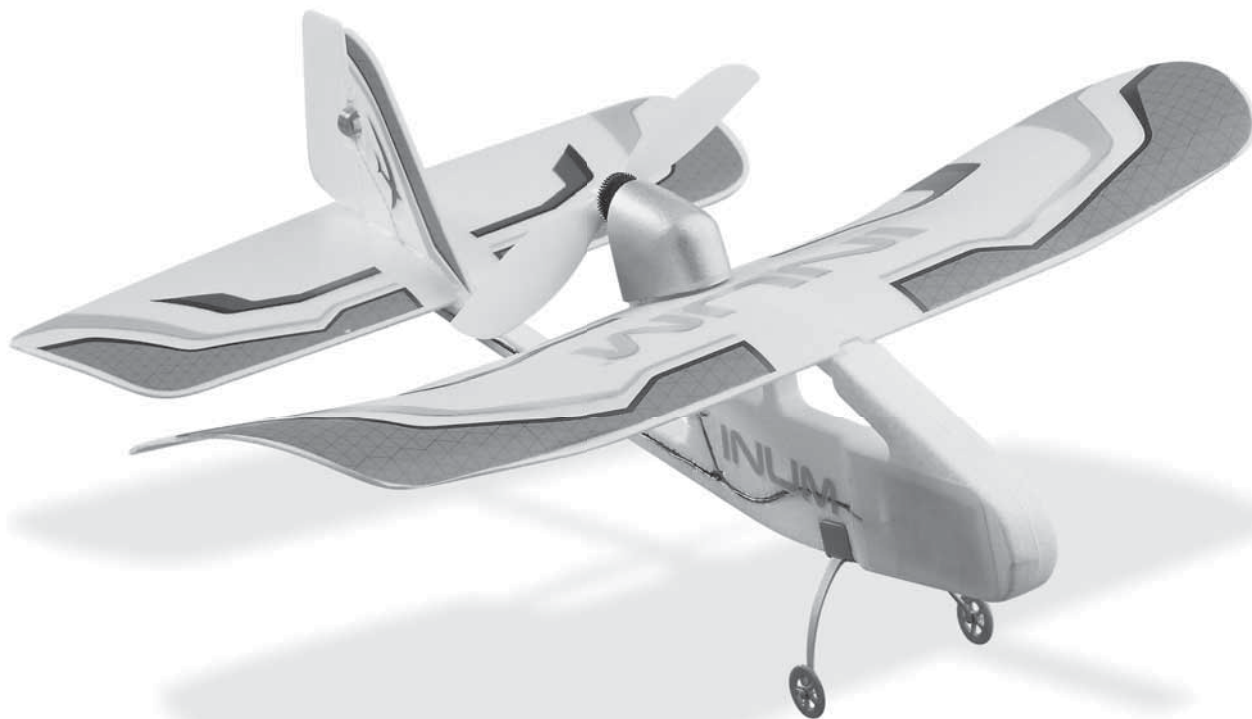


INUM™

INSTRUCTION MANUAL



SPECIFICATIONS

Wingspan:	8.46 in [215 mm]
Total Length:	9 in [230 mm]
Weight:	0.3 oz [8.5 g]

IMPORTANT

- This radio controlled model is not a toy!
- This model must be assembled and operated according to the instructions.
- It may cause serious injury to persons or property if not used responsibly. Not suitable for children under 14 years old.

WARRANTY

Flyzone® guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any component parts damaged by use or modification. **In no case shall Flyzone's liability exceed the original cost of the purchased kit.** Further, Flyzone reserves the right to change or modify this warranty without notice.

In that Flyzone has no control over the final assembly or material used for final assembly, no liability shall be assumed nor accepted for any damage resulting from the use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.

For warranty claims Contact Hobbico Product Support:

Hobbico Product Support

3002 N. Apollo Drive Suite 1
Champaign IL 61822 USA

Telephone: (217) 398-8970 ext. 6

Fax: (217) 398-7721

E-mail: airsupport@hobbico.com

READ THROUGH THIS MANUAL BEFORE STARTING CONSTRUCTION. IT CONTAINS IMPORTANT INSTRUCTIONS AND WARNINGS CONCERNING THE ASSEMBLY AND USE OF THIS MODEL.

Flyzone™
how high will you soar

PRECAUTIONS

Your INUM should not be considered a toy, but rather a sophisticated, working model that functions very much like a full-size airplane. Because of its performance capabilities, the INUM, if not assembled and operated correctly, could possibly cause injury to yourself or spectators and damage to property.

1. Operate the plane **according to the instructions**. **DO NOT** alter or modify the model. If you make any modifications, you void your warranty.
2. **Test** the operation of the model **before each flight** to ensure that all equipment is operating properly and that the model remains structurally sound.
3. Fly only indoors, or outdoors on no wind days and in large open areas free of trees, people, buildings, or any other obstacles.
4. Although the INUM is designed to be successfully flown by the first time pilot, you may still benefit from the assistance of an experienced pilot for your first flights. If you're not a member of an R/C club, your local hobby shop has information about clubs in your area whose membership includes experienced pilots. You can also contact the National Academy of Aeronautics (AMA) which has over 2,500 chartered clubs across the country. Instructor training programs and insured newcomer training are available through any of these clubs. Contact the AMA at the following address or toll-free phone number:

Academy of Model Aeronautics

5151 East Memorial Drive Ph. (800) 435-9262
Muncie, IN 47302-9252 Fx. (765) 741-0057

www.modelaircraft.org

The R/C model hobby becomes more and more enjoyable as your experience grows. Your chances for success and graduation to higher levels are very good if you take your time and follow the flying instructions carefully and completely. We hope you enjoy flying your INUM.

Transmitter Cautions

- Do not use rechargeable (NiCd or NiMH) batteries.
- Do not mix old and new batteries.
- Do not mix alkaline, standard (carbon-zinc) or rechargeable (NiCd or NiMH) batteries.

Battery Charging Precautions

1. Always remove the battery from your INUM before charging.
2. Do not leave a charging battery unattended! Unplug the battery if it gets warm, even if the charge LED has not gone out.
3. Use only the charger that comes with your INUM!

WARNING: Misuse or malfunction may overheat the battery and charger, resulting in personal injury or damage to surroundings.

LiPo Battery Recycling



LiPo



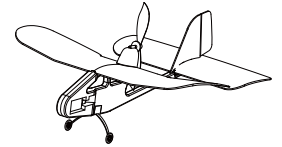
LiPo

ATTENTION: The product you have purchased is powered by a rechargeable battery. At the end of the battery's useful life, under various state and local laws, it may be illegal to dispose of this battery into the municipal waste system. Check with your local solid waste officials for details in your area for recycling options or proper disposal.

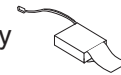
WARNING: This product contains a chemical known to the State of California to cause cancer.

ITEMS INCLUDED

- Completely Assembled Plane



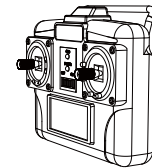
- 3.7V 35mAh LiPo Battery



- Spare Propeller



- 2.4GHz Radio Transmitter

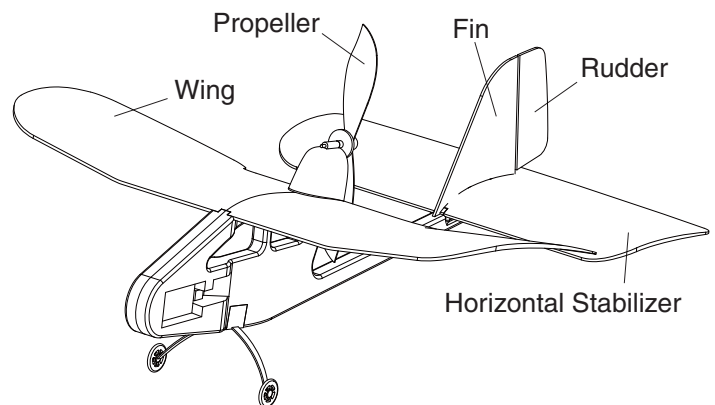


AVAILABLE PARTS

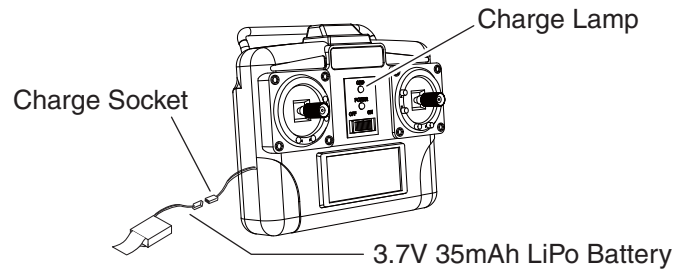
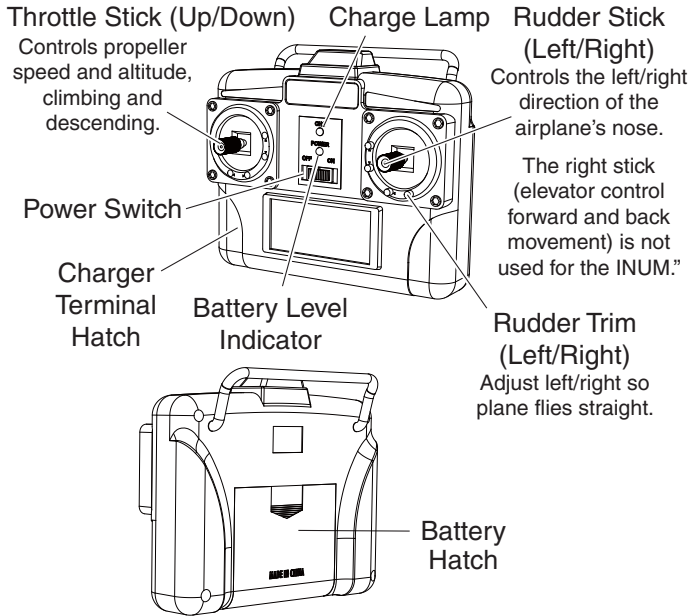
FLZA6560 Propeller (2 pcs.)

FLZA6561 1S 3.7V 35 mAh LiPo

CONTENTS



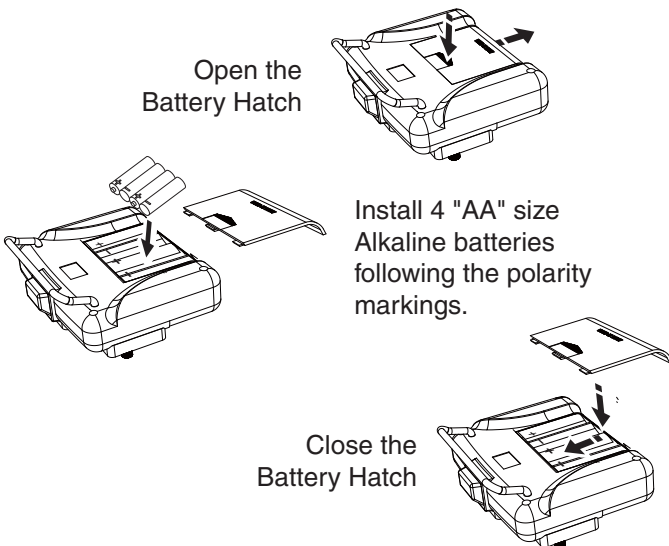
TRANSMITTER



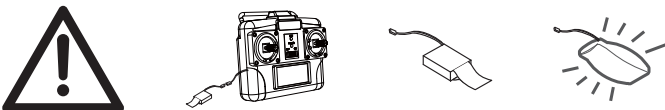
1. Open the charger terminal hatch by carefully pushing the small tab to the left.
 2. Connect the 3.7V 35 mAh LiPo battery to the charge socket.
 3. The red charge lamp lights up and quick charge commences. (Fully discharged battery takes about 30 minutes to charge. Charging time can vary).
 4. When red charge lamp goes off, charging is complete.
- When the AA transmitter cells are getting low in voltage, the battery will not be charged. Change to new AA cells before charging or flying.
 - The battery can be charged whether the transmitter power is switched ON or OFF.

BEFORE OPERATING

Batteries for Transmitter



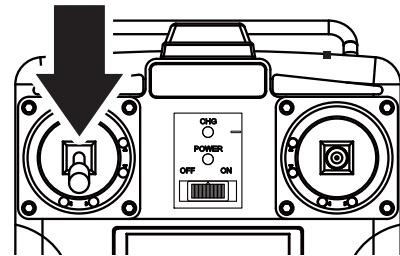
Charging the Battery



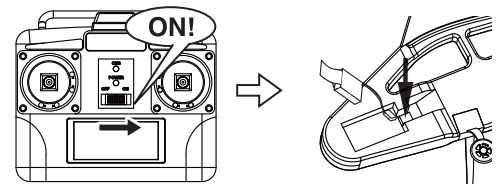
Read Page 2 carefully and charge the battery accordingly.

- Use only the battery charger in the transmitter.
- Do not attempt to charge a damaged battery. This may cause fire or serious damage.
- For safety reasons, batteries with a high voltage cannot be recharged. Run down the battery completely and then recharge.

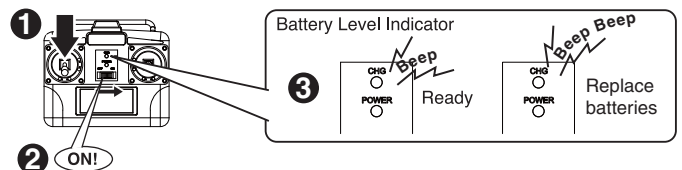
Turning the Power On



Ensure that the throttle stick is in the "all the way down" position. A spinning propeller can be dangerous.



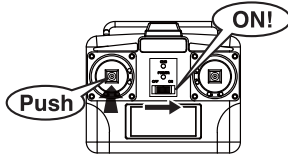
Always turn the transmitter's power switch ON first!



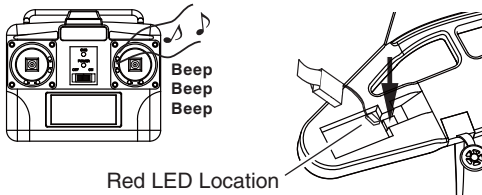
1. Move the throttle stick all the way down.
 2. Switch the power ON
 3. The green lamp lights up and you will hear 1 beep. If you hear 2 beeps, replace the AA batteries.
- Unless the throttle stick is not moved all the way to the bottom, the motor will not operate.

Linking with the Airplane

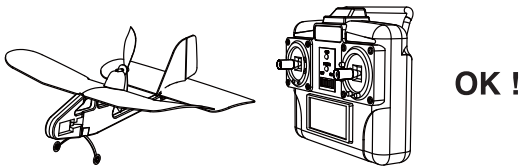
- Linking is already completed by factory setting.
- If the model does not respond with the transmitter on and the battery plugged in, you may need to link the airplane to the transmitter.
- A “humming” sound is normal when the battery is plugged into the plane and does not mean the model is not working properly.



1. Stick must be in the middle position to press down. Turn the transmitter power on while pressing in on the left stick (You will hear a ‘click’ when you press on the end of the stick.)

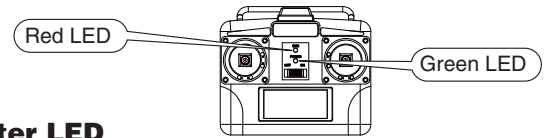


2. The transmitter will start beeping and the green power LED will flash for 20 seconds. Plug the battery into the receiver unit, while the transmitter is beeping.



3. When the beeping stops or the LED on the receiver unit is a steady light, the linking is complete.
4. When the linking procedure is successful, the LED on the receiver will stay solid red when both the transmitter and the receiver are turned on.

LED Display



Transmitter LED

Green LED	Red LED	State
ON	—	Power On
Rapid Flash	—	Battery Low
Slow Flash	—	Bind Mode
—	ON	Charge On
—	OFF	Charge Completed or Charge Off

Receiver LED

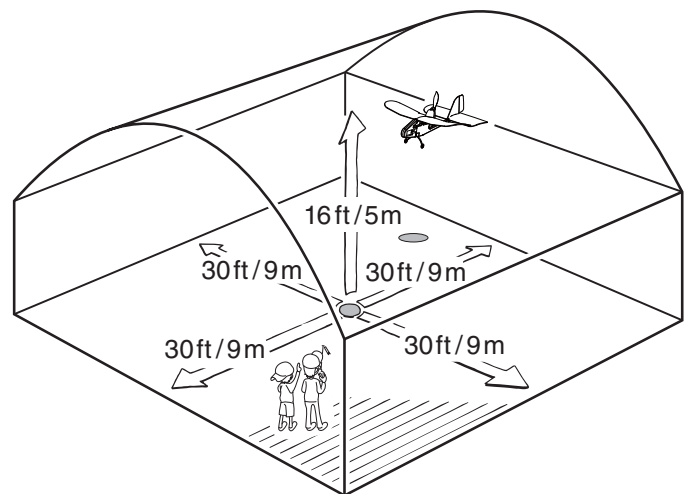
Red LED	State
ON	Receiving Signals
OFF	Indicates that the power is off or no signal reception
Slow Flash	The throttle stick is up in the ‘ON’ position
Rapid Flash	Battery Low

CHOOSING YOUR FLYING FIELD

- The size of the hall etc. should be as shown in the diagram. (Be sure to obtain appropriate permission.) The INUM can be flown in smaller areas with some experience.



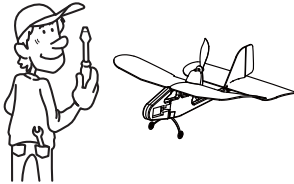
Control may be lost if the airplane is more than 160 feet [50 meters] from the transmitter. Fly the airplane within a 160 foot range.



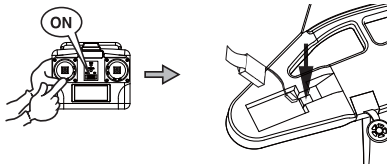
PRE-FLIGHT CHECK



1. Check for any bends or damaged parts on the wing, fuselage or tail.



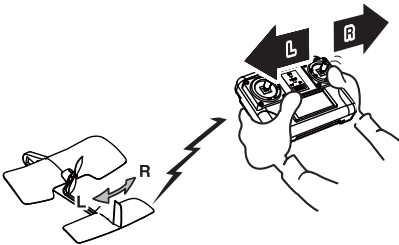
2. Be sure the propellers are properly attached!



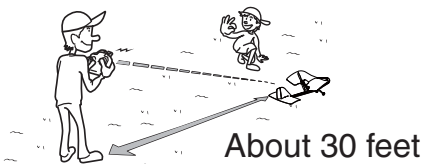
3. Switch the transmitter ON and connect the battery, and advise any people nearby. Make sure there is no one near the propeller.



4. In case the motor starts rotating accidentally, have an assistant hold the rear part of the plane securely.

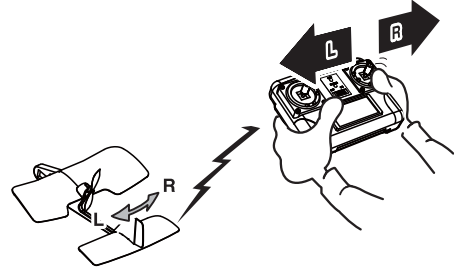


5. Check to see if the plane responds properly to control signals.

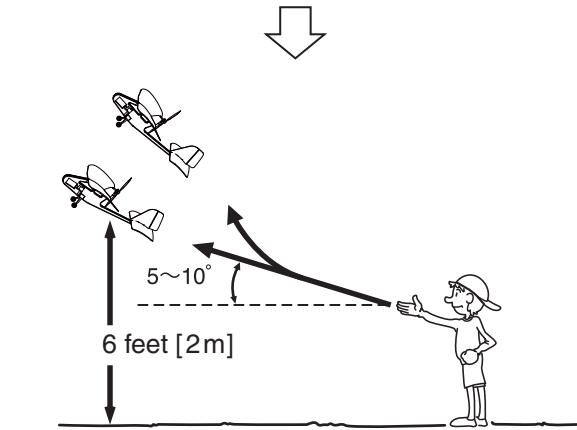
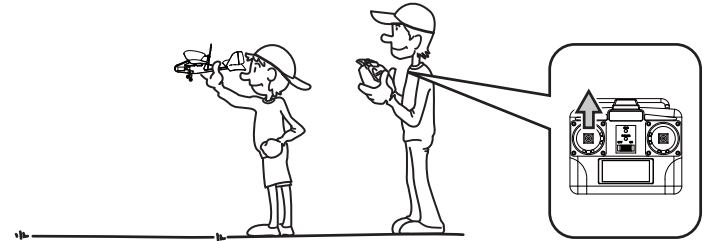


6. Test the range of the radio signal. Step back about 30 feet and check for any unusual behavior.

TAKEOFF



Check to see if the plane responds properly to control signals.



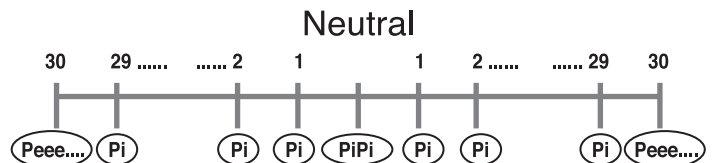
Apply full throttle while facing into the wind, hold the plane horizontally and launch with a gentle pushing motion.

After launching, use the rudder to stop the plane from banking left or right. Climb 10–20° at about half throttle. After reaching an altitude of about 6 feet [2m], begin circling the plane. (If the battery is not charged properly, the plane will not ascend).

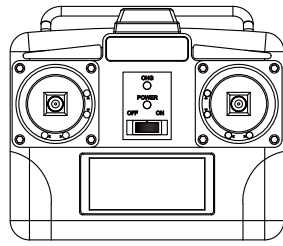
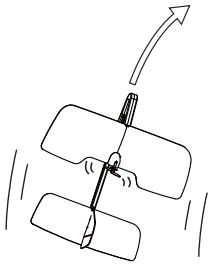
Use the throttle stick to adjust the climb and altitude.

Put the throttle stick to the lowest position when crashing to avoid damage.

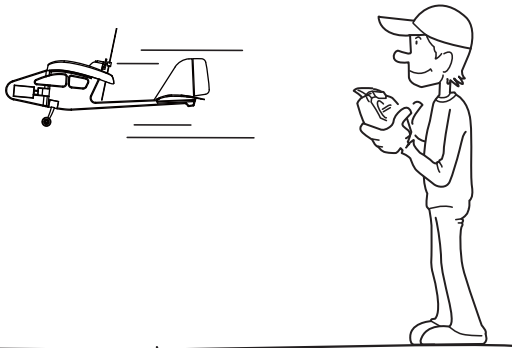
ADJUSTING TRIMS



Adjusting the trim for straight flight. Each trim position is indicated with a beep sound. A “humming” sound from the airplane is normal.



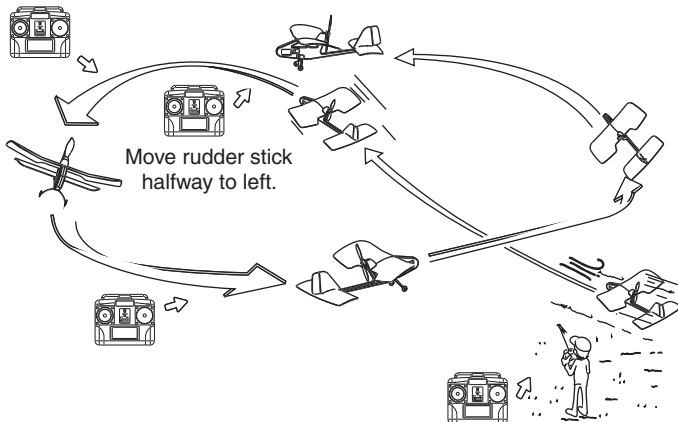
Take your finger off of the rudder stick and if the plane flies to the right, adjust the rudder trim to the left.



Adjust the rudder trims so the plane flies straight when the sticks are untouched. When trimming for straight flight, a "humming" noise is normal.

FLIGHT

Continue circling left in an oval pattern until you're accustomed to flying.



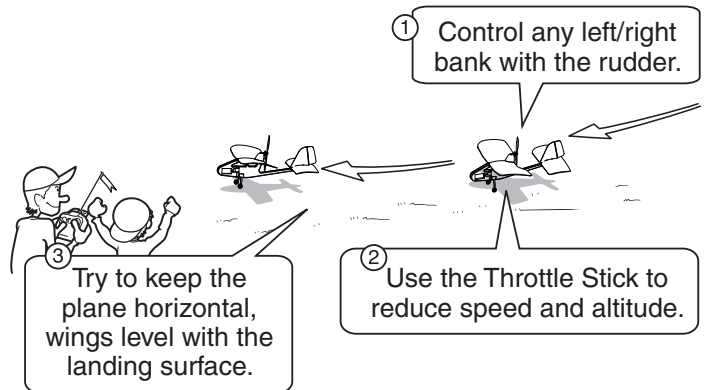
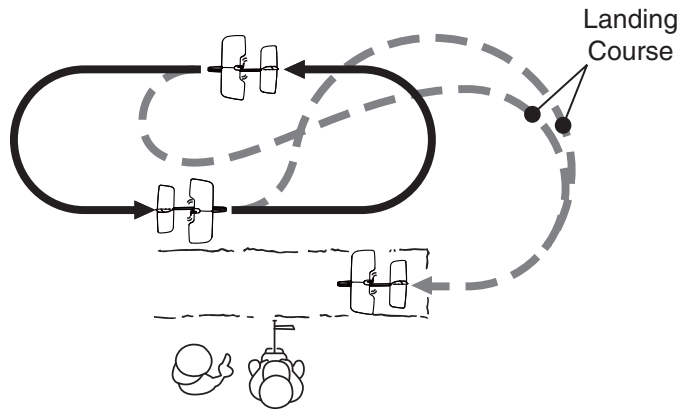
Lower the throttle stick.

Turn the rudder to the right and then release the control stick. Once plane levels off, the circle is complete.

Move the control sticks slowly.

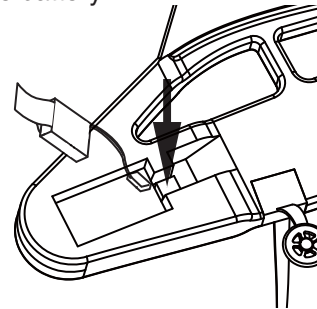
LANDING

When the battery runs low, the auto-cut mechanism will stop the propeller from spinning, so aim for flight times of about 7–8 minutes, then land.



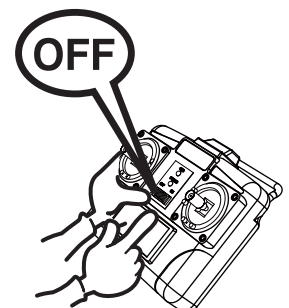
AFTER LANDING

1. Disconnect the battery.

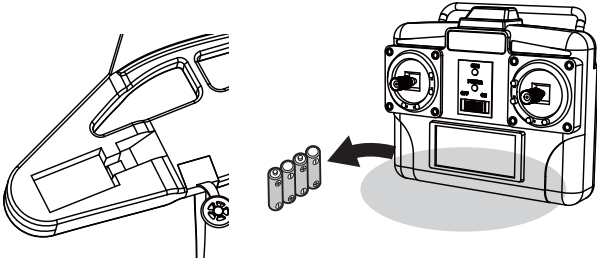


Hold the **connector** when disconnecting the battery. **Do not pull the wires.**

Then, switch the transmitter OFF.



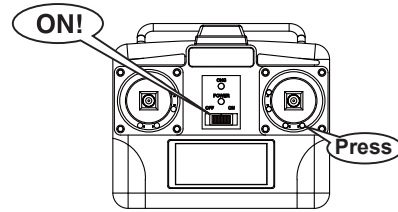
AFTER-FLIGHT MAINTENANCE



Remove the batteries from the transmitter when not in use.

REVERSING FLIGHT CONTROLS

Reversing the control direction of the rudder can be accomplished by following the steps below.



1. Press and hold the rudder right side digital trim button down and turn the transmitter on.
2. Keep holding the digital trim button down for 3 seconds until tones are heard, confirming the selection.
3. Connect the battery and complete the flight control test, confirming that the rudder moves in the correct direction.

