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CE 14

SKIPPER XL

All Terrain Airplane

Features:

Molded EPO Foam Airframe • Quick Building, Low Parts Count
PVC Plastic Fuselage Bottom • 35 and 45 Capable

Specifications:

Wingspan: 864mm
Length: 1169mm
Weight: 1020g
Motor: 3637 1000kv
ESC: 40A

Required:

11.1~14.8V 2200~2500Mah Lipoly Battery
4 Channel Transmitter and Receiver

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Thank you for purchasing your HobbyKing Skipper XL seaplane. We hope you enjoy assembling and flying it as we did creating it. The Skipper XL is a versatile airplane that can operate from water, snow, sand, and even wet grass.

The molded EPO airframe is strong and light weight. An optional FPV canopy adds to the versatility of the Skipper XL. The low parts count means it builds and sets up quickly, giving you more time for water flying fun!

HobbyKing aircraft follow an extensive design, development, and testing process to bring reliable and user friendly products to the masses. They undergo extensive quality control checks at the factory.

Please read this instruction manual thoroughly before assembling and flying this model. It is not a toy and if mistreated has the potential to inflict bodily injury or damage property. It is your responsibility to complete final assembly, setup, and routine pre-flight checks. Always make sure to check for any loose screws or parts, and that the airframe is free from damage that may cause failure in flight. HobbyKing is not responsible for any injury or property damage inflicted due to negligence in assembly or maintenance.

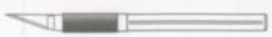
Warnings

- Select your flying area carefully. Always choose an open space that is unobstructed from trees, buildings, and away from crowded areas. Avoid flying in areas with roads, electric or telephone wires, or close proximity to full size air traffic.
- Do not fly this model in poor weather including high winds, low visibility, rain, or thunderstorms.
- Never attempt to catch this model whilst in flight. Even a slow moving model can cause harm to yourself or others.
- This model is recommended for children no younger than 14 years old. All children should always be supervised by a capable and responsible adult when operating this model.
- Always unplug your model battery when not in use. Do not leave the battery installed in the model when not in use.
- Remain clear from the propeller at all times when the flight battery is connected. A spinnginpropeller can cause bodily injury.
- Before flying always turn ON your transmitter first, then connect your flight battery to the model.
- After flying, always disconnect your flight battery first, then turn OFF your transmitter.
- Always exercise caution when charging batteries. Follow the recommended charging instructions from your battery manufacturer, and use a charger with charging parameters that match your battery type.

Tools Required

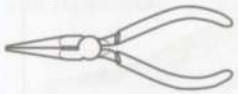
Ruler

Clear Tape



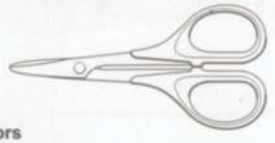
Hobby Knife

Phillips Screwdriver



Needle Nose Pliers

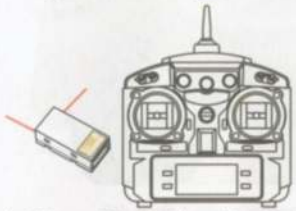
Hex Driver 1.5mm



Scissors

1.5mm Drill Bit

Required Items



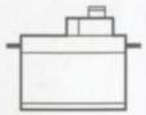
4+ Channel Transmitter + Receiver

11.1~14.8V 2200mAh LiPo

3637 1000kv Motor

LiPo Charger

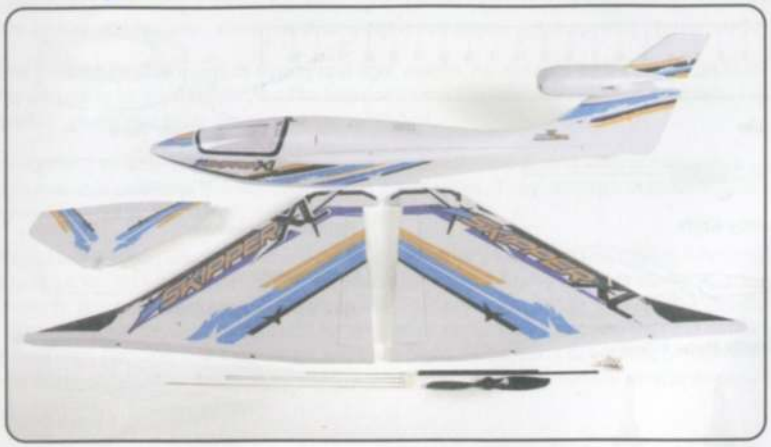
40 Amp Brushless ESC



3* 9g Servos

8x4 Propeller

Contents



Motor Mounting

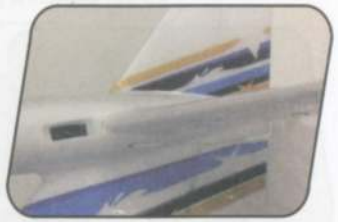
1) Insert motor into nacelle, then mark screw hole locations with 1.5mm drill.

2) Remove motor, then drill mounting holes

3) Mount motor with 4 pieces of M2x8mm coarse thread screw.

Tail Assembly

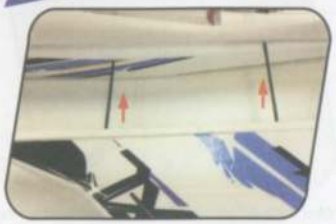
1) Attach elevator control horn with two screws to under side of stabilizer, and square backplate.



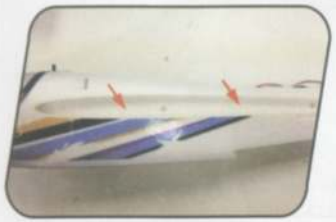
2) Apply glue to horizontal stabilizer where it will contact fuselage, then slide into place. Check fit before gluing.

3) Glue elevator servo into slot on side of nacelle. Then insert elevator control rod. Tighten set screw on servo arm after centering the servo.

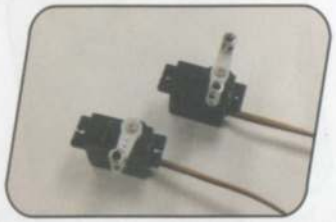
Airframe Assembly

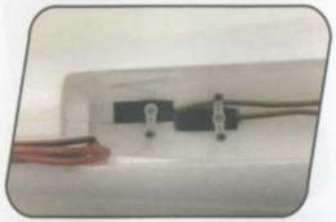


1) Insert carbon spars into wings, then slide into fuselage to check fit. Shorter spar is for front.



2) Apply glue to fuselage where wings will contact, then re-insert wings/spar until they are fully seated. Let glue cure fully before handling.

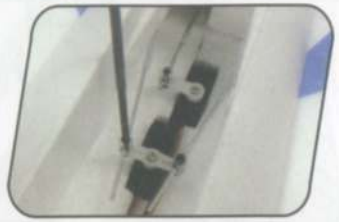




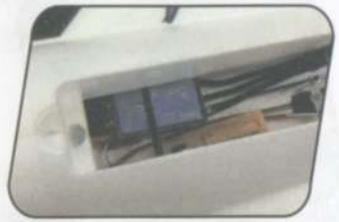
3) Center the rudder and aileron servos, then install control horns at 90 degrees to the case. It is easiest to do before installing in fuselage. Then, glue the servos in with the aileron servo in the forward position. Output shafts should face forward (right) as shown.

4) Install rudder and aileron control horns.

5) Insert rudder and aileron control rods and attach to control horn.



6) With the servos and control surfaces centered, tighten the set screw on the servo pushrod connector. Secure with blue thread lock.



7) Install receiver and ESC. Mount to fuselage with velcro or double sided tape.

8) Insert flight battery in the nose. Refer to page 8 for CG measurement for exact battery placement.

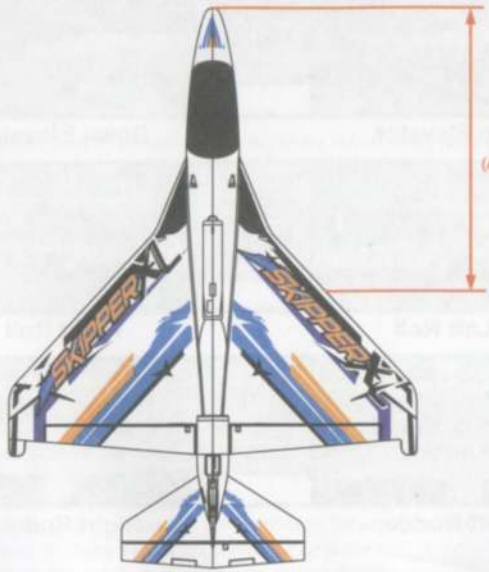
9) Connect motor wires to extension cables. If motor spins backwards, swap any 2 of 3 wires. Install access hatch with clear tape in case you need later access.

10) Attach cowl to nacelle with clear tape for easy access. Attach propeller and adapter.

11) Install Servo/Rx hatch. It is held in place with a magnet, though can be held for extra security with clear tape.

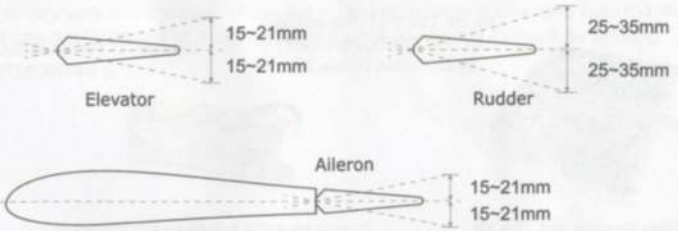
12) Install canopy to fuselage.
Secure with spring loaded clip.

CG Setup

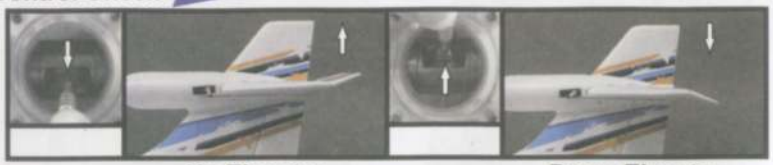


Control Throws

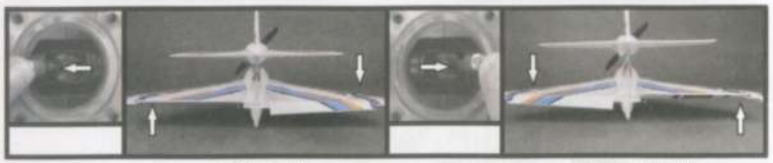
Control surface throws are recommended guidelines and can be adjusted to suit pilot preference. High rates assume 25% expo.



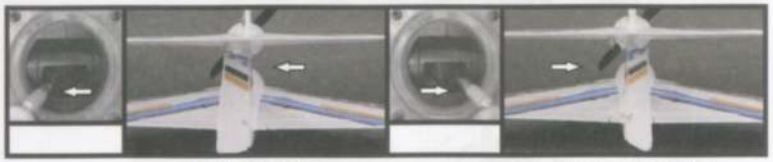
Control Check



Up Elevator | Down Elevator



Left Roll | Right Roll



Left Rudder | Right Rudder

Accessories

Orange Tsix 6 Ch Transmitter
Sku: 9403000063 (Mode 1)
9403000064 (Mode 2)

Orange RX R615X DSM2/DSMX
Sku: 9442000031

Turnigy Reaktor 30A 1000W
Balance Charger
Sku: 9466000002

Turnigy NanoTech A-Spec G2 2200mah
Sku: 9472000003 (3S 11.1V)
9472000004 (4S 14.8V)

Pre Flight Check

1) Before flying this model, check that the model is assembled per this manual and is free from any damage that may have occured during transport.

2) Insert flight battery, and check for proper center of gravity. Secure battery with velcro on the bottom of pack and velcro strap around it. If the battery shifts in flight it could cause a loss of control.

3) Ensure that pushrods and control surfaces move freely with no binding. For best results, disconnect pushrods and flex the hinges by hand to free up the hinges. Reconnect control rods prior to first flight.

4) After turning On the transmitter and connecting the flight battery, perform a full range test and finally, check control direction per the guide on previous page.

5) Cycle retracts up, then back down to ensure they are functioning properly before take off.

6) Conduct a full power test. If there are excess vibration, inspect the propeller for damage or a bent propeller shaft.

7) Inspect your flight location, making sure it is free from trees, vehicles, people, or other obstructions before taking off.

8) Set timer on your transmitter for 5 minutes for your first few flights. Check capacity of battery used on these flights and adjust your timer accordingly. Prototypes routinely got flight times of around 7~8 minutes with mixed throttle usage.

9) For first take off, it is suggested to use low rates while getting comfortable with the model. The Frise style ailerons are quite sensitive even on mid rates.

10) Apply power smoothly. The Yak 52 will take off even at half throttle. Let the model build up sufficient speed and then apply some up elevator to lift off smootly.

11) For flap deployment, the recommended elevator compensation are rough guide-lines, and may vary depending on your setup. We recommend checking how the model reacts to flap deployement at a high altitude before commiting to them for landing.