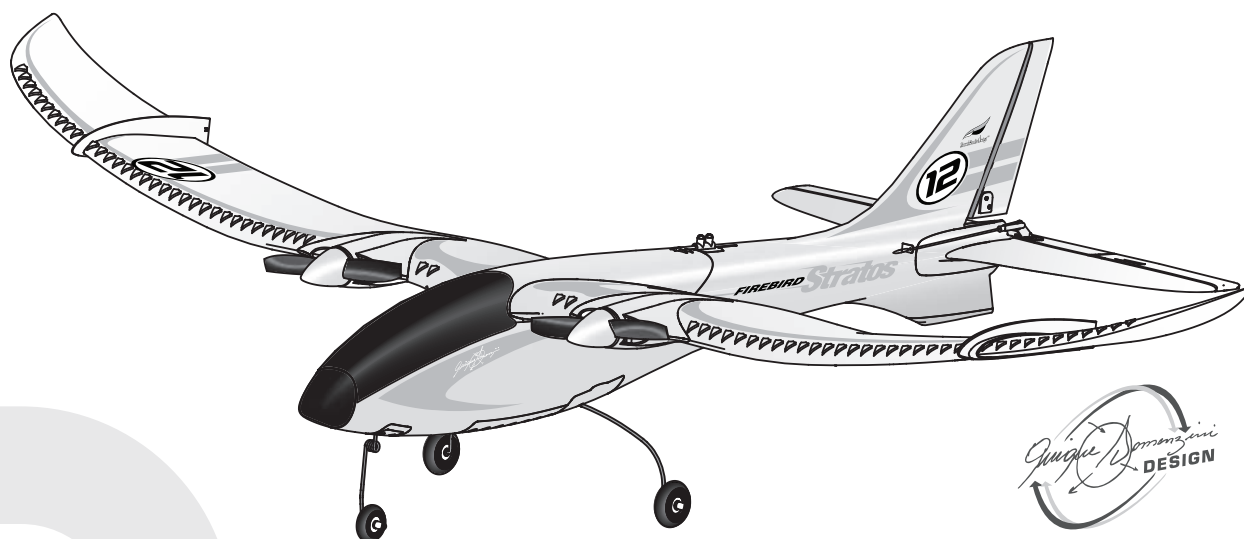


FIREBIRD *Stratos*™

Instruction Manual • Bedienungsanleitung • Manuel d'utilisation • Manuale di Istruzioni



RTF
READY-TO-FLY

hobbyzone®

NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, Inc. For up-to-date product literature, visit www.horizonhobby.com and click on the support tab for this product.


Meaning of Special Language:

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product:

NOTICE: Procedures, which if not properly followed, create a possibility of physical property damage AND little or no possibility of injury.

CAUTION: Procedures, which if not properly followed, create the probability of physical property damage AND a possibility of serious injury.

WARNING: Procedures, which if not properly followed, create the probability of property damage, collateral damage, and serious injury OR create a high probability of superficial injury.

 **WARNING:** Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury. This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not attempt disassembly, use with incompatible components or augment product in any way without the approval of Horizon Hobby, Inc. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

Age Recommendation: Not for children under 14 years. This is not a toy.

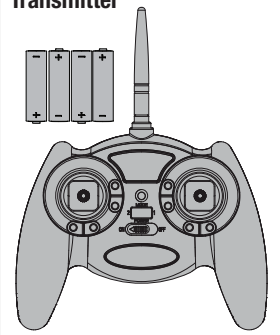
Safety Precautions and Warnings

As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others.

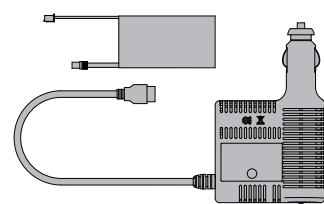
- Always keep a safe distance in all directions around your model to avoid collisions or injury. This model is controlled by a radio signal subject to interference from many sources outside your control. Interference can cause momentary loss of control
- Always operate your model in open spaces away from full-size vehicles, traffic and people.
- Always carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.).
- Always keep all chemicals, small parts and anything electrical out of the reach of children.
- Always avoid water exposure to all equipment not specifically designed and protected for this purpose. Moisture causes damage to electronics.
- Never place any portion of the model in your mouth as it could cause serious injury or even death.
- Never operate your model with low transmitter batteries.

Included in the Box

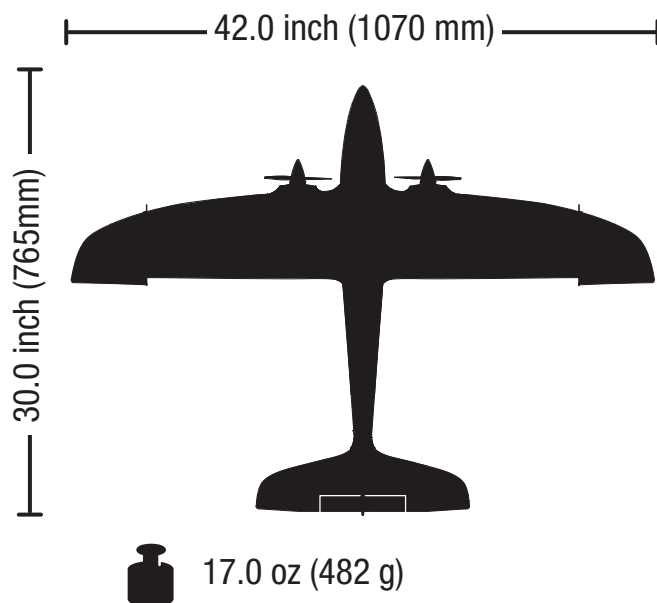
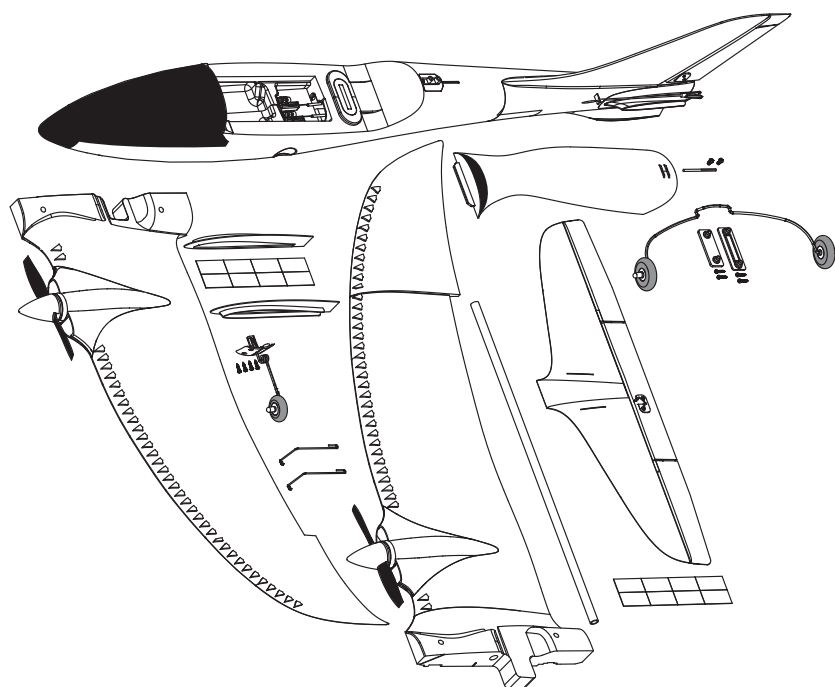
Transmitter



Battery and Charger



Number Decal Sheet 1234567890
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Your HobbyZone® Firebird Stratos™ aircraft includes everything you need to enjoy the adventure and excitement of Radio Control flight. Even if you've never been at the controls of a quality hobby-grade aircraft, state-of-the-art electronic assistance from the on-board Virtual Instructor™ technology will help you quickly master the controls to soar into the sky. Advanced features allow you to progress gradually into aerobatics and perfect three-point landings.

Completely designed and developed in the United States, the easy-to-fly HobbyZone Firebird Stratos is the creation of multi-national and World RC Aerobatic Champion Quique Somenzini, in cooperation with Mirco Picorari of Aircraft Studio Design and George Hicks, renowned aeronautical engineer. Their painstaking influence and expertise means that you can expect performance even an RC expert can appreciate.

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Specifications



Motor: (2) 180 brushed



Battery: 2S 1300mAh Li-Po



Battery Charger: DC powered 2S balancing fast charger



Transmitter:
2.4 GHz Transmitter

To register your product online, visit www.hobbyzonerc.com

Charging the Flight Battery

Your aircraft comes with a DC Flight Battery charger that is specifically designed to charge the included 2S Li-Po battery.

1. Insert charger into car outlet.
2. Connect battery to charger.
3. Charge battery for approximately 1 hour (LED solid red).
4. Disconnect battery after charging (LED off).



CAUTION: When connecting the battery to the battery charger, make sure the two connectors are correctly oriented. Failure to do so could cause the battery terminals to short, resulting in fire, which could lead to property damage and injury.

Charger Specifications

- Input power: 10–14V
- Max output voltage: 8.4V
- Fixed charge current: 1.5A
- Balances and charges 2S Li-Po cells with a minimum capacity of 1300mAh

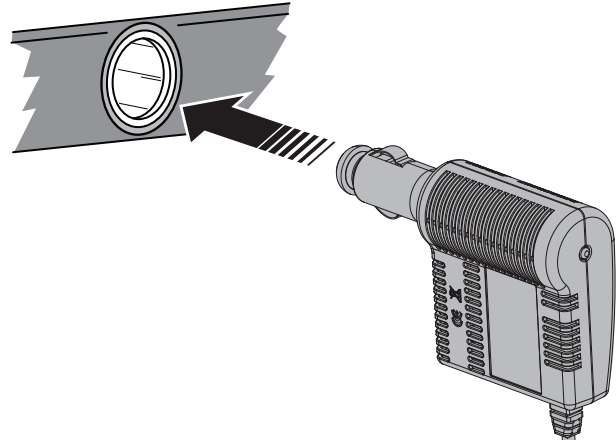
Charging Warnings

- By handling, charging or using the included Li-Po battery, you assume all risks associated with lithium batteries.
- If at any time the battery begins to balloon or swell, discontinue use immediately. If charging or discharging, discontinue and disconnect. Continuing to use, charge or discharge a battery that is ballooning or swelling can result in fire.
- Always store the battery at room temperature in a dry area for best results.
- Always transport or temporarily store the battery in a temperature range of 40–120° F (5–49° C). Do not store battery or aircraft in a car or direct sunlight. If stored in a hot car, the battery can be damaged or even catch fire.
- Always charge batteries away from flammable materials.
- Always inspect the battery before charging and never charge dead or damaged batteries.
- Always disconnect the battery after charging, and let the charger cool between charges.
- Always constantly monitor the temperature of the battery pack while charging.
- **ONLY USE A CHARGER SPECIFICALLY DESIGNED TO CHARGE LI-PO BATTERIES.** Failure to charge the battery with a compatible charger may cause fire resulting in personal injury and/or property damage.
- Never discharge Li-Po cells to below 3V under load.
- Never cover warning labels with hook and loop strips.
- Never leave charging batteries unattended.
- Never charge batteries outside recommended levels.
- Never attempt to dismantle or alter the charger.
- Never allow minors under the age of 14 to charge battery packs.
- Never charge batteries in extremely hot or cold places (recommended between 40–120° F or 5–49° C) or place in direct sunlight.

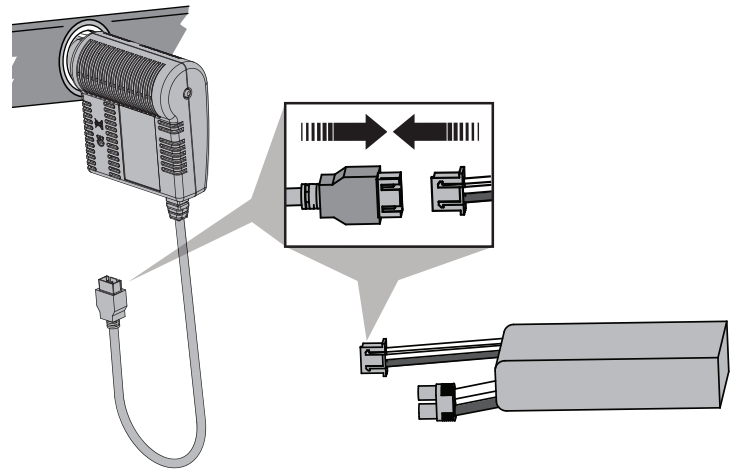


CAUTION: All instructions and warnings must be followed exactly. Mishandling of Li-Po batteries can result in a fire, personal injury, and/or property damage.

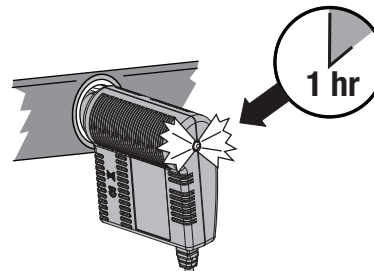
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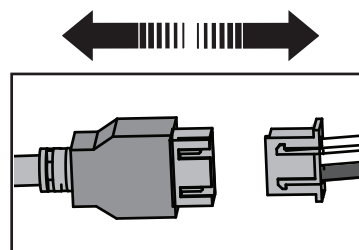
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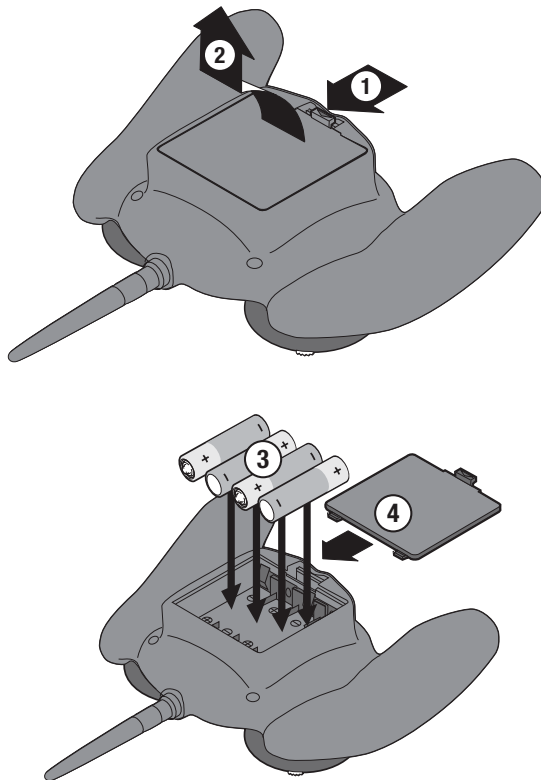


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Transmitter

Installing the Transmitter Batteries

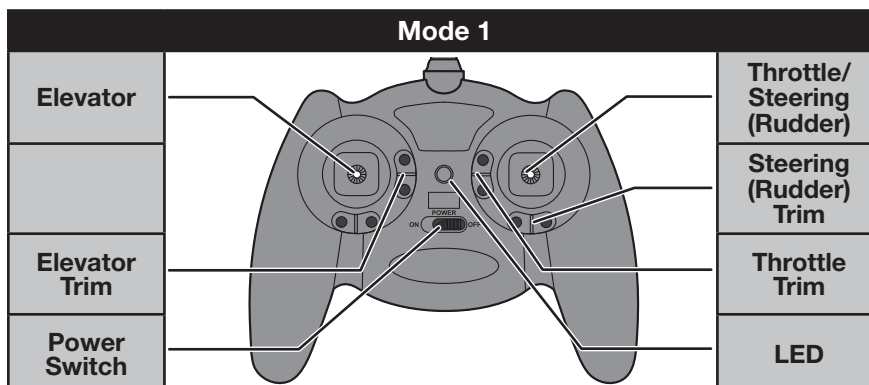
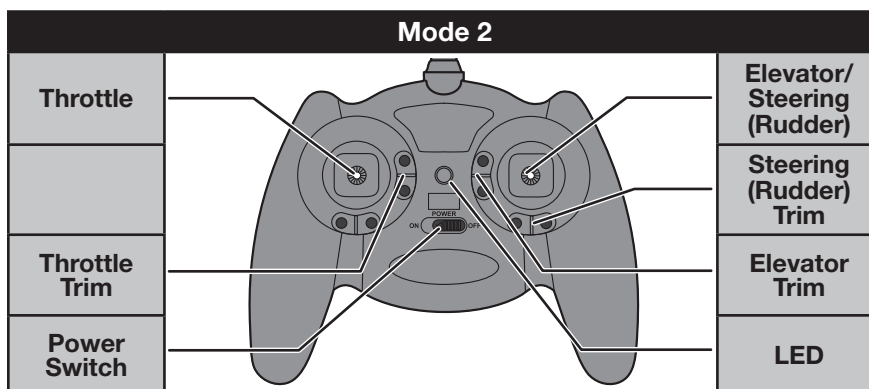
Insert included batteries in the transmitter as shown.

CAUTION: If using rechargeable batteries, charge only rechargeable batteries. Charging non-rechargeable batteries may cause the batteries to burst, resulting in injury to persons and/or damage to property.

CAUTION: Do not pick up the transmitter by the antenna. Do not alter or put weight on the antenna. Damage to antenna parts can decrease transmitter signal strength, which can result in loss of aircraft control, injury or property damage.

Understanding the Controls of the Transmitter

The diagram to the left shows the transmitter controls for Mode 2 and Mode 1 transmitters.



Flight Control

For smooth control of your aircraft, always make small control moves. All directions are described as if you were sitting in the aircraft.

For example, when the aircraft's nose is pointing toward you, left steering (rudder) will turn the aircraft left (your right while holding the transmitter).

- **Flying faster or slower:** When your aircraft is stable in the air, push the throttle stick up to make the aircraft go faster, and pull the throttle stick back to slow down. The aircraft will climb when the throttle is increased.
- **Elevator up and down:** Push the elevator stick forward to make the aircraft go down and pull the elevator stick back to go up.
- **Steering right and left:** Move the steering stick right to make the aircraft go right and move the steering stick left to go left (as if you are seated in the cockpit).

For the first flights, make sure the transmitter is set in low rate (LED slowly blinking).

Virtual Instructor™ Technology

The Virtual Instructor™ technology features 4 assisting systems:

Wing Leveling—Uses a stabilization sensor to keep the wings level during normal flight.

What you will see...after the throttle is increased above 50%, the propellers will turn when rudder is applied or the aircraft is moved.

Rudder to Elevator Mixing—Assists with stability during turns.

What you will see...the elevator moves when the rudder is moved.

Throttle to Elevator Mixing—Aids in control during descending and landing.

What you will see...the elevator moves when the throttle stick is moved below 50%.

Rudder to motor (differential thrust) mix—Supports wing leveling to make more powerful corrections.

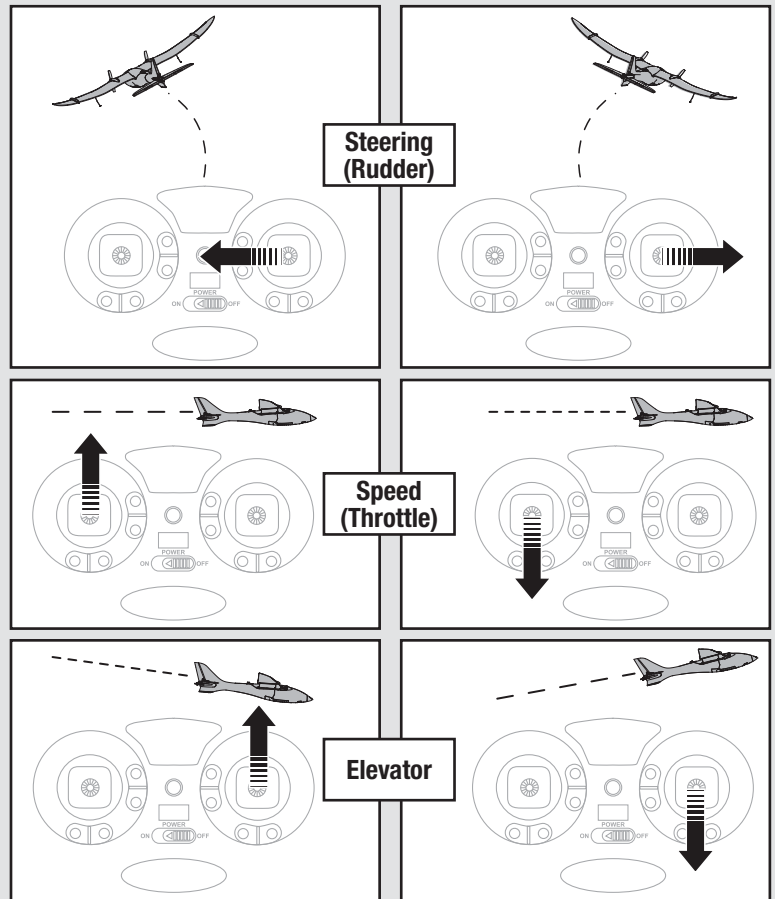
What you will see...after the throttle is increased above 50%, the propellers will turn when rudder is applied or the aircraft is moved.

These automatic systems work together to help prevent the kind of situations experienced by new pilots, such as over-correction, that can lead to accidents.

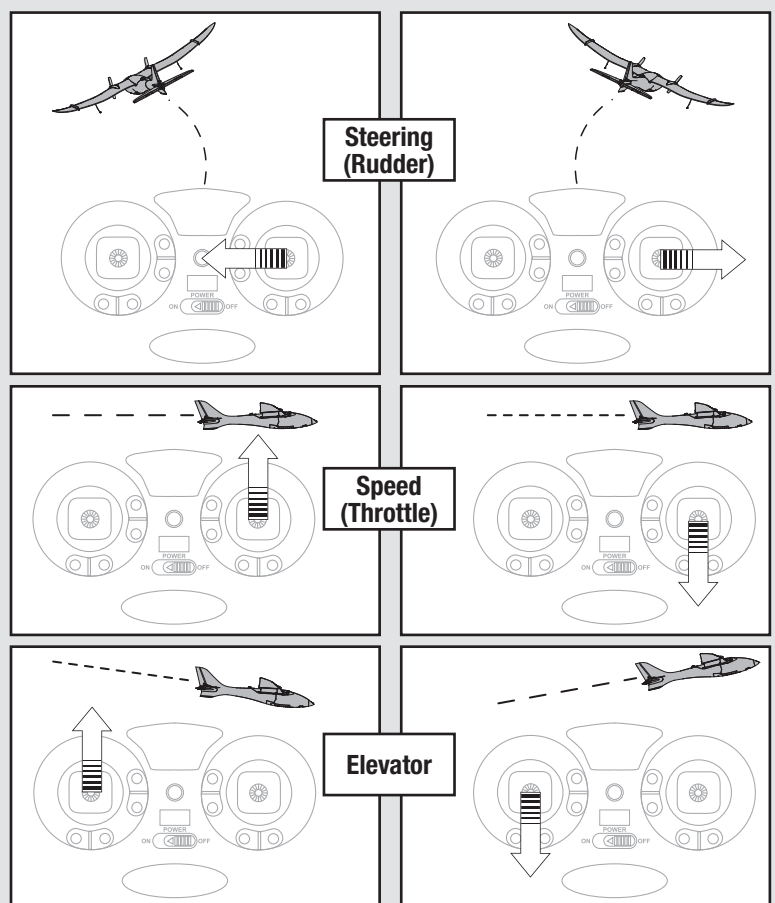


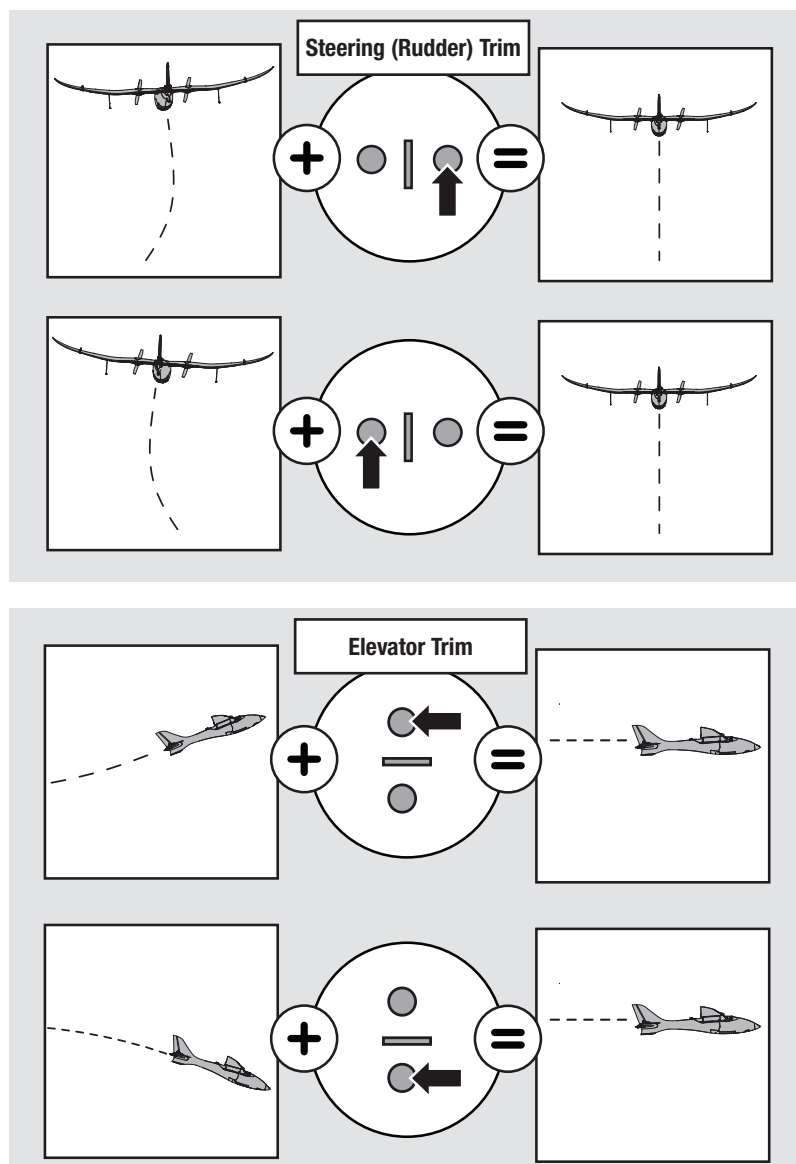
For **ADVANCED Flying tips** go online and visit www.hobbyzonerc.com to see Quique's Tips.

Mode 2



Mode 1





Flight Trimming

Steering (Rudder) trim:

- When the aircraft drifts left or right while the steering stick is at the neutral position (centered), push the steering trim button by one "beep" increments **OPPOSITE** the direction of drift.
- Adjust trim so the aircraft flies straight when the control stick is neutral.

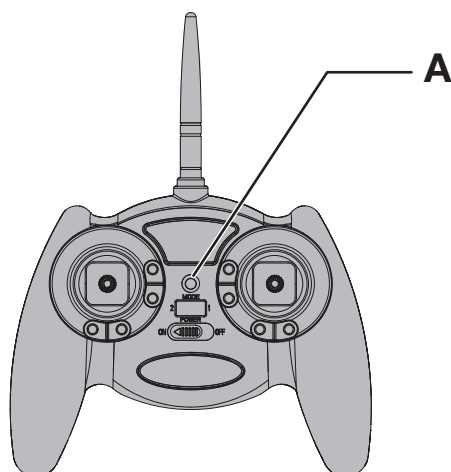
Elevator trim:

Only trim the aircraft at half throttle. When trimmed correctly, your aircraft climbs steadily at full throttle and will fly level at half throttle.

- When the aircraft's nose drifts up or down while the elevator stick is at neutral (centered) position, push the elevator trim button by one or two "beep" increments **OPPOSITE** the direction of drift.
- Adjust trim so the aircraft flies straight and level when the elevator stick is neutral.

You can return any trim setting to neutral by holding down the opposite trim button until the neutral (3 beep tone) occurs.

Tip!



The LED Indicator

The LED (A) on the transmitter displays two functions.

Function 1: Indicates the transmitter is in High or Low Rate (for more information see the **Dual Rates** section). The transmitter's default Dual Rate position is low rate.

LED Slow Blinking – Indicates that the transmitter is in low rate.

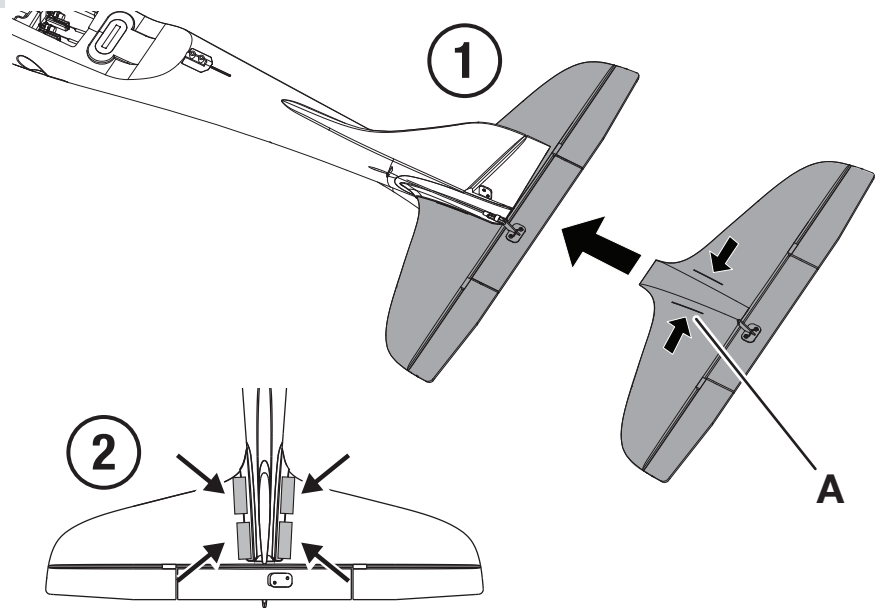
LED Solid – Indicates that the transmitter is in high rate.

Function 2: LED flashing with beeps indicates that the transmitter has been put into bind mode (for further explanation see **Binding** section).

Installing the Tail

To install the tail onto the fuselage of your aircraft, start by following the two easy steps below:

1. Insert the tail into the slot of the fuselage. Center it by using the centering guides (**A**) located on the top side of the tail.
2. Once the tail is in place and centered, apply **8 pieces of tape** (included) to secure it into position, four on top and four on the bottom.



Attaching the Clevis to the Control Horn.

Finish the installation of the tail by connecting the control rod with the clevis on the tail control horn.

1. Open the clevis and put the pin in the **top hole** of the control horn.
2. If adjustment of length is needed, hold the connector with pliers or hemostats and turn the clevis clockwise or counterclockwise on the connector.
3. Close the clevis onto the control horn and slide the tube towards the horn to tighten the clevis.

