and then plug the charger into the wall. The LED indicator should glow constantly. After about 2.5 hours, the LED will turn off, indicating the battery is charged and ready to use.
2. To charge another battery, the charger must first be unplugged from both the wall and the battery to reset the timer.

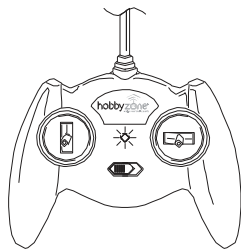
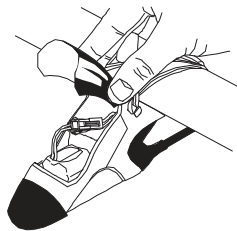


**Important:** Charge the battery shortly before flying. While charging, place the battery on a heat-resistant surface. Do not lay it on carpet or upholstery while charging. If you charge the battery 12–48 hours before flying, charge again for 30 minutes right before you fly. Stop charging immediately when the battery becomes warm, indicating it is fully charged.

**Note:** If the weather is cold, keep the battery in a warm place until you are ready to fly. A cold battery will have dramatically reduced performance and the throttle will shut off early.



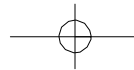
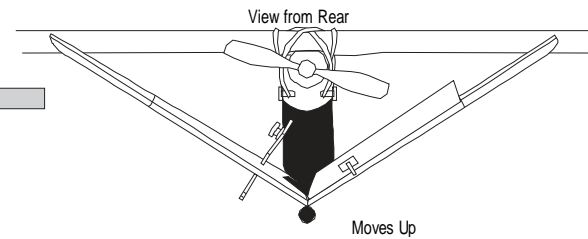
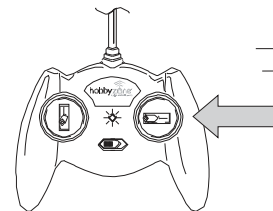
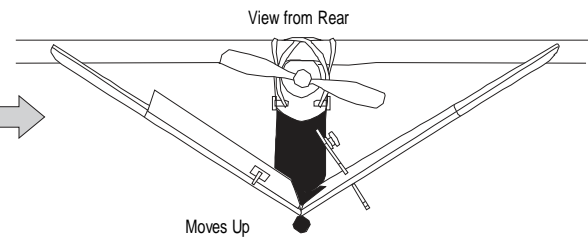
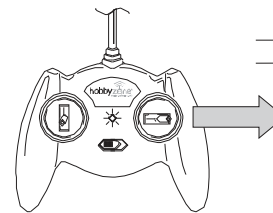
## Tail Control Test

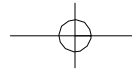


**WATCH OUT!** *Be sure to keep everything clear of the propeller before starting the control test, in the event that you accidentally turn on the motor.*

1. Switch on the transmitter. Check the LED. Do not touch the sticks for 2 seconds while the transmitter automatically calibrates the controls.
2. Install the battery in the fuselage slot and plug in the connector. **Do not arm the motor.**
3. Move the right stick side to side. The flaps should move as on the following page. If each flap is not level with the rest of the tail surface when the right stick is centered, adjust the control lines so they are level (see page 40).

## Tail Control Test continued





## Checking and Adjusting the Tail Control Surfaces

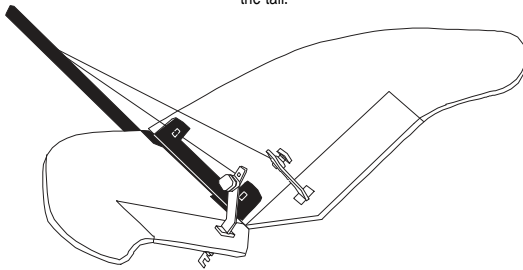
Before making your first flight, confirm that the two control surfaces are level with rest of tail. To do this simply:

1. Turn on the transmitter. Leave the sticks at neutral for a few seconds to allow the calibration process to be completed.
2. Plug the fully charged battery into the airplane. If the tail control surfaces are level with the rest of the tail, your task is complete.

If you notice that one of the tail control flaps (or both) are not level with the rest of the tail, some corrections are needed prior to flight.

- If corrections are needed, repeat steps 1 and 2 from above.
- Use your fingers or a small flat screwdriver to turn the slotted spool on the control horn of the line that needs to be adjusted. Depending on the direction the spool is turned, this will lengthen or shorten the control line.
- While applying some tension to the control line, adjust until the control surface is level with the rest of the surface.

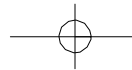
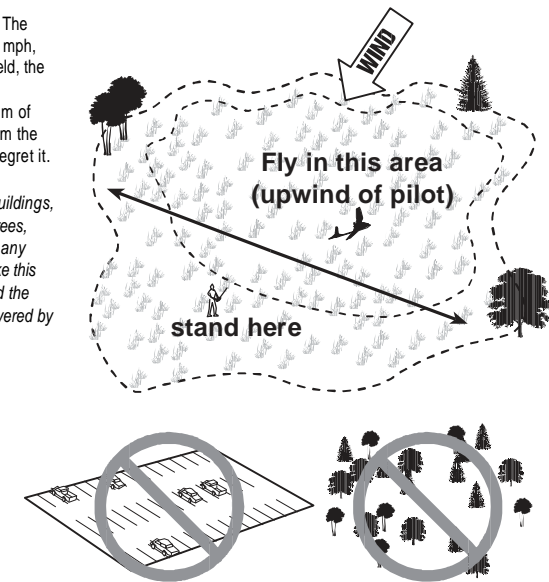
**Note:** Do not allow slack in the lines. The lines should be just taut and the control surfaces level with the rest of the tail.

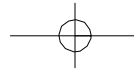


## Choosing a Flying Field

- A large, open grass field is required to fly. The Firebird Scout™ flies approximately 15–20 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 the Firebird Scout safe. Crash damage is **not** covered by the warranty.



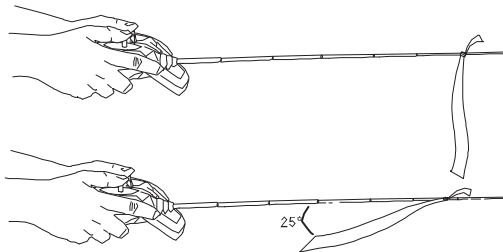
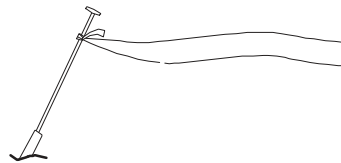


## Choose a Calm Day

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 5 mph!

1. Tie the included red flag to the end of your 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. If the flag hangs down, you're good to fly. If the angle between the antenna and the flag is less than 25°, it's too windy for beginning pilots to fly.

**SUCCESS TIP:** Be smart! Follow this tip and protect your Firebird Scout™—you'll be glad you did. For beginners, flying in too much wind is by far the #1 reason for crashes and/or lost planes.



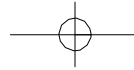
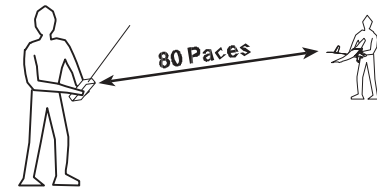
## Range Test

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

1. One person holds the transmitter; the other person walks 100 paces away with the airplane.
2. Extend the transmitter antenna completely and turn the transmitter on.
3. Plug in the airplane battery and close the hatch cover.
4. Pull the throttle stick back to arm the motor.
5. As the first person moves both of 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.

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

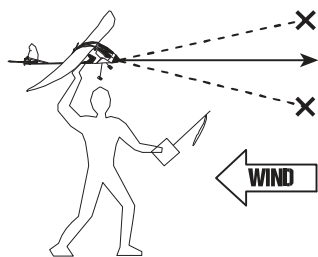


## Taking Off

1. Your Firebird Scout™ will need to be hand-launched. On first flights, have a second person (adult recommended) launch your Firebird Scout while the pilot controls with the transmitter. Adult assistance is always recommended for pilots 12 years of age or younger.
2. Make sure the battery is fully charged.
3. While holding transmitter in one hand, push throttle stick 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.

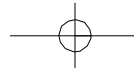


## Flying

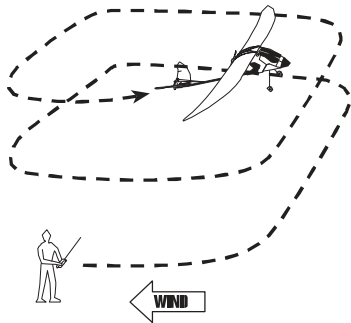
**Important:** Be careful when holding the right stick full-over right or left for extended amounts of time. In some cases, this can cause the model to spiral dive, and if it does not have sufficient altitude, and it may crash. If you see the Firebird Scout™ beginning to enter a spiral, release the right stick.

1. After launching, the model will begin climbing. **Keep the throttle full-on.**
2. Make right and left adjustments of the right control stick to keep it flying straight into the wind. Don't attempt a turn until model reaches 50 feet of altitude.
3. Control range is 1500 feet. Don't let the model fly too far away. **Keep upwind**, especially if the wind is over 8 mph, or the wind may carry it away. Turn off or reduce power if you are climbing to high or losing ground in high winds.

**Important:** Remember, the higher you fly, the stronger the wind will be.



## Flying continued



### Turning

Hold the right stick in the direction you want the model to turn.

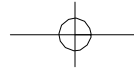
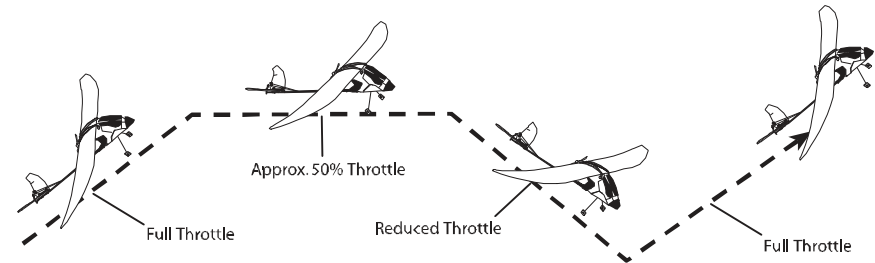
### Trimming

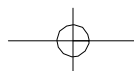
The model should fly straight with the control stick at neutral. See page 20 for information regarding tail adjustments.

## Throttle Adjustment

1. Climb to an altitude of 50 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 Firebird Scout™ a bit more area for turns.*



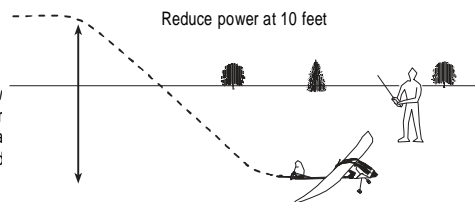


## Landing

When you notice that your Firebird Scout™ no longer climbs well under full power (normally after approximately 8–10 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 Firebird Scout will glide in for a landing. You can land on smooth concrete or similar surface since your Firebird Scout is equipped with landing gear. If you choose to fly without the landing gear attached, it is best to land on grass in order to prevent any damage.

**Note:** If you have the landing gear attached, it is recommended to land on a smooth surface such as asphalt. However, if you are flying over primarily grass, you can easily remove the included landing gear and glide in for a landing on the grass.

**Auto Cut-Off Feature:** When the motor battery gets low enough, this feature will automatically shut off the motor and save enough battery power so you can steer to a safe landing. If the motor cuts off, prepare to land immediately.

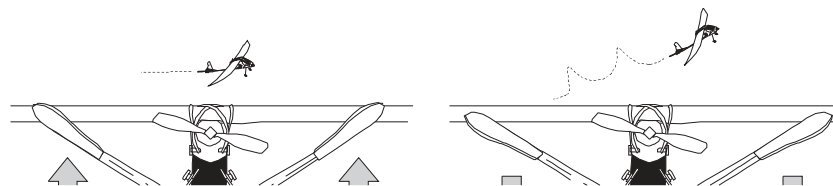


**WARNING:** Do not attempt to catch the airplane or injury may result. Also, be sure to turn motor off before you touch down or damage can occur to your wing and propeller. Remember to always land directly into the wind.

**Expert Tip:** As you get more experienced at flying, try adding a small "blip" of power just before touchdown. With some practice, you'll be able to land it right 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!



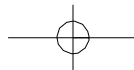
**A.** If the Firebird Scout™ keeps turning to the left with the stick at neutral:

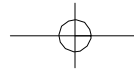
1. Flex the outer right tail trim tab down about 1/16" and flex the left tail trim tab up 1/16".
2. Test fly.
3. Repeat until you achieve the desired result.

**Note:** Always make these adjustments after powering up the plane and transmitter, but **before** arming the motor.

**B.** If the Firebird Scout keeps turning to the right with the stick at neutral:

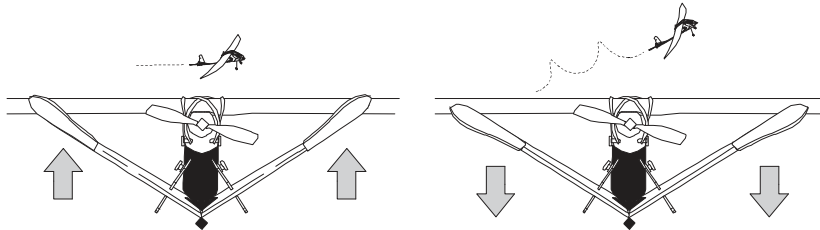
1. Flex the outer left tail trim tab down about 1/16" and flex the right tail trim tab up 1/16".
2. Test fly.
3. Repeat until you achieve the desired result.





## Making Adjustments to the Climb Rate

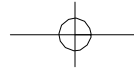
- A.** If the Firebird Scout™ (with a fully charged battery) does not climb fast enough with full throttle, you can adjust the climb rate by:
1. Flexing both trim tabs up about 1/16" from current position.
  2. Test fly.
  3. Repeat until the Firebird Scout achieves desired climb rate.
- B.** If the Firebird Scout climbs too fast with full throttle by climbing at a steep angle, stalling and keeps repeating climbing sharply and stalling, do the following:
1. Flex both trim tabs down about 1/16" from current position.
  2. Test fly.
  3. Repeat the above procedure if necessary until your Firebird Scout climbs at a steady rate.



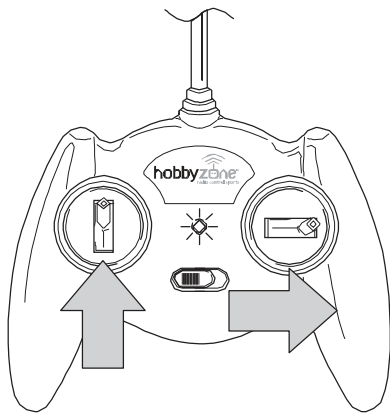
## Entering Expert Mode

Once you have mastered the Smart-Trak™ Standard Mode of the Firebird Scout™, you can activate the Expert Mode to disable the software portion of Smart-Trak. In this mode, you will have full control at all times. The Firebird Scout will turn tighter and easily enter a spiral. This mode is not recommended until you have mastered flying in Standard Mode.

1. Start with the **transmitter off** and the battery out of the plane.
2. Always hold the plane securely, keeping all body parts away from the propeller when the flight battery is installed or being installed.
3. Install and plug in the flight battery.
4. While holding the throttle stick full forward, switch on the transmitter. Continue holding full throttle for 2 seconds then release the throttle stick. You are now in Expert Mode! Confirm that you have successfully entered Expert Mode by following the simple steps on page 22.
5. Before launching, pull the throttle stick back all the way to arm the motor. Test the motor with a blip of power before launching.
6. Repeat this procedure if Expert Mode is desired every time you install a flight battery.



## Expert Mode continued



### Testing the Mode (Optional)

You may check to see what mode you are in after power up, but before pulling the throttle back to arm the motor.

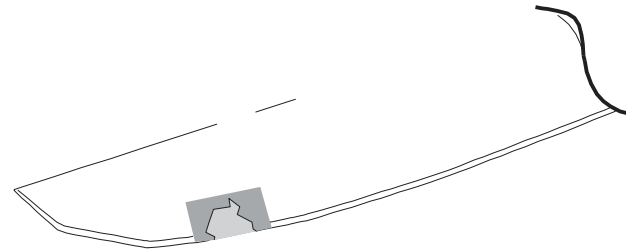
1. Push and hold the throttle stick **forward**.  
(The motor should not run since it is not armed.)
  2. While holding the throttle stick forward, push the right stick all the way to the **right** and hold it there.
- If the left control surface deflects up, holds for about half a second, then reduces to about half way up, you are in Smart-Trak™ **Standard Mode**.
  - If the left control surface deflects up and stays up the same amount continuously, you are in **Expert Mode**.

## 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 28 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 page 10 if adjustment is necessary.*



## 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 the 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 Firebird Scout™ on a windy day, or injury may occur.
3. Do not fly when it's too windy (as described in STEP 8) or you may lose control and crash, causing injury or damage. Never fly the Firebird Scout near people, vehicles, train tracks, buildings, power lines, water, hard surfaces or trees. Never allow anyone to attempt to catch the Firebird Scout 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 Firebird Scout battery.

Never leave the 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. Charging a battery that is not fully discharged will cause the battery to overheat unless it is carefully monitored and removed from the charge when it becomes warm.

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/or 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 Firebird Scout, 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 Firebird Scout is shown on stickers on the back of the transmitter.

## Troubleshooting

PROBLEM	POSSIBLE CAUSE	SOLUTION
Unit does not operate	<ol style="list-style-type: none"> <li>1. Transmitter battery is depleted or installed incorrectly. This is indicated by a dim or unlit LED on transmitter or the low battery alarm</li> <li>2. No electrical connection</li> <li>3. Firebird Scout™ battery is not charged</li> <li>4. Crash has damaged the radio inside the Firebird Scout</li> </ol>	<ol style="list-style-type: none"> <li>1. Check installation or replace with a fresh 9V battery.</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. Decals may be lifting up on wing</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust tail flap position (see page 20)</li> <li>2. Center the wing before each flight</li> <li>3. Tape or press down decals</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 page 20)</li> <li>2. Repair or replace tail</li> </ol>
Aircraft keeps pitching up steeply	<ol style="list-style-type: none"> <li>1. Tail flaps need adjustment</li> <li>2. Wind is too gusty or too strong</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust tail flaps (see page 20)</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 flaps (see page 20)</li> </ol>
Motor shuts off after short flight in cold weather	<ol style="list-style-type: none"> <li>1. Battery is cold (or has been stored in a cold location)</li> </ol>	<ol style="list-style-type: none"> <li>1. Always keep charged batteries at room temperature until ready for flying</li> </ol>

## Success Tips

1. A must for beginners: Don't fly in winds over 5 mph!
2. Important: Choose a flying field carefully—grass and soft ground with 600-foot diameter is optimal to fly and will lengthen the life of the Firebird Scout™.
3. Watch out! Holding the right stick full-over for too long may cause the Firebird Scout to spiral dive and crash, especially at low altitudes. At the very first sign of the Scout beginning to spiral down, immediately release the throttle stick and give the opposite control to level the wings.
4. Purchase an extra battery pack for added fun at the flying field.
5. If you're gliding with the motor off, allow the Firebird Scout a little 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 Firebird Scout 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.
9. Don't attempt to fly beyond your flying abilities. To learn more about flying RC model airplanes, location of the nearest AMA club, AMA safety code, frequency guidelines and much more, we highly recommend that you contact the:

Academy of Model Aeronautics  
5161 East Memorial Drive  
Muncie, Indiana 47302  
Toll-Free (800) 435-9262  
www.modelaircraft.org

## Warranty and Follow-Up Procedures

Due to the nature and operation of this product, the warranty does not extend beyond the initial pre-flight testing. Carefully check the parts and operation before your first flight. Damage incurred during 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 1–10, & 13), please call our Product Support staff toll-free at 1-877-504-0233 for technical support. If you are directed by them to return the product to our Service Center, you will be provided with a RA (Return Authorization) 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 Firebird Scout™, please follow these instructions:

1. Unplug the battery from the airplane.
2. Pack the complete Firebird Scout (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 following address:  
Horizon Service Center  
Attn: HobbyZone Dept.  
4105 Fieldstone Rd.  
Champaign, IL 61822



## HobbyZone Accessories



**HBZ1026 DC Peak Charger**  
Charge your battery from your car in about 40 minutes with our DC Peak Charger, including adapter to charge most HobbyZone® Aircraft and ZigZag™ boat batteries.



**HBZ4545 6V 300mAh Battery**  
Keep your Firebird Scout™ in the air by purchasing an additional battery pack.



  
radio control sports®  
[hobbyzonesports.com](http://hobbyzonesports.com)

Please go to [hobbyzonesports.com](http://hobbyzonesports.com) for more information about all of our great planes, boats and surface vehicles!