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INTERACTIVE TOY CONCEPTS!

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AIR BLADERUNNER II
RADIO CONTROLLED
INDOOR HELICOPTER

**AIR NORTHROP GRUMMAN
SUPERB 2
SPIRIT**
DOMINATE THE SKY
WITH AN AMAZING
39.5" WINGSPAN!

Boyd Coddington
RADICAL
RADIO CONTROL
HOT RODS

POLARIS
RADIO CONTROL SNOWMOBILE!

**INTER
ACTIVE TOY
CONCEPTS**

INSTRUCTION MANUAL

Congratulations on the purchase of your new AirRage aircraft. These planes are designed to fly great and to be easy to learn to fly. But, remember, these are aircraft so you must spend a bit of time reading through this manual to learn what to do and what not to do. Please read this manual thoroughly and fly safely.

GETTING READY

Your Barracuda plane comes completely assembled. All you need to do is insert the antenna into the transmitter unit. Next, unscrew the back of the transmitter and insert 6 "AA" alkaline batteries (not included) into the transmitter back. Be sure the polarity of the batteries is correct according to the diagram inside the charger.

CHARGING YOUR PLANE

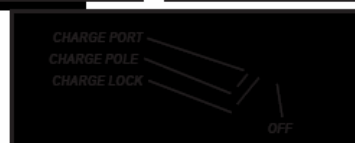
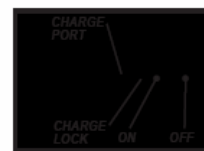
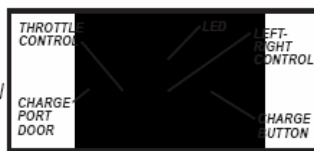
IMPORTANT! Be sure your plane is switched off.

The transmitter has no "power switch". Once the batteries are installed in the unit any movement on the throttle control or steering control will trigger the power on and the LED will light up GREEN. No movement on the throttle control or steering control and the transmitter will turn off.

Your Barracuda comes partially charged. To ensure long battery life, be sure to fly the plane before you recharge the battery. A fully depleted battery will recharge stronger and last longer.

Be sure to turn your plane to the OFF position before charging. Open the charging port door and following the diagram shown to the left insert the charge pole and the charge lock into the proper ports. If this is done correctly, when the charge button is pressed the LED will turn RED.

Your plane will take approximately 5 minutes to charge. If the RED LED does not turn on, check to make sure the charge connection is correct and that fresh batteries are in the transmitter/charger. When charging is complete the LED will turn off. Be sure to always remove the "AA" batteries from the transmitter when not in use.



PREFLIGHT

Radio Range Check - Turn on the transmitter but leave the antenna down, then switch on the plane. Have a friend hold the plane, walk about 20 feet away and with the antenna down, make sure that the plane responds to control inputs.

Motor Check - While an assistant holds the aircraft so that it is facing away from you, test the following::

- Press the throttle button - the motor should run
- Release the throttle button - the motor should stop.
- Move the control stick to the right - the rudder should move right.
- Move the control stick to the left - the rudder should move left.

FLYING YOUR PLANE !! Remember -Safety First !!

Be sure to assemble and fly your aircraft only under adult supervision. Do not fly near cars, people, pets, overhead wires, bodies of water, buildings, trees, etc. Use common sense when operating your aircraft! Keep fingers out of the motor ducts. ! Fly only in large, grassy, open areas. Keep the plane away from people, vehicles and any other obstructions.

! Keep the plane within 100 feet of yourself

FLIGHT CONDITIONS

Wind speed must be below 5 mph (8 km/h). The wind-indicator ribbon should be at no more than a 45 degree angle.

Humidity and temperature comfortable (not too hot) so that the air is fairly dense. Altitude below 2000 feet above sea level. Make sure you are in a large grassy area with few trees or other structures. Always tell anyone in the area you are about to fly an AirRage radio controlled aircraft

See reverse.

INSTRUCTION MANUAL *Continued*

LAUNCHING YOUR PLANE

- Extend the transmitter's antenna.
- Hold the transmitter in your left hand and the plane in your right hand.
- Turn so that you're facing into the wind.
- Press and hold the throttle button so that the motor is running.
- Gently toss the plane at an upwards angle of about 20-30 degrees. Do not throw too hard or you'll stall the motor. Use about the same amount of force as if you were throwing a dart at a dartboard.
- Keep the throttle on until you reach a safe altitude of about 40 feet.

CONTROL IN FLIGHT

Left or Right Turn while plane is flying away from you

- Pulse the joystick in the direction of the desired turn. Do not hold the joystick without pulsing or the plane will turn too sharply and go out of control.

Climb

- Keep the throttle button pressed down - the plane will climb.

Glide / Descend

- Release the throttle button - the plane will glide at a gentle angle.

Flying

- Fly above grass and keep away from obstructions, cars, people, power lines, etc.
- Keep the plane in front of you, don't let it pass overhead - this is very disorienting.
- Learn to fly oval circuits while trying to maintain a level altitude.

Control Reversal while plane is flying towards you

- When the model is coming towards you it appears to turn in the "wrong" direction. But if you imagine yourself in the pilot's seat, the model is in fact turning correctly. Try turning your back to the aircraft and looking over your shoulder, when it is coming towards you.

LANDING YOUR PLANE

- Turn the plane into the wind and aim it at the landing area.
- Allow the plane to gently descend by pulsing the throttle button on and off to achieve a gentle descent rate.
- If a turn is needed, use only gentle pulsing of the transmitter joystick.
- Try to avoid having to turn the plane when it is within 10 feet of the ground.
- The plane will essentially land itself once you achieve a smooth descent rate.
- Just before touchdown give the plane a short burst of power to level it out and allow it to touch down at a flat angle.

TIPS

If the plane turns too quickly or is sluggish to turn.

- If you find that the plane responds too slowly to turn input, move the control rod to the hole closest to the rudder.
- If you find that the plane responds too quickly to turn input, move the control rod to the hole farthest from the rudder.

Picking up your plane after flight.

- Whenever you pick up the aircraft, be sure to keep your fingers away from the transmitter controls until you can turn off the plane. It is easy to turn your fingers by accidentally powering the plane while you or a friend is holding it before relaunch!

Motor Check.

- Never attempt motor check without the help of a friend or parent. If these tests are attempted alone the planes propeller can cause injury if it comes in contact with your fingers. Also the plane can accidentally take off and may be damaged.

BROKEN WING OR STABILIZER

Apply white glue to the broken areas, press them back into position then reinforce with clear cellophane tape.

DO NOT USE SUPER GLUE. Super glue may cause unwanted effects to the planes foam which may result in irreparable damage. Repairs should be conducted under adult supervision to ensure safety and proper repairs.

BROKEN ANTENNA

Unscrew the antenna from the transmitter.

We can provide a replacement at a modest cost. Please see our website under the customer service tab.



**PLEASE DO NOT RETURN THIS
PRODUCT TO ANY RETAIL STORE!**

For any questions or problems with this
product please call 1-866-214-2220.
Visit our website: www.interactivetoy.com
or E-mail us at info@interactivetoy.com

Replacement Parts.

If you need to, you can order replacement parts directly from us via telephone or email.
Please call 1-866-214-2220 or send an email to info@interactivetoy.com

Warranty

Interactive Toy Concepts guarantees your Barracuda R/C to be free from manufacturing defects. This warranty does not cover any modifications or parts damaged by the owner. In no case will Interactive Toy Concepts' liability exceed the original cost of the kit. Interactive Toy Concepts reserves the right to change this warranty without notice. Interactive Toy Concepts assumes no liability over final assembly or for any damage resulting from the use of this product. If the buyer is not prepared to accept the liability associated with the use of the aircraft, he/she should return it in unused condition to the place of purchase.

We reserve the right to make improvements to the design of the airplane. Thus, your aircraft may vary slightly from that depicted in the preceding photographs.

Battery Recycling & Disposal.

NiMH battery must be disposal properly.

Battery Care Information.

- 1) Never allow the battery pack to become hot during charging -This will cause permanent irreversible damage. Warm is OK -HOT IS NOT!
- 2) Never leave a battery unattended while it is being charged.
- 3) Never leave a battery unattended in the presence of small children.
- 4) Charging time required for a full charge increases with the number of charge cycles due to the gradual draining of the chargers cells.
- 5) Never recharge a hot battery. Always allow it to cool before charging.
- 6) Charge the airplane by using propriety charger only.
- 7) The flight battery must completely discharged before recharging.
- 8) If a day or more passes without charging the battery, or if you are unsure whether or not it is fully charged, discharge the battery, then fully recharge it.
- 9) Rechargeable batteries are to be removed from the toy before being charged (if removable).
- 10) Rechargeable batteries are only to be charged under adult supervision.
- 11) Do not attempt to recharge non-rechargeable battery.
- 12) Exhausted batteries must be removed from the charger after used.
- 13) Do not mix to use old and new batteries. Do not mix alkaline, standard (carbon-zinc) or rechargeable batteries.
- 14) The supply terminal are not to be short-circuited.

Troubleshooting.

If you are experiencing any problems with your AirRage aircraft, visit our website under the Customer Service Tab -Troubleshooting Tips. There you will find answers to many of your questions, supplied by our AirRage Flight Technicians.

FCC Note: USA only.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

- 1) This device may not cause harmful interference. 2) This device must accept any interference received, including interference that may cause undesired operation.

Warning: Changes or modifications to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Note: This equipment has been tested and found to comply with the limits for a class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This generates, uses and can radiate radio frequency energy and, if not installed and use in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation.

If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

1. Reorient or relocate the receiving antenna.
2. Increase the separation between the equipment and receiver.
3. Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
4. Consult the dealer or an experienced radio/TV technician for help.

Industry Canada Notice: Canada only.

This device complies with RSS-310 of Industry Canada. Operation is subject to the following two conditions:

- 1) This device may not cause harmful interference. 2) This device must accept any interference received, including interference that may cause undesired operation.

This digital apparatus does not exceed the Class B limits for radio emissions from digital apparatus set out in the Radio Interference Regulations of Industry Canada.

Field Strength and measurement distance: 27MHz - 42.1 dB uV/m at 3 meter. 40MHz - 41.3 dB uV/m at 3 meter.

CONTACT US

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Toll Free within North America: 1 (866) 214-2220
or outside North America (416) 444-6873



FCC NOTE:

The manufacturer is not responsible for any radio or tv interference caused by unauthorized modifications to this equipment.

Such modifications could void the user's authority to operate the equipment.