1. Binding Procedure

**WARNING:** 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 fail-safe instructions. Refer to your Futaba transmitter manual for instructions on reversing the throttle.

For list of compatible DSM2/DSMX transmitters, please visit www.bindnfly.com

2. The rear strut has been switched, install the fully assembled float set as shown.

3. Set wing type and servo reversing to normal.

**NOTICE:** Do not set your transmitter trim (servo) adjust over 100% doing so may damage the servo and cause damage.

4. For the first flight, fly the model in low wind.

5. For landing, we recommend using high rate elevator.

6. The AS3X® system will not activated until the throttle stick or trim is moved for the first time. Once the AS3X® system activates, the control surfaces may move rapidly and noisily on the aircraft. This is normal. AS3X® technology will remain active until the battery is disconnected.

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

A. **AS3X®**

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

B. **ESC/Receiver Arming**

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

C. **Flying Tips**

We recommend flying your aircraft outside in calm conditions. 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 motorized vehicle areas. Consult local laws and ordinances before choosing a location to fly your aircraft.

D. **Takeoff**

Place the aircraft in position for takeoff (flying into the wind if outdoors). Set dual rates to low position and gradually increase the throttle to ¾ to full and steer with the rudder. Pull back gently on the elevator and gradually increase the throttle to full. Once the trim is adjusted, begin exploring the flight envelope of the aircraft.

E. **Landing**

Land into the wind. Fix the aircraft to approximately 4 inches (10cm) or less above the runway, using a small amount of throttle for the entire descent. Keep the throttle on until the aircraft is ready to fly. During the landing, keep the wings level and the airplane pointed into the wind. Gently lower the throttle while pulling back on the elevator to bring the aircraft down on all three wheels. Failure to lower the throttle stick and trim to the lowest possible positions during a crash could result in damage to the ESC in the receiver unit, which may require replacement.

F. **Over Current Protection (OCP)**

This aircraft is equipped with Over Current Protection (OCP). This feature protects the ESC from damage. OCP stops the motor when the transmitter throttle is set too high and the propeller cannot turn. The OCP will only activate when the throttle stick is positioned just above 1/2 throttle. After the ESC stops the motor, fully lower the throttle to re-arm the ESC.

**NOTICE:** Crash damage is not covered under the warranty.

G. **Repairs**

Repair the aircraft only with foam-compatible CA (cyanoacrylate adhesives) or clear tape. Use of other types of glue can damage the foam. For a list of all replacement and optional parts, refer to the product page value of rc-express.com.

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

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

H. **Post Flight Checklist**

1. Remove the flight battery from the ESC (required for safety and battery life) and charge it.

2. Power OFF the transmitter.

3. Remove the flight battery from the aircraft.

4. Recharge the flight battery.
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 property damage, collateral damage, and serious injury OR create a possibility of property damage AND little or no possibility of injury.

**PROCEED WITH CAUTION:** Procedures, which if not properly followed, create a possibility of physical property damage AND collateral damage AND a possibility of injury.

**NOTICE** Procedures, which if not properly followed, create a possibility of physical property damage AND little or no possibility of injury.

**Procedures, which if not properly followed, create a possibility of physical property damage AND collateral damage AND a possibility of serious injury.**

**Important:** Always operate your model in open spaces away from full-size vehicles, traffic and people. 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. Modem causes damage to electronics.

Never place any portion of your 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 the 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 subassembly is properly set before flying.

Never operate aircraft with damaged wing.

Never touch moving parts.

Always keep your model away from all electrical sources.

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