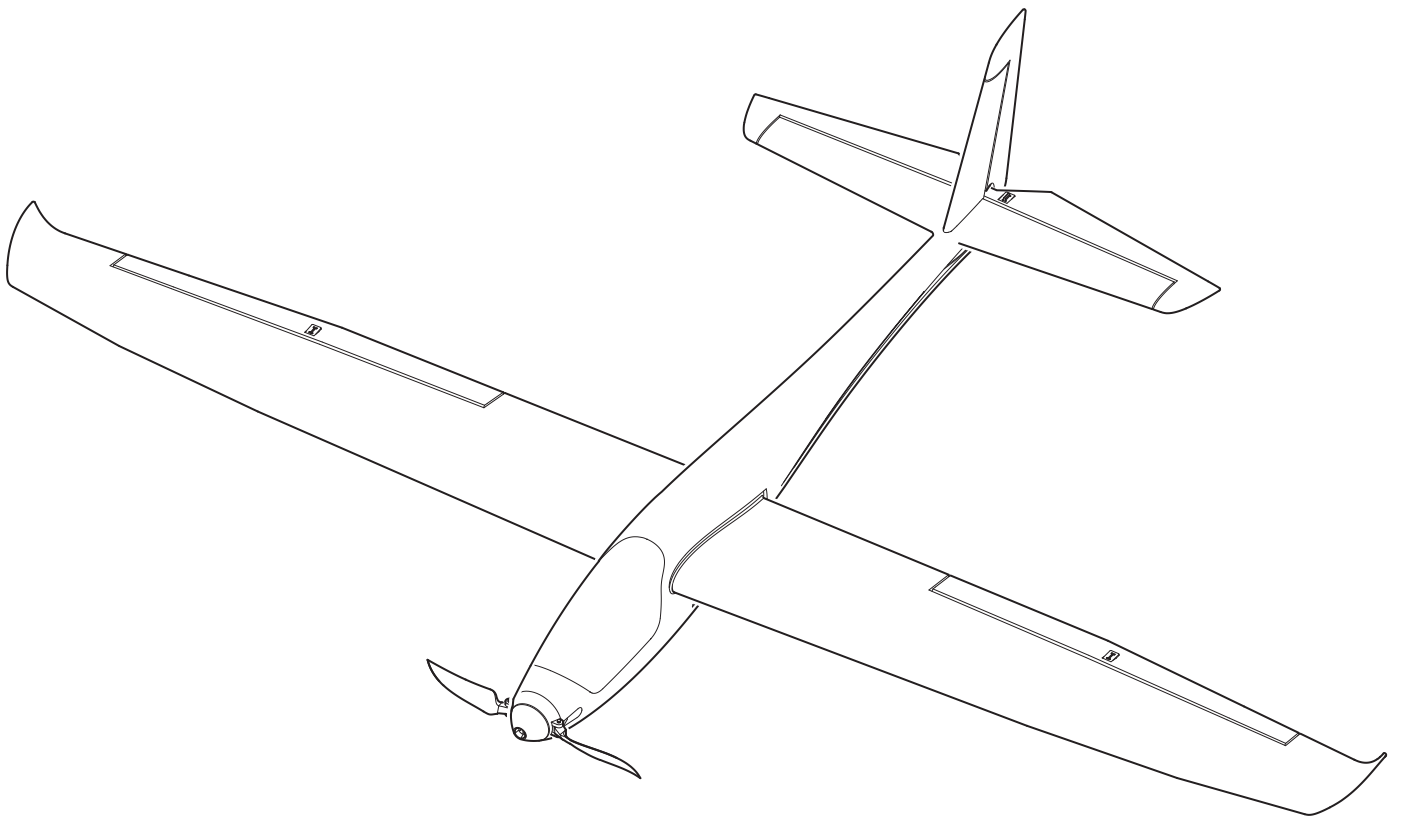


HORIZON[®]
H O B B Y

Flyzone[®]
how high will you soar™

Eluna[™] 1.5 m



Instruction Manual
Bedienungsanleitung
Manuel d'utilisation

Plug-N-Play[®]

NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, LLC. For up-to-date product literature, visit www.flyzoneplanes.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:

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.

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

NOTICE: Procedures, which if not properly followed, create a possibility of physical property damage AND little or no possibility of 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 use with incompatible components or alter this product in any way outside of the instructions provided by Horizon Hobby, LLC. 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.

14+ **AGE RECOMMENDATION:** Not for children under 14 years. This is not a toy.

Safety Precautions and Warnings

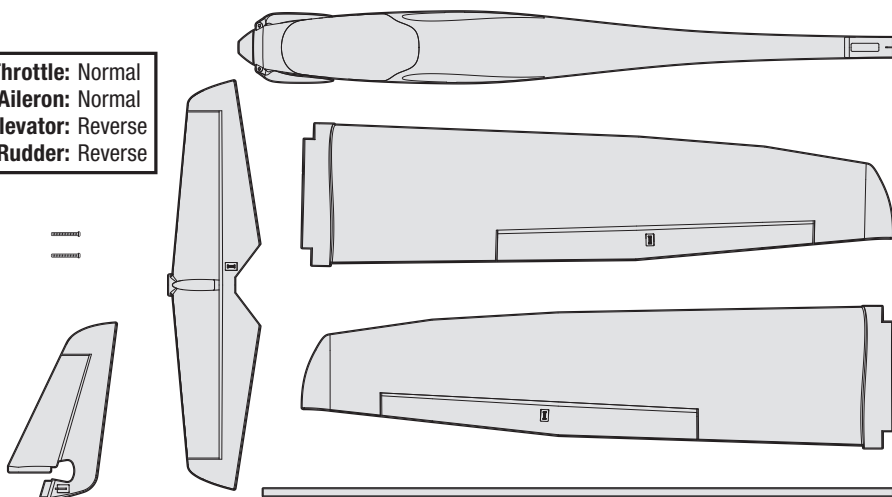
As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others.

- 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.
- Always keep aircraft in sight and under control.
- Always use fully charged batteries.
- Always keep transmitter powered on while aircraft is powered.
- Always remove batteries before disassembly.
- Always keep moving parts clean.
- Always keep parts dry.
- Always let parts cool after use before touching.
- Always remove batteries after use.
- Always ensure failsafe is properly set before flying.
- 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.
- Never operate aircraft with damaged wiring.
- Never touch moving parts.

Box Contents

Quick Start Information	
Transmitter Setup	1. Blank (Acro) Model
	2. Servo Reversing:
	3. Travel Adjust (All Surfaces): 100%
Control Rates	Ail ▲ = 15 mm ▼ = 15 mm
	Ele ▲ = 12 mm ▼ = 12 mm
	Rud ▲ = 15 mm ▼ = 15 mm
Center of Gravity (CG)	2 inches [51 mm] back from the leading edge of the wing at the root.
Flight Timer Setting	5 minutes

Throttle: Normal
Aileron: Normal
Elevator: Reverse
Rudder: Reverse



Specifications

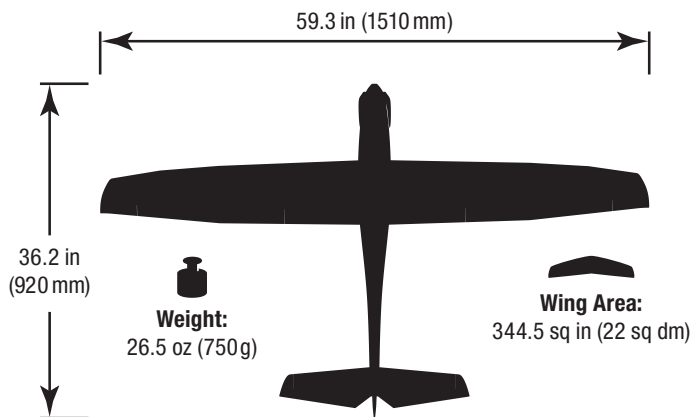
		PNP PLUG-N-PLAY
	Motor: Brushless Outrunner: 28-30-1050 KV	Installed
	ESC: 20A	Installed
	Folding Propeller: 9.45" x 7"	Installed
	Servos (4): 9g	Installed
	Recommended Receiver: Spektrum™ AR610 6-Channel Coated Air Receiver (SPMAR610)	Required to Complete
	Recommended Battery: 1350 mAh 3S 11.1V 30C LiPo, 13AWG: EC3 (EFLB13503S30)	Required to Complete
	Recommended Battery Charger: Prophet Sport Plus 50W AC/DC Charger (DYNC2010CA)	Required to Complete
	Recommended Transmitter: Full-Range 2.4GHz with Spektrum™ DSM2®/DSMX® technology. (DX6i and above)	Required to Complete

Table of Contents

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- Control Horn and Servo Arm Settings 9
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If you own this product, you may be required to register with the FAA. For up-to-date information on how to register with the FAA, please visit <https://registermyuas.faa.gov/>.

For additional assistance on regulations and guidance on UAS usage, visit knowbeforeyoufly.org/.



Preflight

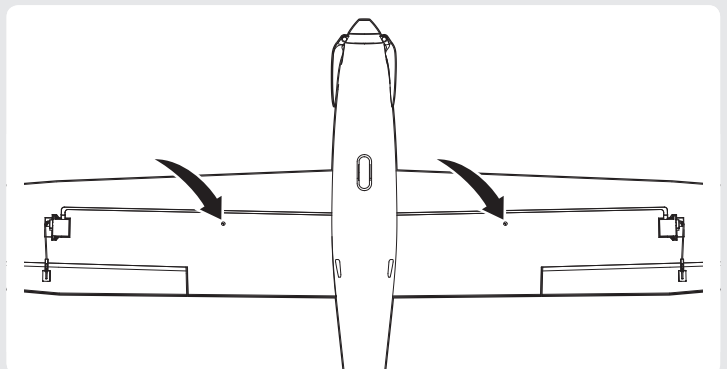
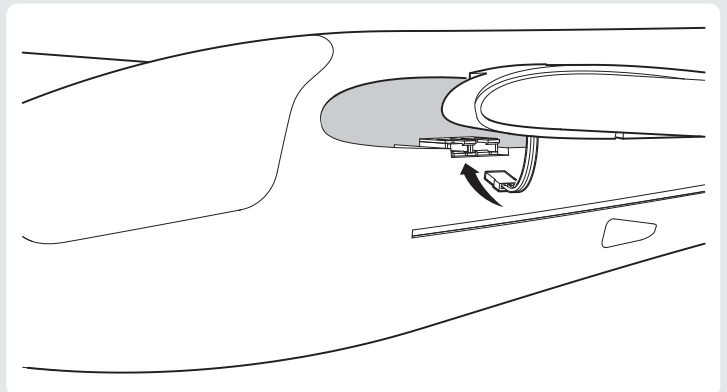
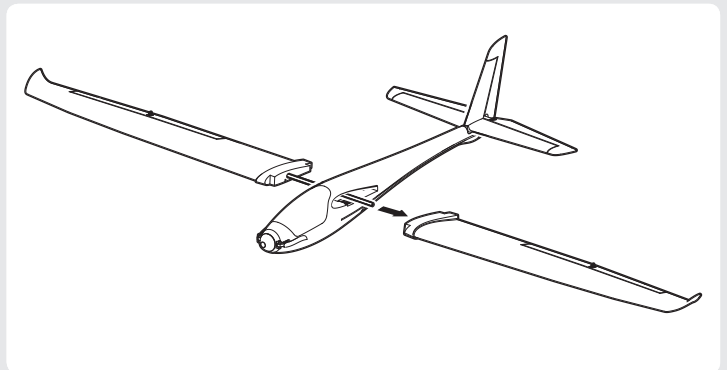
1	Remove and inspect contents.
2	Read this instruction manual thoroughly.
3	Charge flight battery.
4	Fully assemble airplane.
5	Install the flight battery in the aircraft (once it has been fully charged).
6	Check the Center of Gravity (CG).
7	Bind aircraft to your transmitter.

8	Make sure linkages move freely.
9	Perform the Control Direction Test with the transmitter.
10	Adjust flight controls and transmitter.
11	Perform a radio system Range Test.
12	Find a safe open area to fly.
13	Plan flight for flying field conditions.

Model Assembly

Wing Installation

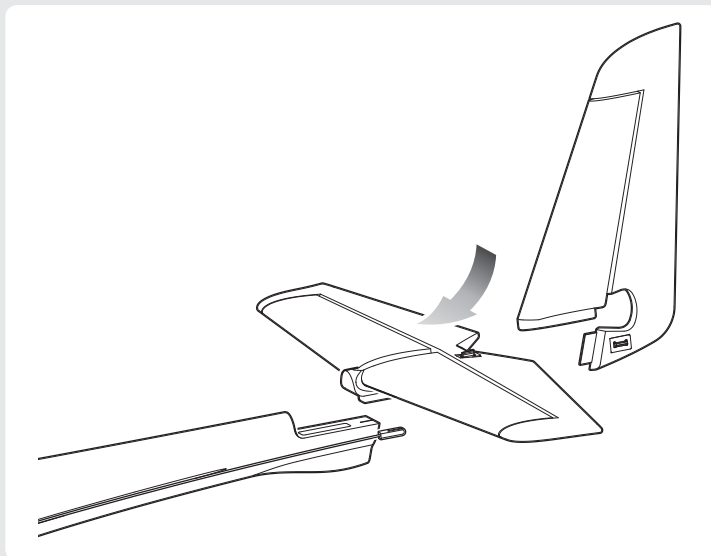
- Slide the wing tube into one of the wing panels.
- Slide the tube through the center of the fuselage and into the other panel.
- Connect the aileron servos to the extensions mounted in the wing pockets.
- Tighten the wing tube screws, being sure the wings are fully seated in the fuselage.



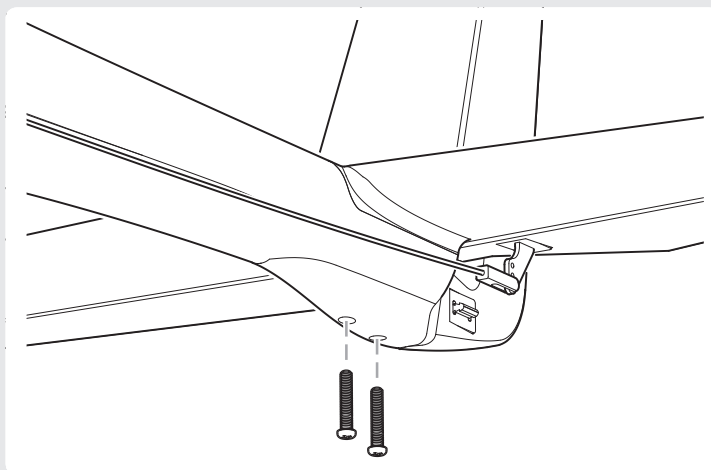
Model Assembly (continued)

Tail Section

1. The horizontal stabilizer and vertical fin key together onto the fuselage.
2. Fit the lower rudder hinge into the slot in the fuselage (no glue is needed).

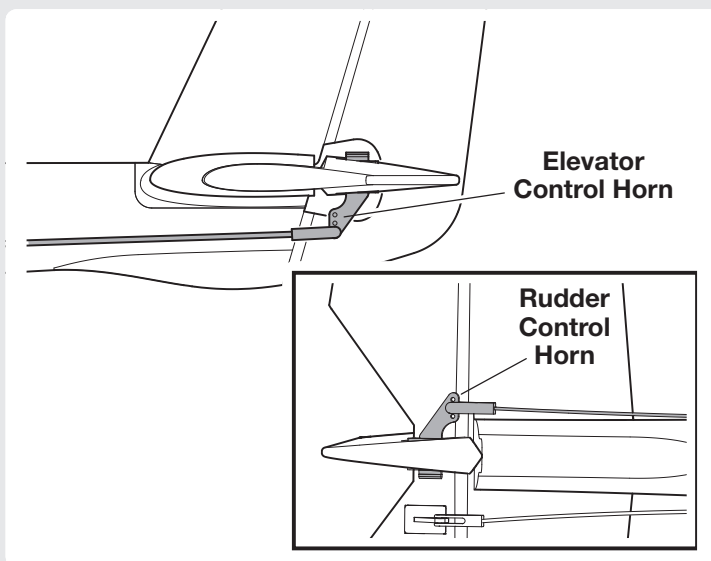


3. Secure the tail pieces using the two 3 x 40mm screws.



Clevis Installation

1. Attach the clevises to the outer hole in the elevator control horn and the middle hole in the rudder control horn as shown. Ensure that the clevises are securely clasped onto the control horns.



PNP Receiver Selection and Installation

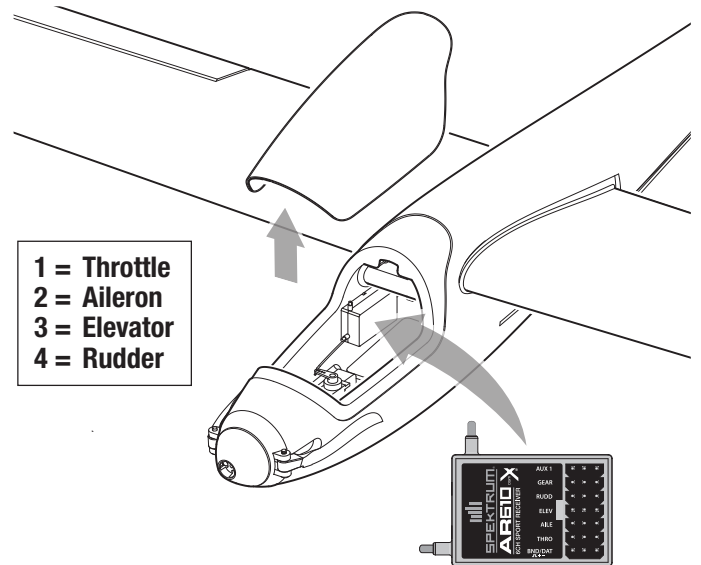
The Spektrum AR610 receiver is recommended for this airplane. If you choose to install another receiver, ensure that it is at least a 4-channel full range (sport) receiver. Refer to your receiver manual for correct installation and operation instructions.

Installation (AR610 shown)

1. Remove the canopy from the fuselage. (Grasp the canopy and pull straight up firmly.)
2. Mount the receiver parallel to the length of the fuselage as shown. Use double sided foam tape to secure it in place.

CAUTION: Incorrect installation of the receiver could cause a crash.

3. Connect the control surface servos and ESC to their respective ports on the receiver using the chart in the illustration.

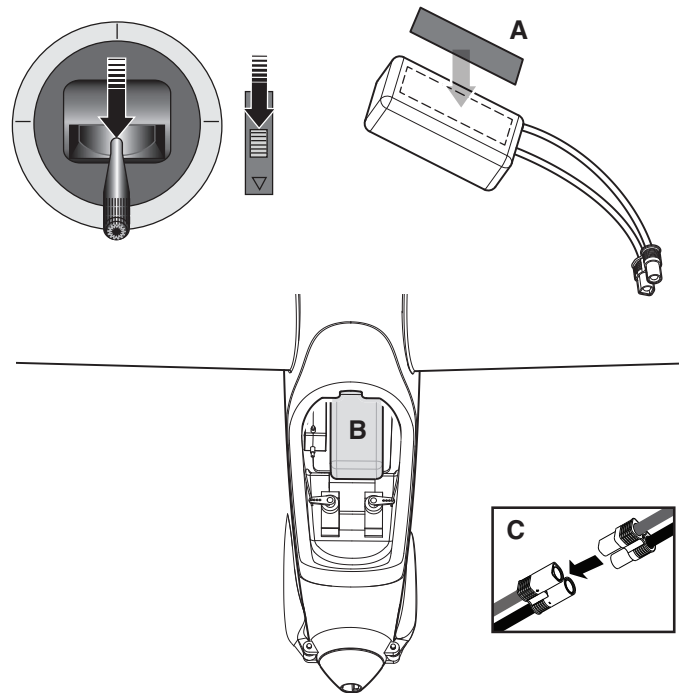


Battery Installation and ESC Arming

Battery Selection

We recommend the E-Flite® 1350mAh 3S 11.1V 30C LiPo, 13AWG: EC3™ (EFLB13503S30) for standard operation. If using a different battery, the battery should be of similar capacity, dimensions and weight of the E-Flite LiPo battery pack to fit in the fuselage. Always be sure the model balances at the recommended CG with the battery chosen.

1. Lower the throttle and throttle trim to the lowest settings. Power on the Transmitter, then wait 5 seconds.
2. Apply the loop side (soft side) of the hook and loop tape (A) to the bottom of your battery.
3. Apply the hook side (rough side) of the hook and loop tape to the plywood battery tray in the fuselage.
4. Install the fully charged battery (B) in the battery compartment as shown. See 'Center of Gravity' instructions for more information.
5. Make sure the flight battery is secured.
6. Connect the battery to the ESC (C) (the ESC is now armed).
7. Keep the aircraft immobile and away from wind or the system will not initialize.
8. Reinstall the canopy hatch.

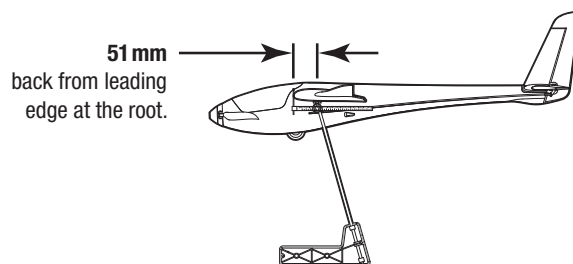
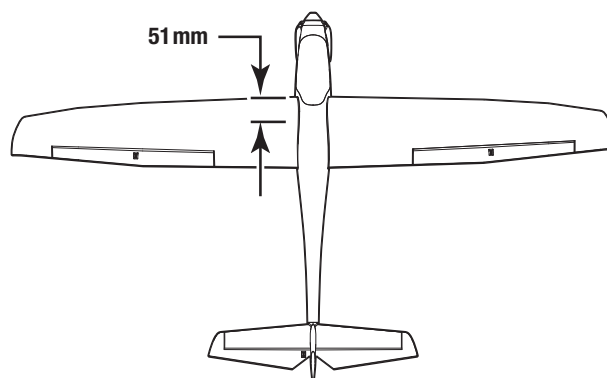


Center of Gravity (CG)

The CG location is measured from the leading edge of the wing at the root.

Moving the LiPo battery forward or aft on the battery tray will change the CG location. Use tape or something similar to mark the location of the suggested CG location on the underside of each wing panel near to the fuselage sides. With the LiPo battery (unplugged) and the receiver installed in the fuselage, lift the model using your fingertips at the CG marks you made, or use a CG machine (GPMP2400) to determine if the LiPo battery needs to move forward or aft on the tray so the model balances level at the suggested location.

Segmented lead weights can be permanently added to the nose or tail of the model if ballast is needed to correctly balance the model. Use as little additional ballast as possible when balancing the model because additional weight will negatively affect its flying performance.

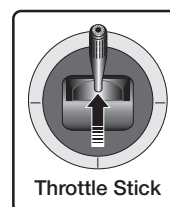


ESC Programming

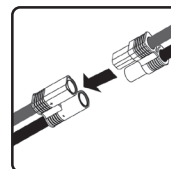
The factory default settings for the ESC are: Brake ON, Li-Po low voltage cutoff (3.0V/cell), and automatic motor timing. These are the ideal settings for this model. Should you wish to change the settings due to inadvertent program changing or you wish to use the ESC in a different type of model, follow the instructions and programming chart.

1. Power on the transmitter and raise the throttle stick to full throttle.
2. Connect the flight battery to the ESC.

- 1 Tx Power ON then Throttle Stick to Full Throttle**



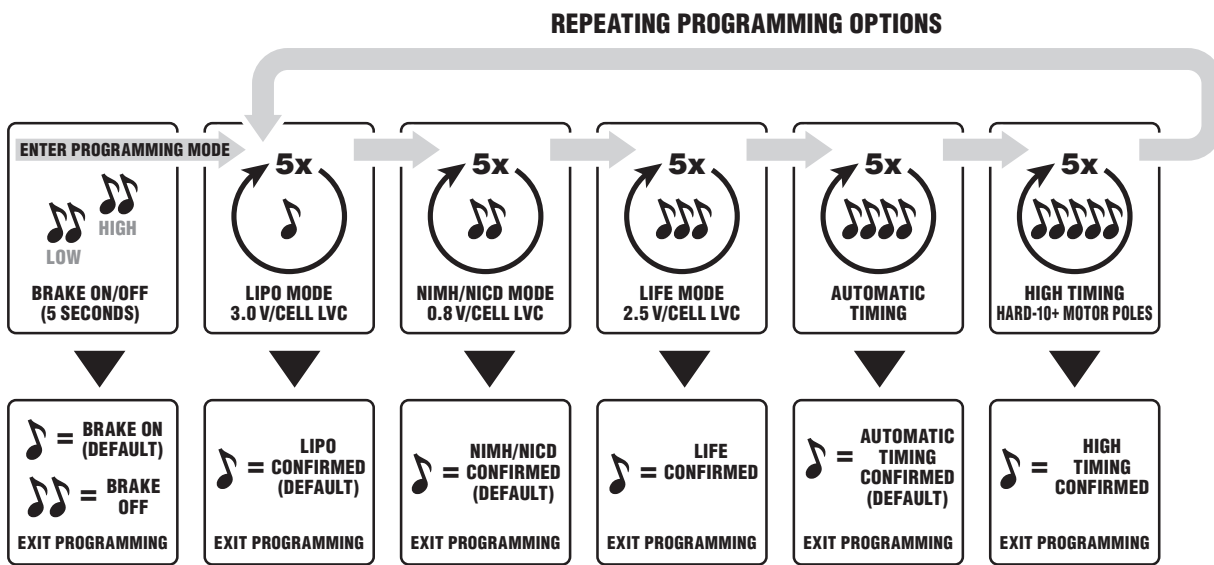
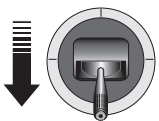
- 2 Connect Flight Battery**



ESC Programming (continued)

3 Listen for Chimes in Programming Mode

Throttle Stick to Select Settings



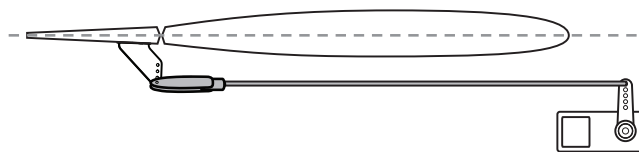
3. The motor will make two low-pitched chimes followed by two high-pitched chimes to indicate it is now in programming mode. At any time while in programming mode, moving the throttle stick to low throttle will select the current programming option and the ESC will exit programming mode. To make additional programming changes, disconnect the flight battery and then repeat these steps 1-3.

Control Surface Centering

After assembly and transmitter setup, confirm that the control surfaces are centered. If the control surfaces are not centered, mechanically center the control surfaces by adjusting the linkages.

If adjustment is required, turn the clevis on the linkage to change the length of the linkage between the servo arm and the control horn.

After binding a transmitter to the aircraft receiver, set the trims and sub-trims to 0, then adjust the clevises to center the control surfaces.

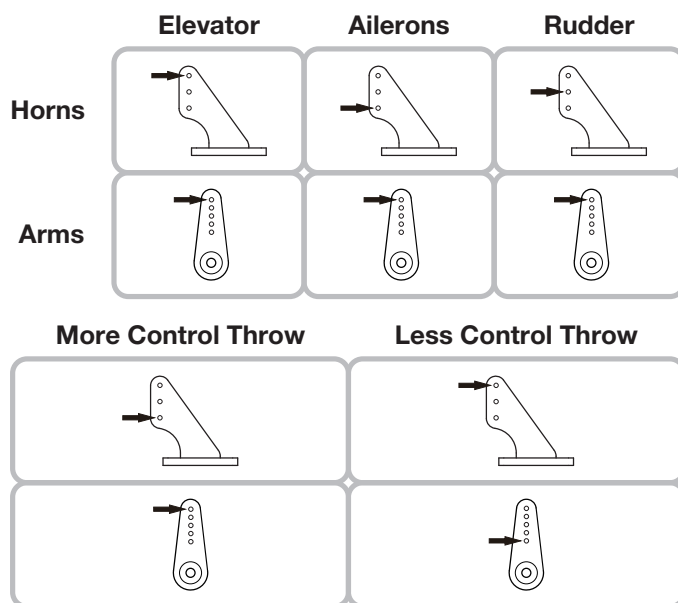


Control Horn and Servo Arm Settings

The table to the right shows the factory settings for the control horns and servo arms. Fly the aircraft at factory settings before making changes.

NOTICE: If control throws are changed from the factory settings, and you are using an AS3X receiver, the gain values may need to be adjusted. Refer to your receiver manual for adjustment of gain values.

After flying, you may choose to adjust the linkage positions for the desired control response. See the table to the right.

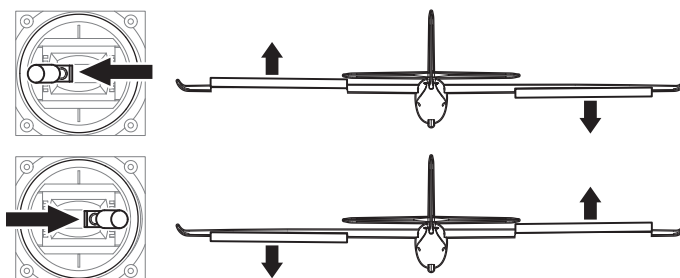


Control Surface Direction

Ailerons

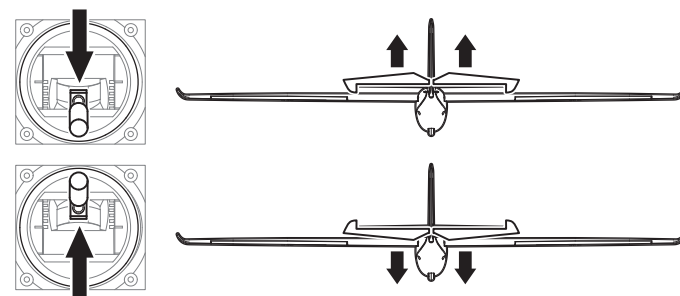
Switch on the transmitter and connect the battery. Use the transmitter to operate the ailerons. View the aircraft from the rear when checking the control directions.

1. Move the right stick to the left. The right aileron will move down and the left aileron move up, causing the aircraft to bank left.
2. Move the stick to the right. The right aileron will move up and the left aileron move down, causing the aircraft to bank right.



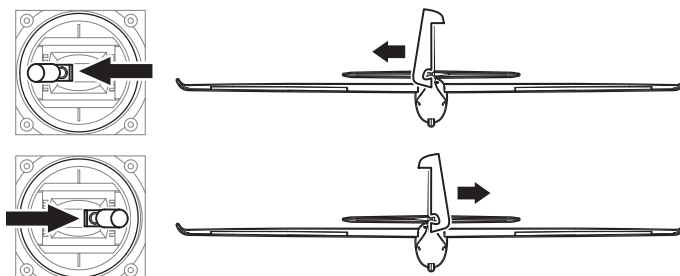
Elevators

3. Move the right stick toward the bottom of the transmitter. The elevators will move up, causing the aircraft to climb.
4. Move the stick toward the top of the transmitter. The elevators will move down, causing the aircraft to descend.



Rudder

5. Move the left stick to the left. The rudder will move left, causing the aircraft to yaw to the left.
6. Move the stick to the right. The rudder will move right, causing the aircraft to yaw to the right.



Flying Tips and Repairs

Consult local laws and ordinances before choosing a flying location.

Range Check your Radio System

Before you fly, range check the radio system. Refer to your specific transmitter instruction manual for range test information.

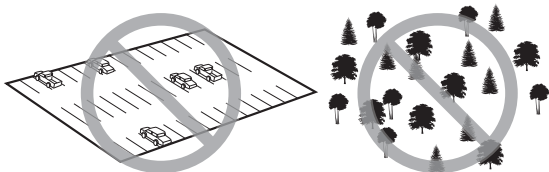
Hand Launch

It is advisable to have a helper for the first few hand launches. Hold the airplane by the fuselage near the C.G. location. Run the motor up to full throttle and give a moderate throw straight ahead. The aircraft should be launched with the nose up 5–10 degrees and directly into the wind.

Flying

CAUTION: This model is equipped with a powerful motor. Full throttle should only be used to climb to soaring altitudes and for straight and level flight. Throttle must be reduced during aerobatic maneuvers or during a dive to avoid excessive stress on the airframe.

It is ideal for you to fly at a sanctioned flying field. If you are not flying at an approved site, always avoid flying near houses, trees, wires, and buildings. You should also be careful to avoid flying in areas where there are many people, such as busy parks, schoolyards, or soccer fields.



In-Flight Trimming

During your first flight, trim the aircraft for level flight at 3/4 throttle. Make small trim adjustments with your transmitter's trim switches to straighten the aircraft's flight path. After landing, adjust the linkages mechanically to account for trim changes and then reset the trims to neutral. Ensure the aircraft will fly straight and level with no trim or sub-trim.

Landing

For your first flights with the recommended battery pack (EFLB13503530), set your transmitter timer or a stopwatch to 5 minutes. After 5 minutes, land the aircraft. Adjust your timer for longer or shorter flights once you have flown the model. When motor power becomes noticeably reduced, land the aircraft immediately to recharge the flight battery. See the Low Voltage Cutoff (LVC) section for more details on maximizing battery health and run time.

Use a small amount of throttle for the initial approach. Once the aircraft is on a proper approach angle and the aircraft will land in the proper area, remove all throttle but maintain the descent. During approach and landing, keep the wings level and the aircraft pointed into the wind. As you approach 2-3 feet in altitude, begin your flare. Continue easing back on the elevator to bring the aircraft down gently on the belly. Immediately after landing, unplug and remove the battery. Allow the electronics to cool before your next flight.

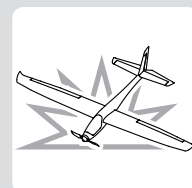
NOTICE: If a crash is imminent, reduce the throttle fully. Failure to do so could result in extra damage to the airframe, as well as damage to the prop and motor.

NOTICE: After any impact, always ensure the receiver is secure in the fuselage. If you replace the receiver, install the new receiver in the same orientation as the original receiver or damage may result.

NOTICE: Crash damage is not covered under warranty.

NOTICE: When you are finished flying, never leave the aircraft in direct sunlight or in a hot, enclosed area such as a car. Doing so can damage the aircraft.

WARNING: Always decrease throttle before prop strike.



Low Voltage Cutoff (LVC)

When a Li-Po battery is discharged below 3V per cell, it will not hold a charge. The ESC protects the flight battery from over-discharge using Low Voltage Cutoff (LVC). Before the battery charge decreases too much, LVC removes power supplied to the motor. Power to the motor reduced, showing that some battery power is reserved for flight control and safe landing.

Disconnect and remove the Li-Po battery from the aircraft after use to prevent trickle discharge. Charge your Li-Po battery to about half capacity before storage. During storage, make sure the battery charge does not fall below 3V per cell. LVC does not prevent the battery from over-discharge during storage.

NOTICE: Repeated flying to LVC will damage the battery. If necessary, decrease the time on your flight timer so the alarm occurs prior to reaching LVC.

Tip: Monitor your aircraft battery's voltage before and after flying by using a Li-Po Cell Voltage Checker (DYNF0002, sold separately).

Repairs

Thanks to the material in this aircraft, repairs to the foam can be made using virtually any adhesive (hot glue, regular CA, epoxy, etc). When parts are not repairable, see the Replacement Parts List for ordering by item number.

NOTICE: Use of CA accelerant on your aircraft can damage paint. DO NOT handle the aircraft until accelerant fully dries.

Post Flight

1.	Disconnect the flight battery from the ESC (Required for Safety and battery life).
2.	Power OFF the transmitter.
3.	Remove the flight battery from the aircraft.
4.	Recharge the flight battery.
5.	Repair or replace all damaged parts.

6.	Store the flight battery apart from the aircraft and monitor the battery charge.
7.	Make note of the flight conditions and flight plan results, planning for future flights.
8.	Allow the electronics to cool before your next flight.

Troubleshooting Guide

Problem	Possible Cause	Solution
Aircraft will not respond to throttle but responds to other controls	Throttle not at idle and/or throttle trim too high	Reset controls with throttle stick and throttle trim at lowest setting
	Throttle servo travel is lower than 100%	Make sure throttle servo travel is 100% or greater
	Throttle channel is reversed	Reverse throttle channel on transmitter
	Motor disconnected from ESC	Make sure motor is connected to the ESC
Extra noise or extra vibration during throttle operation	Damaged propeller or motor	Replace damaged parts
	Propeller is out of balance	Balance or replace propeller
	Propeller nut is loose	Tighten the propeller nut
Reduced flight time or aircraft underpowered	Flight battery charge is low	Completely recharge flight battery
	Flight battery damaged	Replace flight battery and follow flight battery instructions
	Flight conditions may be too cold	Make sure battery is warm before use
	Battery capacity too low for flight conditions	Replace battery or use a larger capacity battery
Aircraft will not connect (during binding) to transmitter	Transmitter too near aircraft during binding process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object, wireless source or another transmitter	Move aircraft and transmitter to another location and attempt binding again
	The bind plug is not installed correctly in the bind port	Install bind plug in bind port and bind the aircraft to the transmitter
	Flight battery/transmitter battery charge is too low	Replace/recharge batteries
	Bind switch or button not held long enough during bind process	Power off transmitter and repeat bind process. Hold transmitter bind button or switch until receiver is bound
Aircraft will not connect (after binding) to transmitter	Transmitter too near aircraft during connecting process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object, wireless source or another transmitter	Move aircraft and transmitter to another location and attempt connecting again
	Bind plug left installed in bind port	Rebind transmitter to the aircraft and remove the bind plug before cycling power
	Aircraft bound to different model memory (ModelMatch™ radios only)	Select correct model memory on transmitter
	Flight battery/Transmitter battery charge is too low	Replace/recharge batteries
	Transmitter may have been bound to a different aircraft using different DSM protocol	Bind aircraft to transmitter
Control surface does not move	Control surface, control horn, linkage or servo damage	Replace or repair damaged parts and adjust controls
	Wire damaged or connections loose	Do a check of wires and connections, connect or replace as needed
	Transmitter is not bound correctly or the incorrect airplanes was selected	Re-bind or select correct airplanes in transmitter
	Flight battery charge is low	Fully recharge flight battery
	BEC (Battery Elimination Circuit) of the ESC is damaged	Replace ESC
Controls reversed	Transmitter settings are reversed	Perform the Control Direction Test and adjust the controls on the transmitter appropriately
Motor power is diminished	ESC uses default soft Low Voltage Cutoff (LVC)	Recharge flight battery or replace battery that is no longer performing
	Weather conditions might be too cold	Postpone flight until weather is warmer
	Battery is old, worn out, or damaged	Replace battery
	Battery C rating might be too small	Use recommended battery

AMA National Model Aircraft Safety Code

Effective January 1, 2014

A. GENERAL

A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
2. Model aircraft pilots will:
 - (a) Yield the right of way to all man carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A.)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

Exceptions:

- Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).
3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.
 4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. RADIO CONTROL

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922 and #923.)
6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
9. The pilot of a RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

Please see your local or regional modeling association's guidelines for proper, safe operation of your model aircraft.

Limited Warranty

What this Warranty Covers

Horizon Hobby, LLC, (Horizon) warrants to the original purchaser that the product purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase.

What is Not Covered

This warranty is not transferable and does not cover (i) cosmetic damage, (ii) damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or due to improper use, installation, operation or maintenance, (iii) modification of or to any part of the Product, (iv) attempted service by anyone other than a Horizon Hobby authorized service center, (v) Product not purchased from an authorized Horizon dealer, (vi) Product not compliant with applicable technical regulations, or (vii) use that violates any applicable laws, rules, or regulations.

OTHER THAN THE EXPRESS WARRANTY ABOVE, HORIZON MAKES NO OTHER WARRANTY OR REPRESENTATION, AND HEREBY DISCLAIMS ANY AND ALL IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

Purchaser's Remedy

Horizon's sole obligation and purchaser's sole and exclusive remedy shall be that Horizon will, at its option, either (i) service, or (ii) replace, any Product determined by Horizon to be defective. Horizon reserves the right to inspect any and all Product(s) involved in a warranty claim. Service or replacement decisions are at the sole discretion of Horizon.

Your local hobby store and/or place of purchase cannot provide warranty support or service. Once assembly, setup or use of the Product has been started, you must contact your local distributor or Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any

Inspection or Services

If this Product needs to be inspected or serviced and is compliant in the country you live and use the Product in, please use the Horizon Online Service Request submission process found on our website or call Horizon to obtain a Return Merchandise Authorization (RMA) number. Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as Horizon is not responsible for merchandise until it arrives and is accepted at our facility. An Online Service Request is available at http://www.horizonhobby.com/content/service-center_render-service-center. If you do not have internet access, please contact Horizon Product Support to obtain a RMA number along with instructions for submitting your product for service. When calling Horizon, you will be asked to provide your complete name, street address, email address and phone number where you can be reached during business hours. When sending product into Horizon, please include your RMA number, a list of the included items, and a brief summary of the problem. A copy of your original sales receipt must be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

NOTICE: Do not ship LiPo batteries to Horizon. If you have any issue with a LiPo battery, please contact the appropriate Horizon Product Support office.

Proof of purchase is required for all warranty claims. SERVICE OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

Limitation of Liability

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY, REGARDLESS OF WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, TORT, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER THEORY OF LIABILITY, EVEN IF HORIZON HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law

These terms are governed by Illinois law (without regard to conflict of law principals). This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Horizon reserves the right to change or modify this warranty at any time without notice.

WARRANTY SERVICES

Questions, Assistance, and Services

assistance. For questions or assistance, please visit our website at www.horizonhobby.com, submit a Product Support Inquiry, or call the toll free telephone number referenced in the Warranty and Service Contact Information section to speak with a Product Support representative.

Warranty Requirements

For Warranty consideration, you must include your original sales receipt verifying the proof-of-purchase date. Provided warranty conditions have been met, your Product will be serviced or replaced free of charge. Service or replacement decisions are at the sole discretion of Horizon.

Non-Warranty Service

Should your service not be covered by warranty, service will be completed and payment will be required without notification or estimate of the expense unless the expense exceeds 50% of the retail purchase cost. By submitting the item for service you are agreeing to payment of the service without notification. Service estimates are available upon request. You must include this request with your item submitted for service. Non-warranty service estimates will be billed a minimum of ½ hour of labor. In addition you will be billed for return freight. Horizon accepts money orders and cashier's checks, as well as Visa, MasterCard, American Express, and Discover cards. By submitting any item to Horizon for service, you are agreeing to Horizon's Terms and Conditions found on our website http://www.horizonhobby.com/content/service-center_render-service-center.

ATTENTION: Horizon service is limited to Product compliant in the country of use and ownership. If received, a non-compliant Product will not be serviced. Further, the sender will be responsible for arranging return shipment of the unserviced Product, through a carrier of the sender's choice and at the sender's expense. Horizon will hold non-compliant Product for a period of 60 days from notification, after which it will be discarded.

Warranty and Service Contact Info

Country of Purchase	Horizon Hobby	Contact Information	Address
United States of America	Horizon Service Center (Repairs and Repair Requests)	servicecenter.horizonhobby.com/RequestForm/	2904 Research Road Champaign, Illinois 61822 USA
	Horizon Product Support (Product Technical Assistance)	productsupport@horizonhobby.com 877-504-0233	
	Sales	websales@horizonhobby.com 800-338-4639	
EU	Horizon Technischer Service Sales: Horizon Hobby GmbH	service@horizonhobby.eu +49 (0) 4121 2655 100	Hanskampring 9 D 22885 Barsbüttel, Germany

CE FLZ Eluna 1.5m PNP (FLZA3075)
EU Compliance Statement: Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the **EMC** Directive.

A copy of the EU Declaration of Conformity is available online at:
<http://www.horizonhobby.com/content/support-render-compliance>.



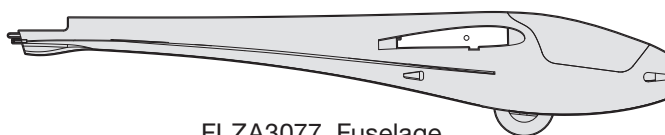
Instructions for disposal of WEEE by users in the European Union

This product must not be disposed of with other waste. Instead, it is the user's responsibility to dispose of their waste equipment by handing it over to a designated collections point for the recycling of waste electrical and electronic equipment. The separate collection and recycling of your waste equipment at the time of disposal will help to conserve natural resources and ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product.

Replacement Parts



FLZA3078 Tail Wing Set
 Vertical fin/rudder, Horizontal stabilizer/elevator, control horns, and 2 screws



FLZA3077 Fuselage
 Fuselage with firewall, tail pushrods, extension wires for ailerons, plywood battery tray, landing wheel.



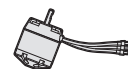
FLZA3085 Wheel
 Landing wheel set



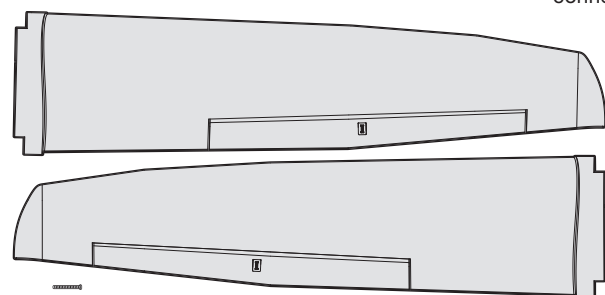
FLZA3090 ESC
 20A ESC (with EC3 type connector) 20A



FLZA3081 Spinner
 Spinner, collet with screws, nut



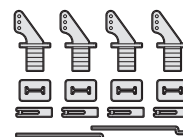
FLZA3084 Motor
 Brushless motor 2830 1050KV, shaft dia. 3mm



FLZA3076 Wing Set
 Left and right main wing with servo holder, control horn parts and 2 wing tube retaining screws



FLZA3087 Prop Set
 Individual blades



FLZA3086 Hardware
 Tail Surface Pushrod set, Control Horns (set of 4), Clevises (4), Aileron Linkages



FLZA3083 Servo
 Tail Servo (9g, 175 mm wire)



FLZA3082 Servo
 Wing Servo (9g, 450 mm wire)



FLZA3088 Wing Tube
 Wing joiner tube and 2 retaining screws



FLZA3080 Prop Set
 Folding propeller with hub



FLZA3079 Canopy
FLZA3089 Decals

Recommended Parts

EFLB13503S30	1350mAh 3S 11.1V 30C LiPo, EC3
SPMAR610	AR610 6-Channel Coated Air Receiver
SPMR6650	DX6e 6CH Transmitter Only
DYNA2010CA	Prophet Sport Plus 50W AC/DC Charger

