Instruction Manual
Bedienungsanleitung
Manuel d'utilisation
Manuale di Istruzioni
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 leave 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.

Charging Warnings

- Always inspect the battery before charging and never charge dead or damaged batteries.
- Always disconnect the battery after charging, and let the charger cool between charges.
- Always constantly monitor the temperature of the battery pack while charging.
- ONLY USE A CHARGER SPECIFICALLY DESIGNED TO CHARGE LI-PO BATTERIES. Failure to charge the battery with a compatible charger may cause fire resulting in personal injury and/or property damage.
- Never discharge Li-Po cells to below 3V under load.
- Never cover warning labels with hook and loop strips.
- Never charge batteries outside recommended levels.
- Never attempt to dismantle or alter the charger.
- Never allow minors under the age of 14 to charge battery packs.
- Never charge batteries in extremely hot or cold places (recommended between 40–120°F or 5–49°C) or place in direct sunlight.

To register your product online, visit www.e-flite.com
Box Contents

Quick Start Information

**Transmitter Setup**
Start all transmitter programming with a blank ACRO model (do a model reset), then name the model.

- **Servo Reversing**: Normal
- **Travel Adjust (All Surfaces)**: 100%

<table>
<thead>
<tr>
<th>Dual Rates</th>
<th>High Rate</th>
<th>Low Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ail</td>
<td>14mm</td>
<td>10mm</td>
</tr>
<tr>
<td>Ele</td>
<td>18mm</td>
<td>13mm</td>
</tr>
<tr>
<td>Rud</td>
<td>50mm</td>
<td>40mm</td>
</tr>
</tbody>
</table>

| Center of Gravity (CG) | 65-68mm back from leading edge of wing |
| Flight Timer Setting  | 5-7 minutes |

Specifications

- **Motor**: B15 BL Outrunner Motor, 880 kV (EFLM4015B)  
  - Installed
- **ESC**: 40 AMP Brushless ESC (EFL725018)  
  - Installed
- **Servo**: 17 gram analog servo (400mm lead) (SPMSA420)  
  - Installed
- **Receiver**: Spektrum™ AR636A 6-Channel Sport Receiver (SMPAR636)  
  - Installed

**Recommended Battery**: 11.1V 3S 3200mAh 20C Li-Po (EFLB32003S)  
- Required to Complete

**Recommended Battery Charger**: 3-cell Li-Po battery balancing charger  
- Required to Complete

**Recommended Transmitter**: Full-Range 4 channel (or more) 2.4GHz with Spektrum DSM2®/DSMX® technology with adjustable Dual Rates.  
- Required to Complete

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**Model Assembly**

**Horizontal Stabilizer Installation**

1. Slide the horizontal stabilizer (A) into the slot. Ensure that the elevator control horn is facing down.

2. Rotate the horizontal stabilizer in the fuselage slot so the z-bend of the control linkage (B) enters the outermost hole of the elevator control horn (C) as shown.

_Tip:_ Move the elevator servo arm to full travel. This moves the pushrod rearward to give the most room to install the horizontal stabilizer. Make sure to center the servo again before flight.

3. Fully slide the horizontal stabilizer into the slot and secure it in the fuselage using 2 screws (D).

When needed, disassemble in reverse order.

**Preflight Checklist**

| 1 | Remove and inspect contents. |
| 2 | Read this instruction manual thoroughly. |
| 3 | Charge the flight battery. |
| 4 | Fully assemble the airplane. |
| 5 | Install the flight battery in the aircraft (once it has been fully charged). |
| 6 | Check the Center of Gravity (CG). |
| 7 | Bind the aircraft to your transmitter. |
| 8 | Make sure linkages move freely. |
| 9 | Perform the Control Direction Test with the transmitter. |
| 10 | Perform the AS3X Control Direction Test with the aircraft. |
| 11 | Adjust flight controls and transmitter. |
| 12 | Perform a radio system Range Test. |
| 13 | Find a safe open area to fly. |
| 14 | Plan flight for flying field conditions. |
Rudder Installation

1. Insert the z-bend (A) of the rudder linkage into the outermost hole of the rudder control horn (B).

   **Tip:** Inside the fuselage, move the rudder servo arm to full travel. This moves the linkage rearward to give the most room to install the rudder.

2. Hold the fuselage with the rudder hinge slots facing up as shown. Apply medium CA (cyanoacrylate adhesive) in each hinge slot (C) so the CA flows down into each slot.

3. Install the rudder post (D) in the fuselage plate hole and then slide the CA hinges into the hinge slots of the fuselage.

4. When the CA is dry, gently pull on the rudder to ensure it is secure.

**Required Adhesives:**

- Medium CA
Wing Assembly and Installation

**Assembly**

1. Slide both wing halves over the wing tube (A) until both wings meet.

2. Ensure the aileron servo wires exit the wings through the hole where the two wings meet (on the top side of the wing).

3. Connect the included Y-harness (B) to the aileron servo connectors (C).

**IMPORTANT:** The ailerons must be connected to the receiver’s AILE (#2 channel) with a Y-harness (included) for the AS3X® system to function properly.

**Installation**

4. Remove the battery hatch to gain access to the aircraft’s receiver.

5. Insert the Y-harness connector in the fuselage hole and connect it to receiver port number 2 (aileron).

**Tip:** If needed, use hemostats or pliers to pull the servo connectors into the fuselage.

6. Install battery hatch.

7. Align the guide pins on the front of the wing in the fuselage plate holes and secure the wing to the fuselage using 2 included screws (D).

**CAUTION:** DO NOT crush or otherwise damage the wiring when attaching the wing to the fuselage.

Disassemble in reverse order.
Landing Gear Installation (Tail Dragger Option)

1. Install the main landing gear assembly (A) on the fuselage as shown using 2 screws (B).

2. Install the tail wheel (C) in the rudder mount as shown. Secure in place by tightening the set screw (D) on the flat spot on the strut using a 1.5mm hex wrench.

Landing Gear Installation (Tricycle Gear Option)

1. Remove the 2 wing screws (A) from the wing and install the main gear (B) on the wing.

2. Secure the main gear and wing into place with the 2 wing screws.

3. Install the nose gear (C) in the nose, tightening the set screw (D) on the flat spot on the strut using a 1.5mm hex wrench.
Propeller Installation

1. Attach the collet (A), backplate (B), spinner backplate (C) and propeller (D) to the motor shaft (E) using the spinner nut (F).

**IMPORTANT:** The propeller size numbers (12 x 8) must face out from the motor for correct propeller operation.

**IMPORTANT:** A tool is required to tighten the spinner nut on the collet.

2. Correctly align the spinner (H) and secure it on the collet using the screw (I).

**IMPORTANT:** Ensure the spinner is fully connected to the spinner backplate for safe operation.

When needed, disassemble in reverse order.

Optional Floats Installation

1. Remove the landing gear from the aircraft.

**Tip:** If removed, install the wing screws.

2. Turn the latch and remove the retainer from the fuselage slot.

3. Insert the front float strut (as described), then the retainer, turning the latch over the slot.

To complete float set installation refer to instructions included with the optional floats (EFLA550, sold separately).
Control Horn and Servo Arm Settings

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

NOTICE: If control throws are changed from the factory settings, the AR636 gain values may need to be adjusted. Refer to the Spektrum AR636 manual for adjustment of gain values.

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

Control Surface Centering

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

Change the length of the linkage at the servo arm. Loosen and tighten the set screw on the servo arm using a 1.5mm hex wrench.

IMPORTANT: DO NOT use sub-trim and trim to center control surfaces. The AS3X system requires sub-trim and trim set at 0.

After binding a transmitter to the aircraft receiver, set the trims and sub-trims to 0, then adjust the linkages to center the control surfaces.
Binding is the process of programming the receiver to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. You need to ‘bind’ your chosen Spektrum™ DSM2®/DSMX® technology equipped aircraft transmitter to the receiver for proper operation.

**IMPORTANT:** Before binding a transmitter, read the Transmitter Setup section of this manual to ensure that your transmitter is properly programmed for this aircraft.

### Transmitter and Receiver Binding

Binding is the process of programming the receiver to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. You need to ‘bind’ your chosen Spektrum™ DSM2®/DSMX® technology equipped aircraft transmitter to the receiver for proper operation.

**IMPORTANT:** Before binding a transmitter, read the Transmitter Setup section of this manual to ensure that your transmitter is properly programmed for this aircraft.

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

1. Make sure the transmitter is powered off.
2. Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim).**
3. Install a bind plug in the receiver bind port.
4. Connect the flight battery to the ESC. The ESC will produce a series of sounds. 3 short tones confirm that the LVC is set correctly for the ESC. The orange bind LED on the receiver will begin to flash rapidly.
5. Power on the transmitter while holding the transmitter bind button or switch. Refer to your transmitter’s manual for binding.
6. When the receiver binds to the transmitter, the orange bind light on the receiver will turn solid and the ESC will produce ascending tones. The tones indicate the ESC is armed, provided the throttle stick and throttle trim are low enough to trigger arming.

**IMPORTANT:** The included AR636 receiver has been programmed for operation specifically for this aircraft. Refer to the receiver manual for correct installation and operation instructions.

**CAUTION:** When using a Futaba® transmitter with a Spektrum DSM module, you must reverse the throttle channel and rebind. Refer to your Spektrum module manual for binding and failsafe instructions. Refer to your Futaba transmitter manual for instructions on reversing the throttle channel.

7. Remove the bind plug from the bind port.
8. Safely store the bind plug (some owners attach the bind plug to their transmitter using two-part loops and clips).
9. The receiver should retain the binding instructions received from the transmitter until another binding is done.

* The throttle will not arm if the transmitter’s throttle control is not put at the lowest position. If you encounter problems, follow the binding instructions and refer to the transmitter troubleshooting guide for other instructions. If needed, contact the appropriate Horizon Product Support office.

**Failsafe**

If the receiver loses transmitter communication, the failsafe will activate. When activated, the airplane controls return to the neutral position established during step 2 of the binding procedure.

### PNP Receiver Selection and Installation

The Spektrum AR636 receiver is recommended for this airplane. If you choose to install another receiver, ensure that it is at least a 4-channel full range (sport) receiver. Refer to your receiver manual for correct installation and operation instructions.

**Installation (AR636 shown)**

1. Remove the battery hatch from the fuselage.
2. Mount the receiver parallel to the length of the fuselage as shown. Use double-sided servo tape.

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

3. Attach the appropriate control surfaces to the their respective ports on the receiver using the chart in the illustration.
Battery Installation and ESC Arming

Battery Selection
We recommend the E-flite® 3200mAh 11.1V 3S 20C Li-Po battery (EFLB32003S). Refer to the Optional Parts List for other recommended batteries. If using a battery other than those listed, the battery should be within the range of capacity, dimensions and weight of the E-flite Li-Po battery packs to fit in the fuselage. Be sure the model balances at the recommended CG.

1. Lower the throttle and throttle trim to the lowest settings. Power on the Transmitter, then wait 5 seconds.

2. It is recommended to apply hook and loop tape (A) to the bottom of your battery.

3. Carefully lift the back of the canopy hatch (B) to remove.

4. Install the fully charged battery (C) in the battery compartment as shown. See the Adjusting the Center of Gravity instructions for more information.

5. Make sure the flight battery is secured using the hook and loop strap (D).

6. Connect the battery to the ESC (the ESC is now armed).

7. Keep the aircraft immobile and away from wind or the system will not initialize.
   - The ESC will sound a series of tones (refer to step 6 of the binding instructions for more information).
   - An LED will light on the receiver.

8. Reinstall the canopy hatch.

CAUTION: Always keep hands away from the propeller. When armed, the motor will turn the propeller in response to any throttle movement.
Center of Gravity (CG)

The CG location is measured from the leading edge of the wing at the root. This CG location has been determined with the recommended Li-Po battery (EFLB32003S) installed all the way forward in the battery compartment.

Control Direction Test

Move the controls on the transmitter to make sure the aircraft control surfaces move in the proper direction.

<table>
<thead>
<tr>
<th>Transmitter Command</th>
<th>Aircraft Reaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up Elevator Command</td>
<td><img src="image" alt="Up Elevator" /></td>
</tr>
<tr>
<td>Down Elevator Command</td>
<td><img src="image" alt="Down Elevator" /></td>
</tr>
<tr>
<td>Stick Right</td>
<td><img src="image" alt="Stick Right" /></td>
</tr>
<tr>
<td>Stick Left</td>
<td><img src="image" alt="Stick Left" /></td>
</tr>
<tr>
<td>Stick Right</td>
<td><img src="image" alt="Stick Right" /></td>
</tr>
<tr>
<td>Stick Left</td>
<td><img src="image" alt="Stick Left" /></td>
</tr>
</tbody>
</table>
**AS3X Control Direction Test**

This test ensures that the AS3X® control system is functioning properly. Assemble the aircraft and bind your transmitter to the receiver before performing this test.

1. Raise the throttle just above 25% and then lower the throttle to activate AS3X.

   **CAUTION:** Keep all body parts, hair and loose clothing away from a moving propeller, as these items could become entangled.

2. Move the entire aircraft as shown and ensure the control surfaces move in the direction indicated in the graphic. If the control surfaces do not respond as shown, do not fly the aircraft. Refer to the receiver manual for more information.

Once the AS3X system is active, control surfaces may move rapidly. This is normal. AS3X is active until the battery is disconnected.

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**Flying Tips and Repairs**

Consult local laws and ordinances before choosing a flying location.

**Range Check your Radio System**

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

**Oscillation**

Once the AS3X system is active (after advancing the throttle for the first time), you will normally see the control surfaces react to aircraft movement. In some flight conditions you may see oscillation (the aircraft rocks back and forth on one axis due to overcontrol). If oscillation occurs, refer to the Troubleshooting Guide for more information.

**Takeoff**

Place the aircraft in position for takeoff (facing into the wind). Select low rates for first takeoff and gradually increase the throttle to 3/4 to full and steer with the rudder. Pull back gently on the elevator and climb to a comfortable altitude.
Flying Tips and Repairs Continued

Flying
Fly the airplane and trim it for level flight at 3/4 throttle. After landing, adjust the linkages mechanically to account for trim changes and then reset the trims to neutral. Ensure the aircraft will fly straight and level with no trim or sub-trim.

Tip: If using more than 8 clicks of flight trim, mechanically adjust the linkage so less trim is needed, or AS3X operation may be affected.

Landing
For your first flights with the recommended battery pack (EFLB32003S), set your transmitter timer or a stopwatch to 5 minutes.

After five minutes, land the aircraft. Adjust your timer for longer or shorter flights once you have flown the model. If at any time the motor pulses, land the aircraft immediately to recharge the flight battery. See the Low Voltage Cutoff (LVC) section for more details on maximizing battery health and run time.

To land the aircraft, fly the aircraft down to the ground using 1/4–1/3 throttle to allow for enough energy for a proper flare. The aircraft is easiest to land doing a wheel landing (two point), where the aircraft touches down on the main landing gear first while the tailwheel is still off the ground. The aircraft can also be landed in a three-point attitude, where all three wheels touch down at the same time. When the aircraft touches down, reduce back pressure on the elevator stick to prevent the plane from becoming airborne again.

Landing with Tricycle Gear:
To land the aircraft with tricycle landing gear, fly the aircraft down to the ground using 1/4–1/3 throttle. Once the aircraft is 1 meter (3-4 feet) above the ground, slowly pull back the elevator stick. At this speed, this will result in a “flare”, causing the nose to rise without increasing altitude. The aircraft will lose speed so that the main gear lands first before the nose gear touches down.

If landing on grass, it is best to hold full up elevator after touchdown and when taxiing to prevent nosing over.

Once on the ground, avoid sharp turns until the plane has slowed enough to prevent scraping the wingtips.

Takeoff and Landing with Optional Floats
To take off on water, steer with the rudder and slowly increase the throttle. Keep the wings level on takeoff. Hold a small amount (1/4–1/3) of up elevator and the aircraft will lift off once flying speed is reached. Avoid rapidly increasing the throttle as torque from the motor may cause the aircraft to roll to the left when on water.

To land this aircraft on water, fly the aircraft to a couple of feet off the surface of the water. Reduce throttle and add up elevator to flare the aircraft. When taxiing, you must use throttle to move the aircraft forward, but steer with the rudder stick. The stick will turn both the aircraft rudder and a small rudder attached to the left float.

Avoid taxiing cross wind if there is a breeze, as this can cause the aircraft to flip over if wind gets under the upwind wing. Taxi 45 degrees into the direction of the wind (not perpendicular to the wind) and use aileron to hold the upwind wing down. The aircraft will naturally try to face into the wind when taxiing. Always fully dry the aircraft after landing on water.

| CAUTION: | Always fully dry the aircraft after landing on water. |

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

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

| NOTICE: | Repeated flying to LVC will damage the battery. |

Tip: Monitor your aircraft battery’s voltage before and after flying by using a Li-Po Cell Voltage Checker (EFLA111, sold separately).

Repairs
Thanks to the Z-Foam™ material in this aircraft, repairs to the foam can be made using virtually any adhesive (hot glue, regular CA, epoxy, etc). When parts are not repairable, see the Replacement Parts List for ordering by item number. For a listing of all replacement and optional parts, refer to the list at the end of this manual.

| NOTICE: | Use of CA accelerator on your aircraft can damage paint. DO NOT handle the aircraft until accelerator fully dries. |
Motor Service

CAUTION: Always disconnect the flight battery before performing motor service.

Disassembly
1. Remove the spinner nut (A), Spinner (B), Propeller nut (C), propeller (D), spinner backplate (E) backplate (F), and cullet (G) from the motor shaft.

Note: A tool is required to remove the spinner nut.

2. Pull to remove the cowling which is held with magnets.
3. Remove the 4 screws (H) from the motor mount (I) and the fuselage.
4. Disconnect the motor wires from the ESC wires.
5. Remove the 4 screws (J) and motor (K) from the motor mount.

Assembly
Assemble in reverse order.
• Correctly align and connect the motor wire colors with the ESC wires.
• The propeller size numbers (12 x 8) must face out from the motor for correct propeller operation.
• A tool is required to tighten the lock nut on the cullet.

Troubleshooting Guide AS3X

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oscillation</td>
<td>Damaged propeller or spinner</td>
<td>Replace propeller or spinner</td>
</tr>
<tr>
<td></td>
<td>Imbalanced propeller</td>
<td>Balance the propeller. For more information, view John Redman’s propeller balancing video at <a href="http://www.horizonhobby.com">www.horizonhobby.com</a></td>
</tr>
<tr>
<td></td>
<td>Motor vibration</td>
<td>Replace parts or correctly align all parts and tighten fasteners as needed</td>
</tr>
<tr>
<td></td>
<td>Loose receiver</td>
<td>Align and secure receiver in fuselage</td>
</tr>
<tr>
<td></td>
<td>Loose aircraft controls</td>
<td>Tighten or otherwise secure parts (servo, arm, linkage, horn and control surface)</td>
</tr>
<tr>
<td></td>
<td>Worn parts</td>
<td>Replace worn parts (especially propeller, spinner or servo)</td>
</tr>
<tr>
<td></td>
<td>Irregular servo movement</td>
<td>Replace servo</td>
</tr>
<tr>
<td>Inconsistent flight performance</td>
<td>Trim is not at neutral</td>
<td>If you adjust trim more than 8 clicks, adjust the clevis to remove trim</td>
</tr>
<tr>
<td></td>
<td>Sub-Trim is not at neutral</td>
<td>No Sub-Trim is allowed. Adjust the servo linkage</td>
</tr>
<tr>
<td></td>
<td>Aircraft was not kept immobile for 5 seconds after battery connection.</td>
<td>With the throttle stick in lowest position. Disconnect battery, then reconnect battery and keep the aircraft still for 5 seconds</td>
</tr>
<tr>
<td>Incorrect response to the AS3X Control Direction Test</td>
<td>Incorrect direction settings in the receiver, which can cause a crash</td>
<td>DO NOT fly. Correct the direction settings (refer to the receiver manual), then fly</td>
</tr>
</tbody>
</table>

Post Flight Checklist

1. Disconnect the flight battery from the ESC (Required for Safety and battery life).
2. Power OFF the transmitter.
3. Remove the flight battery from the aircraft.
4. Recharge the flight battery.
5. Repair or replace all damaged parts.
6. Store the flight battery apart from the aircraft and monitor the battery charge.
7. Make note of the flight conditions and flight plan results, planning for future flights.
<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft will not respond to throttle but responds to other controls</td>
<td>Throttle not at idle and/or throttle trim too high</td>
<td>Reset controls with throttle stick and throttle trim at lowest setting</td>
</tr>
<tr>
<td></td>
<td>Throttle servo travel is lower than 100%</td>
<td>Make sure throttle servo travel is 100% or greater</td>
</tr>
<tr>
<td></td>
<td>Throttle channel is reversed</td>
<td>Reverse throttle channel on transmitter</td>
</tr>
<tr>
<td></td>
<td>Motor disconnected from ESC</td>
<td>Make sure motor is connected to the ESC</td>
</tr>
<tr>
<td>Extra propeller noise or extra vibration</td>
<td>Damaged propeller and spinner, collet or motor</td>
<td>Replace damaged parts</td>
</tr>
<tr>
<td></td>
<td>Propeller is out of balance</td>
<td>Balance or replace propeller</td>
</tr>
<tr>
<td></td>
<td>Prop nut is too loose</td>
<td>Tighten the prop nut</td>
</tr>
<tr>
<td></td>
<td>Spinner is not tight or fully seated in place</td>
<td>Tighten the spinner or remove the spinner and turn it 180 degrees</td>
</tr>
<tr>
<td>Reduced flight time or aircraft under-powered</td>
<td>Flight battery charge is low</td>
<td>Completely recharge flight battery</td>
</tr>
<tr>
<td></td>
<td>Propeller installed backwards</td>
<td>Install propeller with numbers facing forward</td>
</tr>
<tr>
<td></td>
<td>Flight battery damaged</td>
<td>Replace flight battery and follow flight battery instructions</td>
</tr>
<tr>
<td></td>
<td>Flight conditions may be too cold</td>
<td>Make sure battery is warm before use</td>
</tr>
<tr>
<td></td>
<td>Battery capacity too low for flight conditions</td>
<td>Replace battery or use a larger capacity battery</td>
</tr>
<tr>
<td>Aircraft will not Bind (during binding) to transmitter</td>
<td>Transmitter too near aircraft during binding process</td>
<td>Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft</td>
</tr>
<tr>
<td></td>
<td>Aircraft or transmitter is too close to large metal object, wireless source or another transmitter</td>
<td>Move aircraft and transmitter to another location and attempt binding again</td>
</tr>
<tr>
<td></td>
<td>The bind plug is not installed correctly in the bind port</td>
<td>Install bind plug in bind port and bind the aircraft to the transmitter</td>
</tr>
<tr>
<td></td>
<td>Flight battery/Transmitter battery charge is too low</td>
<td>Replace/recharge batteries</td>
</tr>
<tr>
<td></td>
<td>Bind switch or button not held long enough during bind process</td>
<td>Power off transmitter and repeat bind process. Hold transmitter bind button or switch until receiver is bound</td>
</tr>
<tr>
<td>Aircraft will not connect (after binding) to transmitter</td>
<td>Transmitter too near aircraft during connecting process</td>
<td>Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft</td>
</tr>
<tr>
<td></td>
<td>Aircraft or transmitter is too close to large metal object, wireless source or another transmitter</td>
<td>Move aircraft and transmitter to another location and attempt connecting again</td>
</tr>
<tr>
<td></td>
<td>Bind plug left installed in bind port</td>
<td>Rebind transmitter to the aircraft and remove the bind plug before cycling power</td>
</tr>
<tr>
<td></td>
<td>Aircraft bound to different model memory (ModelMatch™ radios only)</td>
<td>Select correct model memory on transmitter</td>
</tr>
<tr>
<td></td>
<td>Flight battery/Transmitter battery charge is too low</td>
<td>Replace/recharge batteries</td>
</tr>
<tr>
<td></td>
<td>Transmitter may have been bound to a different aircraft using different DSM protocol</td>
<td>Bind aircraft to transmitter</td>
</tr>
<tr>
<td>Control surface does not move</td>
<td>Control surface, control horn, linkage or servo damage</td>
<td>Replace or repair damaged parts and adjust controls</td>
</tr>
<tr>
<td></td>
<td>Wire damaged or connections loose</td>
<td>Do a check of wires and connections, connect or replace as needed</td>
</tr>
<tr>
<td></td>
<td>Transmitter is not bound correctly or the incorrect airplanes was selected</td>
<td>Re-bind or select correct airplanes in transmitter</td>
</tr>
<tr>
<td></td>
<td>Flight battery charge is low</td>
<td>Fully recharge flight battery</td>
</tr>
<tr>
<td></td>
<td>BEC (Battery Elimination Circuit) of the ESC is damaged</td>
<td>Replace ESC</td>
</tr>
<tr>
<td>Controls reversed</td>
<td>Transmitter settings are reversed</td>
<td>Perform the Control Direction Test and adjust the controls on transmitter appropriately</td>
</tr>
<tr>
<td>Motor power pulses then motor loses power</td>
<td>ESC uses default soft Low Voltage Cutoff (LVC)</td>
<td>Recharge flight battery or replace battery that is no longer performing</td>
</tr>
<tr>
<td></td>
<td>Weather conditions might be too cold</td>
<td>Postpone flight until weather is warmer</td>
</tr>
<tr>
<td></td>
<td>Battery is old, worn out, or damaged</td>
<td>Replace battery</td>
</tr>
<tr>
<td></td>
<td>Battery C rating might be too small</td>
<td>Use recommended battery</td>
</tr>
</tbody>
</table>
A. GENERAL
A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:
   (a) In a careless or reckless manner.
   (b) At a location where model aircraft activities are prohibited.

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

Exceptions:
• Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
• Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
• Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
• Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).

3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
   (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
   (b) An inexperienced pilot is assisted by an experienced pilot.

4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. RADIO CONTROL
1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.

2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.

3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706.)
   (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
   (b) At air shows or demonstrations, a straight safety line must be established.
   (c) An area away from the safety line must be maintained for spectators.
   (d) Intentional flying behind the safety line is prohibited.

4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.

5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922 and #923.)

6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.

7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.

8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.

9. The pilot of a RC model aircraft shall:
   (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
   (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
   (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

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

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

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

<table>
<thead>
<tr>
<th>Country of Purchase</th>
<th>Horizon Hobby</th>
<th>Phone Number/Email Address</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States of America</td>
<td>Horizon Service Center (Repairs and Repair Requests)</td>
<td>servicecenter.horizonhobby.com/RequestForm/</td>
<td>4105 Fieldstone Rd Champaign, Illinois, 61822 USA</td>
</tr>
<tr>
<td></td>
<td>Horizon Product Support (Product Technical Assistance)</td>
<td><a href="http://www.quickbase.com/db/bghj7ey8c?a=GenNewRecord">www.quickbase.com/db/bghj7ey8c?a=GenNewRecord</a> 888-959-2305</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sales</td>
<td><a href="mailto:sales@horizonhobby.com">sales@horizonhobby.com</a> 888-959-2305</td>
<td></td>
</tr>
<tr>
<td>United Kingdom</td>
<td>Service/Parts/Sales: Horizon Hobby Limited</td>
<td><a href="mailto:sales@horizonhobby.co.uk">sales@horizonhobby.co.uk</a> +44 (0) 1279 641 097</td>
<td>Units 1–4, Ployters Rd, Staple Tye Harlow, Essex, CM18 7NS, United Kingdom</td>
</tr>
<tr>
<td>Germany</td>
<td>Horizon Technischer Service Sales: Horizon Hobby GmbH</td>
<td><a href="mailto:service@horizonhobby.de">service@horizonhobby.de</a> +49 (0) 4121 2655 100</td>
<td>Christian-Junge-Straße 1 25337 Elmshorn, Germany</td>
</tr>
<tr>
<td>France</td>
<td>Service/Parts/Sales: Horizon Hobby SAS</td>
<td><a href="mailto:infofrance@horizonhobby.com">infofrance@horizonhobby.com</a> +33 (0) 1 60 18 34 90</td>
<td>11 Rue Georges Charpak 77127 Lieusaint, France</td>
</tr>
<tr>
<td>China</td>
<td>Service/Parts/Sales: Horizon Hobby – China</td>
<td><a href="mailto:info@horizonhobby.com.cn">info@horizonhobby.com.cn</a> +86 (021) 5180 9888</td>
<td>Room 506, No. 97 Changshou Rd. Shanghai, China 200060</td>
</tr>
</tbody>
</table>

## FCC Information

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.

This product contains a radio transmitter with wireless technology which has been tested and found to be compliant with the applicable regulations governing a radio transmitter in the 2.400GHz to 2.4835GHz frequency range.

## IC Information

This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

## Compliance Information for the European Union

EFL Pulse 15e BNF (EFL4350)
EU Compliance Statement: Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the R&TTE and EMC Directive.

EFL Pulse 15e PNP (EFL4375)
EU Compliance Statement: Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the EMC Directive.

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

## Instructions for disposal of WEEE by users in the European Union

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

<table>
<thead>
<tr>
<th>Part #</th>
<th>Nummer</th>
<th>Codice</th>
<th>Description</th>
<th>Beschreibung</th>
<th>Description</th>
<th>Descrizione</th>
</tr>
</thead>
<tbody>
<tr>
<td>EFL4301</td>
<td></td>
<td></td>
<td>Painted Fuselage: Pulse 15e</td>
<td>E-flite Pulse 15e: Rumpf lackiert</td>
<td>Fuselage peint</td>
<td>Fusoliera verniciata: Pulse 15e</td>
</tr>
<tr>
<td>EFL4302</td>
<td></td>
<td></td>
<td>Painted Wing: Pulse 15e</td>
<td>E-flite Pulse 15e: Tragfläche lackie</td>
<td>Aile peinte</td>
<td>Ala verniciata: Pulse 15e</td>
</tr>
<tr>
<td>EFL4303</td>
<td></td>
<td></td>
<td>Horizontal Stabilizer and Rudder: Pulse 15e</td>
<td>E-flite Pulse 15e: Leitwerk</td>
<td>Stabilisateur et dérive</td>
<td>Stabilizzatore orizz. e direzionale: Pulse 15e</td>
</tr>
<tr>
<td>EFL4304</td>
<td></td>
<td></td>
<td>Hatch with Canopy: Pulse 15e</td>
<td>E-flite Pulse 15e: Klappe m. Kabinenhaube</td>
<td>Verrière</td>
<td>Capottina con sportello: Pulse 15e</td>
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<tr>
<td>EFL4305</td>
<td></td>
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<td>Complete Landing Gear: Pulse 15e</td>
<td>E-flite Pulse 15e: Fahrwerk kpl.</td>
<td>Train d’atterrissage</td>
<td>Carrello d’atterraggio completo: Pulse 15e</td>
</tr>
<tr>
<td>EFL4306</td>
<td></td>
<td></td>
<td>Pushrod set: Pulse 15e</td>
<td>E-flite Pulse 15e: Gestängesatz</td>
<td>Tringleries</td>
<td>Set aste di comando: Pulse 15e</td>
</tr>
<tr>
<td>EFL4307</td>
<td></td>
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<td>Decal sheet: Pulse 15e</td>
<td>E-flite Pulse 15e: Dekorbogen</td>
<td>Planche de décoration</td>
<td>Decalcomanie: Pulse 15e</td>
</tr>
<tr>
<td>EFL4308</td>
<td></td>
<td></td>
<td>12 x 8 Propeller</td>
<td>E-flite Pulse 15e: 12 x 8 Propeller</td>
<td>Hélice 12 x 8</td>
<td>Elica 12 x 8: Pulse 15e</td>
</tr>
<tr>
<td>EFL4309</td>
<td></td>
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<td>Spinner with adapter: Pulse 15e</td>
<td>E-flite Pulse 15e: Spinner m. Adapter</td>
<td>Cône avec adaptateur</td>
<td>Ogiva con adattatore: Pulse 15e</td>
</tr>
<tr>
<td>EFL4310</td>
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<td>Cowling: Pulse 15e</td>
<td>E-flite Pulse 15e: Motorhaube</td>
<td>Capot</td>
<td>Naca motore: Pulse 15e</td>
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<tr>
<td>EFL4311</td>
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<td>Complete Hardware Set: Pulse 15e</td>
<td>E-flite Pulse 15e: Kleinteile</td>
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<tr>
<td>EFLM4015B</td>
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<td>B15 BL Outrunner Motor, 880 kV</td>
<td>B15 BL Außenläufer-Motor, 880 kV</td>
<td>Moteur brushless BL15, 880Kv à cage tournante</td>
<td>B15 BL motore outrunner, 880 kV</td>
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<tr>
<td>EFL725018</td>
<td></td>
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<td>40 AMP Brushless ESC</td>
<td>E-flite 40A Brushless Regler</td>
<td>Contrôleur 40A</td>
<td>40A ESC brushless</td>
</tr>
<tr>
<td>SPMSA420</td>
<td></td>
<td></td>
<td>7 gram analog servo (400mm lead)</td>
<td>Spektrum 17g Analogservo (400mm Kabel)</td>
<td>Servo 7g analog (câble 400mm)</td>
<td>7 servocomando analogico (400mm di cavo)</td>
</tr>
</tbody>
</table>

### Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

<table>
<thead>
<tr>
<th>Part #</th>
<th>Nummer</th>
<th>Codice</th>
<th>Description</th>
<th>Beschreibung</th>
<th>Description</th>
<th>Descrizione</th>
</tr>
</thead>
<tbody>
<tr>
<td>EFLA550</td>
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<td>Float Set: Apprentice S 15e</td>
<td>E-flite Apprentice S : Schwimmerset</td>
<td>Set de flotteurs: Apprentice S 15e</td>
<td>Set galleggianti Apprentice S 15e</td>
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<tr>
<td>EFLA250</td>
<td></td>
<td></td>
<td>Park Flyer Tool Assortment, 5 pc</td>
<td>Park Flyer Werkzeugsortiment, 5 teilig</td>
<td>Assortiment d’outils park flyer, 5pc</td>
<td>Park Flyer assortimento attrezzi, 5 pc</td>
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<tr>
<td>EFLAE302</td>
<td></td>
<td></td>
<td>EC3 Battery Connector, Female (2)</td>
<td>EC3 Akkukabel, Buchse (2)</td>
<td>Prise EC3 femelle (2pc)</td>
<td>EC3 Connettore femmina x batteria (2)</td>
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<td>EFLAE303</td>
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<td>EC3 Device/Battery Connector, Male/Female</td>
<td>EC3 Kabelsatz, Stecker/Buchse</td>
<td>Prise EC3 male/femelle</td>
<td>EC3 Connettore batteria maschio/ femmina</td>
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<td>EFLB32003S30</td>
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<td>11.1V 3S 30C 3200mAh Li-Po</td>
<td>11.1V 3S 30C 3200mAh LiPo</td>
<td>Chargeur de batterie AC/DC</td>
<td>Caricabatterie per batteria multichimica 80 W c.a./c.c.</td>
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<tr>
<td>EFLC3025</td>
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<td>Celectra 80W AC/DC Multi-Chemistry Battery Charger</td>
<td>Celectra 80 W AC/DC Multi-Chemistry-Batterieladegerät</td>
<td>Chargeur de batterie AC/DC Celectra 80 W multi-types</td>
<td>Caricabatterie per batteria multichimica 80 W c.a./c.c.</td>
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<tr>
<td>EFLC3020</td>
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<td>200W DC multi-chemistry battery charger</td>
<td>200W DC Multi-Batterie Ladegerät - EU</td>
<td>Chargeur multiple DC 200W</td>
<td>200W DC Caricabatterie universale</td>
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<tr>
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<td>Celectra 15VDC 250W Power Supply</td>
<td>Celectra 15 V DC 250 W-Netztecker</td>
<td>Alimentation Celectra CC 15 V 250 W</td>
<td>Alimentatore Celectra 15 V c.c., 250 W</td>
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<td>Prophet Sport Plus 50W AC DC Charger</td>
<td>Dynamische Ladegrad Prophet Sport Plus 50W AC/DC EU</td>
<td>Chargeur Prophet Sport Plus 50W AC/DC</td>
<td>Caricabatterie Prophet Sport Plus 50W AC/DC</td>
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<td>SPMA380</td>
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<td></td>
<td>AS3X Programming Cable - Audio Interface</td>
<td>Spektrum Audio-Interface AS3X Empfänger Programmierkabel</td>
<td>Câble de programmation audio AS3X pour smartphone</td>
<td>Cavo di programmazione AS3X - Interfaccia audio</td>
</tr>
<tr>
<td>SPMA3065</td>
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<td></td>
<td>AS3X Programming Cable - USB Interface</td>
<td>Spektrum USB-Interface AS3X Empfänger Programmierkabel</td>
<td>Câble de programmation USB AS3X pour PC</td>
<td>Cavo di programmazione AS3X - Interfaccia USB</td>
</tr>
<tr>
<td>EFLA111</td>
<td></td>
<td></td>
<td>Li-Po Cell Voltage Checker</td>
<td>Li-Po Cell Voltage Checker</td>
<td>Testeur de tension d’éléments Li-Po</td>
<td>Voltmetro verifica batteria LiPo</td>
</tr>
<tr>
<td>DYNI1405</td>
<td></td>
<td></td>
<td>Li-Po Charge Protection Bag, Large</td>
<td>Dynamite LiPoCharge Protection Bag groß</td>
<td>Sac de charge Li-Po, grand modèle.</td>
<td>Sacchetto grande di protezione per carica LiPo</td>
</tr>
<tr>
<td>DYNI1400</td>
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