

Bell® 206 Jet Ranger 235 CP



Instruction Manual | Bedienungsanleitung Manuel d'utilisation | Manuale di Istruzioni

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BLH0600

BLH0650

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 horizonhobby.com or towerhobbies.com and click on the support or resources 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.

Age Recommendation: Not for children under 14 years. This is not a toy.



WARNING AGAINST COUNTERFEIT PRODUCTS: If you ever need to replace your Spektrum receiver found in a Horizon Hobby product, always purchase from Horizon Hobby, LLC or a Horizon Hobby authorized dealer to ensure authentic high-quality Spektrum product. Horizon Hobby, LLC disclaims all support and warranty with regards, but not limited to, compatibility and performance of counterfeit products or products claiming compatibility with DSM or Spektrum technology.

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.
- 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.
- 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 operate aircraft with damaged wiring.
- Never touch moving parts.

Registration

Register your product today to join our mailing list and keep up to date with product updates, offers and Blade® news.



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Specifications	
Rotorspan	21.85in (555mm)
Length	22.36in (568mm)
Weight	Without Battery: 14.39oz (408g) With Recommended 3S 11.1V 850mAh 30C LiPo Flight Battery: 16.83oz (477g)

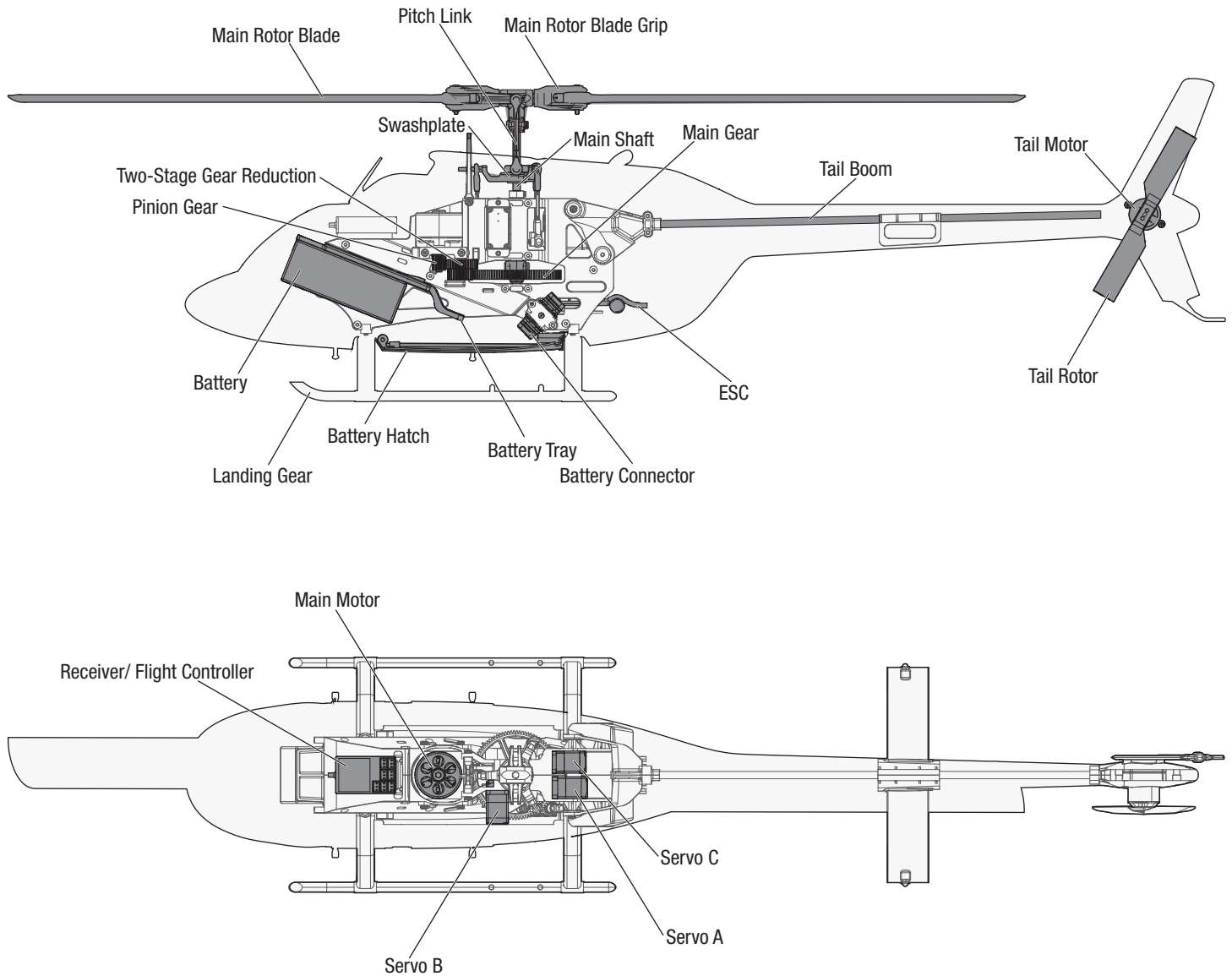
Included Equipment	
Transmitter*	Spektrum™ DXS 2.4GHz (SPMR1010)
Transmitter Batteries*	4 AA Alkaline
Receiver	Flight Control: Bell® 206 Jet Ranger 235 CP (SPMAR6250MHXH)
ESC	Dual Brushless ESC (SPMXAE1020E)
Motors	Brushless Motor, 3400kv, 14-pole (SPMX-1083) Brushless Motor: 1308-3700kv 12p (SPMX-1150)
Servos	(3) H3056M Sub-Micro Digital Metal Gear Heli Servo (SPMSH3056M), Swashplate

*RTF Basic only

Required Equipment	
Flight Battery	3S 11.1V 850mAh 30C LiPo with IC2® Connector
Battery Charger	3S LiPo Battery Compatible

Optional Accessories	
RFL1205	RealFlight® Trainer Edition RC Flight Simulator (Included with RTF version BLH0600)
SPMWS3000	WS3000T Wireless Simulator USB Dongle
SPMXPSA100	Smart G2 Air Powerstage Bundle 1 with 3S 850mAh Battery and S120 Charger
SPMX8503S30	850mAh 3S 11.1V Smart G2 30C; IC2
SPMXC2050	S155 55W AC G2 Smart Charger
BLH-1785	Pinion Gear 13T: Revolution 235 CP
BLH-1789	Aluminum Blade Grip Set: Revolution 235 CP
SPMR14010	iX14+ 20 Channel Transmitter Only
SPMR7120	NX7e+ Black Edition 14 Channel Transmitter Only
SPMR8210	NX8+ 20 Channel DSMX Transmitter Only
SPMA9500	Sky Remote ID Module
SPMXBC200	XBC200 Smart Battery Checker & Servo Tester

Aircraft Components



Spektrum DXS Transmitter

Install the Transmitter Batteries

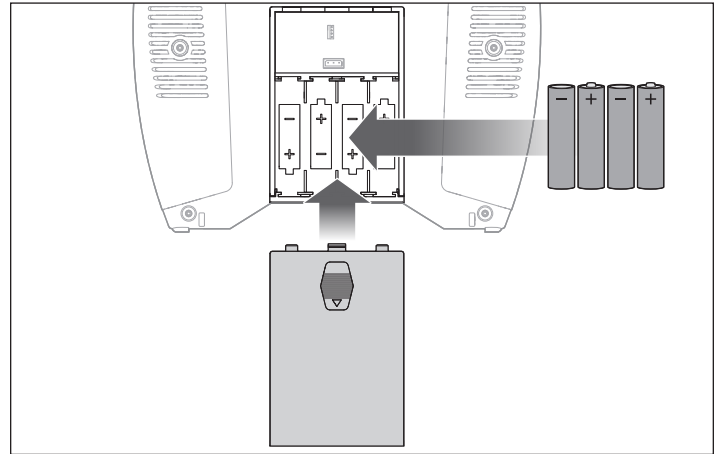
1. Remove the battery cover.
2. Install the included four AA batteries, noting proper polarity.
3. Reinstall the battery cover.

Low Battery Alarm

When the transmitter battery voltage drops below 4.7 volts, an alarm sounds and the voltage LEDs flash. Replace the batteries immediately. If the alarm sounds while flying, land your aircraft as soon as possible.



CAUTION: If using rechargeable batteries, charge only rechargeable batteries. Charging non-rechargeable batteries may cause the batteries to burst, resulting in injury to persons and/or damage to property.



Transmitter Switches and LEDs

Button A = Trainer/Bind/Panic Button: This button is used to control the Trainer, Bind and Panic Recovery Mode functions.

See the Flight Training section for information on using the transmitter as part of a "buddy box" training system.

See the Binding section for information on re-binding your transmitter and aircraft if necessary. The included transmitter comes bound to the receiver/aircraft from the factory, therefore binding is not typically necessary.

See the Sensor Assisted Flight Envelope (SAFE) Technology section for information about panic recovery mode.

Switch F = Hi/Lo Rate Switch: This switch supports high and low rate functions on aileron, elevator and rudder channels.

We recommend using low rates when first learning to fly or for smooth and more precise maneuvering, and high rates for more aggressive maneuvers and aerobatics.

In the upper, or "HI" position, servo travel is 100% on these channels. In the lower, or "LO," position, servo travel decreases to 70%.

Switch B = Flight Mode Switch: This switch is used to select the SAFE flight mode. See the Sensor Assisted Flight Envelope (SAFE) Technology section for information about the various SAFE flight modes.

Switch H = Throttle Hold (Cut) Switch: This switch activates throttle cut. With throttle cut on (switch H, position 1), throttle input from the throttle stick is deactivated, but the collective pitch function on the throttle stick will continue to operate normally. This safety feature ensures any accidental movement of the throttle stick will not activate the motor while the flight battery is connected. With throttle cut off (switch H, position 0), any position of the throttle stick above the lowest setting will activate the aircraft motor.

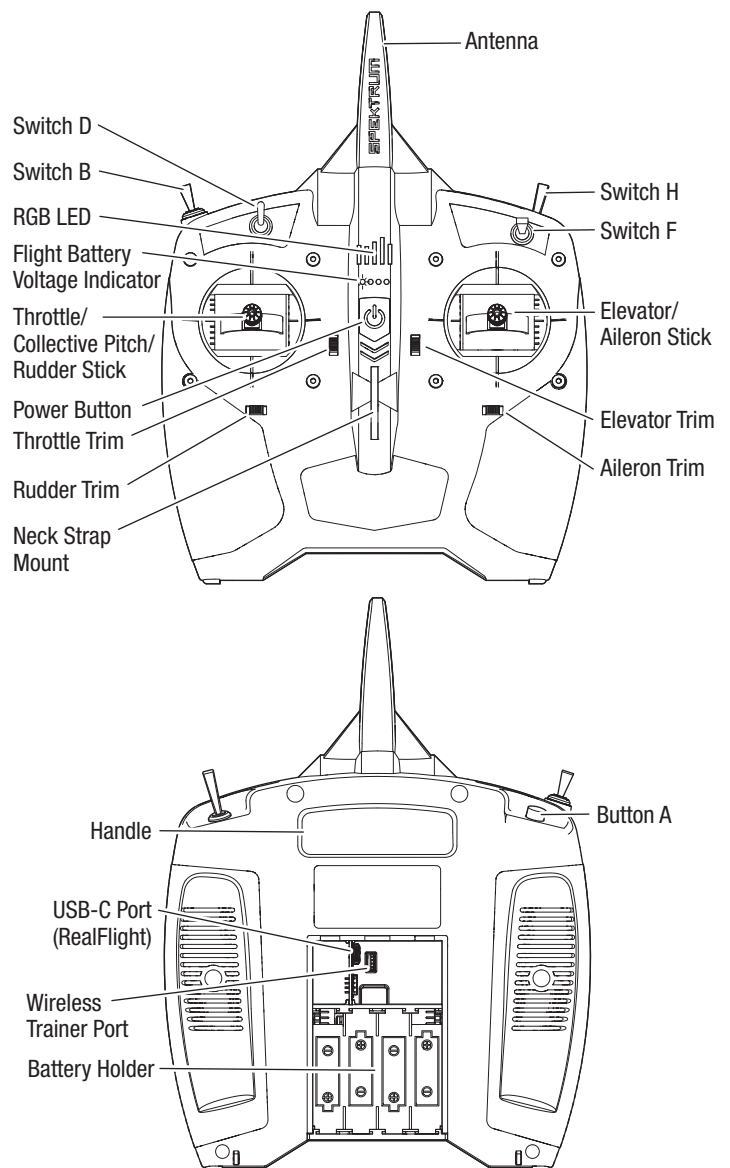
NOTICE: Always ensure the throttle stick is at the lowest setting before switching the throttle cut function off. Failure to do so will result in the motor activating.

Switch D = Channel 7 Switch: This switch is not used for this aircraft.

RGB LED and Audible Indications:

Flashing with beeps: The transmitter is in bind mode, because the bind button was held down while the transmitter was powered on. See the Binding section for more information.

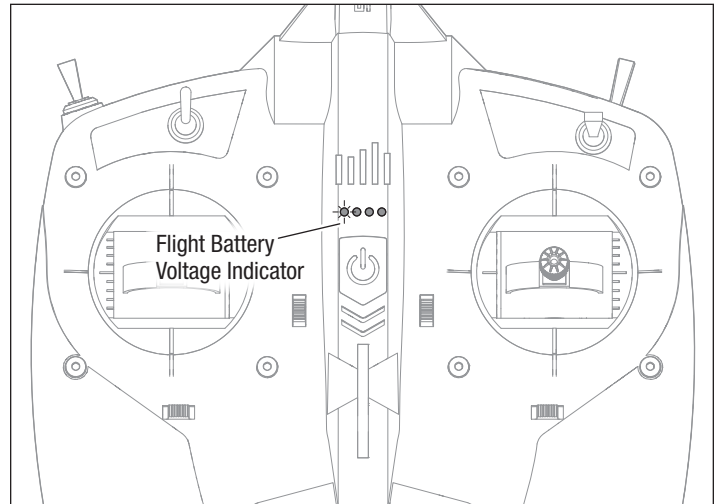
Pulsates with one low tone beep every 2 seconds: The transmitter battery voltage has dropped below 4.7 volts. Replace the transmitter batteries immediately. If this happens while flying, land the aircraft as soon as possible.



Flight Battery Voltage Indicator

The included DXS transmitter is equipped with a flight battery voltage indicator feature that works with compatible Smart technology-equipped receivers, flight controllers and telemetry-capable ESCs. This Smart technology feature gives a visual representation of the approximate flight battery voltage/power remaining via the four LED indicators on the transmitter.

- When the battery is fully charged, all four LEDs glow solid.
- When the throttle is increased, the voltage of the battery drops, causing the LEDs to indicate less voltage and usable capacity of the battery remains, via fewer LEDs glowing solid or flashing.
- When the throttle is decreased, the load on the battery decreases and the voltage of the battery increases, indicated by more LEDs glowing solid or flashing. Over time less of the usable capacity of the battery remains and less power is available, indicated by fewer LEDs glowing solid or flashing.
- When the last LED begins to flash, the flight battery low voltage alarm on the transmitter sounds before the low voltage cutoff function is triggered in the aircraft ESC (see the Flying section for a description of the low voltage cutoff function). The flight battery low voltage alarm sounds for 25 seconds. If the throttle is lowered and the flight battery voltage recovers because enough usable capacity remains in the flight battery, the alarm will stop before 25 seconds. In either case, land the aircraft as soon as practical after the alarm sounds.



To reset the flight battery low voltage warning:

1. After landing, disconnect the flight battery from the aircraft for at least 15 seconds, or until the flight battery voltage indicator LEDs on the DXS transmitter go out.
2. Connect a fully charged battery to the aircraft. The flight battery voltage indicator resets prior to the next flight.

Flight Battery Installation, SAFE System and Electronic Speed Control (ESC) Arming

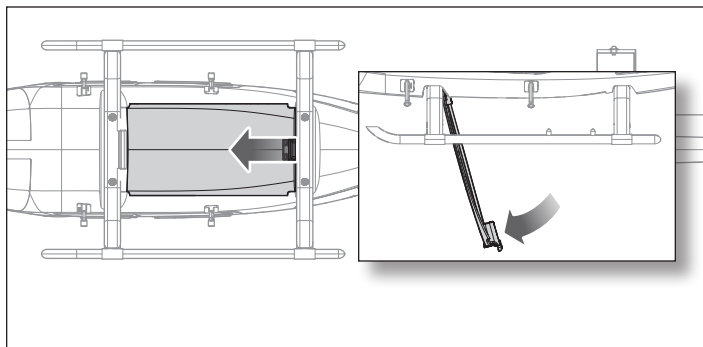
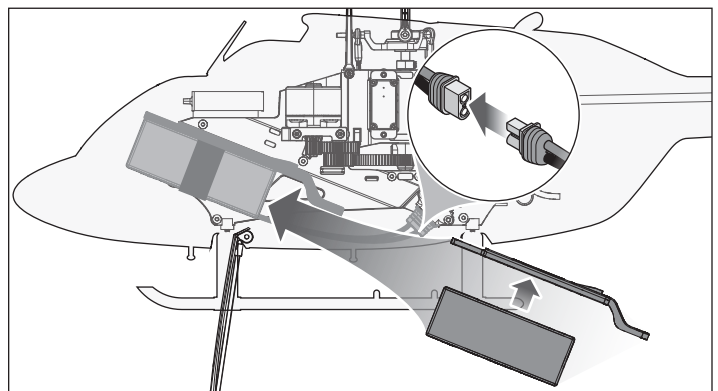
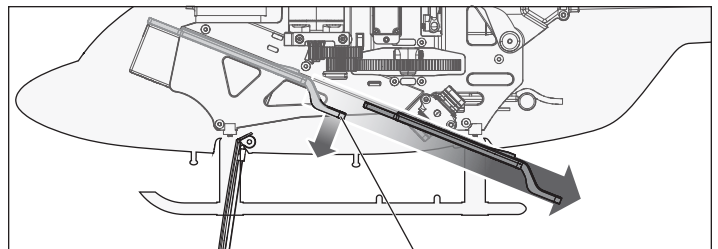
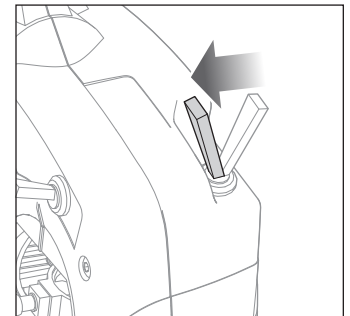
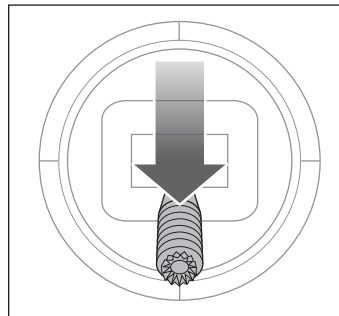
1. Power on the transmitter.
2. Turn on the THROTTLE HOLD switch (motor power inactive).
3. Open the battery door
4. Lift on the tab to slide the battery tray out.
5. Attach a piece of adhesive-back loop material to the bottom of the battery.
6. Place the battery, loop material down, on the battery tray. The placement of the battery can be adjusted forward or backward to help balance the aircraft.
7. When the battery is properly placed, secure it with the hook and loop strap.
8. Slide the battery tray into position and close the door.
9. Connect the IC2 battery connector to the ESC, noting proper polarity.

CAUTION: Connecting the battery to the ESC with reversed polarity will cause damage to the ESC, the battery or both. Damage caused by incorrectly connecting the battery is not covered under warranty.

CAUTION: Always keep hands away from the propeller. When armed, the motor will turn the propeller in response to any throttle movement.

10. The control surfaces will cycle as the SAFE system initializes. Initialization is complete when the surfaces stop moving.

CAUTION: Always disconnect the Li-Po flight battery from the aircraft when not flying to avoid over-discharging the battery. Batteries discharged to a voltage lower than the lowest approved voltage may become damaged, resulting in loss of performance and potential fire when batteries are charged.



Before Your First Flight

Before attempting to fly this aircraft for the first time, we strongly recommend using the RealFlight Trainer Edition RC Flight Simulator, included with the RTF Basic version (see the section below on how to utilize the DXS transmitter to control RealFlight) or available separately for the BNF Basic version. Featuring Virtual Flight Instructor lessons, many of the most popular trainer airplane and helicopter models – including the Bell® 206 Jet Ranger 235 CP – plus unlockable reward content including “Next Step” models and fields, RealFlight Trainer Edition is the perfect tool new RC pilots can use to learn to fly in less time and with fewer crashes of their “real” models by practicing on a Microsoft Windows®-equipped PC at home or on a laptop just about anywhere else!



Scan to buy
RealFlight Trainer Edition
or visit: horizonhobby.cc/buyrftte



Scan to find a PC
for RealFlight or visit:
horizonhobby.cc/findapcforrf

We also encourage you to connect with experienced RC pilots in your area through hobby shops or at designated flying fields. And for those located in the United States, we recommend joining a national organization such as the Academy of Model Aeronautics (AMA). The AMA can provide information on local clubs, instructors and established flying sites in your area in addition to insurance coverage. Visit www.modelaircraft.org for more information.



Connecting the Included DXS Transmitter To RealFlight (RTF Basic Only)

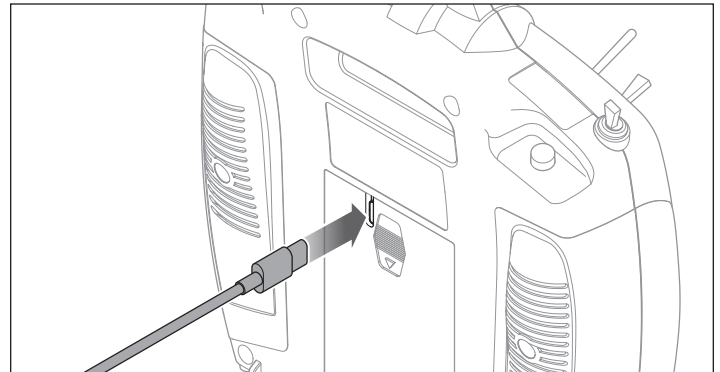
The Spektrum DXS transmitter included with the Ready To Fly Basic version of this aircraft may be used as the controller for the RealFlight RC flight simulator.

TIP: The transmitter can be used with or without batteries when connected to your computer via the included USB adapter cable.

IMPORTANT: Do not power on the DXS prior to or while connected to the PC for use with RealFlight. The transmitter automatically draws power through the USB connection. Powering on the DXS prevents RealFlight from recognizing the transmitter.

To connect the DXS transmitter to the PC and RealFlight via USB:

1. Power **OFF** the DXS.
2. Disconnect any other game controllers from the computer.
3. Insert the USB-C end of the adapter cable into the port in the back of the transmitter.
4. Connect the USB-A end of the adapter to your computer. The DXS automatically powers on.
5. Start RealFlight. RealFlight should recognize the connected DXS controller and be ready for use.



Scan for help using the DXS (or other radios/
transmitters/controllers) with RealFlight
or visit: horizonhobby.cc/rfcontrollers



Choose a Flying Field

Consult local laws and ordinances before choosing a location to fly your aircraft.

In order to have the most success and to protect your property and aircraft, it is very important to select a place to fly that is very open. We recommend consulting your local hobby shop for information on local flying fields and clubs. For customers in the United States, visit the Academy of Model Aeronautics at www.modelaircraft.org for more information on flying clubs.

Remember, this aircraft can reach significant speeds when flying and will cover ground very quickly. Plan on flying in an area that gives you more space than you think you need, especially during the initial flights.

The chosen flying site should:

- Have a minimum of 1300 feet (400m) of clear space in all directions.
- Be free of trees, buildings, cars, power lines or anything that could entangle your aircraft or interfere with your line of sight.
- Be clear of people and pets.

Range Test

WARNING: While holding the aircraft during the range test, always keep body parts and loose items away from the motor. Failure to do so could cause personal injury.

Before each flying session, and especially with a new model, you should perform a range check.

The included Spektrum DXS transmitter incorporates a range check mode to reduce the output power of the transmitter so you don't have to be as far away from the receiver to check the range. Follow the directions below to enter range check mode for the DXS transmitter:

1. With the throttle stick set to the lowest setting, power on the transmitter for at least 5 seconds.
2. With the help of an assistant to hold the aircraft, connect the aircraft battery to the ESC connector. Keep the aircraft immobile for 5 seconds.
3. Face the model, holding the transmitter in your normal flying position.
4. Press and hold the bind button (button A) and toggle the HI/LO rate switch (switch F) up and down twice. The transmitter RGB LED will flash and the alarm will sound, indicating the system is in range check mode. Do not release the bind button until the range check is complete.

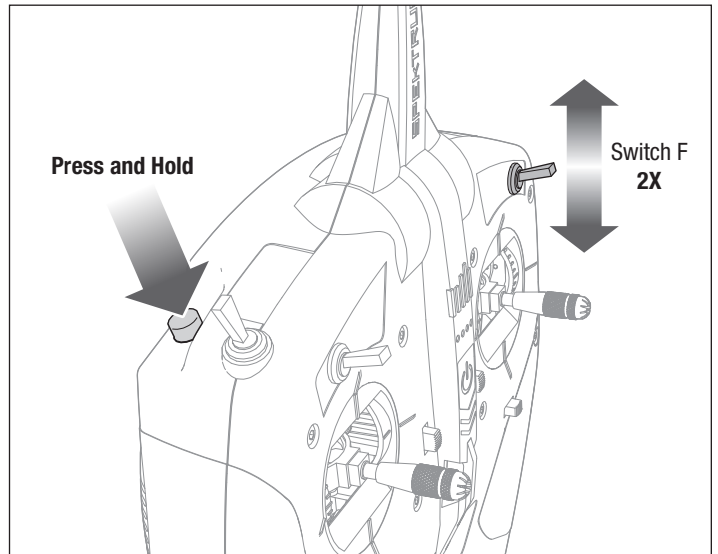
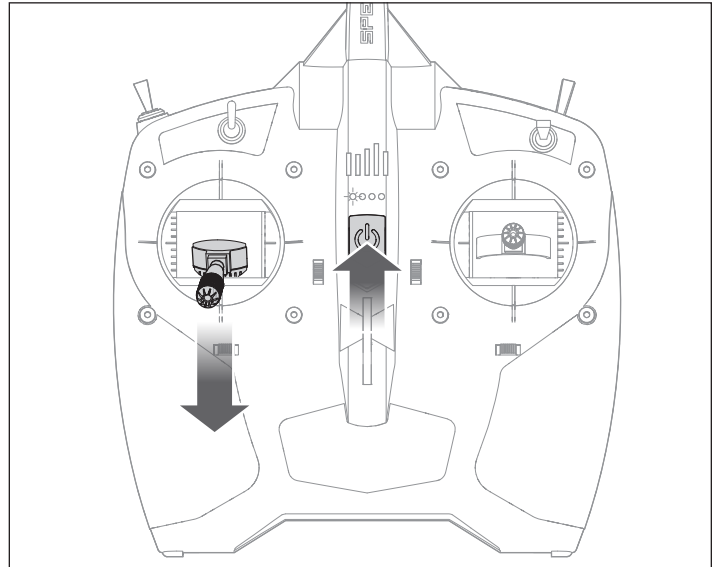
IMPORTANT: You must hold the bind button through the entire range check process. Releasing the button will exit range check mode.

5. With the model firmly restrained on the ground, stand approximately 30 paces away from the model.

TIP: In some aircraft, when the model is placed on the ground, the antenna(s) can be within inches of the ground. Close proximity of the antenna(s) to the ground can reduce the effectiveness of the range check. If you experience issues during the range check, restrain the model on a non-conductive stand or table up to 2ft (60cm) above the ground, then range check the system again.

6. Move the transmitter rudder, elevator, aileron and throttle controls to ensure they operate smoothly at approximately 30 paces. If control issues exist, do not attempt to fly. Refer to the Warranty and Service Contact Information table at the end of this manual to contact Horizon Hobby product support.
7. When the range check is successfully completed, release the bind button to exit range check mode.

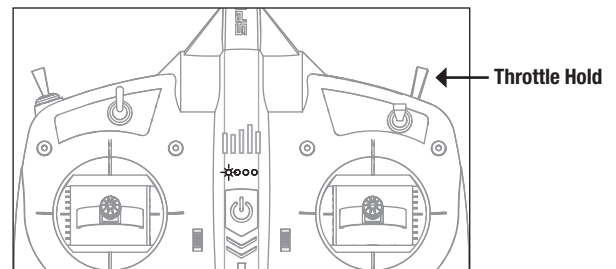
CAUTION: Due to reduced output power of the transmitter, NEVER attempt to fly while the transmitter is in range check mode. Loss of control will occur.



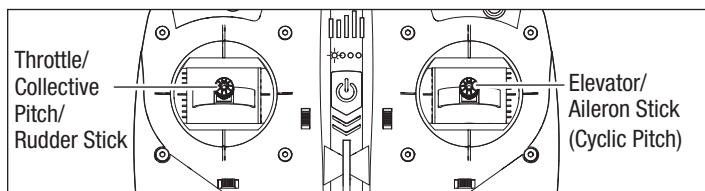
Throttle Hold

Throttle hold is used to prevent the motor from powering on inadvertently. For safety, turn throttle hold ON any time you need to touch the helicopter or check the direction controls.

Throttle hold is also used to turn off the motor quickly if the helicopter is out of control, in danger of crashing, or both. The blades will continue to spin briefly when throttle hold is activated.



Flight Control



Ensure the throttle hold is ON when doing the direction control tests. Test the controls prior to the first flight to ensure the servos, linkages and parts operate correctly.

If the controls do not react as shown in the illustrations below, confirm the transmitter is programmed correctly before continuing on to the Motor test.

IMPORTANT: Even though SAFE technology is a very helpful tool, the aircraft still needs to be flown manually. If incorrect input is given at lower altitudes the aircraft can crash. Study these control inputs and the aircraft response to each carefully before attempting your first flight. For first flights, set the SAFE® flight mode switch to Beginner Mode (switch B, position 0). For smooth control of your aircraft, always make small corrections. All directions are described as if you were sitting in the aircraft.

Throttle and Collective Pitch

- Push the throttle stick forward to make the aircraft climb.
- Pull the throttle stick back to descend.

Elevator Up and Down (Cyclic Pitch)

- Pull the elevator stick back to pull the nose of the aircraft toward the rotor blades.
- Push the elevator stick forward to push the nose of the aircraft toward the landing gear.

Aileron Right and Left (Cyclic Pitch)

- Move the aileron stick right to make the aircraft roll or bank right.
- Move the aileron stick left to make the aircraft roll or bank left.

TIP: Always picture yourself in the aircraft when determining which way to bank the aircraft.

- When the aircraft is flying away from you, banking the aircraft right or left appears normal.
- When flying toward you, the aircraft will appear to bank the opposite direction to the control input given. This will become more instinctual with experience.

TIP: When flying toward yourself, move the aileron stick toward the low side of the rotor disk to level the aircraft.

Rudder Right and Left (Tail Rotor)

- Push the rudder stick right to yaw the aircraft nose to the right.
- Push the rudder stick left to yaw the aircraft nose to the left.

TIP: Similar to aileron control, picture yourself in the aircraft to determine which direction to point the nose whether you are flying away from yourself or toward yourself.

	Transmitter Command	Aircraft Response
Throttle and Collective Pitch		
Elevator (Cyclic Pitch)		
Aileron (Cyclic Pitch)		
Rudder (Tail Rotor)		

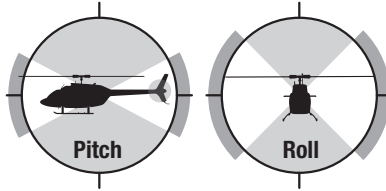
Sensor Assisted Flight Envelope (SAFE) Technology Flight Modes

At any time during a flight you can switch between Beginner, Stunt 1, or Stunt 2 flight modes or use panic recovery to get your aircraft to a safe flying attitude. Change between flight modes by changing the flight mode switch position.

Beginner/Normal Mode (Normal) (switch B, position 0)

Flight envelope limits: Pitch (nose up and down) and Roll (bank side to side) angles are limited to help you keep the aircraft airborne.

- **Self-leveling:** when the pitch and roll controls are returned to neutral, the aircraft returns to level flight.
- Low Headspeed
- Stability assisted takeoff and landing.

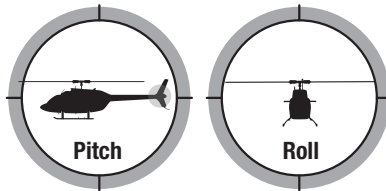


Stunt Mode 1 (FM 1) (switch B, position 1)

NO flight envelope limits:

No pitch or roll limits, and no self-leveling. This mode is recommended for forward flight and scale maneuvering.

- **NO self-leveling:** self-leveling is only active in Beginner Mode.
- Moderate headspeed.



Stunt Mode 2 (FM 2)

(switch B, position 2)

NO flight envelope limits: Recommended to perform aerobatic maneuvers including loops, rolls and other basic aerobatics. The Jet Ranger is not intended for aggressive 3D.

- **NO self-leveling:** self-leveling is only active in Beginner Mode.
- High headspeed.

Panic Recovery

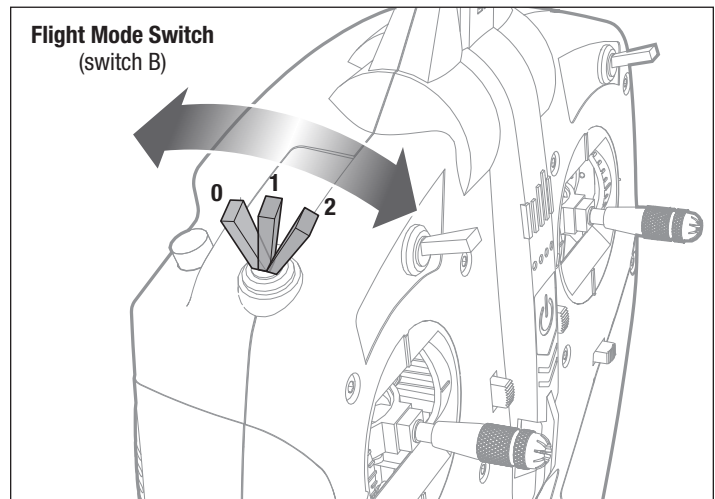
If you encounter distress while flying in any mode, activate the Panic Recovery function. Move the control sticks to neutral (50%), press and hold the Bind/Panic button until the model is upright. SAFE technology will immediately return the aircraft to an upright level attitude, if the aircraft is at a sufficient height with no obstacles in its path. Return the collective stick to 50% and deactivate the Panic Recovery Function to return to the current flight mode.

1. Press the Bind/Panic button (button A) on the transmitter and release the control sticks. The aircraft will immediately return to upright and level flight.
- This mode is intended to provide the pilot with the confidence to continue to improve their flight skills.
- Move the collective stick to 50% and return all other transmitter controls to neutral for the quickest recovery.
- Once the model has reached a level upright attitude, the negative collective is reduced to prevent the user from pushing the model into the ground.

NOTICE: Before deactivating Panic Recovery, make sure the throttle/collective stick has been returned to the 50% position. Once the Panic Recovery has been deactivated, full negative collective becomes available, which could cause the helicopter to descend rapidly.

CAUTION: The panic recovery function will not avoid obstacles in the aircraft flight path. Sufficient altitude is required for the aircraft to return to straight and level flight if the aircraft is upside down when the panic function is applied.

2. Release the Panic button and continue your flight.



Preflight Checklist

1. Practice with RealFlight
2. Charge the flight battery fully
3. Find a safe and open area to fly in
4. ALWAYS turn the transmitter on first
5. Make sure all switches are in the 0 position
6. Lower the throttle/left hand stick to the lowest position
7. Activate Throttle Cut by moving switch H to the 1 position
8. Install a fully charged battery in the aircraft and plug the battery in
9. Keep the aircraft stationary until the receiver initializes and the control surfaces cycle
10. Check to make sure all of the controls move freely and in the proper directions
11. Carefully place the helicopter on the ground where it is level and won't get snagged and is free from obstacles.
12. Disable Throttle Cut by moving switch H to the 0 position
13. Accelerate the throttle to half to accelerate the rotor blades.
14. Take off facing into the wind and with the tail of the helicopter facing you by gradually moving the throttle stick above the half stick position.
15. Have fun flying!

Flying

Consult your local laws and ordinances before choosing a location to fly your aircraft.

We recommend flying your aircraft outside in calm winds or inside a large gymnasium. 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.

It is best to fly from a smooth flat surface as this will allow the model to slide without tipping over. Keep the tail pointed toward you during initial flights to keep the control orientation consistent. Releasing the cyclic stick (elevator/aileron) in Beginner Mode will allow the helicopter to level itself. Activating the Panic Recovery button will level the helicopter quickly from any flight mode. If you become disoriented while in Beginner Mode, slowly lower the throttle stick slightly below half stick to land softly. Lowering the throttle stick too quickly and too low will result in a harsh landing.

During initial flights, only attempt takeoff, landing and hovering in one spot.

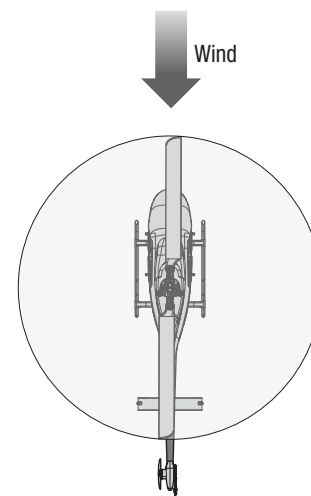
Takeoff

NOTICE: If the main motor or tail motor do not start up properly when throttle is first applied, immediately return the throttle to the low position and try again. If the problem persists, disconnect the flight battery, check for binding in the gear train and ensure no wires have become entangled within the gears.

Place the model onto a flat, level surface free of obstacles and facing away from you (tail-in orientation) and walk back 30 feet (10 meters). Slowly increase the throttle until the rotor blades come up to speed, take note of the throttle position when it begins to get light on it's skids. Continue to slowly ramp up the throttle and the aircraft will lift off.

Hovering

Try to hold the helicopter in one spot by making small corrections on the transmitter. Move the cyclic stick (elevator/aileron) in the opposite direction as unwanted drift to stop unwanted movement. Ascend and descend using the throttle stick. If flying in calm winds, the model should require minimal corrective inputs to maintain a hover. It is normal for the aircraft to drift as you find balance in a hover, and require small corrections to maintain a hover. Helicopters with a tail rotor hover at a slight angle, and will always drift if brought completely level.



Slowly advance the throttle stick.

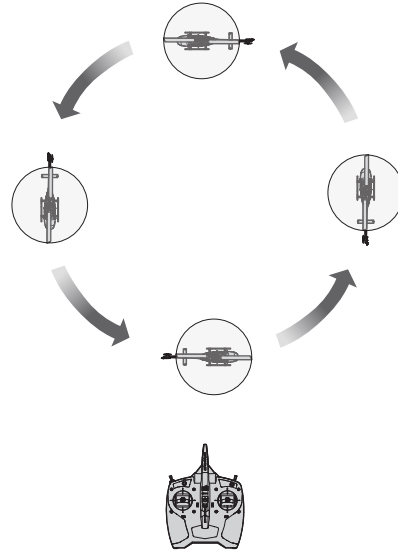
In Flight

After initial flights you may progress to exploring the flight envelope.

As you find comfort hovering:

- Slowly yaw the aircraft and get accustomed to flying it sideways to you and nose-in. Every orientation presents new challenges and you should find a level of comfort with each orientation before progressing.
- Make small and gentle stick movements to see how the aircraft responds.
- Begin forward flight by tipping the nose down and applying more throttle to maintain altitude. Arrest forward flight by pulling back on the elevator and reducing the throttle. Find some comfort beginning and stopping forward flight before proceeding.
- Begin flying circles from forward flight with gentle aileron and rudder inputs.
- Practice flying in large circles, at a moderate altitude above ground to allow room for corrections, but not so high it is hard to see. Flying with the nose pointed toward you (nose-in) is one of the hardest skills to master when learning to fly. Flying in circles will give you experience viewing the aircraft from all angles.
- If you lose orientation of the aircraft, press and hold the Panic Recovery button and release the sticks (with the throttle approximately at half). The aircraft will return to level flight. Release the button to continue your flight.

NOTICE: If a crash is imminent, activate throttle cut. Failure to do so could result in greater damage to the airframe, as well as damage to the ESC and motor.



Landing

1. Bring the helicopter into a stable hover over your selected landing area, facing the wind and tail-in.
2. Slowly reduce the throttle stick below a hover setting to get the helicopter to descend slowly.
3. Once on the ground fully lower the throttle stick and activate throttle hold to prevent the motor from moving again when you retrieve the model.

NOTICE: If a crash is imminent, activate throttle hold. Failure to do so could result in greater damage to the airframe, as well as damage to the ESC and motor.

IMPORTANT: When finished flying, never keep the aircraft in the sun. Do not store the aircraft in a hot, enclosed area such as a car. Doing so can damage the foam.

Low Voltage Cutoff (LVC)

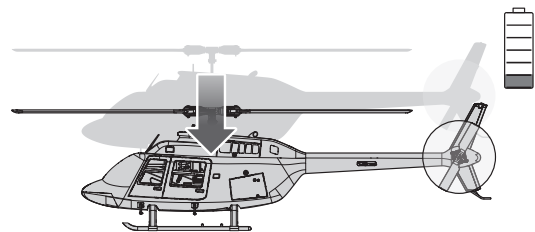
When the Transmitter LVC decreases the power to the motors when the battery voltage gets low. When the motor power decreases and the red LED on the ESC flashes, land the aircraft immediately and recharge the flight battery.

LVC does not prevent the battery from over-discharge during storage.

NOTICE: Repeated flying to LVC will damage the battery.

Landing

To land, slowly decrease the throttle while in a low-level hover. After landing, disconnect and remove the battery from the aircraft after use to prevent trickle discharge. Review your manufacturers provided LiPo guidelines for charging and storage information.



Post Flight

- | |
|--|
| 1. Activate Throttle Cut by moving switch H to the 1 position |
| 2. Disconnect and remove the flight battery from the aircraft |
| 3. ALWAYS turn the transmitter off last |
| 4. Repair or replace any damaged parts |
| 5. Store the flight battery apart from the aircraft and monitor the charge level over time |

IMPORTANT: When finished flying, never keep the aircraft in the sun. Do not store the aircraft in a hot, enclosed area such as a car. Doing so can damage the foam.

LiPo battery tips:

- 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 for long term storage.
- During storage, make sure the battery charge does not fall below 3V per cell.
- Always read and follow all safety warnings and guidelines included with your LiPo batteries.

Transmitter and Receiver Binding

Binding is the process of programming the aircraft receiver with the identification code of the transmitter so the receiver will only connect to that specific transmitter.

The included transmitter was bound to the aircraft at the factory. If the aircraft does not respond to transmitter control inputs when the batteries in the aircraft and transmitter are fully charged, the aircraft receiver and transmitter may need to be re-bound.

To re-bind the transmitter and receiver:

1. Power OFF the transmitter
2. Set the throttle stick to the low position and all other controls to neutral.* Ensure the aircraft is immobile.

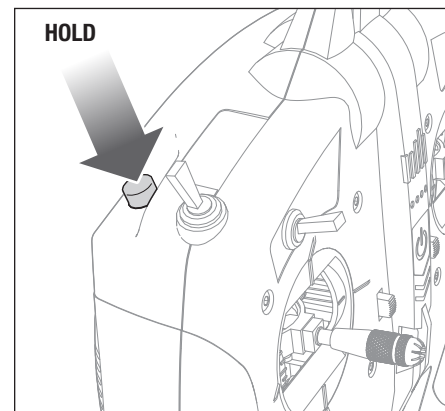
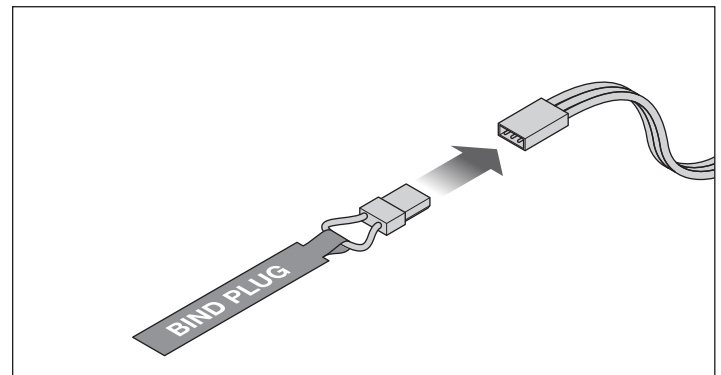
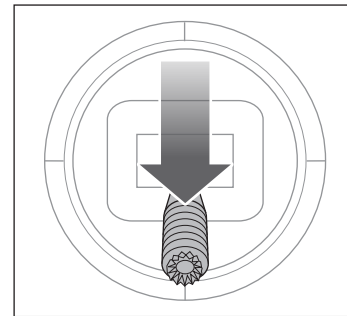
IMPORTANT: The throttle will not arm if the transmitter's throttle control is not put at the lowest position.

3. Connect the flight battery to the ESC. The receiver will begin to flash orange.
4. An extension is installed in the receiver bind port. You may bind through the battery hatch at the front of the aircraft without having to remove the wing assembly. Simply insert the bind plug in the open end of the extension to enter bind mode.
5. Press and hold the bind button (button A) on the transmitter while powering ON the transmitter.
6. When the receiver binds to the transmitter, the receiver LED will glow solid, and the aircraft will begin the initialization process, indicated by the control surfaces cycling.
7. Remove the bind plug from the bind port extension and store in a safe place. Once properly bound, the receiver and transmitter will retain their bind for future flights.

If you encounter problems, refer to the troubleshooting guide. If necessary, contact the appropriate Horizon Hobby product support office.

* Failsafe

The receiver stores the position of the transmitter throttle control at the time of binding as the failsafe position. If the receiver should ever lose communication with the transmitter, the failsafe function will activate. Failsafe moves the throttle channel to its preset failsafe position (low throttle) that was stored during binding. All other control channels move to put the aircraft in a slowly descending circle until radio link is re-established.



Flight Training

To the new pilot:

This aircraft is easy to fly and helps you apply beginner skills to flying; however, we recommend you get help from a qualified flight instructor for your first radio controlled flights. Some model flying clubs provide flight training at their flying fields. Find a nearby flying club through your local hobby shop. In the U.S., visit the Academy of Model Aeronautics at www.modelaircraft.org for more information on clubs and flight instruction.

To the flight instructor:

Feel free to experiment with the SAFE technology before instructing your student on this aircraft. The progressive switch positions in the SAFE technology are intended for a new pilot to learn with minimal instructor assistance. We recommend using Flight Mode Switch Position 1 to instruct a new pilot. Switch positions 0 and 2 may stabilize the aircraft more or less than desired for instruction purposes.

DXS Wireless Trainer Feature

Your DXS transmitter may be connected wirelessly to another transmitter through the SRXL2 DSMX Remote Receiver (SPM9747, sold separately). The DXS transmitter is ideal as the instructor transmitter as it is compatible with all Spektrum transmitters when using this feature. Servo reversing and trims must be the same on both transmitters. This “buddy box” approach has helped many new pilots get the feel for aircraft control with the close assistance of a flight instructor. Connecting two transmitters enables your flight instructor to hold the master transmitter while you hold the slave transmitter. While you learn to fly, the instructor holds the trainer switch to give you control of the aircraft. If you need help, the flight instructor can release the switch to take control.

IMPORTANT: If a transmitter other than the included DXS is used as the instructor or student transmitter, refer to Buddy Box Setup section below.

Remote Receiver Installation

- 1. Open the battery door.
- 2. Connect the remote receiver cable to the wireless trainer port.
- 3. Install the remote receiver in the cavity behind the battery door with double sided tape.

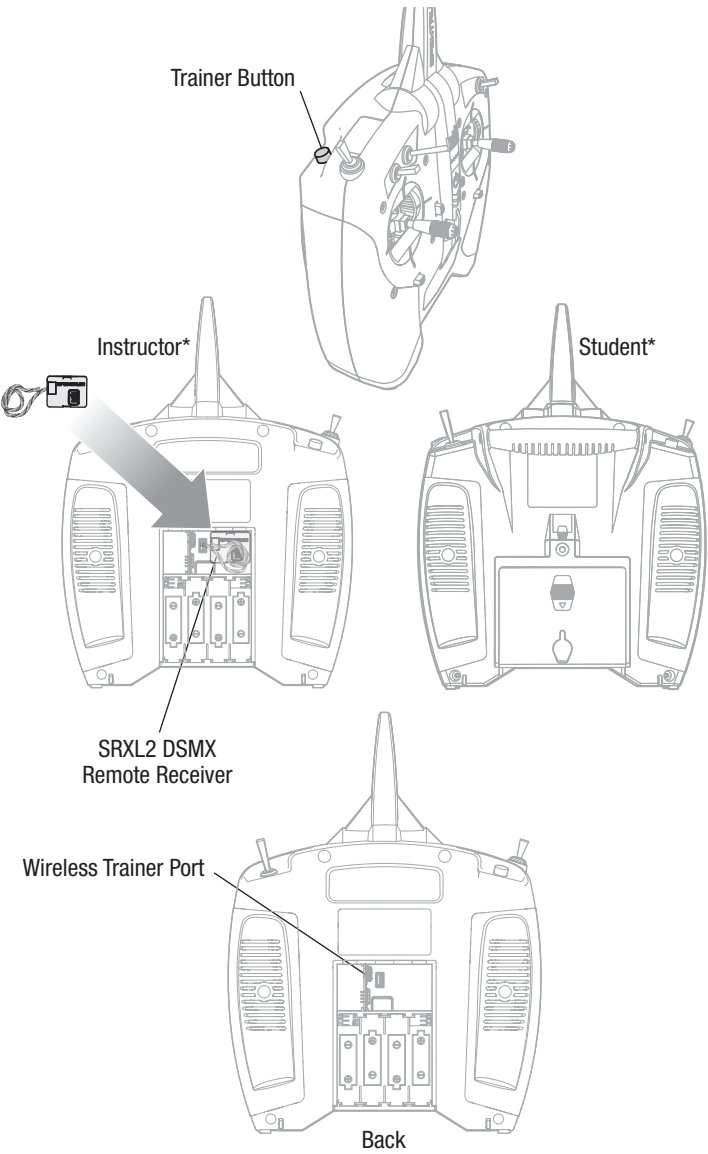
Buddy Box Setup

IMPORTANT: Use these settings for an Instructor or Student transmitter if using the buddy box option for training on any transmitter other than the included DXS. Failure to do so will prevent the SAFE technology flight modes from working correctly.

The transmitter must be configured using the Transmitter Setup and Buddy Box setup charts.

Student* Transmitter Setup		
Student Transmitter		Student Setup
DX4e, DX5e (2pos)		Factory Trainer Settings
DX4e, DX5e (3pos)		Factory Trainer Settings
DXe		Factory Trainer Settings
DX6i		Factory Trainer Settings
DX7		Factory Trainer Settings
DX6	DX9	Factory Trainer Settings
DX7s	DX10t	
DX7(G2)	DX18	
DX8	DX20	
DX8(G2)		

* Some transmitters with older versions of Spektrum Airware software may use different terminology to describe the Student and Instructor functions.



Smart Transmitter File (STF) Loading Option

The receiver installed in the aircraft contains an AS3X+/SAFE setup file developed specifically for this aircraft. This Smart Transmitter File (STF) allows you to quickly import the transmitter settings directly from the receiver during the binding process.

To use a Spektrum transmitter other than the DXS included in the RTF Basic version of the aircraft, use either the Smart Transmitter File available in the receiver, or the setup table in the Manual Transmitter Setup section which corresponds to your transmitter, DX, NX or iX series, to program your chosen transmitter.

To load the Smart Transmitter File:

1. Turn on the transmitter.
2. Create a new blank model file on the transmitter.
3. Power on the receiver.
4. Press the bind button on the receiver.
5. Put the transmitter into bind mode: the model will bind normally.
6. Once the bind is complete, the download screen appears:
7. Select **LOAD** to continue.

The following screen is a warning that downloading overwrites all settings of the currently selected model. If this is a new blank model, the file populates the transmitter parameters into the active model and renames it Bell® 206 Jet Ranger 235 CP BLH0650.

NOTICE: Confirming will override any previously saved transmitter setups.

8. Press **CONFIRM** to continue.

The file is installed on the transmitter and the telemetry information loads automatically when the download is complete. The radio returns to the home screen, and the new model name is displayed.

The transmitter setup is now complete, and the aircraft is ready to fly.

Important Notes

Flight Timer

The STF does not populate a flight timer in the transmitter. The voltage monitor provides transmitter alerts when battery voltage drops to just above the LVC, indicating it is time to land. The transmitter alert is set so there is time to land before the ESC begins to surge (pulse) when LVC is reached. This method takes flying style and throttle use into account and is more precise than a timer alone. If you are not using the STF, set a timer for 5 minutes when using the recommended battery. Monitor the battery usage and adjust the timer after the initial flights to best suit your flying style.

Smart Transmitter File	
The receiver contains a pre-loaded Smart Transmitter file. RX Version: BLH0650 1.0.0	
Do you want to load the file from the receiver	
SKIP	LOAD

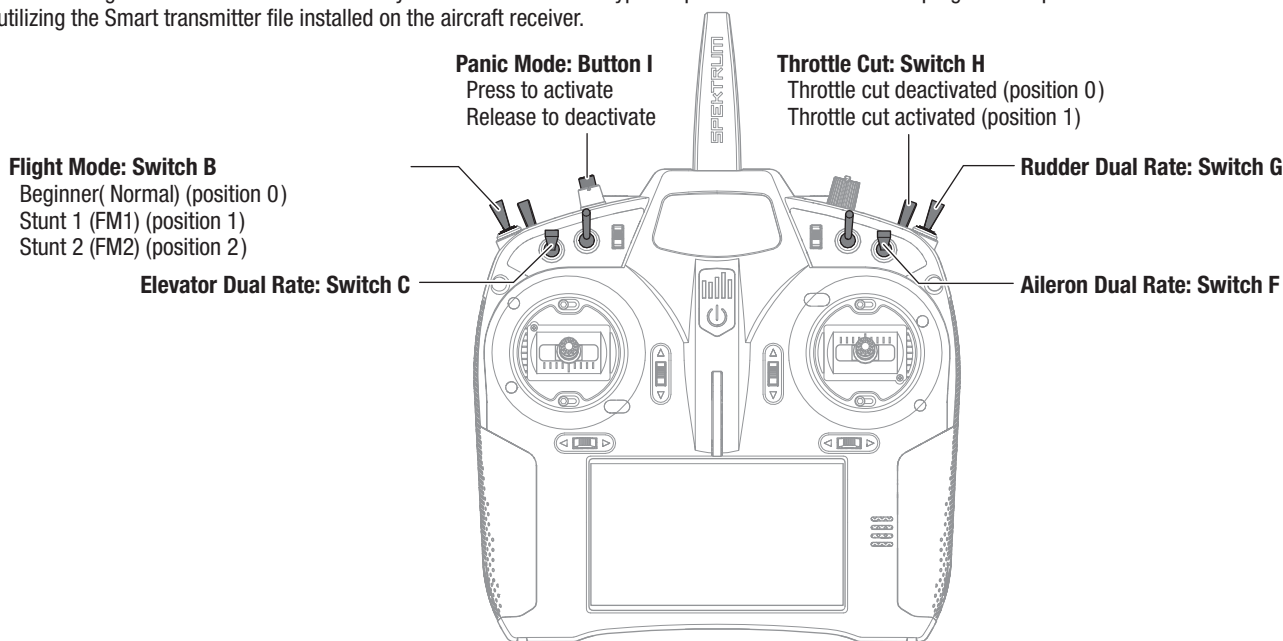
NOTICE	
This WILL overwrite ALL current model settings.	
If stock BNF model hardware has changed, the receiver's file may not work properly- Do not use without checking everything.	
Do you want to load the file from the receiver	
BACK	CONFIRM

Supported Transmitters, and firmware requirements

- All NX Radios (with firmware version 4.0.11+)
- iX14 (with app version 2.0.9+)
- iX20 (with app version 2.0.9+)
- iX12 and DX radios do not currently support Smart Transmitter File transfers.

STF and Manual Transmitter Setup Switch Layout

The following illustration shows the switch layout and functions on a typical Spektrum transmitter when programmed per the manual transmitter setup tables or utilizing the Smart transmitter file installed on the aircraft receiver.



NX and DX Series Transmitter Setup

To use a Spektrum transmitter other than the included DXS, use the setup table which corresponds to your transmitter series, DX, NX or iX series, to program the transmitter.

IMPORTANT: After you set up your model, always rebind the transmitter and receiver to set the desired failsafe positions.

For the first flight, set the flight timer to 5 minutes when using a 3S 1300mAh battery. Adjust the time after the initial flight.

Dual Rates

Attempt your first flights in low rate. For landings, use high rate elevator.

NOTICE: To ensure AS3X+ technology functions properly, do not lower rate values below 50%. If less control deflection is desired, manually adjust the position of the pushrods on the servo arm.

NOTICE: If oscillation occurs at high speed, refer to the Troubleshooting Guide for more information.

Exponential

After first flights, adjust the exponential settings in the transmitter to fine tune the responsiveness of the aircraft around neutral to your preference.

1. Power ON your transmitter, click on scroll wheel, roll to **System Setup**, and click the scroll wheel. Select **YES**.

2. Go to **Model Select** and choose <Add New Model> at the bottom of the list. The system asks if you want to create a new model, select **Create**.

3. Set **Model Type**: Select Helicopter Model Type by choosing the Helicopter. The system asks you to confirm model type, data will be reset. Select **YES**.

4. Scroll down and select **Model Name**: Input a name for your model file Scroll up to **BACK**, and press the scroll wheel to return to **System Setup**.

5. Scroll down and select **F-Mode Setup**. Set to: Switch 1: Switch B Hold Switch: Switch H
Scroll up to **LIST**, and press the scroll wheel to return to **System Setup**.

6. For all DX series transmitters and NX series transmitters with firmware before version 4.01:
Scroll down and select **Channel Assign**. Scroll down on the **Channel Input Config** screen, and set Ch 5 Gear to **F-Mode**. Scroll down to **Ch/Prt (Bold)**, **Aux 5** and select **B** as the input.
OR
For NX series transmitters with firmware version 4.01 and later:
Scroll down and select **Channel Assignment**. Scroll down to **CH/PRT 5**, highlight and select **FMode**.

7. Select <Main Screen>. Click the scroll wheel to enter the **Function List**.

8. Scroll down to **Rates and Expo**, and press the scroll wheel. Scroll down to **Channel** and select **Aileron**.
Set Switch: **Switch F**
Move Switch F to the 0 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 1 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 2 position > Set Low Rate %: 75 / 75; Expo %: 35 / 35

9. Scroll up to **Channel** and select **Elevator**. Set Switch: **Switch F**
Move Switch F to the 0 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 1 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 2 position > Set Low Rate %: 75 / 75; Expo %: 35 / 35

10. Scroll up to **Channel** and select **Rudder**. Set Switch: **Switch F**
Move Switch F to the 0 position > Set High Rate %: 100 / 100; Expo %: 45 / 45
Move Switch F to the 1 position > Set High Rate %: 100 / 100; Expo %: 45 / 45
Move Switch F to the 2 position > Set Low Rate %: 75 / 75; Expo %: 45 / 45

11. Scroll up to **LIST**, and press the scroll wheel to return to the **Function List**.

12. Scroll down to **Throttle Curve**, and press the scroll wheel.
Scroll to the **N** box for curve selection, and press the scroll wheel to select the **Normal** curve.
Set the **Curve Values** to:

1	2	3	4	5
0	65	65	65	65

13. Scroll to the **#1** box for curve selection and press the scroll wheel to select the **Stunt #1** curve.
Set the **Curve Values** to:

1	2	3	4	5
80	80	80	80	80

14. Scroll to the **#2** box for curve selection, and press the scroll wheel to select the **Stunt #2** curve.

Set the **Curve Values** to:

1	2	3	4	5
100	100	100	100	100

15. Scroll to the **H** box for curve selection, and press the scroll wheel to select the **Hold** curve.

Set the **Curve Values** to:

1	2	3	4	5
0	0	0	0	0

16. Scroll up to **LIST**, and press the scroll wheel to return to the **Function List**.

17. Scroll down to **Pitch** curve, and press the scroll wheel. Scroll to the **N** box for curve selection, and press the scroll wheel to select the **Normal** curve. Set the **Curve Values** to:

1	2	3	4	5
25	37	50	75	100

18. Scroll to the **#1** box for curve selection and press the scroll wheel to select the **Stunt #1** curve.

Set the **Curve Values** to:

1	2	3	4	5
0	25	50	75	100

19. Scroll to the **#2** box for curve selection, and press the scroll wheel to select the **Stunt #2** curve.

Set the **Curve Values** to:

1	2	3	4	5
0	25	50	75	100

20. Scroll to the **H** box for curve selection and press the scroll wheel to select the **Hold** curve.

Set the **Curve Values** to:

1	2	3	4	5
25	37	50	75	100

21. Scroll up to **LIST**, and press the scroll wheel to return to the **Function List**.

22. Scroll down to **Mixing**, and press the scroll wheel Select **Mix 1**. Select **Normal**.
Select the first **INH**, and select the **I Switch**.
Select the second **INH**, and select **A5**.
Set the First Rate Value to: **0%** the Second Rate Value to: **-125%**.
Set the **Offset** to **100**. Set the **Switch** to the **I button**.

23. Scroll up to **Back**, and press the scroll wheel to return to the **Function List**.

24. Scroll down to **Timer**, and press the scroll wheel. Set to:
Mode: Count Down
Time: 5:00
Start: Throttle Out
Over: 25%
One Time: Inhibit

25. Scroll up to **LIST**, and press the scroll wheel to return to the **Function List**.

26. Scroll up to <Main Screen>, and press the scroll wheel.

See the Smart Throttle section for information on telemetry setup.

iX Series Transmitter Setup

1. Power ON your transmitter and begin once the Spektrum AirWare app is open. Tap the **orange pen** icon in the screen's upper left corner. The system asks for permission to **Turn Off RF**, select **PROCEED**.

2. Select the three dots in the upper right corner of the screen, select **Add a New Model**.

3. Select **Model Option**, choose **DEFAULT**, select **Helicopter**. The system asks if you want to create a new heli model, select **Create**.

4. Select the last model on the list: **Heli**. Tap on **Heli**, and rename the model to a name of your choice.

5. Tap and hold the **back arrow icon** in the upper left corner of the screen to return to the main screen.

6. Tap on the **Model Setup** button.

7. Set **Flight Mode Setup**. **Switch 1: Switch B**. Hold **Switch: Switch H**. Tap on the **arrow** in the upper left corner to return to the **Model Setup** menu.

8. Set **Channel Assign**. Set CH/Port 5 to **Aux 5** for Output and **FMode** for Input. Tap on the **arrow** in the upper left corner to return to the **Model Setup** menu. Tap on the **arrow** in the upper left corner to return to the main screen.

9. Tap on the **Model Adjust** button.

10. Tap on **Dual Rates and Exponential**. Tap on the pull down tab at Channel and select **Aileron**. Set Switch: **Switch F**
Move Switch F to the 0 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 1 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 2 position > Set Low Rate %: 75 / 75; Expo %: 35 / 35

11. Tap on the pull down tab at Channel and select **Elevator**. Set Switch: **Switch F**
Move Switch F to the 0 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 1 position > Set High Rate %: 100 / 100; Expo %: 35 / 35
Move Switch F to the 2 position > Set Low Rate %: 75 / 75; Expo %: 35 / 35

12. Tap on the pull down tab at Channel and select **Rudder**. Set Switch: **Switch F**
Move Switch F to the 0 position > Set High Rate %: 100 / 100; Expo %: 45 / 45
Move Switch F to the 1 position > Set High Rate %: 100 / 100; Expo %: 45 / 45
Move Switch F to the 2 position > Set Low Rate %: 75 / 75; Expo %: 45 / 45

13. Tap on the **arrow** in the upper left corner to return to the **Model Adjust** menu.

14. Tap on **Throttle Curve**. Ensure **H Switch** is set to the 0 position. Set the **B Switch** to the 0 position to select the Normal Curve. Set the **Curve Values** to:

15. Set the **B Switch** to the 1 position to select the Stunt #1 curve. Set the **Curve Values** to:

16. Set the **B Switch** to the 2 position to select the Stunt #2 curve. Set the **Curve Values** to:

17. Set the **H Switch** to the 1 position to select the Hold curve. Set the **Curve Values** to:

1	2	3	4	5
0	65	65	65	65

1	2	3	4	5
80	80	80	80	80

1	2	3	4	5
100	100	100	100	100

1	2	3	4	5
0	0	0	0	0

18. Tap on the **arrow** in the upper left corner to return to the Model Adjust menu.

19. Tap on Pitch Curve. Ensure Switch H is set to the 0 position. Set the **B Switch** to the 0 position to select the Normal curve. Set the **Curve Values** to:

20. Set the **B Switch** to the 1 position to select the Stunt #1 curve. Set the **Curve Values** to:

21. Set the **B Switch** to the 2 position to select the Stunt #2 curve. Set the **Curve Values** to:

22. Set the **H Switch** to the 1 position to select the Hold curve. Set the **Curve Values** to:

23. Tap on the **arrow** in the upper left corner to return to the **Model Adjust** menu.

24. Tap on **Mixing**. Select **P-Mix 1**. Select **Normal**. Select the first **INH**, and select the **I Switch**. Select the second **INH**, and select **A5**. Set the First Rate Value to: **0%** the Second Rate Value to: **-125%**. Set the **Offset** to **100**. Set the **Switch** to the **I button**.

25. Tap on **Back** in the upper right corner to return to the **Mixing** menu.

26. Tap on the **arrow** in the upper left corner to return to the **Model Adjust** menu.

27. Tap on the **arrow** in the upper left corner to return to the main screen.

28. Tap on the **clock** icon in the **Timer 1** box. Set to:
Mode: Count Down
Time: 5:00
Switch: Throttle Out
Over Under Trigger: 25%
Over Under: Over
One Time: Toggle to activate

29. Tap on the **arrow** in the upper left corner to return to the main screen.

See the Smart Throttle section for information on telemetry setup.

Smart Technology Electronic Speed Control (ESC)

The Bell® 206 Jet Ranger 235 CP is equipped with an exclusive Smart technology electronic speed control that can provide a variety of real-time power system related telemetry data while you fly, including motor RPM, current, battery voltage and more to compatible Spektrum AirWare™ equipped transmitters.

When powered on, the ESC will send the below information to the flight control and the information will be displayed on the transmitter telemetry screen.

- RPM*
- Voltage
- Current
- Throttle
- FET Temperature
- BEC Temperature

*For the RPM telemetry information to display correctly, you must program the motor pole count into the Telemetry settings of your transmitter.

To program the motor pole count information:

1. Power on your transmitter.
2. Set the throttle cut to on.
3. Power on the aircraft and allow it to initialize.
4. In your transmitter, go to the **Function List** (**Model Setup** in iX series transmitters).
5. Select the **Telemetry** menu option.
6. Go to the **ESC** menu option.

Advanced Tuning (Forward Programming)

Applies to forward programming capable Spektrum Transmitters including: DX6e, DX8e, DX6G2, DX7G2, DX8G2, DX9, DX18, DX20, iX12, iX14, iX20, NX6, NX7e, NX8, NX10, NX20.

The Bell® 206 Jet Ranger 235 CP default settings are appropriate for most users. We recommend flying with the default parameters before making any adjustments.

The Bell® 206 Jet Ranger 235 CP flight controller may be programmed from any compatible Spektrum transmitter

ESC Status			
RPM:	0		
Volts:	0.0V		
Motor:	0.0A	0% Output	
Throttle:	0%		
Fet Temp:	0.0C		
BEC:	0.0C	0.0A	0.0V

The Jet Ranger uses a 14-pole motor.

7. Scroll down to **Poles**.
8. Enter **14** (for iX series transmitters, you must click save to save your changes).
9. Return to the **Telemetry** menu, select **Gear ratio**.
10. Enter **11.28:1** for the gear ratio.
11. Return to the main screen.

(visit SpektrumRC.com for more information).

The flight controller shipped with BNF models has a range of adjustable parameters suitable for the Jet Ranger helicopter and is not intended for use in other aircraft.

It is important to use the included servos with the BNF flight controller because the adjustable parameters available for the SPMAR6250MHXH are designed around the recommended servos. It is possible there may not be enough range for the helicopter to be tuned when using alternative servos.

Entering the Advanced Parameters Menu

With the helicopter bound to the transmitter and powered on, enter the Function List and select Forward Programming. A list of adjustable parameters and the range of values available for tuning have been tailored for this helicopter.

Make small changes to one parameter at a time, and test fly the changes before modifying those parameters further.

Calibration Procedure

If the helicopter is experiencing drift, perform the following calibration. The calibration procedure may also be needed following crash repairs.

1. Ensure the calibration surface is level.
2. Power ON the transmitter and activate throttle hold.
3. Connect the flight battery to the ESC and allowing the model to initialize.
4. Turn Throttle Hold ON.
5. Place the helicopter on a level surface.
6. Enter the Function List on your transmitter.
7. Select Forward Programming.
8. Select System Setup.
9. Select Calibration.
10. Select Apply, and the calibration will begin. The LED flashes yellow, indicating the calibration is proceeding normally. If the LED flashes red, the model is not level or the model was moved. In this case, calibration restarts.
11. When calibration is complete, the receiver LED slowly flashes green.
12. Proceed to the pre-flight check list before flying your model.

Factory Reset

If the process of tuning the Bell® 206 Jet Ranger 235 CP helicopter results in undesirable flight performance, you can reset to factory defaults by selecting the Factory Reset option in Forward Programming.

1. Enter the Function List.
2. Select Forward Programming.
3. Select System Setup.

4. Select Factory Reset.
5. Select Apply.
6. Perform the Setup > Swashplate > Sub Trim function, and ensure the servos are properly trimmed.
7. Proceed with the pre-flight check list before flying the model.

Advanced Tuning (Non-Forward Programming)

Applies to Spektrum transmitters not capable of forward programming including DX6i, DX6e, DX7s, DX8, and DX8e.

The Bell® 206 Jet Ranger 235 CP was programmed and test flown at the factory. Servo adjustment might be necessary after a crash or after servo / linkage replacement.

For pilots flying with a non-forward programming transmitter, follow these steps to make servo adjustments and calibrate the helicopter.

The advanced tuning options must be entered within 30 seconds after initialization completes. In addition, the combination of dual rates and travel adjustments must result in a throw greater than 65% in order to enter the tuning modes.

Adjusting the Servo Neutral Position

With the model in Servo Adjustment Mode, the control stick and gyro inputs are disabled and the servos are held in the neutral position. Check the position of the servo arms to verify they are perpendicular to the servos.

- If the arms are perpendicular to the servos, no adjustment is necessary. Exit Servo Adjustment Mode.
- If one or more servo arm is not perpendicular to the servos, continue the servo adjustment process.

While watching the swashplate servos, apply fore or aft cyclic and release. One of the servos will jump, indicating the selected servo. Apply fore or aft cyclic and release until the servo that needs to be adjusted is selected.

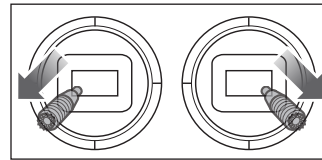
Once the servo you wish to adjust is selected, move the cyclic stick left or right to adjust the servo neutral position in the desired direction.

To reset the current servo to the default neutral position, hold the rudder stick full right for two seconds.

The range of adjustment is limited. If you are unable to adjust the servo arm perpendicular to the servo, you must reset the servo to the default, neutral position, remove the servo arm, and place it back onto the servo as close to perpendicular as possible. You can then adjust the servo neutral position using left or right cyclic stick.

Entering Servo Adjustment Mode

1. Lower the throttle stick to the lowest position.
2. Power ON the transmitter, and activate throttle hold.
3. Install the flight battery, securing it with the hook and loop strap.
4. Connect the battery to the ESC.
5. After initialization is complete (indicated by a slow green flash), hold the left stick to the bottom left corner and the right stick to the bottom right corner as shown.



Servo Adjustment Mode is indicated by the swashplate servos jumping and then slowly moving back to center.

6. Release the sticks, and proceed to the next step.

Swashplate Leveling

Before saving your adjustments and exiting Servo Adjustment Mode, verify the swashplate is level and both main rotor blades are at 0 degrees pitch.

If they are not, make linkage adjustments as necessary.

Saving the Servo Adjustments

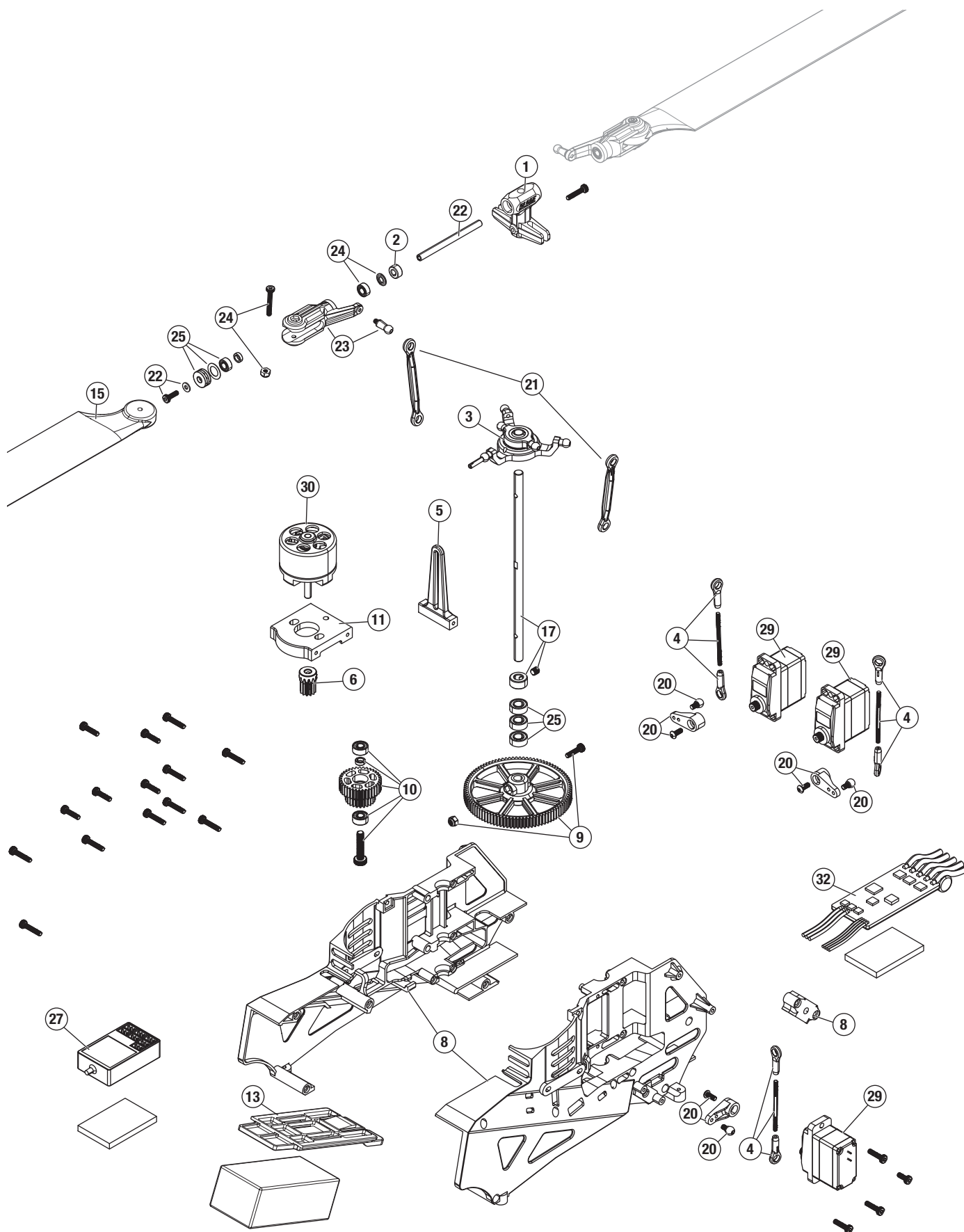
1. Lower the throttle stick to the lowest position and release the sticks.
2. Move the tail rotor stick to the left and hold for four seconds to exit Servo Adjustment Mode. The servos will jump indicating a return to normal operation.
3. Release the tail rotor stick.
4. Perform the pre-flight checklist procedure before flying your model.

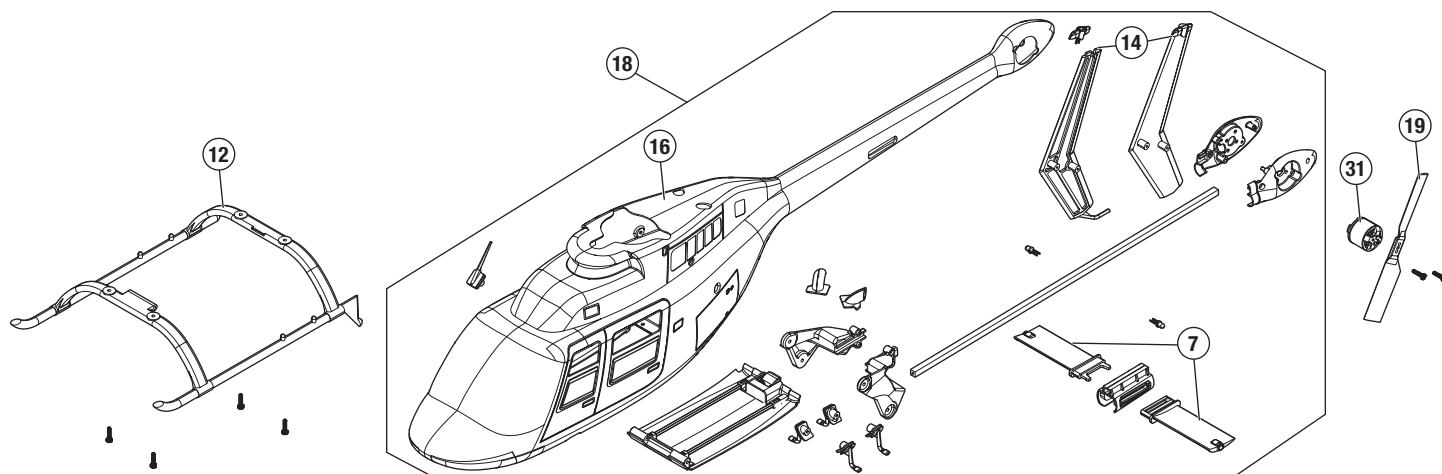
Control Input in Servo Adjustment Mode	Action in Servo Adjustment Mode
Fore/Aft Cyclic	Select Previous or Next Servo
Right/Left Cyclic	Increase or Decrease Sub Trim Adjustment
Right Tailrotor	Hold for Two Seconds; Neutral Position is Reset on Selected Servo
Left Tailrotor and Low Throttle	Hold for Four Seconds; Exit Servo Adjustment Mode

Troubleshooting Guide

Problem	Possible Cause	Solution
Helicopter control response is inconsistent or requires extra trim to neutralize movement	Aircraft was not initialized properly or a vibration is interfering with the sensor operation	Disconnect the flight battery, center the control trim and re-initialize the helicopter
Helicopter will not respond to throttle	Throttle too high and/or throttle trim is too high	Disconnect the flight battery, place the throttle stick in the lowest position and move the throttle trim to the center position. Connect the flight battery and allow the model to initialize
	Helicopter moved during initialization	Disconnect the flight battery and re-initialize the helicopter while keeping the helicopter from moving
Helicopter has reduced flight time or is underpowered	Flight battery charge is low	Completely recharge the flight battery
	Flight battery is damaged	Replace the flight battery and follow the flight battery instructions
	Flight conditions might be too cold	Make sure the battery is warm (room temperature) before use
LED on receiver flashes rapidly and aircraft will not respond to transmitter (during binding)	Transmitter too near aircraft during binding process	Power off the transmitter. Move the transmitter a larger distance from the aircraft. Disconnect and reconnect the flight battery to the aircraft. Follow the binding instructions
	Bind switch or button was not held while transmitter was powered on	Power off transmitter and repeat bind process
	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
LED on the receiver flashes rapidly and the helicopter will not respond to the transmitter (after binding)	The bind plug was not removed from the receiver after binding	Disconnect the flight battery, remove the bind plug from the receiver and reconnect the flight battery.
	Less than a 5-second wait between first powering on the transmitter and connecting the flight battery to the helicopter	Leave the transmitter powered on. Disconnect and reconnect the flight battery to the helicopter
	The helicopter is bound to a different model memory (ModelMatch™ transmitters only)	Select the correct model memory on the transmitter. Disconnect and reconnect the flight battery to the helicopter
	Flight battery or transmitter battery charge is too low	Replace or recharge batteries
	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
Helicopter vibrates or shakes in flight	Damaged rotor blades, spindle or blade grips	Check main rotor blades and blade grips for cracks or chips. Replace damaged parts. Replace bent spindle
Random movements in flight	Vibration	Verify the receiver is properly attached to the helicopter. Inspect mounting tape for damage. Verify that no wires are contacting the receiver. Inspect and balance all rotating components. Verify the main shaft and tail rotor adapter are not damaged or bent. Inspect mechanics for broken or damaged parts and replace as necessary
Tail oscillation/wag or poor performance	Damaged tail rotor, main gear mesh, loose bolts, vibration	Verify that the boom support bolts are tight and the plastic boom support ends are properly adhered to the boom support rods. Inspect the tail rotor for damage. Verify that all bolts on the tail assembly are properly tightened. Verify main gear mesh and ensure no tight spots in the mesh through full rotation. Replace any damaged or worn components
Drift in calm winds	Vibration, damaged linkage, damaged servo	Under normal operation the transmitter trims should not require adjustment and the center positions are memorized during initialization. If you find that trim adjustments are necessary after take off, verify the balance of all rotating components, ensure the linkages are not damaged and make sure the servos are in proper working condition
Drift in wind	Normal	The model will drift with the wind but should remain level in flight. Simply hold the cyclic stick in the necessary position to keep the model stationary. The model must lean into the wind to remain stationary, if the model remains level then it will drift with the wind
Panic Recovery or Return to Level does not level the model	Model was not initialized on a level, still surface	Re-initialize the model on a level and still surface
	Model was not taken off from a level surface	Always lift off from a level surface
Severe vibration	Battery strapped too tightly to the model	Loosen the battery strap
	Rotating component out of balance	Check the main shaft, tail rotor, main rotor blades, main frame and adapter for damage, replace as necessary. Vibration must be minimized for Panic Recovery and Return to Level functions to work properly

Exploded View

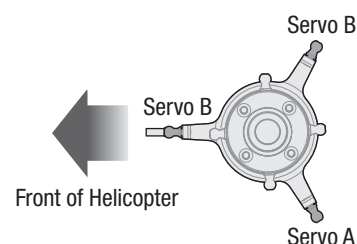
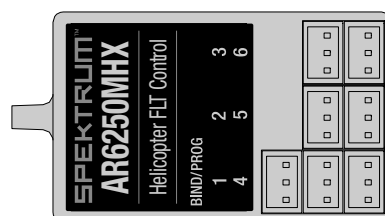




Swashplate Setup and Receiver Layout

Use the following diagram for correct component connection to the flight controller. Install the receiver label-side up.

Receiver Port	Helicopter Connection
Bind/Prog	Only Used for Binding
1	Servo A
2	Smart ESC
3	Servo B
4	Servo C
5	Open
6	Open



Replacement Parts

Part #	Description
1 BLH-1773	Aluminum Main Rotor Head: Revolution 235 CP
2 BLH-1774	Damper Set: Revolution 235 CP
3 BLH-1775	Aluminum Swashplate: Revolution 235 CP
4 BLH-1780	Linkage Set: Revolution 235 CP
5 BLH-1783	Anti-Rotation Bracket: Revolution 235 CP
6 BLH-1784	Pinion Gear 12t: Revolution 235 CP
7 BLH-4391	Horizontal Fin: Bell® 206 Jet Ranger 235 CP
8 BLH-4392	Main Frame: Bell® 206 Jet Ranger 235 CP
9 BLH-4393	Main Gear: Bell® 206 Jet Ranger 235 CP
10 BLH-4394	Intermediate Gear: Bell® 206 Jet Ranger 235 CP
11 BLH-4395	Main Motor Mount: Bell® 206 Jet Ranger 235 CP
12 BLH-4396	Landing Skid: Bell® 206 Jet Ranger 235 CP
13 BLH-4397	Battery Mount Tray: Bell® 206 Jet Ranger 235 CP
14 BLH-4398	Vertical Tail Fin: Bell® 206 Jet Ranger 235 CP
15 BLH-4399	Main Rotor Blades: Bell® 206 Jet Ranger 235 CP
16 BLH-4400	Fuselage: Bell® 206 Jet Ranger 235 CP
17 BLH-4401	Main Shaft: Bell® 206 Jet Ranger 235 CP
18 BLH-4404	Full Fuselage Set: Bell® 206 Jet Ranger 235 CP
19 BLH-4405	Tail Rotor Blade: Bell® 206 Jet Ranger 235 CP
20 BLH-4406	Servo Horn Set: Bell® 206 Jet Ranger 235 CP
21 BLH-4407	Rotor Head Linkage Set: Bell® 206 Jet Ranger 235 CP
22 BLH1502	Spindle Set Blade 230s
23 BLH4502	Main Rotor Blade Grips
24 BLH4503	Main Rotor Blade Mounting Screw & Nut (2): 235 CP
25 BLH4504	Main Grip Bearing Kit: 230 S

Part #	Description
26 BLH4515	Bearings 4x8x3 (3)
27 SPMAR6250MHXH	Flight Control Bell® 206 Jet Ranger 235 CP
28 SPMR1010	DXS Transmitter Only
29 SPM3H3056M	H3056M Sub-Micro Digital Metal Gear Heli Servo
30 SPMX-1083	Brushless Motor, 3400kv, 14-pole
31 SPMX-1150	Brushless Outrunner Motor: 1308-3700kv 12p
32 SPMXAE1020E	Dual Brushless ESC; Revolution 235 CP

Recommended Parts

Part #	Description
SPMX8503S30	850mAh 3S 11.1V Smart G2 30C; IC2
SPMXC2050	S155 55W AC G2 Smart Charger
SPMXPSA100	Smart G2 Air Powerstage Bundle 1

Optional Parts

Part #	Description
BLH-1785	Pinion Gear 13T: Revolution 235 CP
BLH-1789	Aluminum Blade Grip Set: Revolution 235 CP
BLH1501	Main Rotor Head Blade 230s
BLH1505	Swashplate Blade 230s
SPMR14010	iX14+ 20 Channel Transmitter Only
SPMR7120	NX7e+ Black Edition 14 Channel Transmitter Only
SPMR8210	NX8+ 20 Channel DSMX Transmitter Only
SPMXBC200	XBC200 Smart Battery Checker & Servo Tester
SPMXCA500	Smart Lipo Bag, 18 x 7 x 7 cm

Glossary of Important Terms

Anti-Rotation Bracket: Holds the outside of the swashplate in proper phasing while allowing it to move up and down for collective and cyclic pitch (elevator), and also allowing tilt for roll.

AS3X+: Active Stabilization, 3-Axis. An electronic stability system that counters the forces of wind, turbulence, and torque to make the aircraft fly more smoothly, and provide a better flying experience.

Ball link: Control end links which enable smooth movement in multiple directions.

Binding: The process of electronically linking the transmitter to the receiver. The aircraft will then recognize only a particular transmitter.

Collective Pitch (Rotor Head Control System): Control system that causes the rotor blades to change pitch together to make the helicopter climb or descend without tilting.

Cyclic Pitch (Rotor Head Control System): Control system that causes the rotor blades to cycle through pitch changes as the blades rotate. These pitch changes are phased to align the inputs with the body of the helicopter and make the helicopter tilt any direction the pilot commands.

Cyclic Pitch (Elevator Control): This command causes the helicopter to tilt fore and aft along the pitch axis. This is similar to elevator control on an airplane.

Cyclic Roll (Roll Control): This command causes the helicopter to tilt along the roll axis. This is similar to aileron control on an airplane.

Damper: Mounted in the rotor head, it is a set of hard rubber rings the spindle passes through to support the main rotor blades.

Direct Drive Tail Rotor: Fixed pitch tail rotor with simple direct drive control system and no connection to the main rotor. RPM is increased or decreased to manage yaw control.

Dual Rate: Setting found in the transmitter which allows two different control throw distances when the control stick is deflected fully. Using a low rate gives less control throw at full deflection and thus a less sensitive feel to the aircraft. Using high rate gives greater control throw at full deflection and thus a more sensitive feel to the aircraft.

Electronic Speed Control (ESC): an electronic device that controls and regulates the speed of the motor. It has connections from the battery, to the motor, and to the Receiver.

Exponential: A setting programmed in the transmitter which allows the pilot to tailor the sensitivity of the controls around neutral. Increasing the exponential value creates a softer control feel around neutral, thus making the aircraft less sensitive to control inputs. Exponential only affects the controls around neutral.

Flight Controller: Uses signals from the receiver and on-board sensors to determine the control signals to the servos and motors.

Flight Mode: Control configuration to select how the helicopter will respond. For beginners and takeoff/landing, or for more advanced flying.

Gyro: Electronic sensors that detect movement and work as part of the flight controller to deliver the response in flight the pilot commands.

Head Speed: The RPM of the main rotor blades.

Low Voltage Cutoff (LVC): A safety feature built into the electronic speed control which activates when the battery voltage drops below a determined level, reducing power to the motor, but still providing power to the receiver and servos, allowing the aircraft to be landed safely.

Pitch: This can be a confusing term for helicopters and may refer to several things. It can refer to the angle (pitch) of a single rotor blade, fore/aft pitch control (elevator), or collective pitch (mixed with throttle control stick).

Pitch Link: Control linkages that rotate with the inner swashplate and transfer the pitch commands to the rotor blades.

Range Test: Test to check the transmitter and receiver are functioning properly. The test is done by setting the transmitter to a low-power mode and testing the control function from a set distance.

Receiver: an electronic device installed in the aircraft which decodes the control inputs sent from the transmitter and sends the signals to the flight controller.

Roll: Left and right rotation of the aircraft around the longitudinal axis.

Sensor-Assisted Flight Envelope (SAFE) Technology: Offers smoother flight capability that battles windy conditions for you and multiple modes so you can fly with the level of protection and assistance that suits any given moment of the flight.

Servo: Electronic component which translates the control signals from the flight controller into movement at the swashplate. The servo is connected to the swashplate with a servo link featuring ball links on both ends.

Servo Link: Control link that transfers control movements from the servos to the outside of the swashplate.

Spindle: Also referred to as a feathering shaft, this is the axle which enables the rotor blades to rotate along the same axis on bearings in each rotor blade grip. It is mounted in the rotor head with rubber dampers which reduce vibration.

Swashplate: Transfers fixed control inputs from the servos to rotational control inputs for the rotor blades. Has ball links on the outside (fixed, does not rotate) and the inside (phased to rotate with the rotor blades).

Tail Motor: Directly drives the tail rotor and manages yaw control with RPM.

Throttle: Control input which regulates the speed of the motor. The control stick for throttle also manages collective pitch, which is mixed with throttle.

Throttle Hold: A flight mode that holds the throttle at zero (for electric models, idle for fuel power powered models). When this mode is engaged, the throttle control stick still manages collective pitch so control can be maintained during spool down, and the model can be landed during an autorotation.

Transmitter: Control unit held by the pilot which sends signals to the aircraft.

Yaw: Left or right rotation (piroette) of the aircraft, controlled by tail rotor. This is similar to rudder control on an airplane.

Important Federal Aviation Administration (FAA) Information

Recreational UAS Safety Test



Use the QR code to learn more about the Recreational UAS Safety Test (TRUST), as was introduced by the 2018 FAA Reauthorization Bill. This free test is required by the FAA for all recreational flyers in the United States. The completed certificate must be presented upon request by any FAA or law enforcement official.

FAA DroneZone



If your model aircraft weighs more than .55lbs or 250 grams, you are required by the FAA to register as a recreational flyer and apply your registration number to the outside of your aircraft. To learn more about registering with the FAA, use the QR code.

Remote ID Regulations



According to FAA regulation, all unmanned aircraft over .55lbs (250 grams), flying in United States airspace are required to either fly within an FAA-Recognized Identification Area (FRIA) or continually transmit an FAA-registered remote identification from a Remote ID broadcast module, such as the Spektrum™ Sky™ Remote ID module (SPMA9500). Use the QR code to learn more about the FAA Remote ID regulations.

AMA National Model Aircraft Safety Code

Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). 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 related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

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. 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

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 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.

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.

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 un-serviced 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.

10/15

Contact Information

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 Rd Champaign, Illinois, 61822 USA
	Horizon Product Support (Product Technical Assistance)	productsupport@horizonhobby.com 877-504-0233	
	Sales	websales@horizonhobby.com 800-338-4639	
European Union	Horizon Technischer Service Sales: Horizon Hobby GmbH	service@horizonhobby.eu +49 (0) 4121 2655 100	Hanskampring 9 D 22885 Barsbüttel, Germany

FCC Information

Contains FCC ID: BRWKATY1T
Contains FCC ID: BRWWACO1T

This equipment complies with FCC and IC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance 20cm between the radiator and/or antenna and your body (excluding fingers, hands, wrists, ankles and feet). This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

Supplier's Declaration of Conformity

FC Bell® 206 Jet Ranger 235 CP BNF Basic (BLH0650):
 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, and (2) this device must accept any interference received, including interference that may cause undesired operation.



CAUTION: Changes or modifications 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 equipment generates, uses and can radiate radio frequency energy and, if not installed and used 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:

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

Horizon Hobby, LLC
 2904 Research Rd.,
 Champaign, IL 61822
 Email: compliance@horizonhobby.com
 Web: HorizonHobby.com

IC Information

CAN ICES-3 (B)/NMB-3(B)
Contains IC: 6157A-KATY1T
Contains IC: 6157A-WACO1T

This device contains license-exempt transmitter(s)/receiver(s) that comply with Innovation, Science, and Economic Development Canada's license-exempt RSS(s). Operation is subject to the following 2 conditions:

1. This device may not cause interference.
2. This device must accept any interference, including interference that may cause undesired operation of the device.

Compliance Information for the European Union



EU Compliance Statement:

Bell® 206 Jet Ranger 235 CP RTF Basic (BLH0600): Hereby, Horizon Hobby, LLC declares that the device is in compliance with the following: EU Low Voltage Directive 2014/35/EU; EU EMC Directive 2014/30/EU; EU Radio Equipment Directive 2014/53/EU; RoHS 2 Directive 2011/65/EU; RoHS 3 Directive - Amending 2011/65/EU Annex II 2015/863.

Bell® 206 Jet Ranger 235 CP BNF Basic (BLH0650): Hereby, Horizon Hobby, LLC declares that the device is in compliance with the following: EU Radio Equipment Directive 2014/53/EU; RoHS 2 Directive 2011/65/EU; RoHS 3 Directive - Amending 2011/65/EU Annex II 2015/863.

NOTE: This product contains batteries that are covered under the 2006/66/EC European Directive, which cannot be disposed of with normal household waste. Please follow local regulations.

The full text of the EU declaration of conformity is available at the following internet address: <https://www.horizonhobby.com/content/support-render-compliance>.

Wireless frequency and output:

6157A-KATY1T:
 2402 – 2478 MHz
 17.7dBm

6157A-WACO1T:
 2402 – 2478 MHz
 1.43dBm

EU Manufacturer of Record:

Horizon Hobby, LLC
 2904 Research Road
 Champaign, IL 61822 USA

EU Importer of Record:

Horizon Hobby, GmbH
 Hanskampring 9
 22885 Barsbüttel Germany

WEEE NOTICE:



This appliance is labeled in accordance with European Directive 2012/19/EU concerning waste of electrical and electronic equipment (WEEE). This label indicates that this product should not be disposed of with household waste. It should be deposited at an appropriate facility to enable recovery and recycling.





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The Spektrum trademark is used with permission of Bachmann Industries, Inc.

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US 9,930,567. US 10,419,970. Other patents pending.

Updated 07/26

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BLH0600, BLH0650