HANGAR 9

Pulse™ XT 40

Plug-N-Play™

ASSEMBLY MANUAL



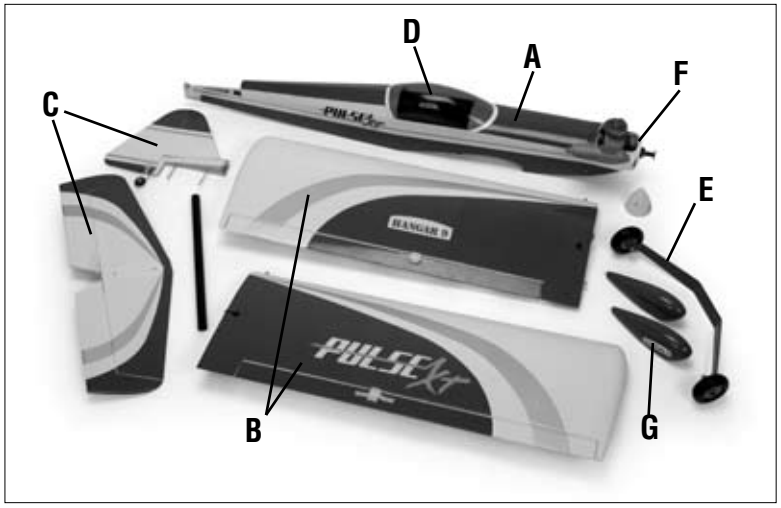
Specifications

Wingspan..... 60.7 in (1540.5mm)	Length..... 50 in (1270mm)
Wing Area..... 667 sq in (43 sq dm)	Weight..... 5.5–6.25 lb (2.5 kg–2.8 kg)

Table of Contents

Contents of Kit 3
Radio and Power Systems Requirements 3
Field Equipment Required 3
Optional Field Equipment 4
Required Tools and Adhesives 4
Using the Manual 4
Before Starting Assembly 4
Limited Warranty Period 5
Limited Warranty & Limits of Liability 5
Safety Precautions 5
Questions, Assistance, and Repairs 6
Questions or Assistance 6
Inspection or Repairs 6
Warranty Inspection and Repairs 6
Non-Warranty Repairs 7
Safety, Precautions, and Warnings 7
Section 1: Landing Gear Installation 8
Section 2: Receiver and Battery Installation 9
Section 3: Tail Installation 10
Section 4: Spinner Installation 12
Section 5: Wing Installation 13
Control Throws 14
Recommended Center of Gravity (CG) 15
Pre-Flight 15
Range Test Your Radio 15
Adjusting the Engine 16
Maintaining Your Pulse XT ARF 16
Glossary of Terms 17
2006 Official AMA National Model Aircraft Safety Code 18

Contents of Kit



Replacement Parts

A.	Fuselage w/o Engine	HAN4101
B.	Wing w/o Aluminum Tube	HAN4102
C.	Tail Set	HAN4104
D.	Canopy	HAN4108
E.	Landing Gear	HAN4107
F.	Painted Cowl	HAN4105
G.	Painted Wheel Pants	HAN4106

Items not shown

Pushrod Set	HAN4109
Decal Set	HAN4112
Aluminum Wing Tube	HAN4103
Wing Bolt Set	HAN4110
EP Motor Mount	HAN4111

Radio and Power Systems Requirements

- 4-channel radio system (minimum) with receiver

Recommended JR® or JR SPORT™ Systems

- XP9303
- XP7202
- XP6102
- XP662
- SX600
- S400


JR XP9303


JR XP6102


JR XP7202

Field Equipment Required

- Propeller (11x6)
- Long Reach Glow Plug Wrench (HAN2510)
- 2-Cycle Sport Plug (HAN3001)
- 4-Cycle Super Plug (HAN3011)
- Fuel
- Metered Glow Driver w/Ni-Cd & Charger (HAN7101)
- 2-Cycle Super Plug (HAN3006)
- Manual Fuel Pump (HAN118)

Optional Field Equipment

- Fieldmate™ Pre-built Flight Box (HAN117)
- Blue Block After Run Oil (EVOX1000)
- 12V 7Ah Sealed Battery (HAN102)
- Cleaner & towels
- Power Panel (HAN106)
- PowerPro™ 12V Starter (HAN161)

Required Tools and Adhesives

Tools

- Adustable wrench
- Phillips screwdriver (large)
- Ruler
- Hobby knife
- Phillips screwdriver (small)

Adhesives

- Pacer Z-42 Threadlock

Using the Manual

This manual is divided into sections to help make assembly easier to understand, and to provide breaks between each major section. In addition, check boxes have been placed next to each step to keep track of each step completed. Steps with a single box (☐) are performed once, while steps with two boxes (☐ ☐) indicate that the step will require repeating, such as for a right or left wing panel, two servos, etc. Remember to take your time and follow the directions.

Before Starting Assembly

Before beginning the assembly of the Pulse™ XT, remove each part from its bag for inspection. Closely inspect the fuselage, wing panels, rudder, and stabilizer for damage. If you find any damaged or missing parts, contact the place of purchase.If you find any wrinkles in the covering, use a heat gun or sealing iron to remove them. Use caution while working around areas where the colors overlap to prevent separating the colors.



HAN101 – Sealing Iron

HAN141 – Sealing Iron Sock



HAN100 – Heat Gun

HAN150 – Covering Glove

Limited Warranty Period

Horizon Hobby, Inc. guarantees this product to be free from defects in both material and workmanship at the date of purchase.

Limited Warranty & Limits of Liability

Pursuant to this Limited Warranty, Horizon Hobby, Inc. will, at its option, (i) repair or (ii) replace, any product determined by Horizon Hobby, Inc. to be defective. In the event of a defect, these are your exclusive remedies.

This warranty does not cover cosmetic damage or damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or modification of or to any part of the product. This warranty does not cover damage due to improper installation, operation, maintenance, or attempted repair by anyone other than an authorized Horizon Hobby, Inc. service center. This warranty is limited to the original purchaser and is not transferable. In no case shall Horizon Hobby's liability exceed the original cost of the purchased product and will not cover consequential, incidental or collateral damage. Horizon Hobby, Inc. reserves the right to inspect any and all equipment involved in a warranty claim. Repair or replacement decisions are at the sole discretion of Horizon Hobby, Inc. Further, Horizon Hobby reserves the right to change or modify this warranty without notice.

REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE EXCLUSIVE REMEDY OF THE CONSUMER. HORIZON HOBBY, INC. SHALL NOT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES.

As Horizon Hobby, Inc. 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 this product, you are advised to return this product immediately in new and unused condition to the place of purchase.

Safety Precautions

This is a sophisticated hobby product and not a toy. 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.

The product 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 injury.

Questions, Assistance, and Repairs

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

Questions or Assistance

For questions or assistance, please direct your email to productsupport@horizonhobby.com, or call 877.504.0233 toll free to speak to a service technician.

Inspection or Repairs

If your product needs to be inspected or repaired, please call for a Return Merchandise Authorization (RMA). 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 Hobby, Inc. is not responsible for merchandise until it arrives and is accepted at our facility. Include your complete name, address, phone number where you can be reached during business days, RMA number, and a brief summary of the problem. Be sure your name, address, and RMA number are clearly written on the shipping carton.

Warranty Inspection and Repairs

To receive warranty service, you must include your original sales receipt verifying the proof-of-purchase date. Providing warranty conditions have been met, your product will be repaired or replaced free of charge. Repair or replacement decisions are at the sole discretion of Horizon Hobby. Horizon Hobby, Inc. guarantees this product to be free from defects in both material and workmanship at the date of purchase.

Non-Warranty Repairs

Should your repair not be covered by warranty and the expense exceeds 50% of the retail purchase cost, you will be provided with an estimate advising you of your options. You will be billed for any return freight for non-warranty repairs. Please advise us of your preferred method of payment. Horizon Hobby accepts money orders and cashiers checks, as well as Visa, MasterCard, American Express, and Discover cards. If you choose to pay by credit card, please include your credit card number and expiration date. Any repair left unpaid or unclaimed after 90 days will be considered abandoned and will be disposed of accordingly.

Electronics and engines requiring inspection or repair should be shipped to the following address (freight prepaid):

Horizon Service Center
4105 Fieldstone Road
Champaign, Illinois 61822

All other products requiring inspection or repair should be shipped to the following address (freight prepaid):

Horizon Product Support
4105 Fieldstone Road
Champaign, Illinois 61822

Safety, Precautions, and Warnings

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

Carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.) that you use.

This model is controlled by a radio signal that is subject to interference from many sources outside your control. This interference can cause momentary loss of control so it is necessary to always keep a safe distance in all directions around your model, as this margin will help to avoid collisions or injury.

- Always operate your model in an open area away from cars, traffic, or people.
- Avoid operating your model in the street where injury or damage can occur.
- Never operate the model out into the street or populated areas for any reason.
- Never operate your model with low transmitter batteries.
- Carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.) that you use.
- Keep all chemicals, small parts and anything electrical out of the reach of children.
- Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.

Section 1: Landing Gear Installation

Required Parts

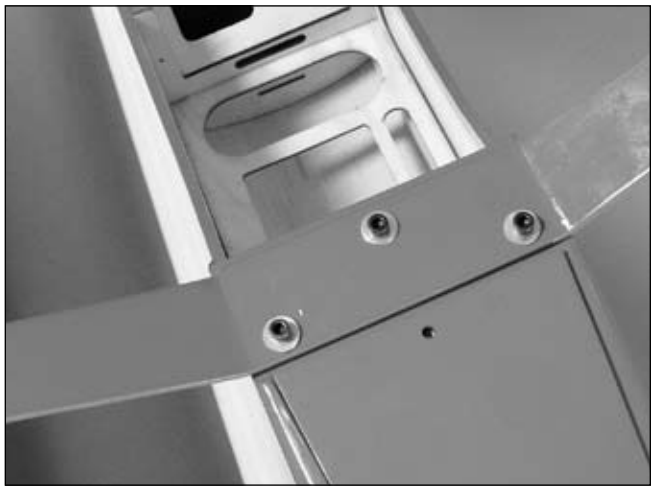
- Fuselage
- Landing gear
- 6-32 x 1/2" socket head screw (3)
- #6 washer (3)
- Wheel pant (right and left)
- 4-40 x 3/8" socket head bolt (4)

Required Tools and Adhesives

- Hex wrench: 3/32", 7/64"
- Threadlock

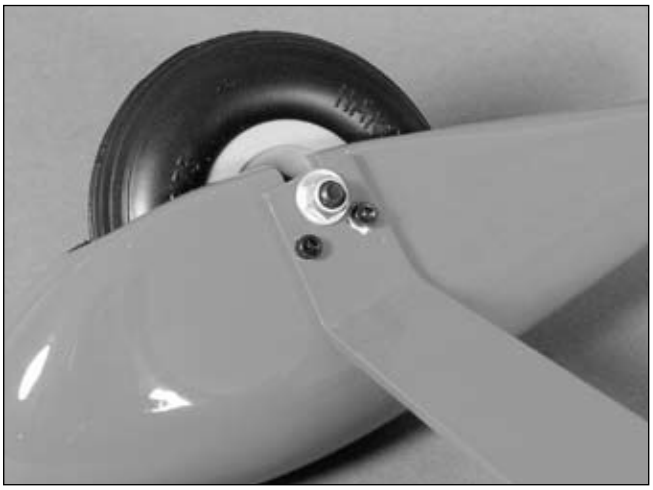
☐ Step 1

Attach the landing gear to the bottom of the fuselage using three 6-32 x 1/2" socket head bolts and three #6 washers. Put a little threadlock on the bolts to prevent them from vibrating loose during flight.



☐ ☐ Step 2

Secure the wheel pant to the landing gear using two 4-40 x 3/8" socket head screws. Make sure to use threadlock to prevent the screws from loosening during flight.



☐ ☐ Step 3

Check that the wheel can spin freely without rubbing on the wheel pant. If it does, loosen the 4mm nut and 4mm locknut and reposition the wheel so it can spin freely.

☐ Step 4

Repeat Steps 2 and 3 to install the remaining wheel pant.

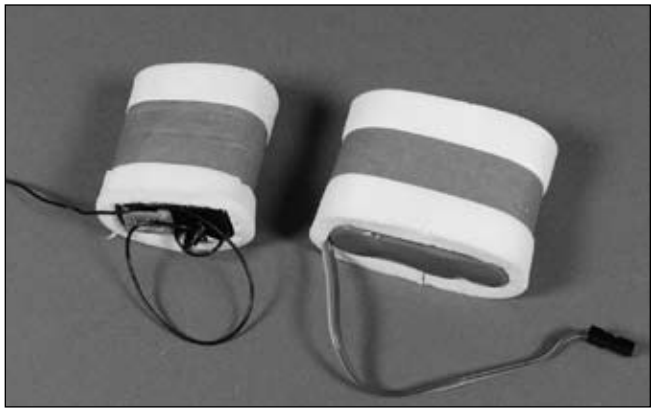
Section 2: Receiver and Battery Installation

Required Parts

- Fuselage
- Receiver battery
- Receiver

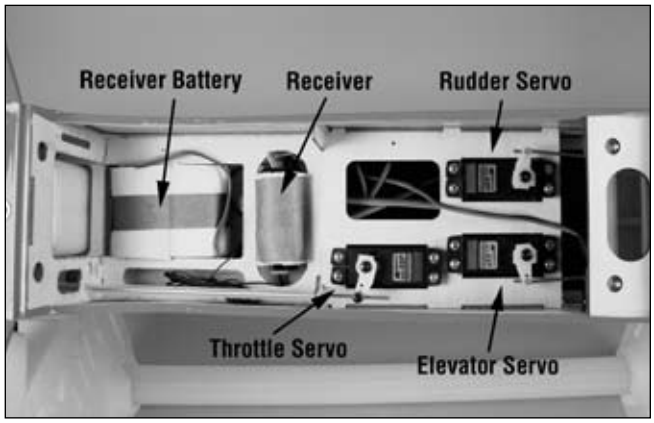
☐ **Step 1**

Wrap the receiver and receiver battery in 1/4" (6mm) foam to protect them from engine vibrations.



☐ **Step 2**

Plug the servos, extensions and switch harness into the receiver. Plug the receiver battery and switch harness together. Place the receiver and receiver battery into the fuselage.



☐ **Step 3**

Route the receiver antenna to the rear of the fuselage using the pre-installed antenna tube.



Note: Do not cut the excess antenna wire as it will reduce the range of your radio system.

Section 3: Tail Installation

Required Parts

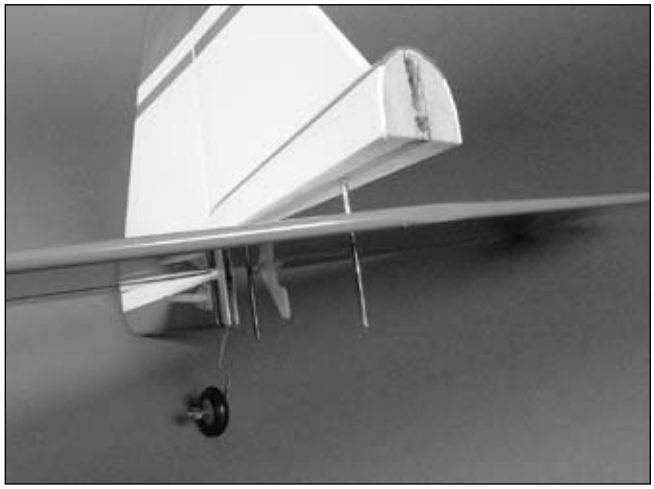
- Fuselage
- Stabilizer assembly
- #4 washer
- Rudder assembly
- 4-40 locknut (2)

Required Tools and Adhesives

- Adjustable wrench

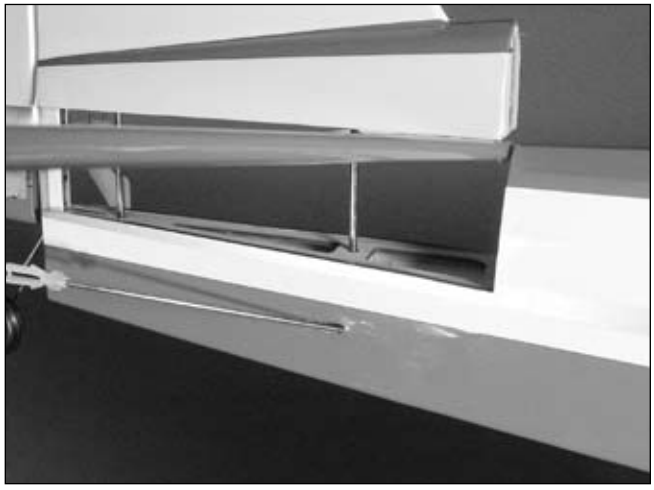
☐ Step 1

Carefully slide the threaded rods from the rudder assembly into the stabilizer assembly.



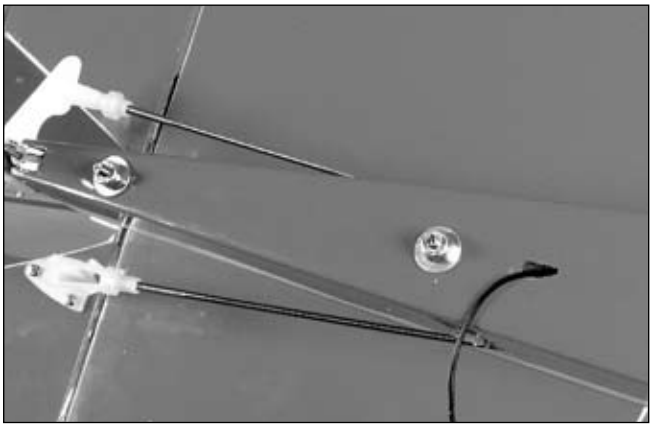
☐ Step 2

Slide the tail assembly into position on the fuselage.



☐ Step 3

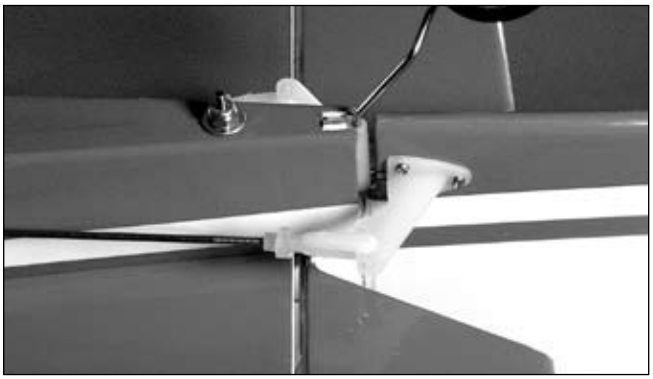
Secure the tail assembly to the fuselage using two 4-40 locknuts and two #4 washers.

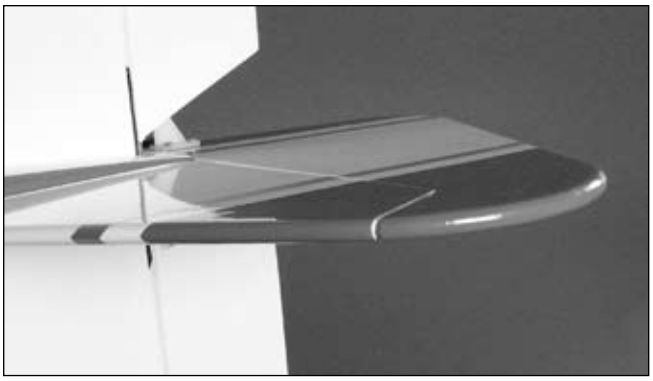


Note: Do not over-tighten the nuts and crush the fuselage.

☐ ☐ Step 4

Connect the rudder clevis to the rudder control horn. With the radio system on, check that the rudder is centered. If not, either thread the clevis on or off the pushrod until the rudder is centered.

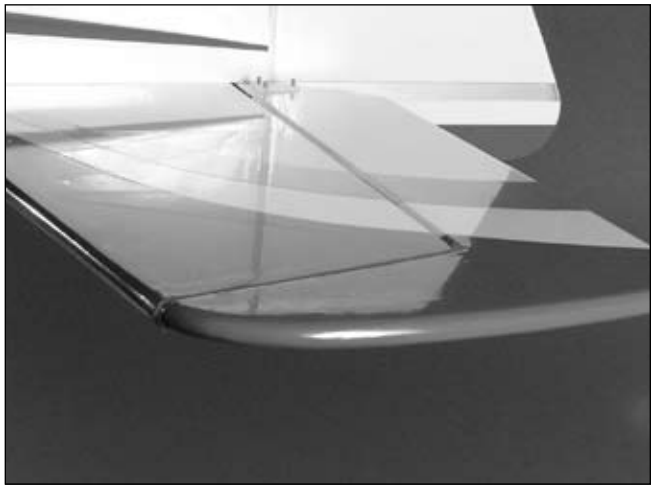




☐ **Step 5**

Repeat Step 4 for the elevator.





Section 4: Spinner Installation

Required Parts

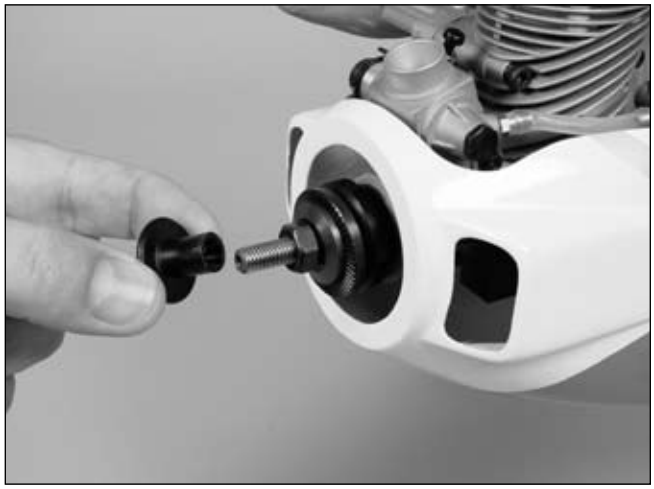
- Fuselage

Required Tools and Adhesives

- Phillips screwdriver
- Adjustable wrench
- Propeller

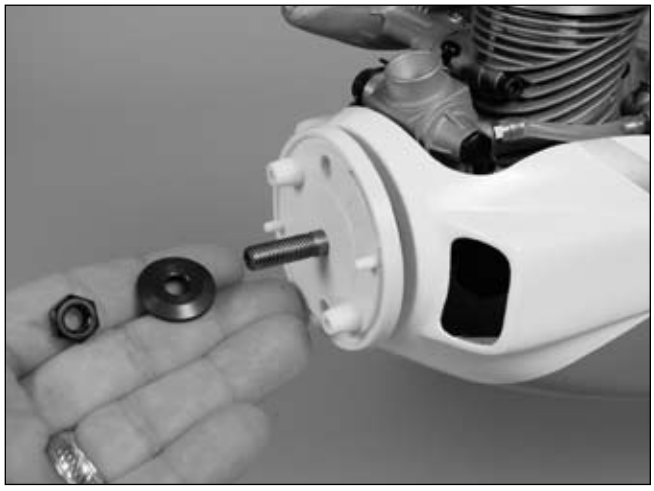
☐ **Step 1**

Remove the plastic packaging cap from the crankshaft of the engine.



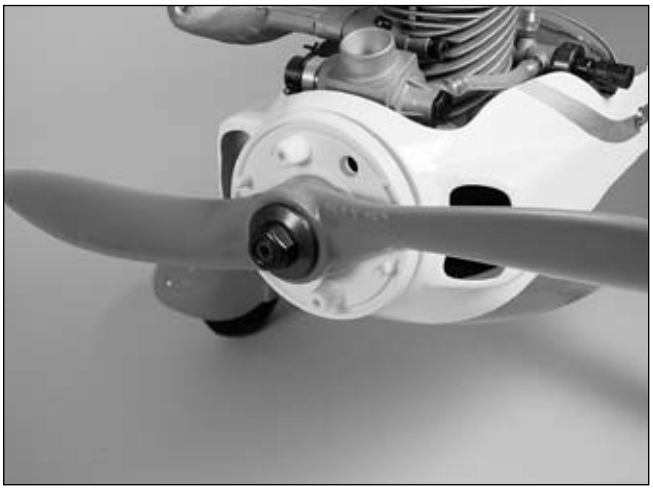
☐ **Step 2**

Remove the propeller nut and washer from the crankshaft. Slide the spinner backplate onto the crankshaft.



☐ **Step 3**

Slide the propeller onto the engine crankshaft. Install the washer and nut onto the engine crankshaft. Align the propeller so it is slightly away from the dimples of the spinner backplate.



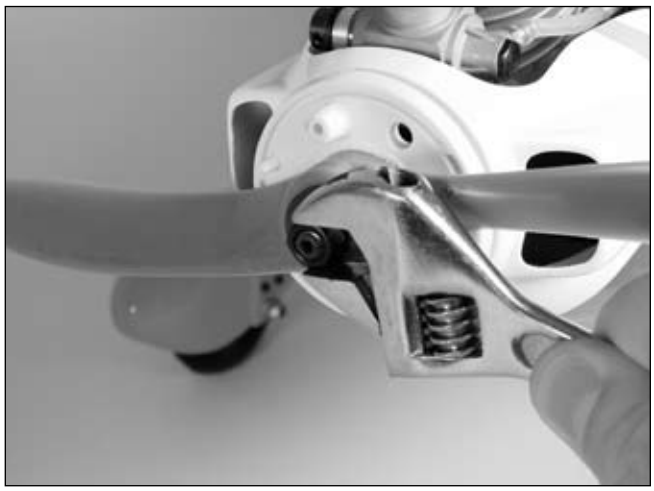
☐ **Step 4**

Test fit the spinner cone onto the backplate. Make sure the gap in the spinner cone is evenly positioned around the propeller. Reposition the propeller in relation to to the spinner backplate if necessary.



☐ **Step 5**

Use a crescent wrench to tighten the propeller nut.



☐ **Step 6**

Secure the spinner cone to the spinner backplate using two 3mm x 12mm sheet metal screws.



Section 5: Wing Installation

Required Parts

- Fuselage
- Wing
- Wing bolt plate
- Wing tube
- 1/4-20 x 1 1/2" nylon bolt (2)
- 1 5/16" (33mm) wing dowel

Required Tools and Adhesives

- Thin CA
- Phillips screwdriver

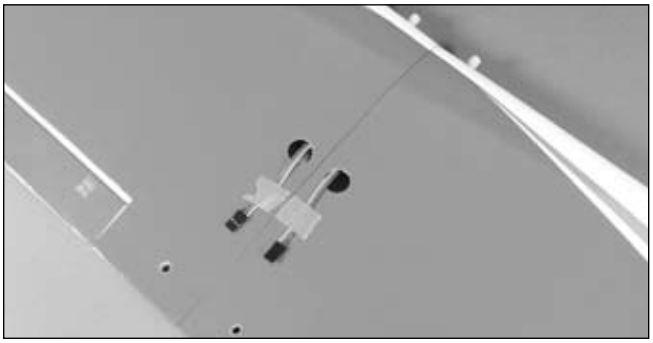
☐ **Step 1**

Slide the wing tube and the 1 5/16" (33mm) wing dowel into one of the wing panels.



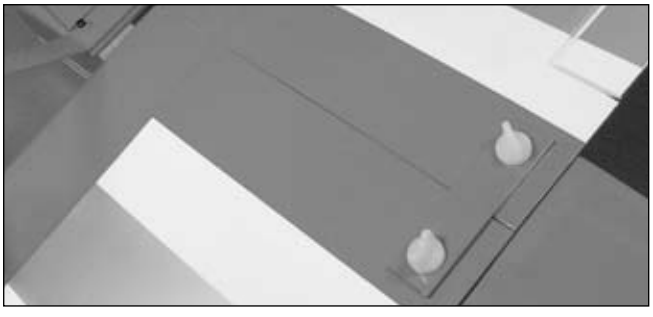
☐ **Step 2**

Slide the remaining wing panel onto the wing tube aligning the dowel into the panel.



☐ **Step 3**

Slide the 1/4-20 x 1 1/2" wing bolts through the wing bolt plate. Position the wing dowels into the holes in the fuselage. Slide the bolts through the wing and tighten them to secure the wing to the fuselage.



Control Throws

The amount of control throw should be adjusted as closely as possible using mechanical means, rather than making large changes electronically at the radio. By moving the position of the clevis at the control horn toward the outermost hole, you will decrease the amount of control throw of the control surface. Moving it toward the control surface will increase the amount of throw. Moving the pushrod wire at the servo arm will have the opposite effect: Moving it closer to center will decrease throw, and away from center will increase throw. Work with a combination of the two to achieve the closest or exact control throws listed.

Aileron

Low Rate	Up	Down
	11/32" (9mm)	11/32" (9mm)
High Rate		
	1/2" (13mm)	1/2" (13mm)

Elevator

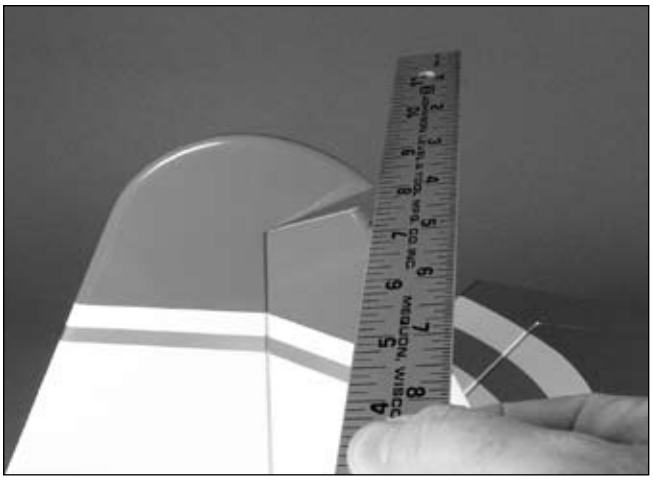
Low Rate	Up	Down
	1/2" (13mm)	1/2" (13mm)
High Rate		
	7/8" (22mm)	7/8" (22mm)

Measured at the trailing edge of the elevator.

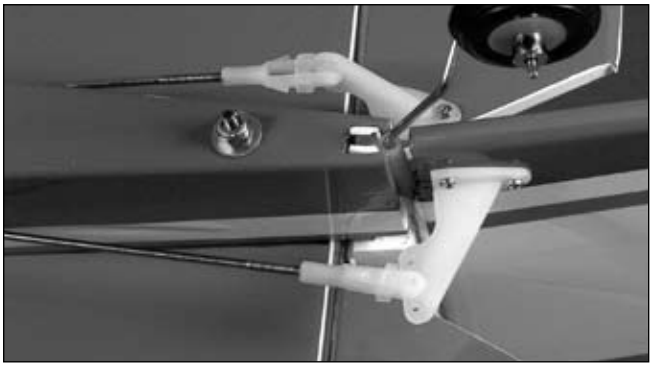
Rudder

3/4" (19mm) Left
3/4" (19mm) Right

The rudder throw is measured at the counter-balance using the top of the fin as a reference.



Once the control throws have been set, use the supplied tubing on each clevis to prevent them from opening during flight.



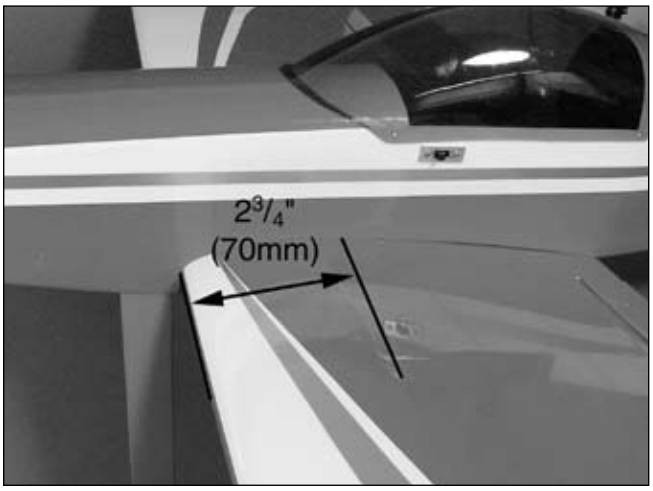
Recommended Center of Gravity (CG)

An important part of preparing the aircraft for flight is properly balancing the model.

Caution: Do not inadvertently skip this step!

The recommended Center of Gravity (CG) location for the Pulse™ XT is 2 3/4" (70mm) behind the leading edge of the wing against the fuselage. Make sure the aircraft is inverted when measuring the CG. If necessary, move the battery pack or add weight to either the nose or the tail until the correct balance is achieved. Stick-on weights are available at your local hobby store and work well for this purpose.

Note: The range for the center of gravity is 2 1/2" (63mm) to 3" (76mm).



Pre-Flight

Charge both the transmitter and receiver pack for your airplane. Use the recommended charger supplied with your particular radio system, following the instructions provided with the radio. In most cases, the radio should be charged the night before going out flying.

Check the radio installation and make sure all the control surfaces are moving correctly (i.e. the correct direction and with the recommended throws).

Check all the control horns, servo horns and clevises to make sure they are secure and in good condition. Replace any items that would be considered questionable. Failure of any of these components in flight would mean the loss of your aircraft.

Test run the engine and make sure it transitions smoothly from idle to full throttle and back. Also ensure the engine is tuned according to the manufacturer's instructions, and it will run consistently and constantly at full throttle when adjusted.

Range Test Your Radio

Range check your radio system before each flying session. This is accomplished by turning on your transmitter with the antenna collapsed. Turn on the radio in your airplane. With your airplane on the ground, you should be able to walk 30 paces away from your airplane and still have complete control of all functions. If not, don't attempt to fly. Have your radio equipment checked out by the manufacturer.

Adjusting the Engine

☐ **Step 1**

Completely read the instructions included with your engine and follow the recommended break-in procedure.

☐ **Step 2**

At the field, adjust the engine to a slightly rich setting at full throttle and adjust the idle and low-speed needle so that a consistent idle is achieved.

☐ **Step 3**

Before you fly, be sure that your engine idles reliably, transitions and runs at all throttle settings. Only when this is achieved should any plane be considered ready for flight.

Maintaining Your Pulse XT PNP

The following is a check list that you should follow every time you have completed a flying session with your Pulse™ XT. Doing so will keep your aircraft in the best flying condition.

Clean Up

You will want to clean your Pulse XT before loading it into your vehicle to head home. Use a cleaner such as Windex or 409 and a paper towel to wipe down the exterior of your plane, removing the fuel residue. Remember a clean plane will last longer since the fuel won't be allowed to soak into any exposed wood.

Checking the Propeller

Check to make sure the propeller is tightly secured to the engine. If not, remove the spinner and use a crescent wrench to tighten it back down. If you have had any not-so-great landings, you will want to inspect the propeller for any damage. Small nicks and scratches can quickly become fractures, causing the propeller to be unsafe for flight. Always carry a few spare propellers so a damaged propeller can be replaced at the field, increasing your flying time per outing.

Checking the Clevises

Inspect the aileron, elevator and rudder clevises to make sure they are connected and in good working order. If you find a clevis that is showing signs of wear or is broken, replace it with a new clevis. Also check the nylon connectors at the servo for any wear or damage. If they look worn or in bad shape, replace them as well.

Checking the Control Horns

Inspect the control horns to make sure they have not crushed the wood of the control surface. If so, remove the control horn screws to remove the control horn. Place 2–3 drops of thin CA into each of the screw holes. In addition, use a T-pin to poke small holes in the covering in the area where the control horn mounts, then saturate the area with thin CA. This will harden the wood and give the control horns a solid surface to be mounted to.

Checking the Wheel Collars

Check the setscrews on the main and tail wheel wheel collars to make sure they are not loose. Use a 1.5mm hex wrench to tighten the setscrews. It is suggested to remove them if they loosen frequently, apply threadlock to the setscrews, then secure the wheel collars back into position.

Check the Muffler Bolts

Use a 2.5mm hex wrench to make sure the bolts holding the muffler onto the engine are tight and have not vibrated loose during flight.

Check the Engine or Motor Mount Bolts

Remove the spinner and propeller from the engine and then remove the cowling from the fuselage. Remove the muffler from the engine. Use a Phillips screwdriver and adjustable wrench to make sure the four bolts securing the engine to the mount are tight. Use a Phillips screwdriver to check that the bolts holding the mount to the firewall are tight as well.

Glossary of Terms

- **Ailerons**: Each side of this airplane has a hinged control surface (aileron), located on the trailing edge of the wing. Move the aileron stick on the transmitter left, the left aileron moves up and the right aileron moves down. Moving the left aileron up causes more drag and less lift, causing the left wing to drop down. When the right aileron moves down, more lift is created, causing the right wing to rise. This interaction causes the airplane to turn or roll to the left. Perform the opposite actions, and the airplane will roll to the right..
- **Clevis**: The clevis is a small clip that connects the wire end of the pushrod to the control horn which is secured to the control surface. It has fine threads so you can adjust the length of the pushrod.
- **Control Horn**: This arm connects the control surface to the clevis and pushrod.
- **Dihedral**: The degree of angle (V-shaped bend) at which the wings intersect the fuselage is called dihedral. More dihedral gives an airplane more aerodynamic stability. Some sailplanes and trainer planes with large dihedral dispense with ailerons and use only the rudder to control the roll and yaw.
- **Elevator**: The hinged control surface on the back of the stabilizer that moves to control the airplane's pitch axis. Pulling the transmitter's control stick toward the bottom of the transmitter moves the elevator upward, and the airplane begins to climb. Push the control stick forward, and the airplane begins to dive.
- **Fuselage**: The main body of an airplane.
- **Hinge**: Flexible pieces used to connect the control surface to the flying surface. All hinges must be glued properly and securely to prevent the airplane from crashing.
- **Horizontal Stabilizer**: The horizontal flying surface of the tail gives the airplane stability while in flight.
- **Leading Edge**: The front of a flying surface.
- **Main Landing Gear**: The wheel and gear assembly the airplane uses to land. It is attached to the bottom of the fuselage.
- **Pitch Axis**: The horizontal plane on which the airplane's nose is raised or lowered. By moving the elevator, you can raise the airplane's nose above the pitch axis (climb) or lower it below the pitch axis (dive).
- **Pushrod**: The rigid mechanism that transfers movement from the servo to the control surface.
- **Roll Axis**: The horizontal plane on which the airplane's wings are raised or lowered. By adjusting the ailerons, you can drop a wing tip below the roll axis and cause the airplane to bank or roll.
- **Rudder**: The hinged control surface on the vertical stabilizer that controls the airplane's yaw. Moving the rudder to the left causes the airplane to yaw left; moving the rudder to the right causes it to yaw right.
- **Servo**: The servo transforms your transmitter commands into physical adjustments of the airplane.
- **Servo Output Arm**: A removable arm or wheel that connects the servo to the pushrod (also called servo horn).
- **Spinner**: Term describing the nose cone that covers the propeller hub.
- **Threadlock**: A liquid that solidifies; used to prevent screws from loosening due to vibration.
- **Torque Rods**: Inserted into the ailerons, these rigid wire rods run along the wing's trailing edge, then bend downward and connect to the pushrod.
- **Vertical Stabilizer**: The vertical flying surface of the tail gives an airplane stability while in flight.
- **Wheel Collar**: The round retaining piece that anchors wheels in place on the wheel axle.
- **Wing**: The lifting surface of an airplane.
- **Yaw Axis**: The vertical plane through which the airplane's nose rotates as it yaws to the left or to the right. The rudder controls the yaw axis.

2006 Official AMA National Model Aircraft Safety Code

GENERAL

1) I will not fly my model aircraft in sanctioned events, air shows or model flying demonstrations until it has been proven to be airworthy by having been previously, successfully flight tested.

2) I will not fly my model higher than approximately 400 feet within 3 miles of an airport without notifying the airport operator. I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full-scale aircraft.

3) Where established, I will abide by the safety rules for the flying site I use, and I will not willfully and deliberately fly my models in a careless, reckless and/or dangerous manner.

4) The maximum takeoff weight of a model is 55 pounds, except models flown under Experimental Aircraft rules.

5) I will not fly my model unless it is identified with my name and address or AMA number, on or in the model. (This does not apply to models while being flown indoors.)

6) I will not operate models with metal-bladed propellers or with gaseous boosts, in which gases other than air enter their internal combustion engine(s); nor will I operate models with extremely hazardous fuels such as those containing tetranitromethane or hydrazine.

7) I will not operate models with pyrotechnics (any device that explodes, burns, or propels a projectile of any kind) including, but not limited to, rockets, explosive bombs dropped from models, smoke bombs, all explosive gases (such as hydrogen-filled balloons), or ground mounted devices launching a projectile. The only exceptions permitted are rockets flown in accordance with the National Model Rocketry Safety Code or those permanently attached (as per JATO use); also those items authorized for Air Show Team use as defined by AST Advisory Committee (document available from AMA HQ). In any case, models using rocket motors as a primary means of propulsion are limited to a maximum weight of 3.3 pounds and a G series motor. (A model aircraft is defined as an aircraft with or without engine, not able to carry a human being.)

8) I will not consume alcoholic beverages prior to, nor during, participation in any model operations.

9) Children under 6 years old are only allowed on the flight line as a pilot or while receiving flight instruction.

RADIO CONTROL

1) I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.

2) I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.

3) At all flying sites a straight or curved line(s) must be established in front of which all flying takes place with the other side for spectators. Only personnel involved with flying the aircraft are allowed at or in the front of the flight line. Intentional flying behind the flight line is prohibited.

4) I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. (Only properly licensed Amateurs are authorized to operate equipment on Amateur Band frequencies.)

2006 Official AMA National Model Aircraft Safety Code

5) Flying sites separated by three miles or more are considered safe from site-to site interference, even when both sites use the same frequencies. Any circumstances under three miles separation require a frequency management arrangement, which may be either an allocation of specific frequencies for each site or testing to determine that freedom from interference exists. Allocation plans or interference test reports shall be signed by the parties involved and provided to AMA Headquarters. Documents of agreement and reports may exist between (1) two or more AMA Chartered Clubs, (2) AMA clubs and individual AMA members not associated with AMA Clubs, or (3) two or more individual AMA members.

6) For Combat, distance between combat engagement line and spectator line will be 500 feet per cubic inch of engine displacement. (Example: .40 engine = 200 feet.); electric motors will be based on equivalent combustion engine size. Additional safety requirements will be per the RC Combat section of the current Competition Regulations.

7) At air shows or model flying demonstrations, a single straight line must be established, one side of which is for flying, with the other side for spectators.

8) With the exception of events flown under AMA Competition rules, after launch, except for pilots or helpers being used, no powered model may be flown closer than 25 feet to any person.

9) Under no circumstances may a pilot or other person touch a powered model in flight.

Organized RC Racing Event

10) An RC racing event, whether or not an AMA Rule Book event, is one in which model aircraft compete in flight over a prescribed course with the objective of finishing the course faster to determine the winner.

A. In every organized racing event in which contestants, callers and officials are on the course:

1. All officials, callers and contestants must properly wear helmets, which are OSHA, DOT, ANSI, SNELL or NOCSAE approved or comparable standard while on the racecourse.

2. All officials will be off the course except for the starter and their assistant.

3."On the course" is defined to mean any area beyond the pilot/staging area where actual flying takes place.

B. I will not fly my model aircraft in any organized racing event which does not comply with paragraph A above or which allows models over 20 pounds unless that competition event is AMA sanctioned.

C. Distance from the pylon to the nearest spectator (line) will be in accordance with the current Competition Regulations under the RC Pylon Racing section for the specific event pending two or three pylon course layout.

11) RC night flying is limited to low-performance models (less than 100 mph). The models must be equipped with a lighting system that clearly defines the aircraft's position in the air at all times.

HANGAR 9™

HORIZON HOBBY

© 2006 Horizon Hobby, Inc.

4105 Fieldstone Road
Champaign, Illinois 61822
(877) 504-0233
horizonhobby.com

9282