

# Seawind

**Rx-R**  
RECEIVER-READY



## INSTRUCTION MANUAL

### SPECIFICATIONS

<b>Wingspan:</b>	56.5 in [1435mm]	<b>Wing Loading:</b>	20.9 oz/ft <sup>2</sup> [63.7 g/dm <sup>2</sup> ]	<b>Power System:</b>	900kV Outrunner, 40A ESC, 2200 mAh 11.1 V LiPo battery
<b>Wing Area:</b>	421 in <sup>2</sup> [27.2 dm <sup>2</sup> ]	<b>Length:</b>	44.5 in [1130mm]		
<b>Weight:</b>	61 oz [1729 g]	<b>Radio:</b>	6 channel		

### 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](mailto: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**<sup>®</sup>  
how high will you soar

Champaign, Illinois  
(217) 398-8970  
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## INTRODUCTION

Thank you for purchasing the Flyzone Seawind. The Flyzone Seawind is scaled after the popular full size Seawind. The retractable landing gear allows the plane to be flown from your favorite runway or lake. The plane is quick to build so you can spend more time flying.

For the latest technical updates or manual corrections scan the QR code, or visit the Flyzone web site at [www.flyzoneplanes.com](http://www.flyzoneplanes.com). Click the *airplane* icon at the top of the page, then select the *Seawind* when the airplane page opens. A "Tech Notice" box indicates corrected or updated technical information.



## ADDITIONAL ITEMS REQUIRED

### Radio System

To operate all the functions of the Flyzone Seawind (ailerons, elevator, throttle, rudder, flaps and landing gear) a minimum of 6 channels is required. The lighting harness is connected to the flap channel. The Futaba 6J 6-channel 2.4GHz FHSS airplane radio (FUTK6000) or the Tactic TTX610 SLT transmitter (TACJ2610) and TR625 SLT receiver (TACL0625) are suitable and capable of operating all the functions.

### LiPo Battery

A 3S 2200mAh LiPo battery is recommend to fly the Seawind:

- 3S 11.1V 2200mAh 30C LiPo (GPMP0861)

For additional batteries more adhesive-back hook-&-loop Velcro is also required:

- Great Planes Velcro Hook & Loop 1x6" (GPMQ4480)

### LiPo Charger

We recommend the DuraTrax® Onyx 235 AC/DC Advance Peak Charger (DTXP4235). The 235 features 110V AC or 12V DC input power, adjustable charge rate (to charge the recommended 2200 mAh batteries in as little as 30 minutes) and an LCD digital display screen (so you can see how much capacity it took to charge the battery – handy for calculating optimum flight time).

## SAFETY PRECAUTIONS

### Protect Your Model, Yourself & Others... Follow These Important Safety Precautions

1. Your Seawind 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 Seawind, if not assembled and operated correctly, could possibly cause injury to yourself or spectators and damage to property.
2. You must assemble the Seawind according to the instructions. Do not alter or modify the model, as doing so may result in an unsafe or unflyable model. In a few cases the instructions may differ slightly from the photos. In those instances the written instructions should be considered as correct.
3. You must use an R/C radio system that is in good condition. All components must be correctly installed so that the model operates correctly on the ground and in the air. You must check the operation of the model and all components before every flight.
4. If you are not an experienced pilot or have not flown this type of model before, we recommend that you get the assistance of an experienced pilot in your R/C club for your first flights. If you're not a member of a club, your local hobby shop has information about clubs in your area whose membership includes experienced pilots.
5. While this kit has been flight tested to exceed normal use, if the plane will be used for extremely high stress flying, such as racing, or if a battery larger than the one recommended is used, the modeler is responsible for taking steps to reinforce the high stress points and /or substituting hardware more suitable for the increased stress.

We, as the kit manufacturer, provide you with a top quality, thoroughly tested kit and instructions, but ultimately the quality and flyability of your finished model depends on how you build it; therefore, we cannot in any way guarantee the performance of your completed model, and no representations are expressed or implied as to the performance or safety of your completed model.

## Academy of Model Aeronautics

If you are not already a member of the AMA, please join! The AMA is the governing body of model aviation and membership provides liability insurance coverage, protects modelers' rights and interests and is required to fly at most R/C sites.

Academy of Model Aeronautics  
5151 East Memorial Drive  
Muncie, IN 47302-9252

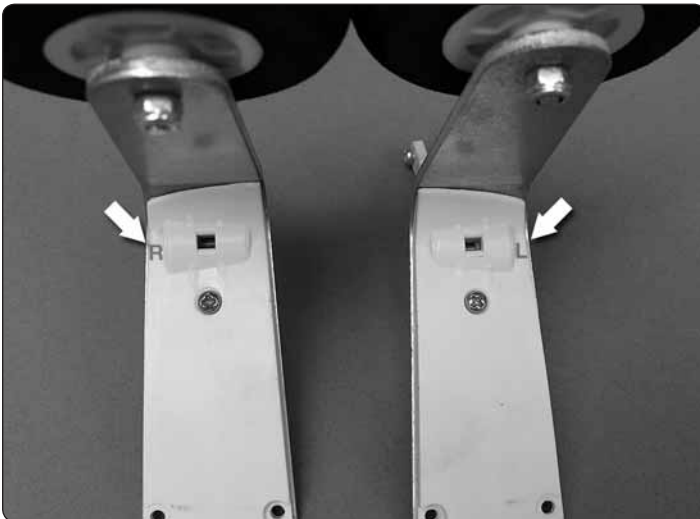
Tele. (800) 435-9262  
Fax (765) 741-0057

Or via the Internet at: <http://www.modelaircraft.org>

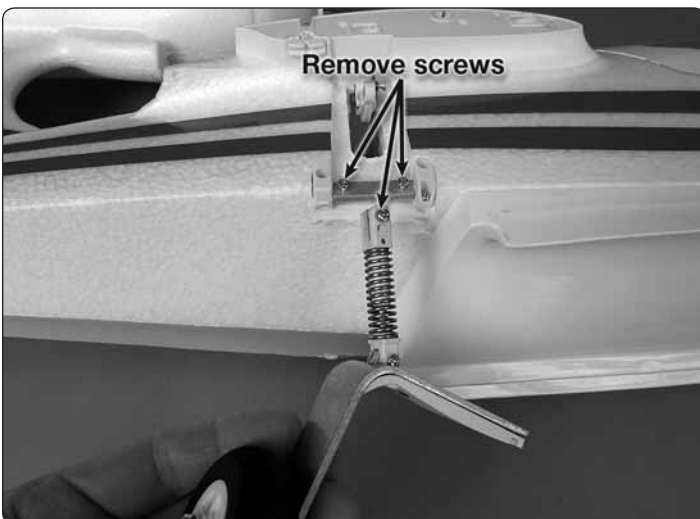


## ASSEMBLE THE MODEL

### Install the Main Landing Gear



1. Note that the main landing gear has an 'L' and an 'R' on the left and right gear.



2. Remove the M2.5 x 10mm machine screws.



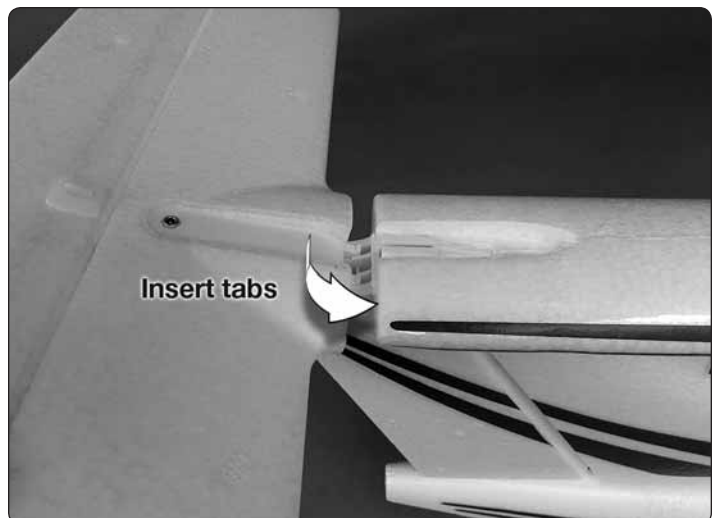
3. Attach the main landing gear to the aluminum pivot.



4. Connect the arms.

5. Install the main landing gear on the other side.

### Install the Horizontal Stabilizer



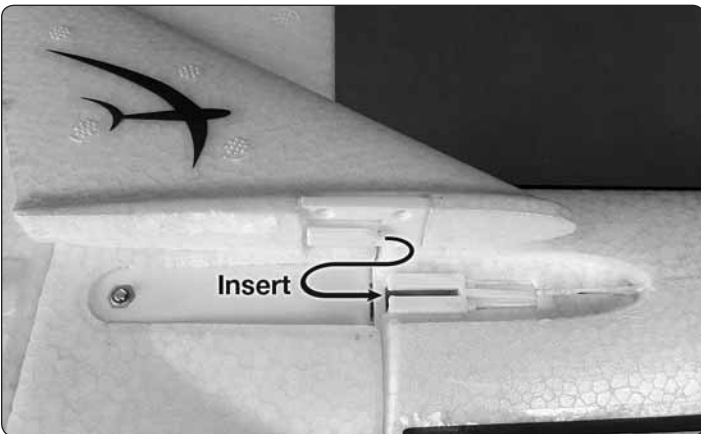
1. Insert the tabs into the fin.



❑ 2. Install the M3 x 16mm machine screw.



❑ 3. Insert the elevator pushrod but do not tighten at this time.

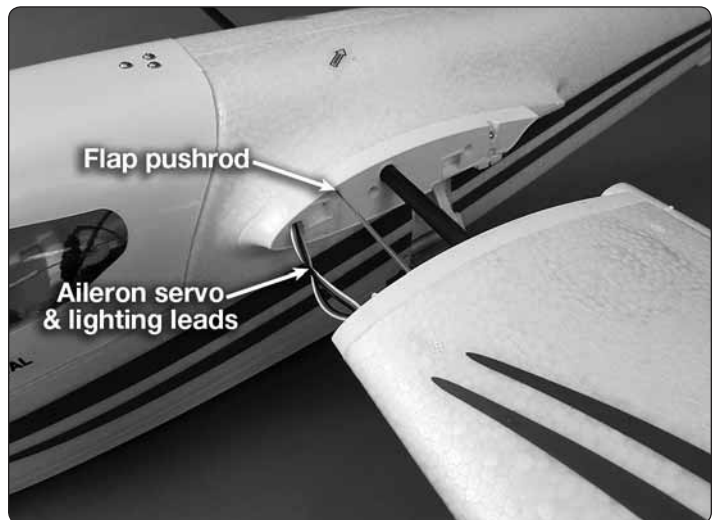


❑ 4. Slide the fin tip in completely.

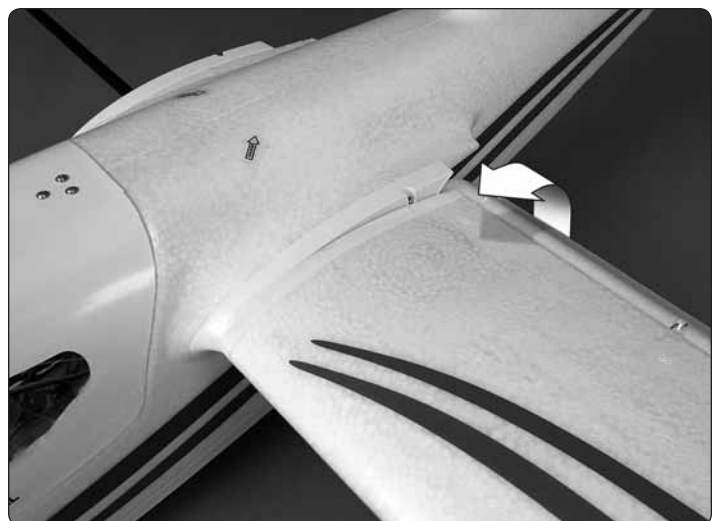
## Install the Wing Halves



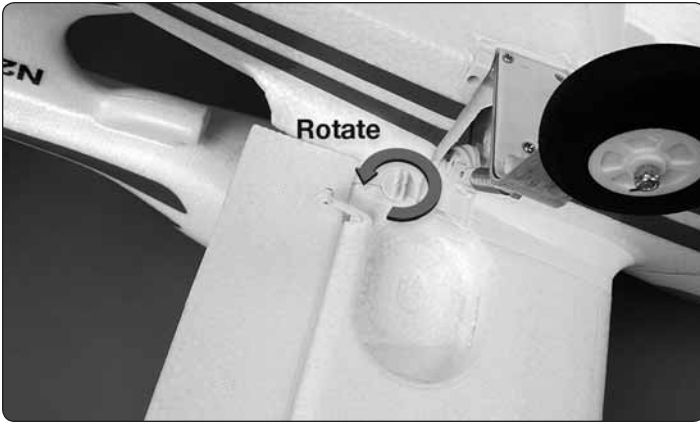
❑ 1. Insert the carbon fiber wing tube.



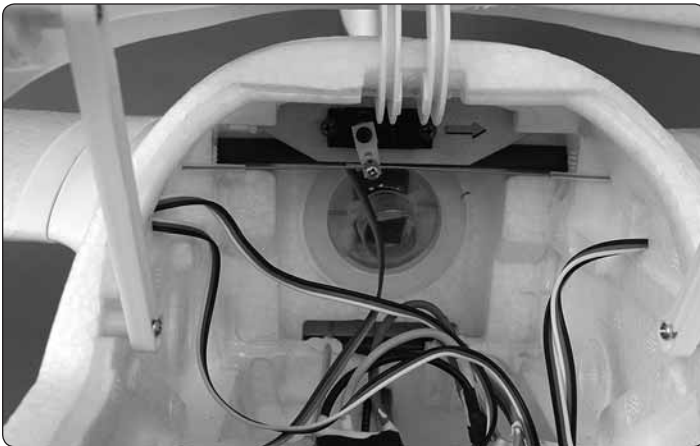
❑ 2. Slide one wing panel onto the wing tube. Route the flap pushrod and servo leads through the appropriate holes.



❑ 3. Rotate the trailing edge of the wing up.



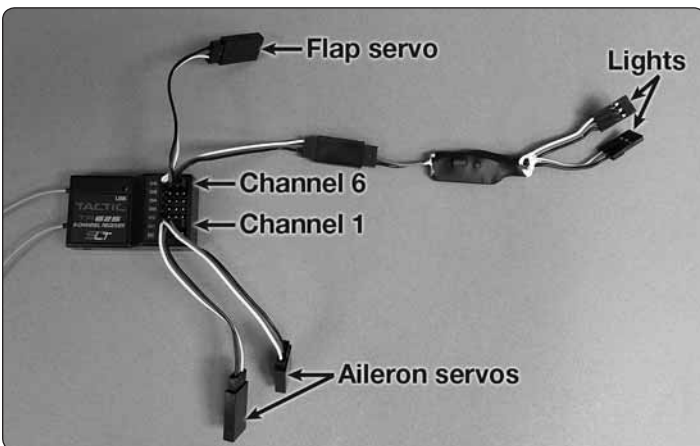
4. Rotate the retainer to lock the wing.



5. Guide the flap pushrod through the screw-lock connector.

6. Install the other wing panel following the same procedure.

### Install the Receiver



1. Plug the included Y-harnesses into the aileron and flap ports on the receiver (channel 1 and 6 for Tactic/Futaba).

2. Connect the aileron servo leads to the Y-harness on channel 1. Plug the rest of the servos into the appropriate channels for the Tactic TTX610 transmitter.

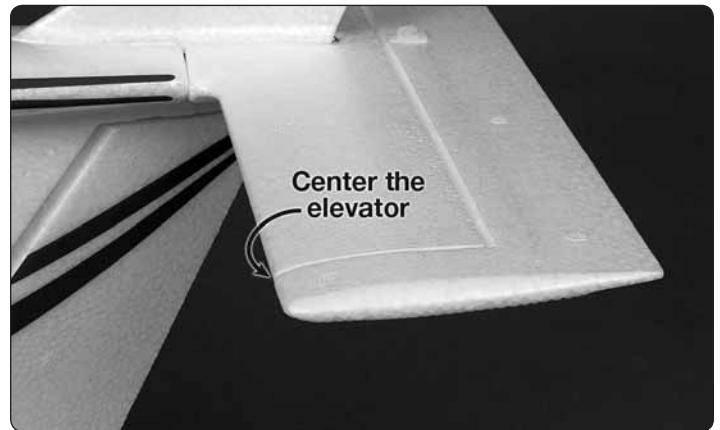
Elevator: CH2    Rudder: CH4    Flaps and Lights: CH6  
 Throttle: CH3    Retracts: CH5



3. Set the servo reversing switches on the TTX610, under the battery cover, as shown. All the switches are to the right except channels 3 and 6 which are to the left.

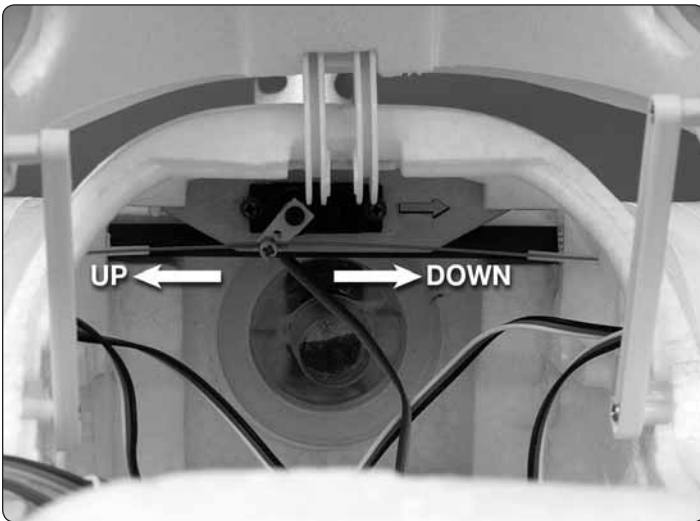
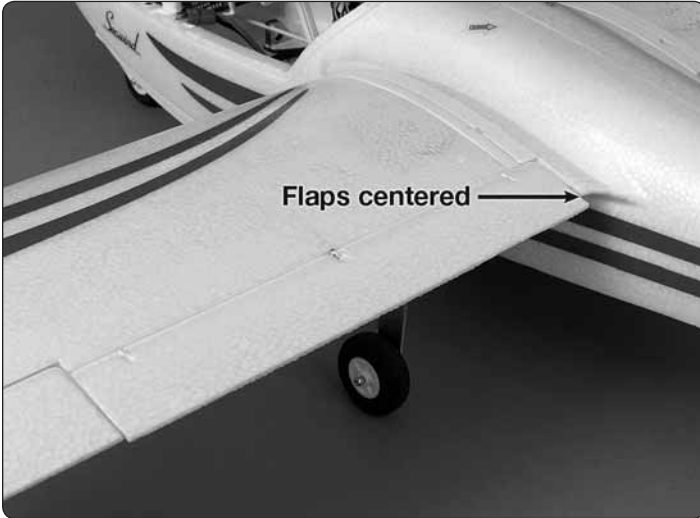
4. With the propeller removed, switch on the transmitter and connect the motor battery to the ESC. Follow the instructions included with your radio system to bind the transmitter and receiver. To bind the Tactic system press and hold the link button on the receiver until the red LED stays on.

5. Center the elevator trim on the transmitter.



6. Center the elevator and tighten the screw-lock connector on the elevator pushrod.

- 7. Move the flap switch on the transmitter to the "0" position.



- 8. Position both flaps so that they are in the up position, then tighten the screw-lock connector on the flap pushrods.
- 9. Check the flap throws to make sure there is no binding.

## **!!! WARNING !!!**

### **Set the Failsafe**

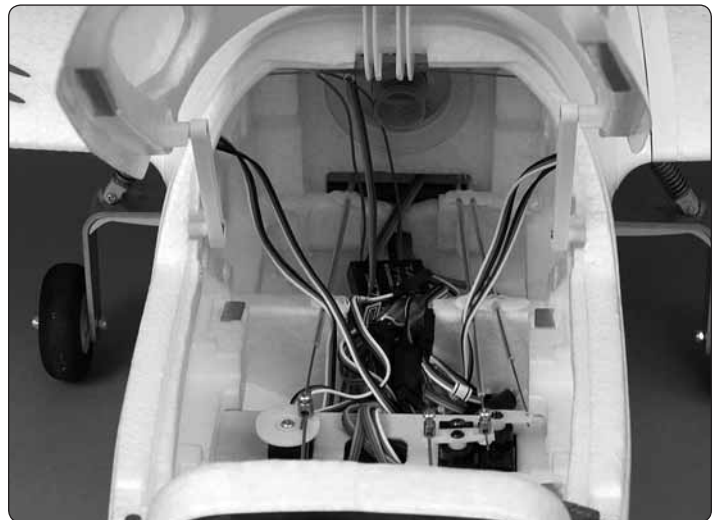
With electric planes, once the motor battery is connected to the ESC the motor can come on at anytime causing damage or serious injury. If the failsafe is not set and the transmitter is switched off before the motor battery is disconnected, the motor could come on. Review the instructions included with your radio system for setting the failsafe. ***This procedure must be done with the propeller removed.***

#### **Setting the Tactic TR625 receiver failsafe:**

- 1. Switch on the transmitter and connect the motor battery to the ESC.
- 2. Make sure the throttle stick is down.
- 3. Press and hold the "Link" button on the receiver until the red LED goes out and then release the button and the red LED should come back on.
- 4. Check the failsafe operation. To arm the motor the throttle stick must be in the down position. If the throttle stick is not, the motor will beep. Once the throttle stick is moved to the down position the motor is ready to run. With the transmitter switched on and the motor battery connected, move the throttle stick so that the motor is running slowly. Switch off the transmitter and the motor will stop if the failsafe is set correctly. If it does not stop, repeat the failsafe setting procedure.

### **Finish the Assembly**

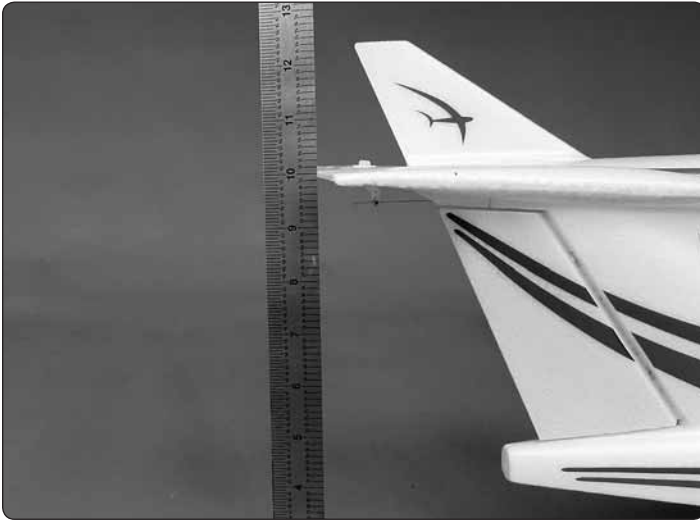
- 1. Separate the four servo wires coming from the wing and tape together the remaining wires.



- 2. Place the receiver at the back of the radio compartment. Position the receiver antennas and tape into place following the radio manufacturer's recommendations.

## Check/Set the Control Throws

The propeller should still not be installed.



Measure and if necessary, use the programming in your transmitter or adjust the throws mechanically to achieve the throws specified. The linkages are factory-connected and if your transmitter does not have servo travel adjustments make sure the throws are within 1/16" (1-2mm) of the specified throws.

**NOTE:** The control throws are measured at the widest part of each surface.

When done, unplug the battery.

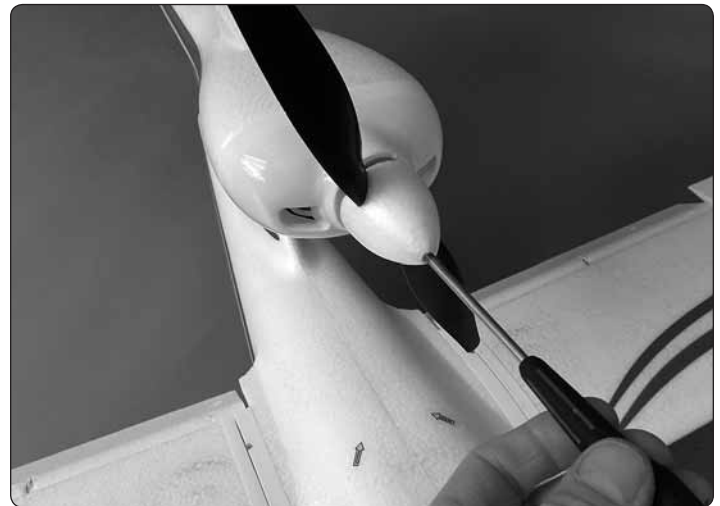
These are the recommended control surface throws:

	LOW RATE		HIGH RATE	
	Up	Down	Up	Down
<b>AILERON</b>	5/8" [16mm] 21°	5/8" [16mm] 21°	15/16" [24mm] 32°	15/16" [24mm] 32°
<b>ELEVATOR</b>	3/8" [10mm] 10°	3/8" [10mm] 10°	1/2" [13mm] 15°	1/2" [13mm] 15°
<b>RUDDER</b>	7/8" [22mm] 12°	7/8" [22mm] 12°	1-1/2" [38mm] 21°	1-1/2" [38mm] 21°
<b>FLAPS</b>	1/2 Flap 3/8" [10mm] 12°		Full Flap 11/16" [17mm] 21°	

## Mount the Propeller



1. Install the prop/collet adapter onto the motor shaft. Then, tighten the nut with a crescent wrench or 10mm wrench (not included).



2. Install the foam spinner and secure it with a 2.5 x 14mm machine screw.



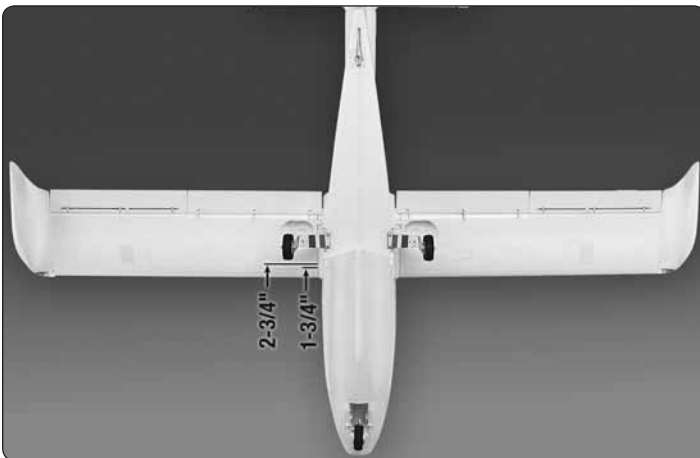
3. Install the motor battery on the battery tray and secure it with the battery strap.



4. Install the two sets of seats. They are held in place with magnets.

### Check the C.G. (Center of Gravity)

**DO NOT OVERLOOK THIS IMPORTANT PROCEDURE.** A model that is not properly balanced will be unstable and possibly unflyable.



1. Mark the C.G. range on the bottom of the wing. The plane should balance between 1-3/4" - 2-3/4" [44mm-70mm] back from the leading edge. We recommend starting at 2" [51mm].



2. With the plane ready to fly, motor battery and seats installed, use a Great Planes C.G. Machine or apply narrow

(1/16" [2mm]) strips of tape at the front and rear C.G. locations so you will be able to feel them when lifting the model with your fingers to check the C.G. location. **Do not at any time balance the model outside this C.G. range.**

3. If the Seawind does not balance within the recommended range, reposition the battery to get the model to balance. Once the correct battery location has been determined, mark the location on the inside of the fuselage so that the battery can be installed in the same location every time.

## PREFLIGHT

### Identify Your Model

You should always have your name, address, telephone number and AMA number on or inside your model. It is required at all AMA R/C club flying sites and AMA sanctioned flying events. Fill out the identification tag on page 10 and place it on or inside your model.

### Ground Check and Range Check

Follow the radio manufacturer's instructions to ground check the operational range of your radio before the first flight of the day. This should be done once with the motor off and once with the motor running at various speeds. If the control surfaces do not respond correctly, **do not fly**. Find and correct the problem first. Look for loose servo connections or broken wires, corroded wires or connectors or try relocating the receiver and antennas.

## ELECTRIC MOTOR SAFETY

- **ALWAYS** Wear safety glasses whenever running motors.
- **ALWAYS** Keep your face and body as well as all spectators away from the plane of rotation of the turning propeller.
- **ALWAYS** Keep loose clothing and objects such as pencils or screwdrivers that may fall out of a shirt or jacket pockets away from the prop.
- **NEVER** touch the motor during or right after operation. The motor gets **HOT!**
- **ALWAYS** remove the propeller from the plane when working on it if the motor batteries will be connected.
- **ALWAYS** remove the motor batteries from the plane when charging.
- **ALWAYS** follow the charging instructions included with your charger for charging LiPo batteries. LiPo batteries can cause serious damage if misused.
- **ALWAYS** make sure the fail safe is set on your radio to prevent the motor from starting if the signal is lost. Once the motor batteries are connected, the motor can start at anytime.
- **ALWAYS** unplug the motor batteries first.



- **Never** switch off the transmitter with the motor batteries plugged in.
- **WARNING:** Read the entire instruction sheet included with your motor batteries. Failure to follow the instructions could cause permanent damage to the batteries and its surroundings and cause bodily harm.
- **ALWAYS** use an LiPo approved charger.
- **NEVER** use a NiCd/NiMH peak charger to charge a LiPo battery.
- **NEVER** charge in excess of 4.20V per cell.
- **ALWAYS** charge through the “charge” lead.
- **NEVER** charge through the “discharge” lead.
- **NEVER** charge at currents greater than 1C unless the battery is rated for a higher charge rate.
- **ALWAYS** set the charger’s output volts to match the battery volts.
- **ALWAYS** charge a LiPo battery in a fireproof location.
- **NEVER** trickle charge a LiPo battery.
- **NEVER** allow the battery temperature to exceed 150° F (65° C)
- **NEVER** discharge below 2.7V per cell
- **NEVER** place the battery or charger on combustible materials or leave it unattended during charge or discharge.
- **ALWAYS KEEP OUT OF THE REACH OF CHILDREN.**
- **NEVER** charge the battery in the plane.
- **ALWAYS** remove the battery from the plane after a crash. Set it aside in a safe location for at least 20 minutes. If the battery is damaged in the crash it could catch fire.
- **ALWAYS** move the battery to a safe location, preferably outside, if it starts to swell. Place it in a bucket and cover it with sand. Never use water to try and put out a LiPo fire.

## **FLIGHT TIPS**

### **Takeoff**

Before taking off from a runway, do a few practice runs at low speed to see how the plane handles. Once you have made a few practice runs, point the plane directly into the wind and slowly advance the throttle. Use the rudder control to keep the plane straight. Once the plane has gained enough speed gently apply some up elevator. As the plane lifts off be ready to add some right rudder to counteract the motor torque.

When taking off from the water, again make a few practice runs to see how the plane reacts to the water rudder. Advance the throttle slowly for takeoff. We recommend taking off with the rudder on low rates to avoid over control and causing one of the wing tips from catching the water and causing the plane to hook around. If your transmitter has Expo, it is recommended to use Expo on the rudder.

### **Flight**

It is a good idea to have a timer set on your transmitter, wrist watch or cell phone. We found that the plane, if flown with throttle management, can fly for 6 minutes or more. Set the timer for 5 minutes. When recharging the battery note how much capacity was put back into the battery. To maintain the performance of LiPo batteries no more than 80% of the capacity should be drained from the battery on a flight. Adjust the timer as needed.

While flying at a safe altitude, lower the throttle to see how the plane handles at slow speed. Also, at the slower speeds, lower the flaps to see how the plane slows down and at what throttle settings will be needed to land. Normally with flaps a few more clicks of throttle are needed to prevent the plane from slowing down too much.

### **Landing**

The plane lands like most trike gear planes. The main wheels should touch down first. Then, the nose of the plane is lowered until the nose gear touches. On water make sure to keep the wings level. If a wing tip catches it may cause the plane to hook. A small suction bottle is included with the Seawind to remove any water that may get into the fuselage. If water does get in, remove as much water as possible with the bottle and then use a paper towel to remove the rest. Leave the canopy open and allow the insides to dry before putting the plane away.

**Note:** If for some reason the motor stops (didn’t set a timer and flew too long) do not extend the flaps until certain the Seawind will make it back to the runway or pond. With a dead stick it is common to not land with flaps at all. Without power the flaps can greatly reduce the range, causing the plane to come up short of the landing area.

## REPLACEMENT PARTS

Replacement parts may be purchased from your local hobby dealer or on-line. For assistance with defective or missing parts contact Hobbico Product Support at the contact information on the front cover of this manual.

FLZA6026	BRUSHLESS MOTOR 41-19-900kV
FLZA6061	9g MICRO SERVO
FLZA6214	PROP ADAPTER
FLZA6576	40A ELECTRONIC SPEED CONTROL
FLZA6578	MOTOR MOUNT
FLZA6579	17g NOSE WHEEL RETRACT SERVO
FLZA6580	36g MAIN GEAR RETRACT SERVO
FLZA6640	WING SET
FLZA6641	FUSELAGE
FLZA6642	HORIZONTAL STAB
FLZA6643	VERTICAL FIN
FLZA6644	COCKPIT SEAT
FLZA6645	CANOPY SUPPORT
FLZA6646	CANOPY
FLZA6647	LIGHT PCB
FLZA6648	MIXER
FLZA6649	Y-HARNESS
FLZA6650	REAR RETRACTS
FLZA6651	FRONT RETRACTS
FLZA6652	WHEELS ONLY
FLZA6653	COWL
FLZA6654	SPINNER
FLZA6655	WATER RUDDER
FLZA6656	WING JOINER
FLZA6657	PROP 11.5X6

Fill out this tag and tape it inside your Seawind:

This model belongs to:
_____
Name
_____
Address
_____
City, State, Zip
_____
Phone Number
_____
AMA Number



