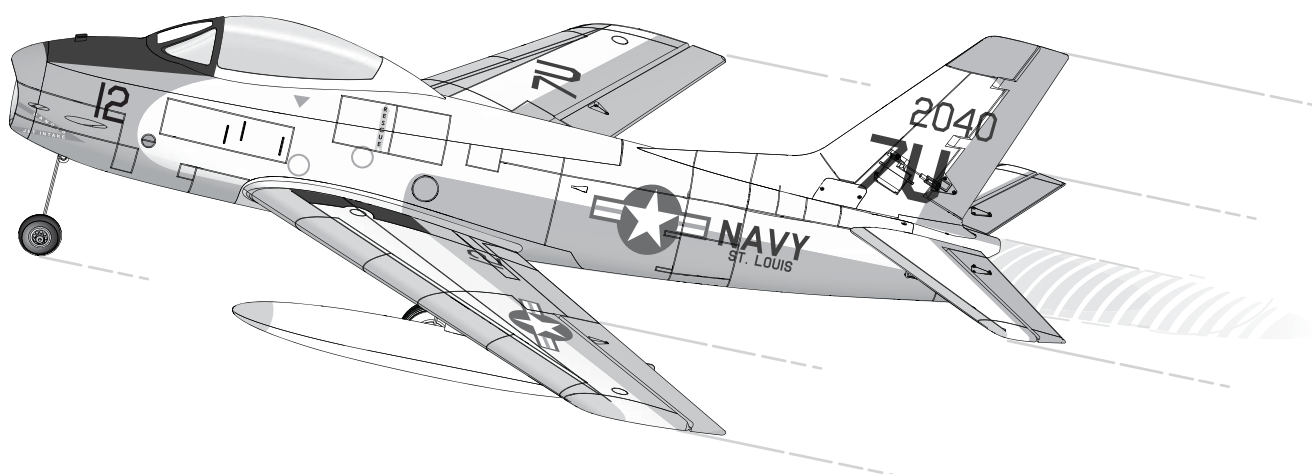




FJ-2 Fury 15 DF



*Instruction Manual / Bedienungsanleitung
Manuel d'utilisation / Manuale di Istruzioni*

AS3X[®]

E-flite[®]
ADVANCING ELECTRIC FLIGHT

NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, LLC. For up-to-date product literature, visit www.horizonhobby.com and click on the support tab for this product.

Meaning of Special Language:

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product:

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

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

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.



WARNING: Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not use with incompatible components or alter this product in any way outside of the instructions provided by Horizon Hobby, LLC. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

14+

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



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

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.

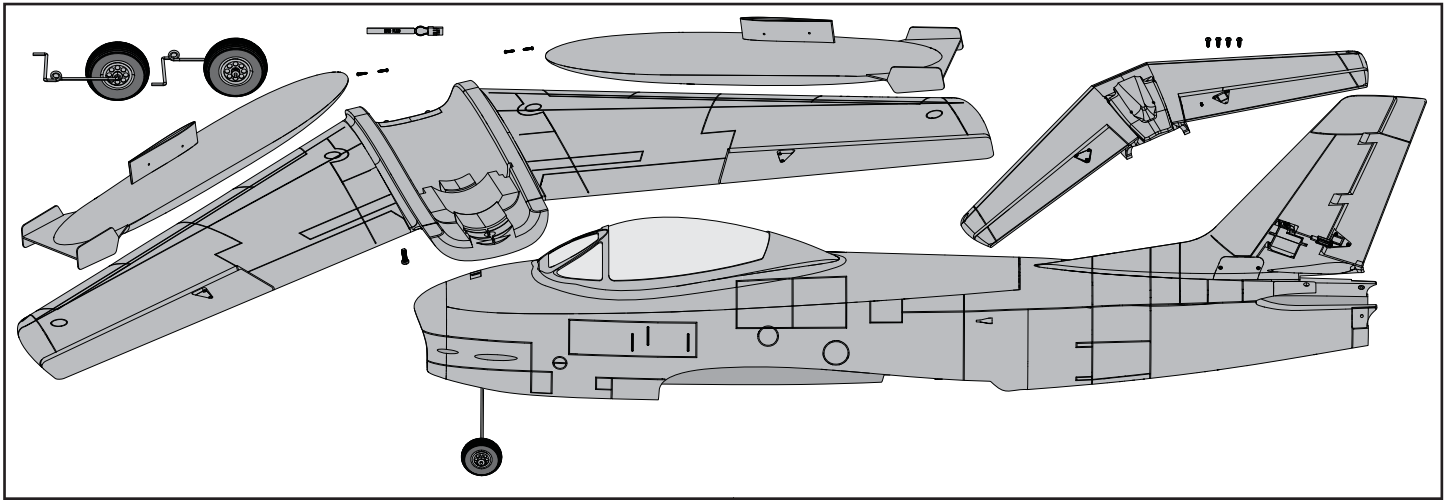
- Always keep a safe distance in all directions around your airplanes to avoid collisions or injury. This airplanes is controlled by a radio signal subject to interference from many sources outside your control. Interference can cause momentary loss of control.
- Always operate your airplanes in open spaces away from full-size vehicles, traffic and people.
- Always carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.).
- Always keep all chemicals, small parts and anything electrical out of the reach of children.
- Always avoid water exposure to all equipment not specifically designed and

protected for this purpose. Moisture causes damage to electronics.









- Never place any portion of the airplanes in your mouth as it could cause serious injury or even death.
- Never operate your airplanes 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.

To register your product online, visit www.e-fliterc.com

Box Contents



Specifications

	Ducted Fan Unit: EDF Fan Unit (EFL725013)	Installed
	Motor: BL15 Ducted Fan Motor, 3700Kv (EFLM3315DF)	Installed
	ESC: 60-Amp Brushless ESC (EFL725017)	Installed
	(6) Servos	Installed
	Receiver: Spektrum™ AR636 6-Channel Sport Receiver	Installed
	Battery: 3200mAh 14.8V 4-cell 30C Li-Po (EFLB32004S30)	Required to Complete
	Battery Charger: Prophet™ Sport Plus 50W AC DC Charger (DYNC2010CA)	Required to Complete
	Recommended Transmitter: Full-Range 2.4GHz with Spektrum™ DSM2®/DSMX® technology (DX6i or better)	Required to Complete

38.75 in (984mm)

36.75 in (933mm)



3.3 lbs (1.49 kg)
304 sq. in. (19.6 sq. dm)

Table of Contents

Model Assembly	4
Control Horn and Servo Arm Settings	7
Transmitter Setup	7
Transmitter and Receiver Binding.....	8
Battery Installation and ESC Arming	8
Center of Gravity (CG)	9
Control Direction Tests	9
Flying Tips and Repairs	10
Post Flight	11
Power Component Service	11
Nose Gear Removal	12
Troubleshooting Guide AS3X	12
Troubleshooting Guide	13
AMA National Model Aircraft Safety Code	14
Limited Warranty	15
Contact Information	16
FCC Information.....	16
IC Information.....	16
Compliance Information for the European Union.....	16
Replacement Parts.....	59
Optional Parts	59

Preflight

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

9	Perform the Control Direction Test with the transmitter.
10	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.

Model Assembly

Wing Installation

1. Guide the aileron servo connectors (A) through the hole located to the side of fan unit.
2. Slide the two guide pins (B) of the wing into the two holes in the fuselage.

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

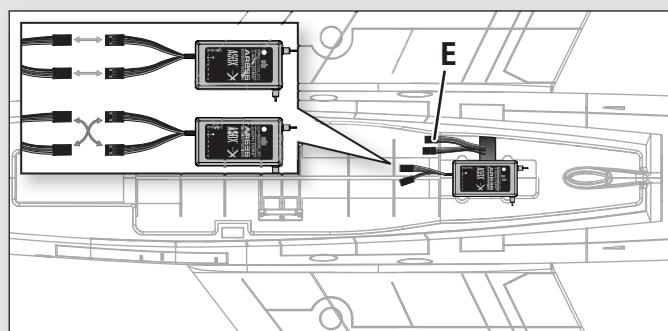
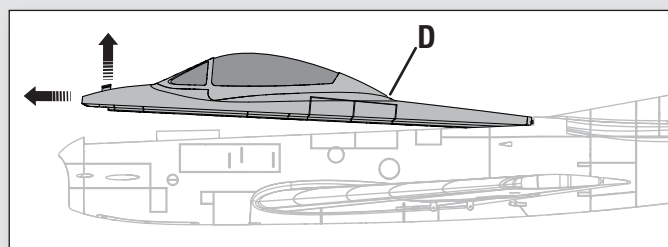
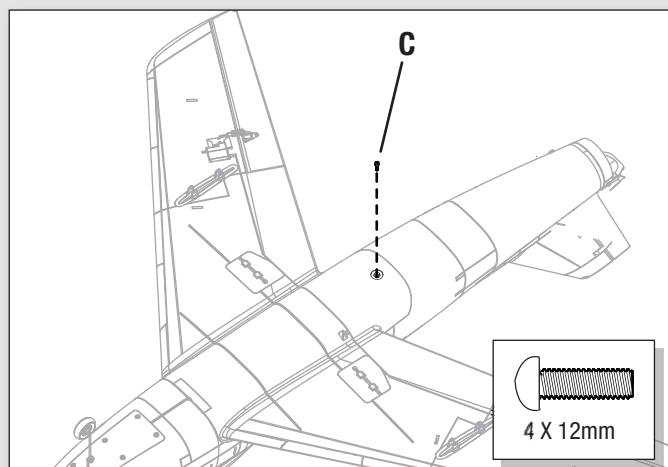
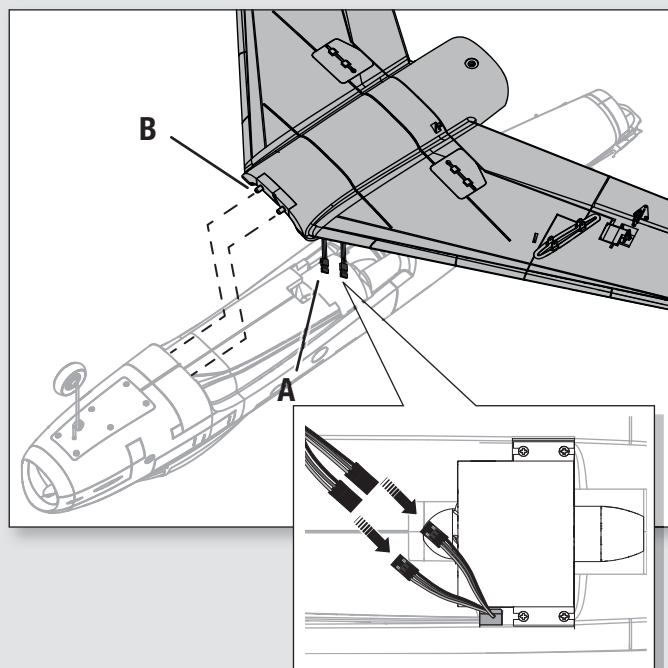
3. Align and attach the wing to the fuselage using a screw (C).

Tip: Carefully support the aircraft while installing or removing screws.

4. Carefully lift the front of the canopy (D) and pull the canopy forward and off the fuselage.
5. Connect both aileron servo connectors (E) to the aileron Y-harness. The left and right servo connectors do not have to be connected to a particular side of the Y-harness.

IMPORTANT: Correct operation of the AS3X system requires connection of both ailerons to the included Y-harness and the AILE channel of the receiver.

When needed, disassemble in reverse order.

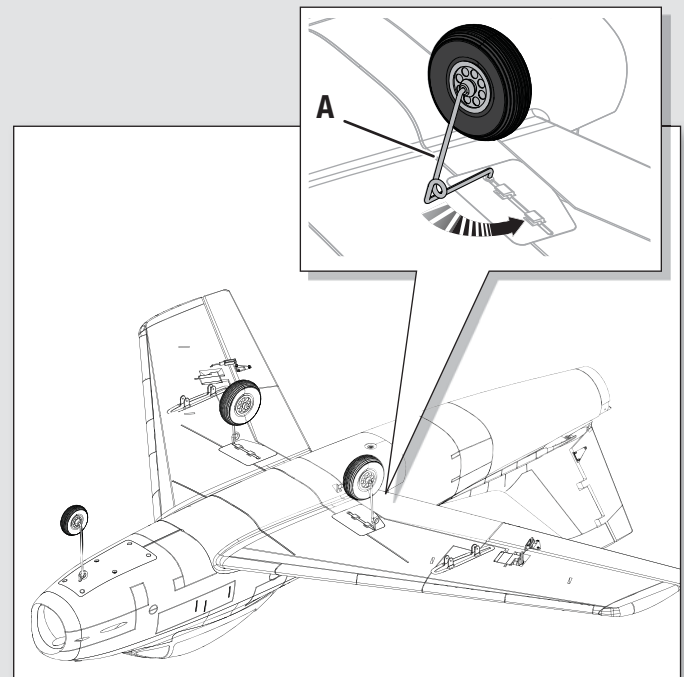


Landing Gear Installation

Tip: For belly landing, do not install the main landing gear and see the Nose Gear Removal section to remove the nose gear from the fuselage.

Main Gear Installation

1. Install each main landing gear strut (**A**) in a wing mount. The coils on the struts should be facing rearward as shown.



Horizontal Tail Installation

1. Slide the horizontal tail (**A**) into the slot in the rear of the fuselage while connecting the left and right elevator servos to the marked connectors in the fuselage.

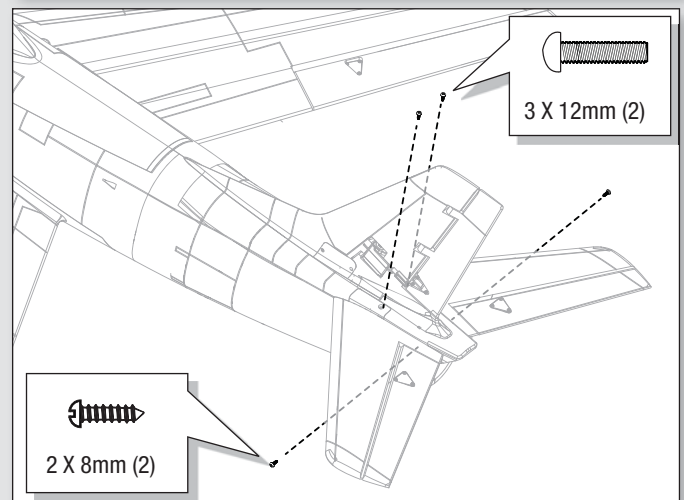
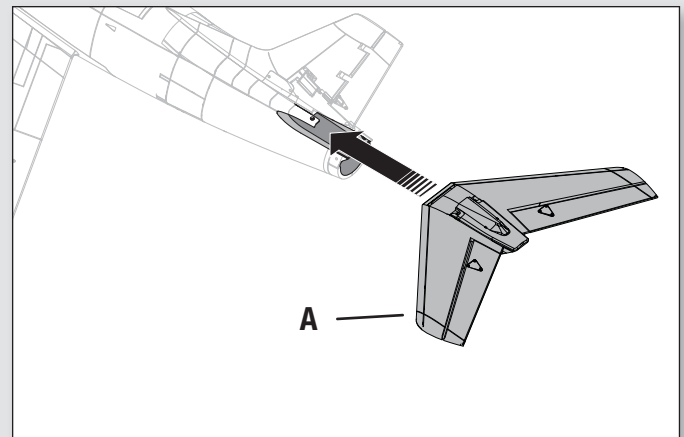
IMPORTANT: Ensure the left elevator servo connects to port 5 and the right elevator servo connects to port 3 on the receiver.



CAUTION: DO NOT crush or otherwise damage wiring when attaching the horizontal tail to the fuselage.

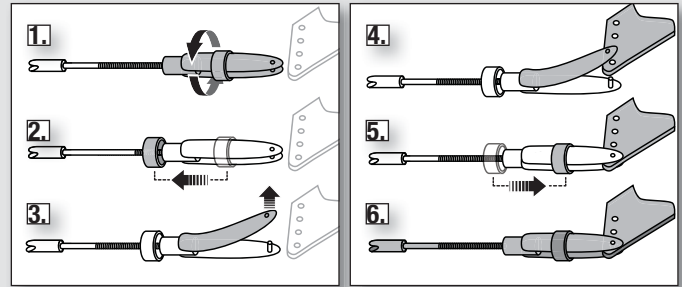
2. Install 4 screws in the tail, above and below the elevators.

When needed, disassemble in reverse order.



Clevis Installation

- Pull the tube from the clevis to the linkage.
- Carefully spread the clevis, then insert the clevis pin into the outer hole in the control horn.
- Move the tube to hold the clevis on the control horn.



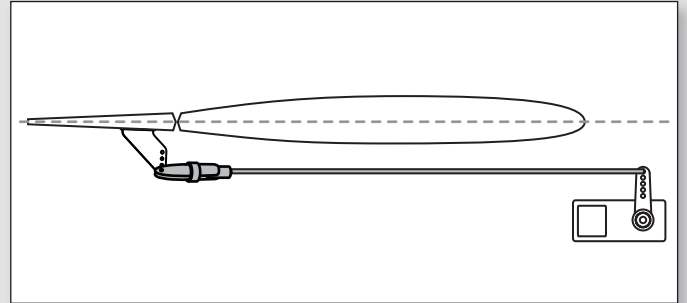
Control Surface Centering

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

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

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

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

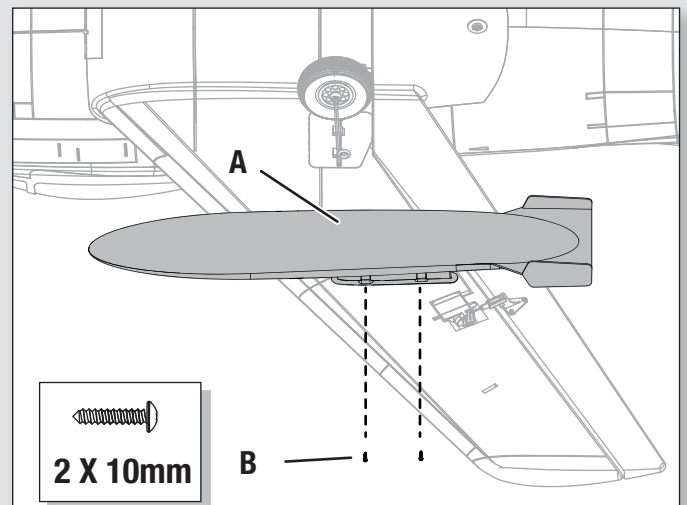


Tank Installation

1. If desired for scale appearance, install the tanks (A) in the wing mounts using 2 screws (B) each. The screws tighten correctly when they are installed as shown.

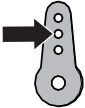
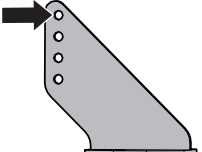
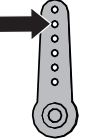
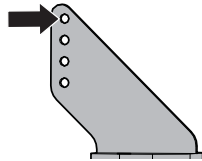
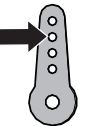
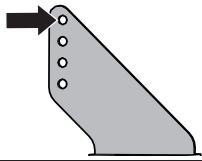
Tip: For belly landing, remove or do not install the tanks.

When needed, disassemble in reverse order.



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.

	Horns	Arms
Elevator		
Rudder		
Ailerons		

Transmitter Setup

IMPORTANT: Set up your transmitter before binding your transmitter to the aircraft.

Transmitters DX6i and Above

Start all transmitter programming with a blank ACRO model (do a model reset), then name the model. Leave all settings at default.

Dual Rates and Expo

Dual Rates and Expo are factory set in the receiver. GEAR / Channel 5 operates 2 flight modes: Position 1 is Low Rate, and Position 0 is High Rate.

Take first flights in Low Rate flight mode.

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

Transmitter and Receiver Binding

Binding Procedure

IMPORTANT: The included AR636 receiver has been programmed for operation in only this aircraft. Refer to the receiver manual for correct setup if the receiver is replaced or is used in another aircraft.

Read the transmitter instructions for binding to a receiver (location of transmitter's Bind control). **Please visit www.bindnfly.com for a complete list of compatible transmitters.**



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.

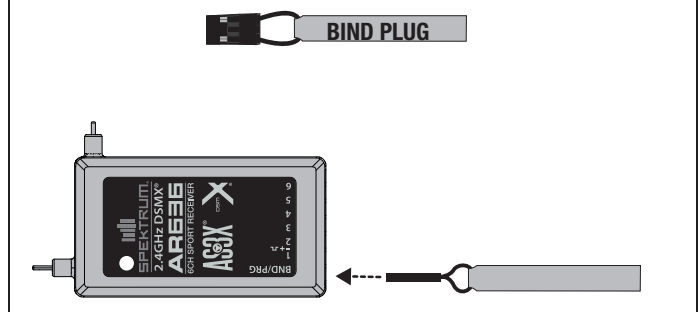
1. Make sure the transmitter is powered off.
2. Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim).**
3. Install a bind plug in the receiver bind port extension.
4. Connect the flight battery to the ESC. The ESC will produce a series of sounds. One long tone, then 4 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 a series of three ascending tones. The tones indicate the ESC is armed, provided the throttle stick and throttle trim are low enough to trigger arming.
7. Remove the bind plug from the bind port extension.
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.

Bind Plug Installation



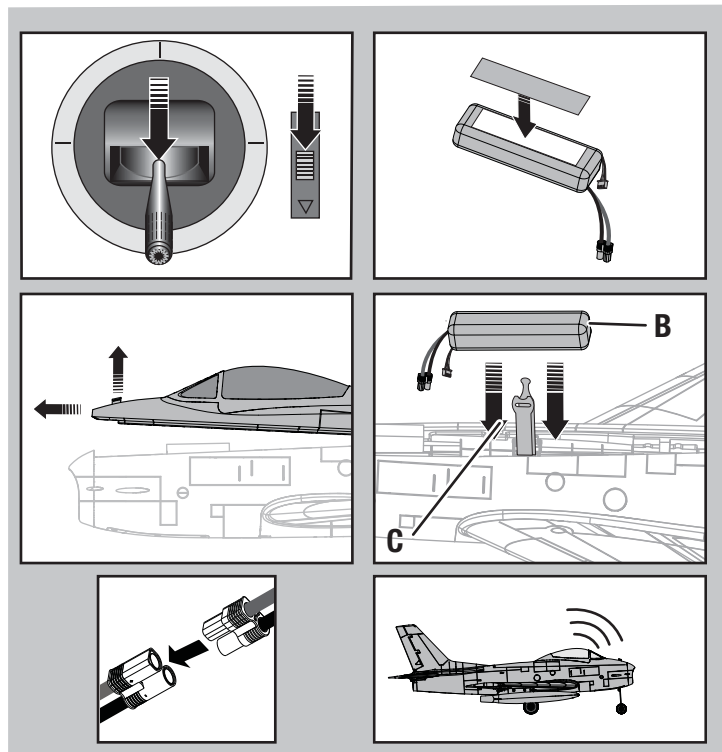
Battery Installation and ESC Arming

Battery Selection

We recommend the E-flite® 3200mAh 14.8V 4S 30C Li-Po battery (EFLB32004S30). Refer to the Optional Parts List for other E-flite 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.

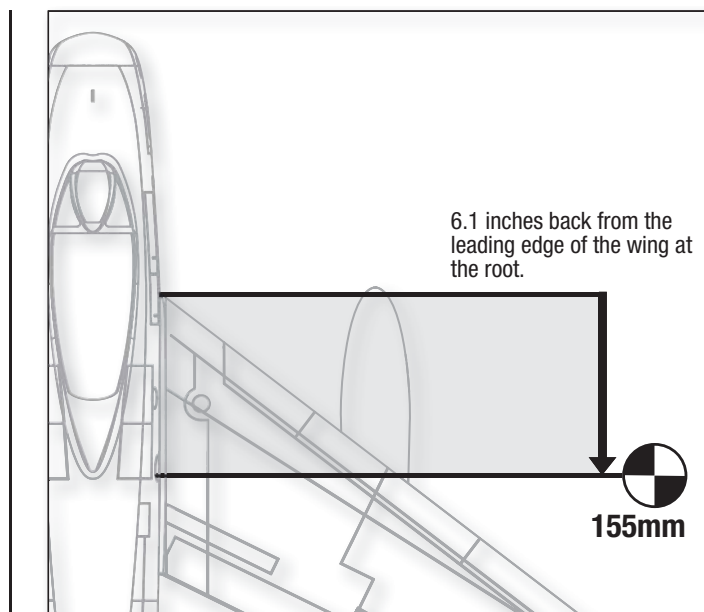
1. Lower the throttle and throttle trim to the lowest settings. Power on the Transmitter, then wait 5 seconds.
2. Apply hook and loop tape to the bottom of your battery.
3. Remove the canopy hatch.
4. Install the fully charged battery (B) in the center of the battery compartment. *See the Adjusting the Center of Gravity instructions for more information.*
5. Make sure the flight battery is secured using the hook and loop strap (C).
6. Connect the battery to the ESC (the ESC is now armed).
7. Keep the aircraft immobile and away from wind for 5 seconds or the system will not initialize.
 - The ESC will sound a series of tones (refer to step 4 of the binding instructions for more information).
 - An LED will light on the receiver.

If the ESC sounds a continuous double beep after the flight battery is connected, recharge or replace the battery.
8. Reinstall the canopy hatch.



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 (EFLB32004S30) installed in the middle of the battery compartment.



Control Direction Tests

Assemble the aircraft and bind your transmitter to the receiver before performing these tests. After binding a transmitter to the aircraft receiver, set the trims and sub-trims to 0, then adjust the clevises to center the control surfaces. Move the controls on the transmitter to make sure the aircraft control surfaces move in the proper direction.

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. Advance the throttle to 25% to activate the AS3X system.
2. Fully lower the throttle.
3. 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.

	Aircraft movement	AS3X Reaction
Elevator		
Aileron		
Rudder		

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, decrease airspeed. If oscillation persists, refer to the Troubleshooting Guide for more information.

ROG Takeoff

Place the aircraft in position for takeoff (facing into the wind). Select low rates for first takeoff and gradually increase the throttle to full and steer with the rudder. Allow the model to accelerate to flying speed, then pull back gently on the elevator and climb to a comfortable altitude.

Hand launch

It is advisable to have a helper for the first few hand launches. Hold the airplane behind the wing with the throwing hand and support the nose with the opposite hand. Run the motor up to full throttle and give a FIRM throw straight ahead. The aircraft should be launched firmly with the nose up 5–10 degrees and directly into the wind.

Flying

If this is your first ducted fan aircraft, just remember that because there is no prop blast blowing air over the control surfaces, the controls will not be as responsive at low speeds. The aircraft is easy to fly, but because it can reach a very high speed, plan your flight path to avoid obstacles or people.

Fly the aircraft 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 included or recommended battery pack (EFLB32004S30), set your transmitter timer or a stopwatch to 4 minutes. After 4 minutes, land the aircraft. **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.

Land the aircraft into the wind. Approach the runway at 1/4 to 1/8 throttle. Use the power to control altitude and the elevator to control angle of attack. Once your glide path is established, fly the aircraft down to about a foot (30 cm) off the runway. Gradually reduce power and flare the aircraft to touch down on the main wheels first. Reduce elevator input to set the nosewheel on the ground and steer with the rudder stick until the aircraft has come to a stop.

Belly Landing

If landing on grass without the landing gear, use the same approach as if flying with landing gear. Start your flare with the power off about 1 foot (30 cm) above the ground and hold the nose off until the tail touches down. Try to keep the wings level to prevent clipping a wing on the ground.



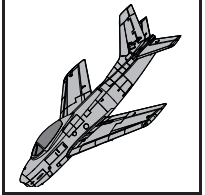
CAUTION: Always lower the throttle after landing to avoid accidental intake of materials, which could result in possible damage to the rotor and/or motor and cause personal injury.

NOTICE: Always decrease throttle at ground contact.

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

NOTICE: Crash damage is not covered under warranty.

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



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 accelerant on your aircraft can damage paint. DO NOT handle the aircraft until accelerant fully dries.

Post Flight

1	Disconnect the flight battery from the ESC (Required for Safety and battery life).
2	Power OFF the transmitter.
3	Remove the flight battery from the aircraft.
4	Recharge the flight battery.

5	Repair or replace all damaged parts.
6	Store the flight battery apart from the aircraft and monitor the battery charge.
7	Make note of the flight conditions and flight plan results, planning for future flights.

Power Component Service

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

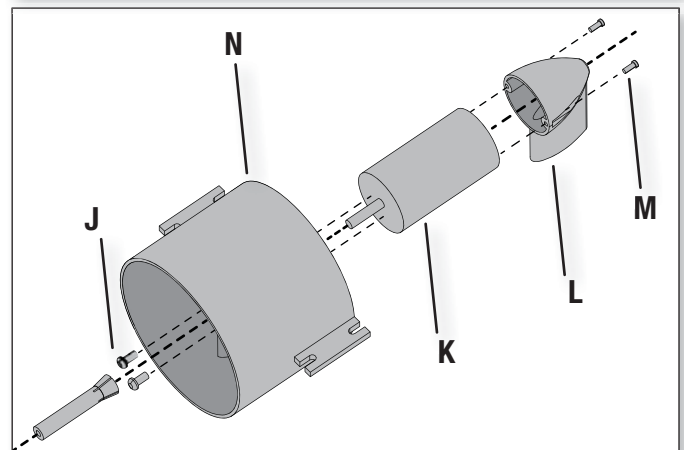
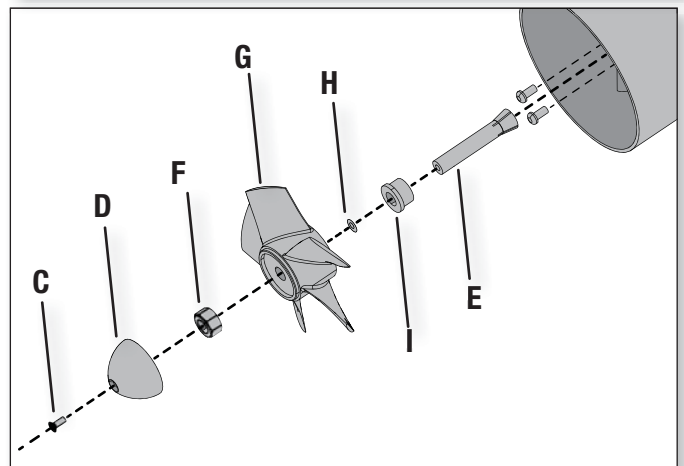
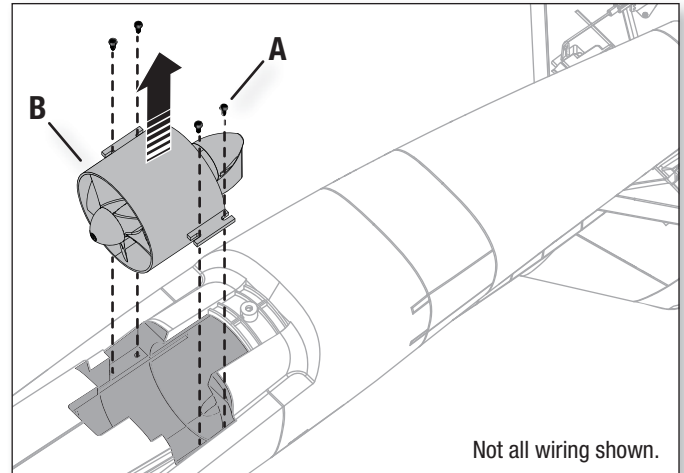
Disassembly

1. Remove the wing, disconnecting servos as needed.
2. Disconnect the motor connectors from the ESC connectors.
3. Remove the 4 screws (A) and fan unit (B) from the fuselage.
4. Remove the screw (C) and spinner (D) from the collet (E).
5. Remove the nut (F) rotor (G), washer (H) backplate (I) and collet from the motor. You will need a tool to turn the nut. Tap lightly on the end of the collet to free the backplate from the collet.
6. Remove 2 screws (J) and the motor (K) from the motor mount (L).
7. Remove 2 screws (M) and the housing (N) from the motor.

Assembly

Assemble in reverse order.

- Correctly align and connect the motor wire colors with the ESC wires.
- Ensure the front of the rotor is installed facing the nose of the aircraft.
- A tool is required to tighten the nut on the rotor and collet.
- Ensure the spinner is fully connected for safe operation.



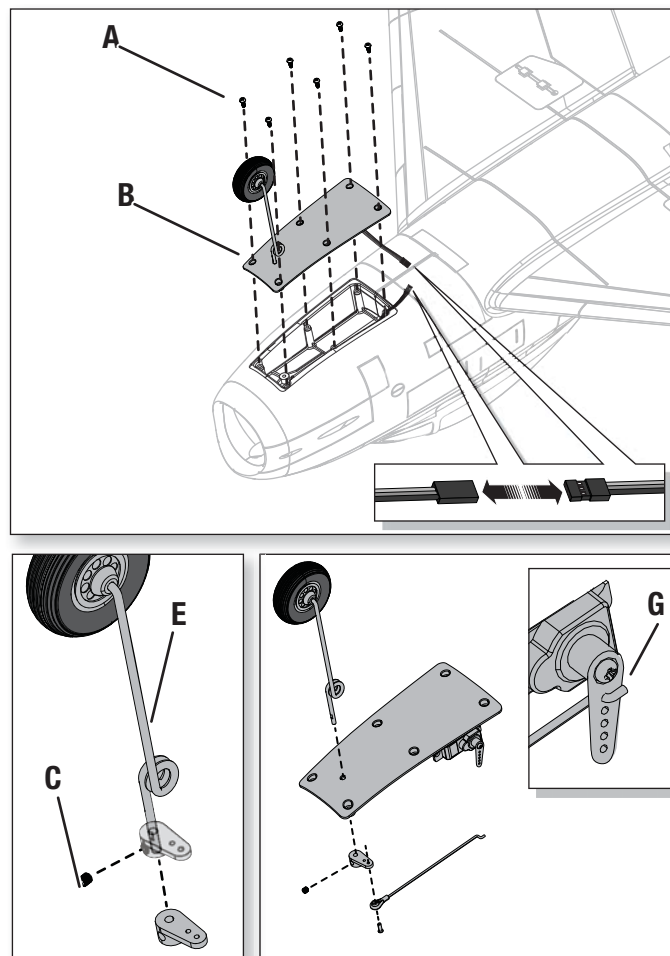
Nose Gear Removal

Tip: For belly landing, remove the nose gear from the fuselage.

1. Remove the 6 screws (A) and the nose cover (B) from the fuselage.
2. Loosen the set screw (C) in the steering arm (D) using a hex wrench, then remove the arm from the nose strut (E).
3. Remove the nose strut from the cover.
4. Disconnect the nose gear linkage (F) from the innermost hole in the steering servo arm (G).
5. Disconnect the steering servo from the servo extension in the fuselage.

⚠ CAUTION: DO NOT crush or otherwise damage wiring when attaching the cover to the fuselage.

6. Install the nose cover on the fuselage using the 6 screws.



Troubleshooting Guide AS3X

Problem	Possible Cause	Solution
Oscillation	Damaged rotor or spinner	Replace rotor or spinner
	Motor vibration	Replace parts or correctly align all parts and tighten fasteners as needed
	Loose receiver	Align and secure receiver in fuselage
	Loose aircraft controls	Tighten or otherwise secure parts (servo, arm, linkage, horn and control surface)
	Worn parts	Replace worn parts (especially rotor, spinner or servo)
	Irregular servo movement	Replace servo
Inconsistent flight performance	Trim is not at neutral	If you adjust trim more than 8 clicks, adjust the clevis to remove trim
	Sub-Trim is not at neutral	No Sub-Trim is allowed. Adjust the servo linkage
	Aircraft was not kept immobile for 5 seconds	Power off and on the ESC while keeping the aircraft still for 5 seconds with throttle stick in lowest position

Troubleshooting Guide

Problem	Possible Cause	Solution
Incorrect response to the AS3X Control Direction Test	Incorrect direction settings in the receiver, which can cause a crash	DO NOT fly. Correct the direction settings (refer to the receiver manual), then fly
Aircraft will not respond to throttle but responds to other controls	Throttle not at idle and/or throttle trim too high	Reset controls with throttle stick and throttle trim at lowest setting
	Throttle servo travel is lower than 100%	Make sure throttle servo travel is 100% or greater
	Throttle channel is reversed	Reverse throttle channel on transmitter
	Motor disconnected from ESC	Make sure motor is connected to the ESC
Extra fan noise or extra vibration	Damaged rotor and spinner, collet or motor	Replace damaged parts
	Rotor is out of balance	Balance or replace rotor
	Prop nut is too loose	Tighten the prop nut
	Spinner is not tight or fully seated in place	Tighten the spinner or remove the spinner and turn it 180 degrees
Reduced flight time or aircraft under-powered	Flight battery charge is low	Completely recharge flight battery
	Flight battery damaged	Replace flight battery and follow flight battery instructions
	Flight conditions may be too cold	Make sure battery is warm before use
	Battery capacity too low for flight conditions	Replace battery or use a larger capacity battery
Aircraft will not Bind (during binding) to transmitter	Transmitter too near aircraft during binding process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object, wireless source or another transmitter	Move aircraft and transmitter to another location and attempt binding again
	The bind plug is not installed correctly in the bind port	Install bind plug in bind port and bind the aircraft to the transmitter
	Flight battery/transmitter battery charge is too low	Replace/recharge batteries
	Bind switch or button not held long enough during bind process	Power off transmitter and repeat bind process. Hold transmitter bind button or switch until receiver is bound
Aircraft will not connect (after binding) to transmitter	Transmitter too near aircraft during connecting process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object, wireless source or another transmitter	Move aircraft and transmitter to another location and attempt connecting again
	Bind plug left installed in bind port	Rebind transmitter to the aircraft and remove the bind plug before cycling power
	Aircraft bound to different model memory (ModelMatch™ radios only)	Select correct model memory on transmitter
	Flight battery/Transmitter battery charge is too low	Replace/recharge batteries
	Transmitter may have been bound to a different aircraft using different DSM protocol	Bind aircraft to transmitter
Control surface does not move	Control surface, control horn, linkage or servo damage	Replace or repair damaged parts and adjust controls
	Wire damaged or connections loose	Do a check of wires and connections, connect or replace as needed
	Transmitter is not bound correctly or the incorrect airplanes was selected	Re-bind or select correct airplanes in transmitter
	Flight battery charge is low	Fully recharge flight battery
	BEC (Battery Elimination Circuit) of the ESC is damaged	Replace ESC
Controls reversed	Transmitter settings are reversed	Perform the Control Direction Test and adjust the controls on transmitter appropriately
Motor power pulses then motor loses power	ESC uses default soft Low Voltage Cutoff (LVC)	Recharge flight battery or replace battery that is no longer performing
	Weather conditions might be too cold	Postpone flight until weather is warmer
	Battery is old, worn out, or damaged	Replace battery
	Battery C rating might be too small	Use recommended battery

AMA National Model Aircraft Safety Code

Effective January 1, 2014

A. GENERAL

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

1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
2. Model aircraft pilots will:
 - (a) Yield the right of way to all man carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A.)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors).
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).
3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.
4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. RADIO CONTROL

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

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 nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law

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

WARRANTY SERVICES

Questions, Assistance, and Services

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

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

Inspection or Services

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

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

Warranty Requirements

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

Non-Warranty Service

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

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

Contact Information

Country of Purchase	Horizon Hobby	Phone Number/Email Address	Address
United States of America	Horizon Service Center (Repairs and Repair Requests)	servicecenter.horizonhobby.com/ RequestForm/ www.quickbase.com/db/ bghj7ey8c?a=GenNewRecord	4105 Fieldstone Rd Champaign, Illinois, 61822 USA
	Horizon Product Support (Product Technical Assistance)	888-959-2305	
	Sales	sales@horizonhobby.com 888-959-2305	
United Kingdom	Service/Parts/Sales: Horizon Hobby Limited	sales@horizonhobby.co.uk +44 (0) 1279 641 097	Units 1-4 , Ployters Rd, Staple Tye Harlow, Essex, CM18 7NS, United Kingdom
Germany	Horizon Technischer Service	service@horizonhobby.de	Christian-Junge-Straße 1 25337 Elmshorn, Germany
	Sales: Horizon Hobby GmbH	+49 (0) 4121 2655 100	
France	Service/Parts/Sales: Horizon Hobby SAS	infofrance@horizonhobby.com +33 (0) 1 60 18 34 90	11 Rue Georges Charpak 77127 Lieusaint, France
China	Service/Parts/Sales: Horizon Hobby – China	info@horizonhobby.com.cn +86 (021) 5180 9868	Room 506, No. 97 Changshou Rd. Shanghai, China 200060

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

Declaration of Conformity

(in accordance with ISO/IEC 17050-1)
No. HH2014082404

Product(s): Fury 15 DF BNF Basic
Item Number(s): EFL7250
Equipment class: 1

The object of declaration described above is in conformity with the requirements of the specifications listed below, following the provisions of the European R&TTE directive 1999/5/EC and EMC Directive 2004/108/EC:

EN 301 489-1 V1.9.2: 2012
EN301 489-17 V2.1.1: 2009

EN55022:2010 + AC:2011
EN55024:2010



Signed for and on behalf of:
Horizon Hobby, LLC
Champaign, IL USA
August 24, 2014

Mike Dunne
Executive Vice President Product Divisions
Horizon Hobby, LLC

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 collection 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

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
EFL725001	Fuselage w/o hatch: Fury 15 DF	E-flite Fury 15: Rumpf ohne Haube	Fury 15 DF - Fuselage sans trappe	Fusoliera senza portello: Fury 15 DF
EFL725002	Wing: Fury 15 DF	E-flite Fury 15: Tragfläche	Fury 15 DF - Aile	Ala: Fury 15 DF
EFL725004	Stabilizer: Fury 15 DF	E-flite Fury 15: Leitwerk	Fury 15 DF - Stabilisateur	Stabilizzatore: Fury 15 DF
EFL725005	Fin w/ Rudder: Fury 15 DF	E-flite Fury 15: Finne mit Ruder	Fury 15 DF - Dérive avec gouverne	Deriva con timone: Fury 15 DF
EFL725006	Fuse Hatch: Fury DF 15	E-flite Fury 15: Haube f. Rumpf	Fury 15 DF - Trappe de fuselage	Fusibile portello: Fury 15 DF
EFL725007	Landing Gear Set: Fury 15 DF	E-flite Fury 15: Fahrwerk	Fury 15 DF - Train d'atterrissage	Set carrello: Fury 15 DF
EFL725008	Canopy: Fury 15 DF	E-flite Fury 15: Kabinenhaube	Fury 15 DF - Verrière	Capottina: Fury 15 DF
EFL725009	Screw Set: Fury 15 DF	E-flite Fury 15: Schraubenset	Fury 15 DF - Set de visserie	Set viti: Fury 15 DF
EFL725010	Decal Set: Fury 15DF	E-flite Fury 15: Dekorbogen	Fury 15 DF - Planche de décoration	Set adesivi: Fury 15 DF
EFL725011	Pushrod Set: Fury 15 DF	E-flite Fury 15: Gestängeset	Fury 15 DF - Tringleries	Set barrette comandi: Fury 15 DF
EFL725012	Drop Tank Set: Fury 15 DF	E-flite Fury 15: Abwurf tank Set	Fury 15 DF - Set de réservoirs largables	Set serbatoi alari: Fury 15 DF
EFL725013	EDF Unit: Fury 15 DF	E-flite Fury 15: EFD Einheit	Fury 15 DF - Turbine	Ventola EDF: Fury 15 DF
EFL725014	EDF Rotor: Fury 15 DF	E-flite Fury 15: Impeller Rotor	Fury 15 DF - Rotor de turbine	Rotore EDF: Fury 15 DF
EFLM3315DF	BL15 Ducted Fan Motor, 3700Kv	E-flite Impeller Motor 3700Kv	Moteur BL 15, 3700Kv pour turbine	BL15 motore per ventola 3700Kv
EFL725017	60-AMP Brushless ESC	E-flite 60A Brushless Regler	Contrôleur brushless 60A	ESC 60-AMP Brushless
EFLR7155	13g Digital Servo: Fury 15 DF	E-flite Fury 15: 13g Digital Servo	Fury 15 DF - Servo digital 13g	Servo digitale 13g: Fury 15 DF
EFLR725015	Servo Gear Set: Fury 15 DF	E-flite Fury 15: Servogetriebe	Fury 15 DF - Set de pignons pour servo	Set ingranaggi servo: Fury 15 DF
SPMAR636	Spektrum AR636 6-Channel AS3X® Sport Receiver	Spektrum AR636 6-Kanal AS3X Sport Empfänger	Récepteur Spektrum AR636 6 voies AS3X	Ricevitore Spektrum AR636 6-canali AS3X Sport

Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
EFLA250	Park Flyer Tool Assortment, 5 pc	E-flite Park Flyer Werkzeugsortiment; 5 teilig	Assortiment d'outils park flyer, 5pc	Park Flyer assortimento attrezzi, 5 pc
EFLAEC302	EC3 Battery Connector, Female (2)	EC3 Akkukabel, Buchse (2)	Prise EC3 femelle (2pc)	EC3 Connettore femmina x batteria (2)
EFLAEC303	EC3 Device/Battery Connector, Male/Female	EC3 Kabelsatz, Stecker/Buchse	Prise EC3 male/femelle	EC3 Connettore batteria maschio/femmina
EFLA111	Li-Po Cell Voltage Checker	Li-Po Cell Voltage Checker	Testeur de tension d'éléments Li-Po	Voltmetro verifica batterie LiPo
EFLB32004S30	14.8V 4S 30C 3200MAH Li-Po	14.8V 4S 30C 3200mAh LiPo	14.8V 4S 30C 3200MAH Li-Po	14.8V 4S 30C 3200MAH Li-Po
DYNC2010	Prophet Sport Plus 50W AC DC Charger	Dynamite Ladegerät Prophet Sport Plus 50W AC/DC EU	Chargeur Prophet Sport Plus 50W AC/DC	Caricatore Prophet Sport Plus 50W AC DC
DYN1405	Li-Po Charge Protection Bag, Large	Dynamite LiPoCharge Protection Bag groß	Sac de charge Li-Po, grand modèle	Sacchetto grande di protezione per carica LiPo
DYN1400	Li-Po Charge Protection Bag, Small	Dynamite LiPoCharge Protection Bag klein	Sac de charge Li-Po, petit modèle	Busta protezione piccola par LiPo
	DX6i DSMX 6-Channel Transmitter	Spektrum DX6i DSMX 6-Kanal Sender	Emetteur DX6i DSMX 6 voies	DX6i DSMX Trasmettitore 6 canali
	DX6 DSMX 6-Channel Transmitter	Spektrum DX6 DSMX 6-Kanal Sender	Emetteur DX6 DSMX 6 voies	DX6 DSMX Trasmettitore 6 canali
	DX7s DSMX 7-Channel Transmitter	Spektrum DX7s DSMX 7 Kanal Sender	Emetteur DX7s DSMX 7 voies	DX7s DSMX Trasmettitore 7 canali
	DX8 DSMX 8-Channel Transmitter	Spektrum DX8 DSMX 8 Kanal Sender	Emetteur DX8 DSMX 8 voies	DX8 DSMX Trasmettitore 8 canali
	DX9 DSMX 9-Channel Transmitter	Spektrum DX9 DSMX 9 Kanal Sender	Emetteur DX9 DSMX 9 voies	DX9 DSMX Trasmettitore 9 canali
	DX10t DSMX 10-Channel Transmitter	Spektrum DX10t DSMX 10 Kanal Sender	Emetteur DX10t DSMX 10 voies	DX10t DSMX Trasmettitore 10 canali
	DX18 DSMX 18-Channel Transmitter	Spektrum DX18 DSMX 18 Kanal Sender	Emetteur DX18 DSMX 18 voies	DX18 DSMX Trasmettitore 18 canali

© 2014 Horizon Hobby, LLC.

E-flite, AS3X, Delta-V, EC3, Prophet, DSM, DSM2, DSMX, the DSMX logo, Z-Foam, Bind-N-Fly, the BNF logo, and ModelMatch are trademarks or registered trademarks of Horizon Hobby, LLC.

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

Futaba is a registered trademark of Futaba Denshi Kogyo Kabushiki Kaisha Corporation of Japan. All other trademarks, service marks and logos are property of their respective owners.

Patents pending.

<http://www.e-fliterc.com/>

EFL7250

