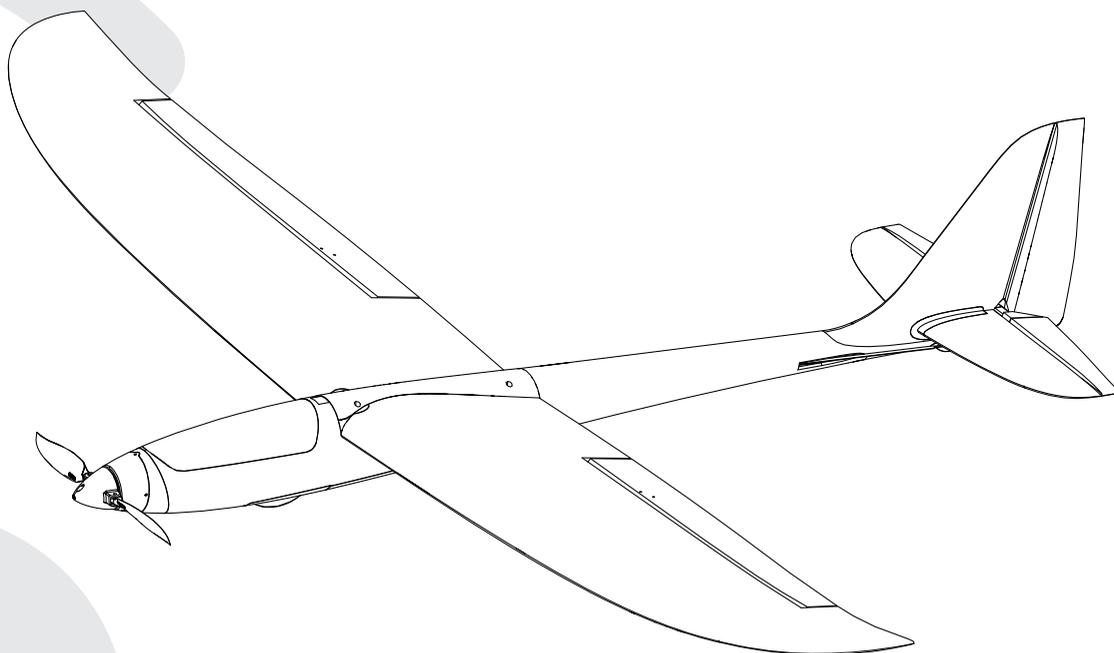


Conscendo[®] S

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



SAFE[®] 

RTF
READY-TO-FLY

BNF[™]
Bind-N-Fly.[®] Ready to fly. redefined.


hobbyzone[®]

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

- Never place any portion of the model in your mouth as it could cause serious injury or even death.
- Never operate your model with low transmitter batteries.
- Always keep aircraft in sight and under control.
- Always use fully charged batteries.
- Always keep transmitter powered on while aircraft is powered.
- Always remove batteries before disassembly.
- Always keep moving parts clean.
- Always keep parts dry.
- Always let parts cool after use before touching.
- Always remove batteries after use.
- Always ensure failsafe is properly set before flying.
- Never operate aircraft with damaged wiring.
- Never touch moving parts.

Charging Warnings



CAUTION: All instructions and warnings must be followed exactly. Mishandling of Li-Po batteries can result in a fire, personal injury, and/or property damage.

- **Never leave charging batteries unattended.**
- **Never charge batteries overnight.**
- By handling, charging or using the included Li-Po battery, you assume all risks associated with lithium batteries.
- If at any time the battery begins to balloon or swell, discontinue use immediately. If charging or discharging, discontinue and disconnect. Continuing to use, charge or discharge a battery that is ballooning or swelling can result in fire.
- Always store the battery at room temperature in a dry area for best results.
- Always transport or temporarily store the battery in a temperature range of 40–120° F (5–49° C). Do not store battery or aircraft in a car or direct sun-

light. If stored in a hot car, the battery can be damaged or even catch fire.

- Always charge batteries away from flammable materials.
- 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.

Included in the Box

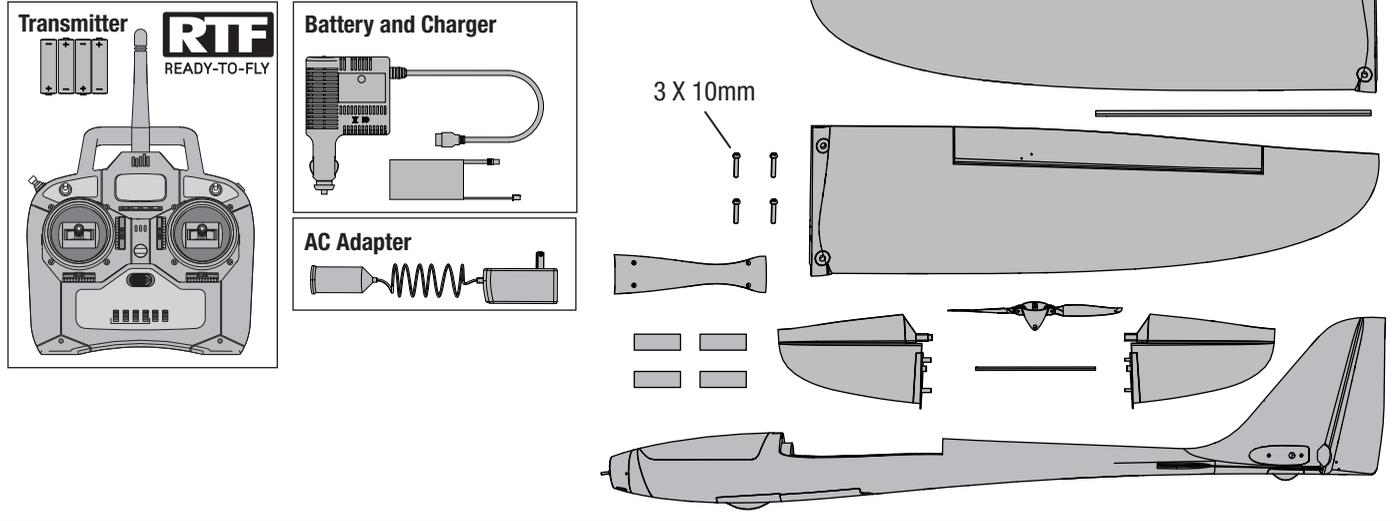
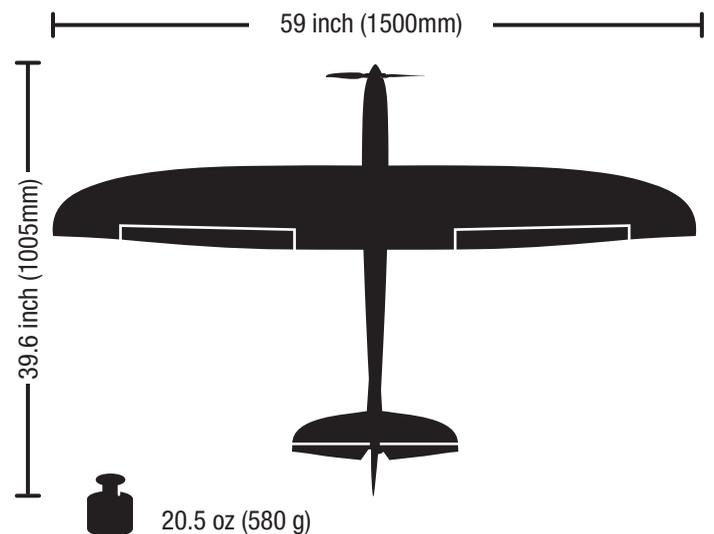


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Specifications

	RTF READY-TO-FLY	BNF
Motor: 370 Brushless outrunner (PKZ6316)	Installed	Installed
ESC: 18A (PKZ1814)	Installed	Installed
Servos: (2) Ailerons (PKZ1081), (2) Rudder and Elevator (PKZ1080)	Installed	Installed
Receiver: SPMAR636A	Installed	Installed
Battery: 2S 1300mAh Li-Po (EFLB13002S20)	Included	Included
Battery Charger: DC powered 2S balancing fast charger (EFLC3125)	Included	Included
AC Adapter: (EFLA112)	Included	Included
Transmitter: Spektrum™ DX4e with full range DSMX® technology	Included	Required to Complete



For more information and to register your product online, visit www.hobbyzonerc.com

Charging the Flight Battery

CAUTION: When connecting the battery to the battery charger, make sure the connectors are aligned as shown. Failure to connect the battery properly could cause the terminals to short and result in fire, personal injury and/or property damage.

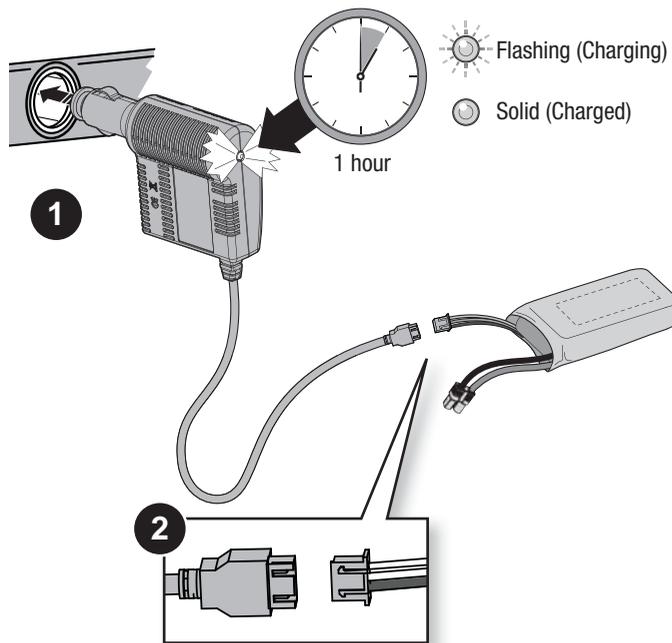
Charger Features

- Charges 2-cell lithium polymer battery packs
- LED charge status indicator
- 2.0A AC Power Supply

Charger Specifications

- Input power: 10–14V
- Max output voltage: 8.4V
- Fixed charge current: 1.5A
- Balances and charges 2S Li-Po cells with a minimum capacity of 1300mAh

This charger may be connected to the AC adapter (included with your model).



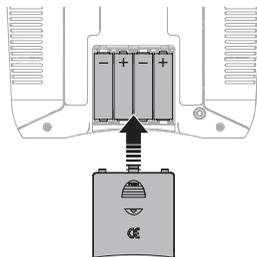
RTF Transmitter

READY-TO-FLY

Installing the Transmitter Batteries

Your Spektrum DX4e comes pre bound to the aircraft.

Remove the battery cover, install the four included batteries (noting proper polarity) and reinstall the battery cover.



Low Battery Alarm

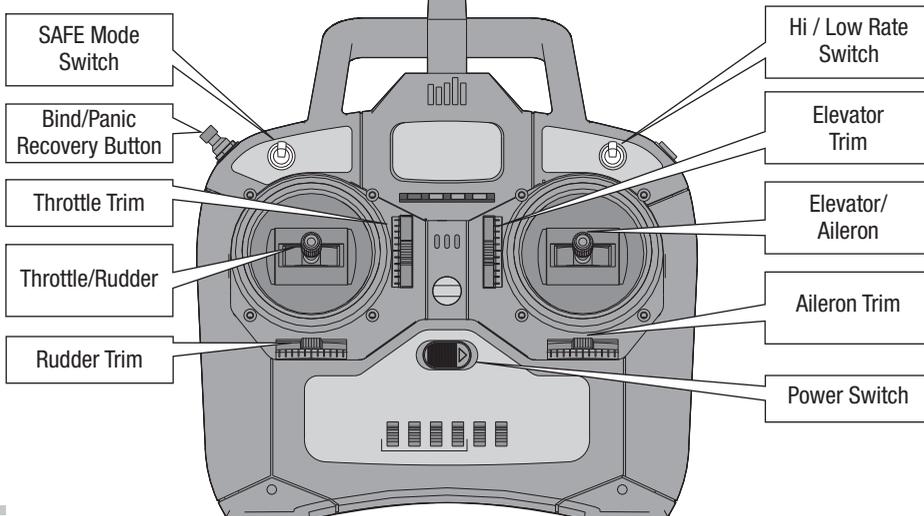
When the battery voltage drops below 4.7 volts, an alarm sounds and the voltage LEDs flash. The batteries must be replaced immediately. If this happens while flying, land your aircraft as soon and as safely as possible.

For more information on the transmitter, go to www.horizonhobby.com/products/SPMR4400 and click on the support tab for the Spektrum DX4e to download the instruction manual.

Mode 2 shown

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

WARNING: Do not pick up the transmitter by the antenna. Do not alter or put weight on the antenna. Damage to antenna parts can decrease transmitter signal strength, which can result in loss of model control, injury or property damage.



BNF Transmitter Setup

IMPORTANT: The included AR636 receiver has been programmed for operation specifically in this aircraft. The programming in this receiver cannot be changed by the user.

To operate the SAFE system in this aircraft, set up your optional DSM2/DSMX transmitter using the chart below.

- SAFE Flight mode is selected using Channel 5 signal (high, middle, low)
- Panic Recovery mode is selected with Channel 6 signal (high, low)

IMPORTANT: A transmitter with a 2-position Channel 5 switch will only allow the use of position 0 or position 2 flight modes. If possible (refer to your transmitter manual), assign Channel 5 in your transmitter to a 3-position switch to operate all 3 flight modes.

Refer to your transmitter's manual for more information about transmitter setup.

Non Computerized Transmitter Setup (DX5e)		
Transmitter	SAFE mode switch	SAFE Flight Modes Supported
Throttle, Aileron, Elevator and Rudder in Normal Position		
DX5e (2pos switch)	CH 5 switch	2 Pos Flight Mode
DX5e (3pos switch)	CH 5 switch	3 Pos Flight Mode

Computerized Transmitter Setup (DX6i, DX6, DX7, DX7S, DX8, DX9 and DX18)	
Start all transmitter programming with a blank model (do a model reset), then name the model.	
Set Dual Rates to:	HIGH 100% LOW 70%
DX6i	1. Go to the SETUP LIST MENU
	2. Set MODELTYPE: ACRO
	3. Set REVERSE: Gear Channel
	4. Go to ADJUST LIST MENU
	5. Set TRAVEL ADJ: Gear/Fmode (0) ↑ 100%; Gear/Fmode (1) ↓ 40%
	6. Set FLAPS: Norm ↑ 100; LAND ↓ 100
	7. Set MIX 1: ACT; Gear → Gear ACT, RATE D 0%; U + 100%, SW MIX, TRIM INH
Resulting in:	The Gear and Mix switches operate the 3 SAFE modes Gear 0; Mix 0 = Beginner Mode Gear 1; Mix 0 = Intermediate Mode Gear 1; Mix 1 = Experienced Mode The Flap switch operates Panic Recovery: Position 0=Off, Position 1=On. (not a momentary switch)
DX7S DX8	1. Go to the SYSTEM SETUP
	2. Set MODEL TYPE: AIRPLAN
	3. Set SWITCH SELECT: Change all to INH then TRAINER: AUX1, FLAP: GEAR
	4. Go to the FUNCTION LIST
	5. Set SERVO SETUP: Reverse AUX1
Resulting in:	Flap/Gyro Switch operates the 3 SAFE modes -0 Beginner -1 Intermediate -2 Experienced The Trainer/Bind button operates Panic Recovery
DX6 DX7 DX9 DX18	1. Go to the SYSTEM SETUP
	2. Set MODEL TYPE: AIRPLANE
	3. Set CHANNEL ASSIGN: click NEXT to go to Channel Input Config: GEAR: B, AUX1: i
	4. Go to the FUNCTION LIST
	5. Set SERVO SETUP: Reverse AUX1
Resulting in:	Switch B operates the 3 SAFE modes -0 Beginner -1 Intermediate -2 Experienced The Bind/I button operates Panic Recovery

Hi/Low Rate Switch (Dual Rates)

The included DSM2/DSMX full range transmitter features dual rates to allow you to select the amount of travel that you want from the control surfaces.

Dual Rate	High Rate	Low Rate
Aileron	100%	70%
Elevator	100%	70%
Rudder	100%	70%

Transmitter and Receiver Binding

IMPORTANT: The included receiver has been programmed for operation only in this aircraft.



The included RTF transmitter should be bound to the aircraft at the factory, but if you need to re-bind, follow the binding procedure as shown.



You need to 'bind' your chosen Spektrum™ DSM2®/DSMX® technology equipped aircraft transmitter to the receiver for proper operation. Please refer to the optional parts list in this manual or visit www.bindnfly.com for a list of compatible transmitters.

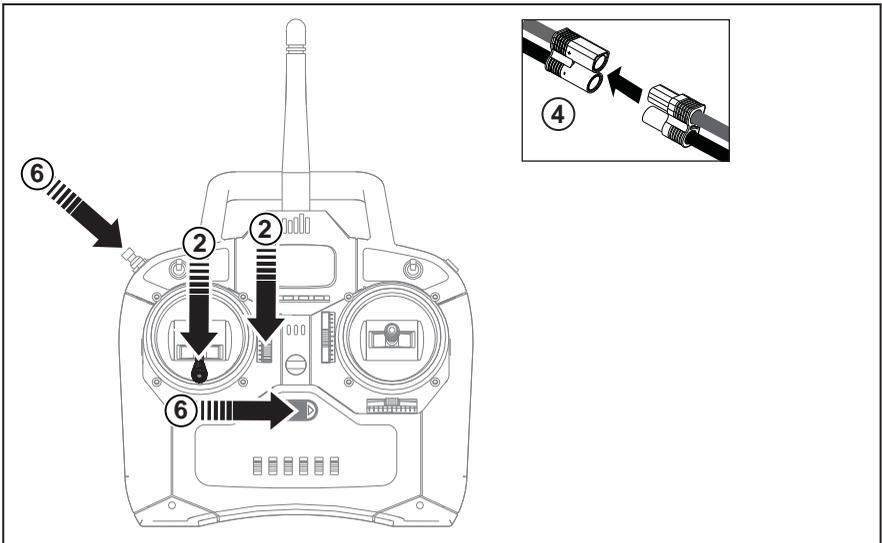
Refer to your transmitter instructions for binding to a receiver.

Please visit www.bindnfly.com for a complete list of compatible transmitters.

* 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.

✓ Binding Procedure Reference Table	
1.	Make sure the transmitter is powered off.
2.	Make sure the transmitter controls are neutral, the throttle and throttle trim are in the low position and the aircraft is immobile.
3.	Install a bind plug in the receiver bind port.
4.	Connect the flight battery to the ESC. Ensure that the aircraft is upright. The ESC will produce a series of sounds. One long tone, then 2 short tones confirm that the LVC is set for the ESC.
5.	The receiver LED will begin to flash rapidly.
6.	Power on the transmitter while holding the transmitter bind button or switch. Refer to your transmitter's manual for binding button or switch instructions.
7.	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.
8.	Remove the bind plug from the bind port.
9.	Safely store the bind plug (some owners attach the bind plug to their transmitter using two-part loops and clips).

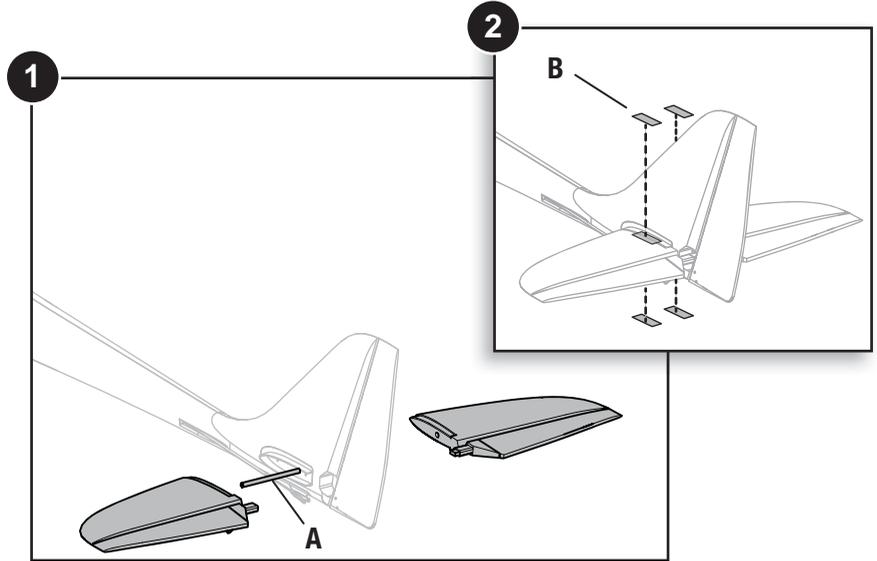
The receiver should retain the binding instructions received from the transmitter until another binding is done.



Assembly

Installing the Tail

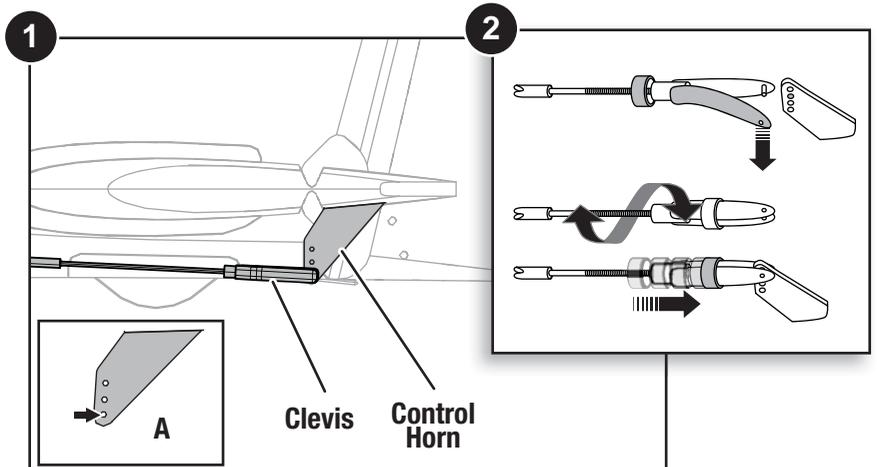
1. Slide the horizontal stabilizer tube (A) into the hole in the rear of the fuselage.
2. Install the 2 piece (left and right) horizontal stabilizer as shown. Ensure the control horn faces down.
3. Secure the 2 piece tail in place with the 2 included pieces of tape (B). Install a piece of tape on the top and bottom of each horizontal tail section as shown.



Attaching the Clevis to the Control Horn

Finish the installation of the tail by connecting the control rod with the clevis on the tail control horn under the elevator.

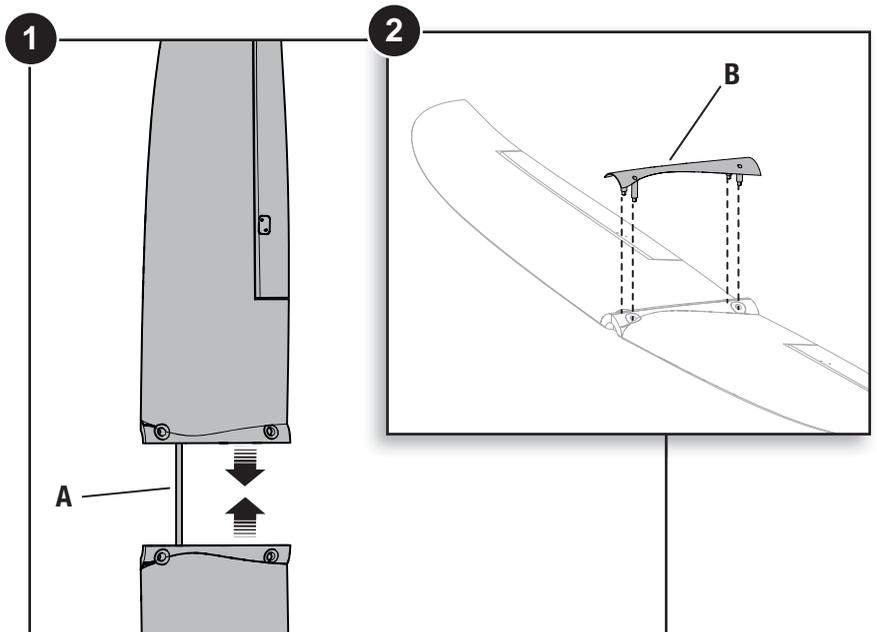
1. Open the clevis and put the pin in **the outermost hole (A)** of the control horn.
2. If needed, remove the clevis from the control horn.
 - Turn the clevis (as shown) on the control rod (also called a pushrod).
 - Close the clevis onto the control horn and slide the tube towards the horn to secure the clevis.



Wing Installation

Wing Assembly

1. Slide the left and right wing halves over the wing tube (A) as shown.
2. Secure the wing halves together with the wing bracket (B).

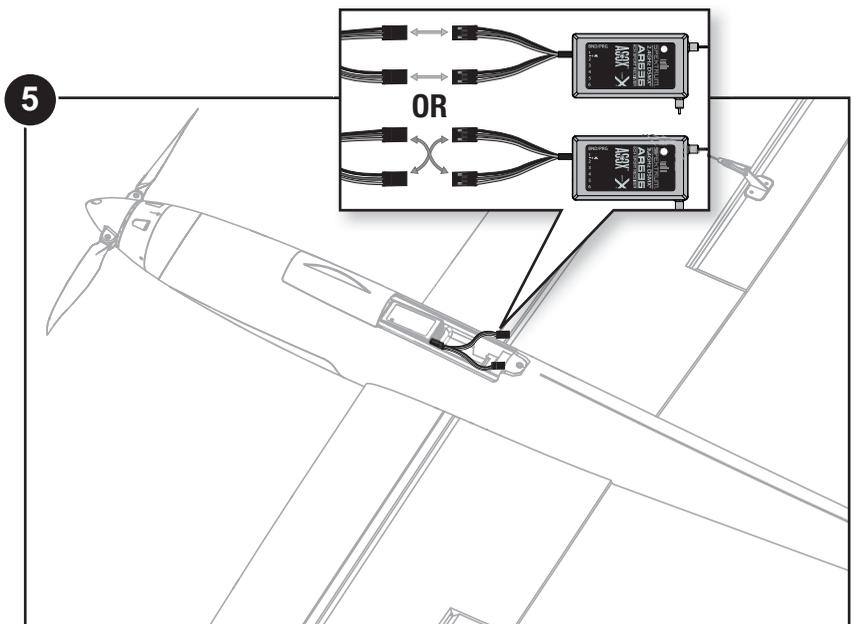
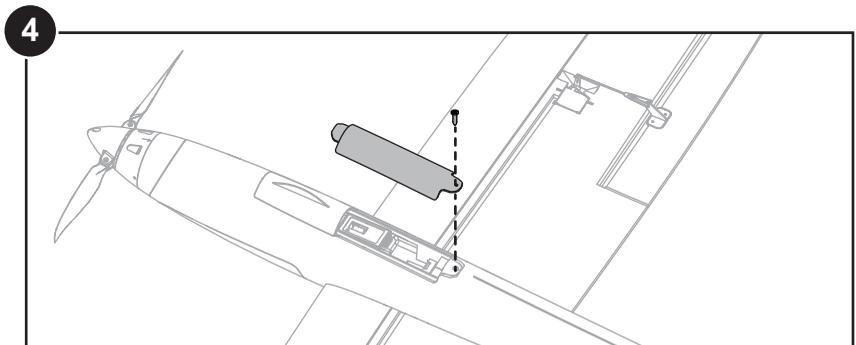
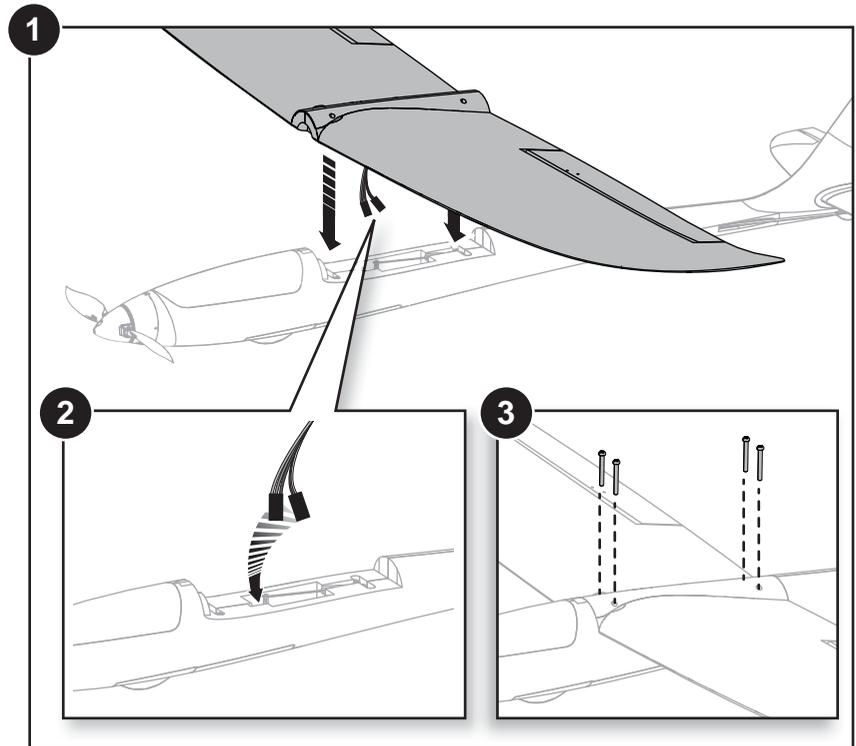


Wing Installation continued

1. Align the 4 wing bracket pins with the with the 4 corresponding fuselage holes as shown.
2. As you align the wing, guide the aileron servo wires through the hole leading to the receiver compartment on the underside of the fuselage.
3. Use 4 screws to secure the wing assembly to the fuselage as shown.
4. Open the receiver hatch by removing the screw.
5. Connect the left and right aileron servos to the pre-installed Y-harness. The left and right aileron servos can be connected to either side of the Y-harness.
6. Secure the receiver hatch back into place using the screw.

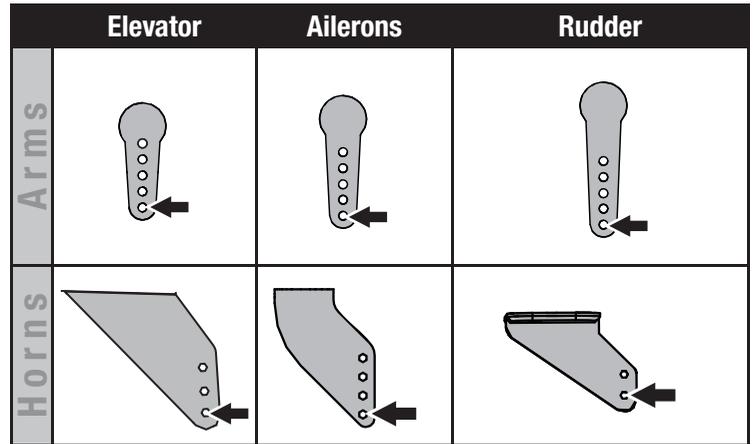
IMPORTANT: Correct operation of the SAFE system requires connection of both ailerons to the included Y-harness and the AILE channel of the receiver.

Disassemble in reverse order.



Control horn and servo arm settings

The illustration shows recommended hole settings in the servo arms and control horns.

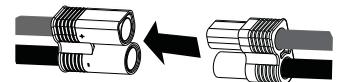
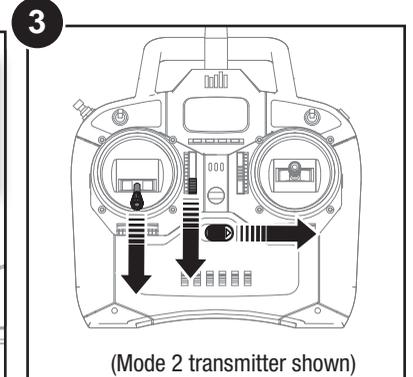
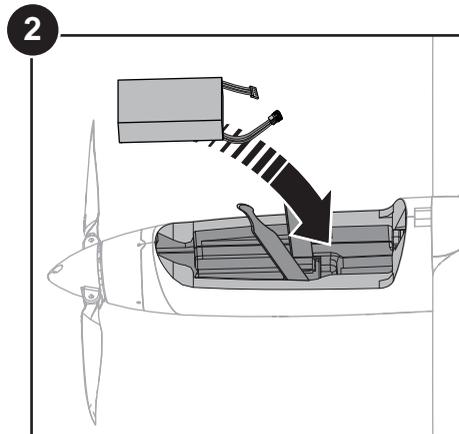
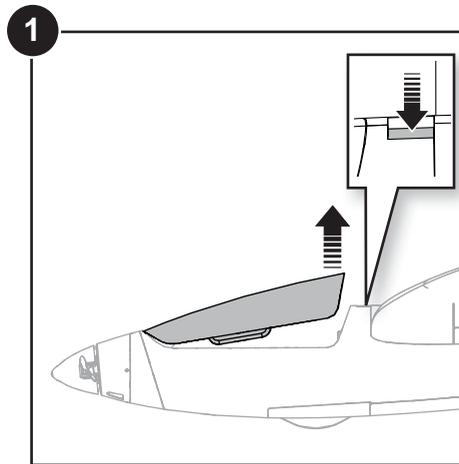


Installing the Flight Battery and Electronic Speed Control (ESC)

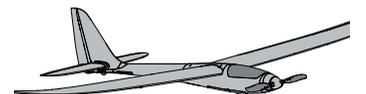
CAUTION: Always disconnect the Li-Po flight battery from the aircraft receiver when not flying to avoid over-discharging the battery. Batteries discharged to a voltage lower than the lowest approved voltage may become damaged, resulting in loss of performance and potential fire when batteries are charged.

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

In the event that the ESC needs to be replaced, it will be required that the replacement ESC be programmed for a 2 cell Li-Po, LVC cut off and full hard brake. Refer to the PKZ1814 ESC instruction manual.

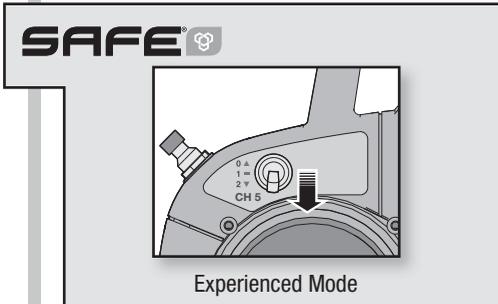


Keep upright, immobile and out of the wind for 5 seconds



Control Direction Test

Perform the Control Direction Test with the transmitter SAFE flight mode switch set to **Experienced** mode (position 2).

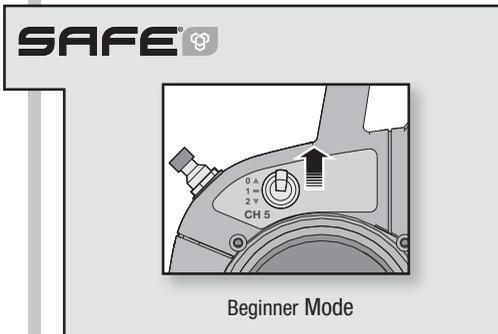


Restrain the aircraft so it does not escape your control while you are testing your transmitter controls.

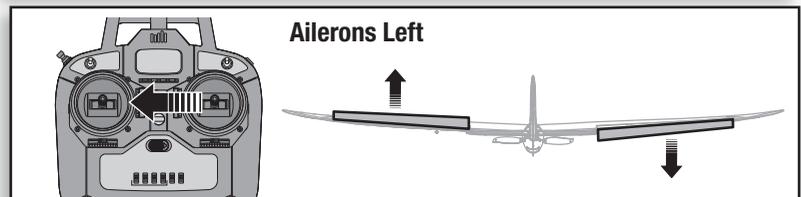
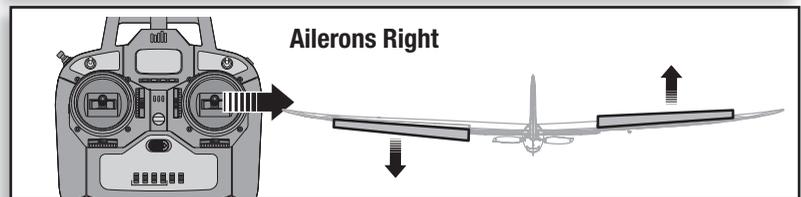
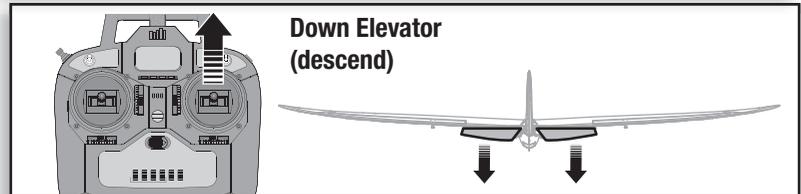
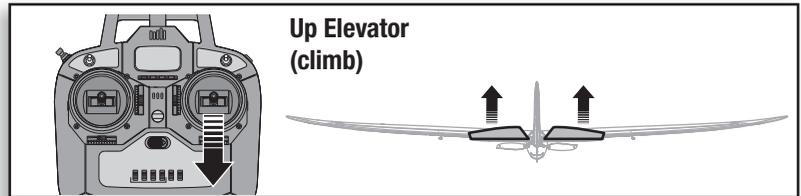
Move the sticks on the transmitter* to ensure the aircraft responds as shown.

If your model does not respond as shown, DO NOT FLY! Refer to the Troubleshooting Guide in this manual for more information. If you need more assistance, contact the appropriate Horizon Hobby Product Support department.

If the aircraft responds as shown, move the SAFE flight mode switch to **Beginner** mode (position 0) to prepare to fly.



* Mode 2 transmitter shown. For Mode 1, Elevator control is on the LEFT stick and Throttle control is on the RIGHT stick.



Flight Control

For smooth control of your aircraft, always make small corrections. All directions are described as if you were sitting in the aircraft.

When the aircraft's nose is pointing toward you, left aileron will bank and turn the aircraft left (your right while holding the transmitter).

- *Flying faster or slower:* When your aircraft is stable in the air, push the throttle stick up to make the aircraft go faster. Pull the throttle stick back to slow down. The aircraft will climb when the throttle is increased.
- *Elevator up and down:* Push the elevator stick forward to make the aircraft go down. Pull the elevator stick back to go up.
- *Banking right and left:* Move the aileron stick right to make the aircraft turn or "bank" to the right. Move the aileron stick left to bank left.
- *Rudder left and right:* Push the rudder stick left or right to steer the aircraft while on the ground. In the air, aileron is used for turning left or right.

For first flights, set the flight mode switch to Beginner Mode (position 0).

IMPORTANT: Even though SAFE technology is a very helpful tool, the aircraft still needs to be flown manually. If incorrect input is given at lower altitudes or at slower speeds, the aircraft can crash.

		Transmitter command		Aircraft Reaction
		Mode 1	Mode 2	
Elevator	Up Elevator Command			
	Down Elevator Command			
Aileron	Stick Right			
	Stick Left			
Rudder	Stick Right			
	Stick Left			

Trimming the Aircraft

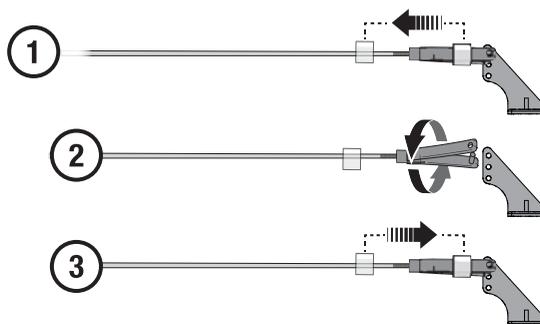
Manually Adjusting Trim

It is recommended that the SAFE flight mode switch is set to **Experienced mode** (position 2) before manually adjusting trim.

Perform manual adjustment of trim before increasing the throttle above 25% or the control surfaces will move when the aircraft is moved.

Return any trim setting on the transmitter to neutral by pushing the trim slider to the middle position, then adjusting the clevis on that control surface to position it the same as it was with the trim slider offset.

1. Remove the clevis from the control horn.
2. Turn the clevis (as shown) to lengthen or shorten the pushrod.
3. Close the clevis onto the control horn and slide the tube towards the horn to secure the clevis.



Adjusting Trim in flight

If your aircraft does not fly straight and level at half throttle with the steering stick at center, fly into the wind and move the trim sliders.

	Aircraft drift	Required Trim
Elevator		

	Aircraft drift	Required Trim
Rudder		

	Aircraft drift	Required Trim
Ailerons		

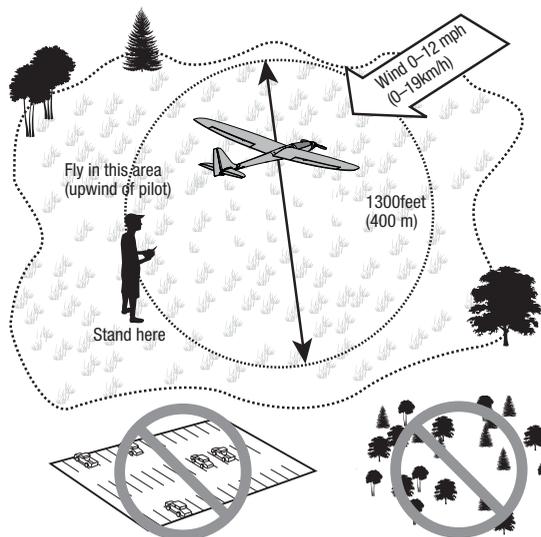
Choose a Flying Field

In order to have the most success and to protect your property and aircraft, it is very important to select a place to fly that is very open. Consult local laws and ordinances before choosing a location to fly your aircraft.

The site should:

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

Remember, your aircraft can reach significant speeds when flying and can cover ground quickly. Plan on flying in an area that gives you more space than you think you need, especially with first flights.



Range Test

Before each flying session, and especially with a new model, you should perform a range check. The DX4e incorporates a range testing system. Placing the transmitter in RANGE CHECK mode reduces the output power, allowing a range check.

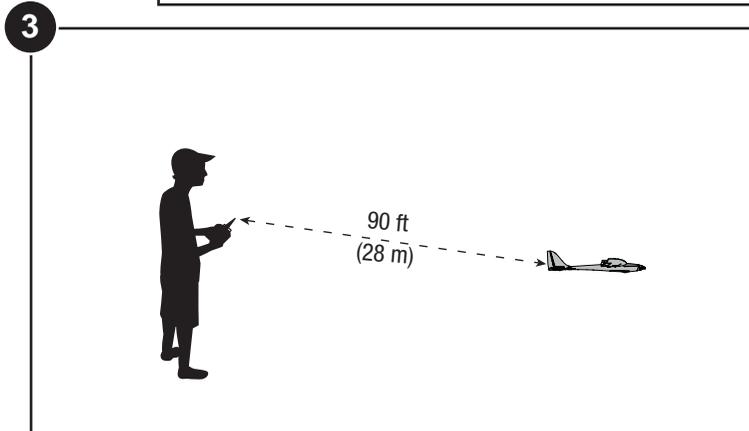
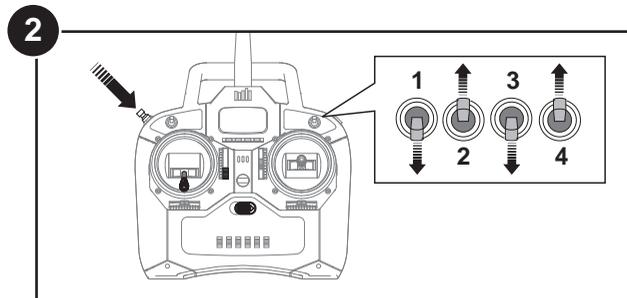
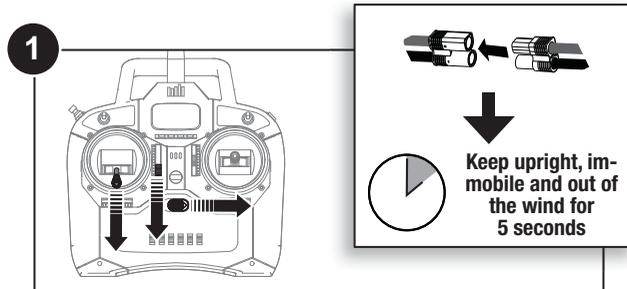
1. Power on the transmitter for 5 seconds or more with the throttle stick and trim low. Plug in the aircraft battery and keep the aircraft immobile for 5 seconds.
2. Face the model with the transmitter in your normal flying position. **Push and hold the BIND/Panic button while toggling the HI/LO Rate switch four times.** The LEDs will flash and the alarm will sound. The system is in range check mode.

IMPORTANT: You must hold the BIND/Panic button during the entire range check process. Releasing the button will exit the range check mode.

3. With the system powered on and the model restrained on the ground*, stand 28 meters (90 feet) away from the model.

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

4. Move the transmitter rudder, elevator, aileron and throttle controls to ensure they operate smoothly at 28 meters (90 feet).
5. If control issues exist, do not attempt to fly. Refer to the contact table at the end of this manual to contact Horizon Hobby product support. Also, see the Spektrum website for more information.



CAUTION: While holding the aircraft during the Range Test, always keep body parts and loose items away from the propeller. Failure to do so could cause personal injury.

Preflight Checklist		✓
1.	Find a safe and open area.	
2.	Charge flight battery.	
3.	Install fully charged flight battery in aircraft.	
4.	Make sure linkages move freely.	
5.	Perform Control Direction Test.	
6.	Perform SAFE Control Direction Test.	
7.	Perform a Range Check.	
8.	Plan flight for flying field conditions.	
9.	Set a flight timer for 8-10 Min.	
10.	Have fun!	

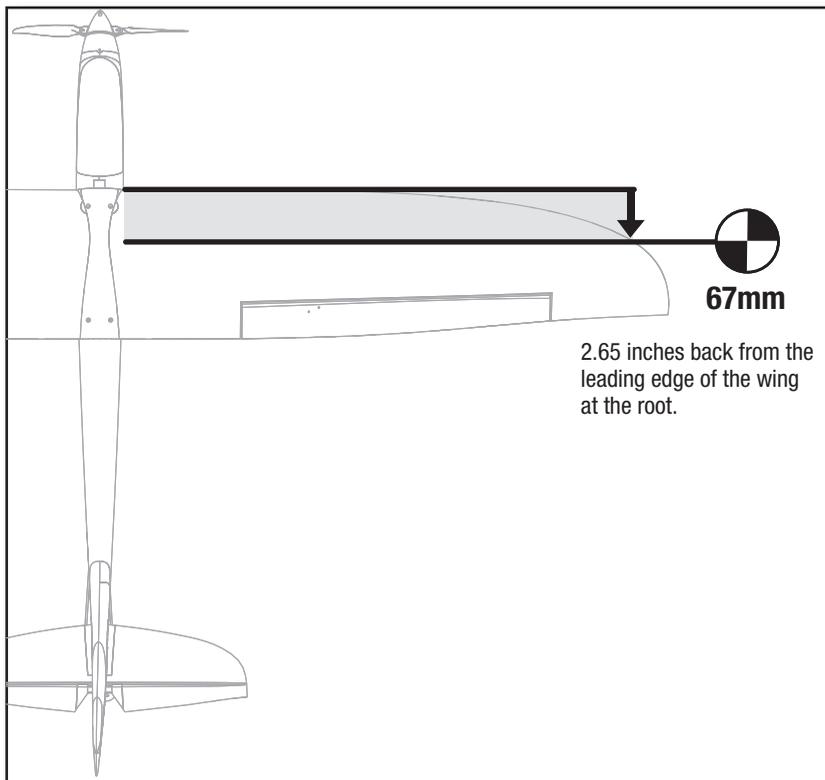
Center of Gravity (CG)

An aircraft with correct CG has its weight balanced on the center of the aircraft for safe, stable flight.

Tip: Balance the aircraft on your fingertips near the fuselage under the wings.

- If the nose goes down, move the flight battery back until the aircraft balances.
- If the nose goes up, move the flight battery forward until the aircraft balances.

Adjust the battery position as needed.



Flying

SAFE Technology Flight Modes

Beginner Mode:

- Pitch (nose up and down) and Roll (wing tips up and down) angles are limited to help you keep the aircraft airborne.
- Self-Leveling

Intermediate Mode:

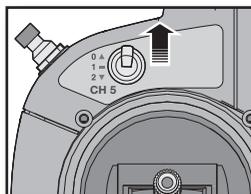
- Same as beginner mode, with greater pitch control.
- Switch to beginner mode and release the control sticks for self-leveling, or press the Panic Button.

Experienced Mode:

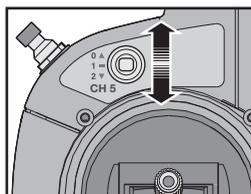
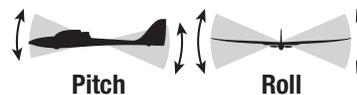
- Unlimited Flight Envelope.
- Switch to beginner mode and release the control sticks for self-leveling, or press the Panic Button.

Panic Recovery Mode

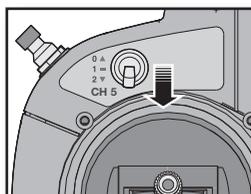
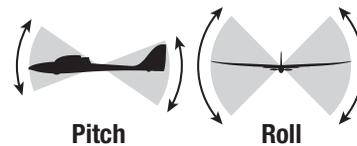
If you feel you have lost control in any mode, hold the Panic Recovery button. The SAFE® technology will return the aircraft to a stable attitude (wings level with a slight climb). Always fly at a safe altitude, as Panic Recovery may cause the aircraft to lose some altitude when leveling the wings. Release the Panic Recovery button to turn off Panic mode and return to the current SAFE flight mode.”



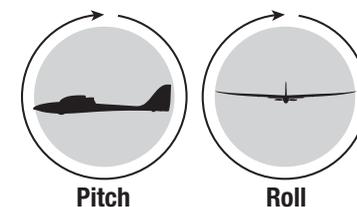
Beginner Mode
(Switch Position 0)



Intermediate Mode
(Switch Position 1)



Experienced Mode
(Switch Position 2)



NOTICE: If the aircraft is upside down when the self-leveling is applied, sufficient altitude is required for the aircraft to return to straight and level flight.

Takeoff

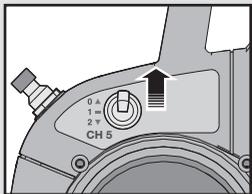
Hand Launch

Hand launch in Beginner mode for first flights. Get help to hand launch your aircraft so you can concentrate on flying. If you must hand launch the aircraft alone, hold the model in your dominant hand and the transmitter in your other hand. An optional neck strap (SPMP610, sold separately) can help you hold the transmitter.

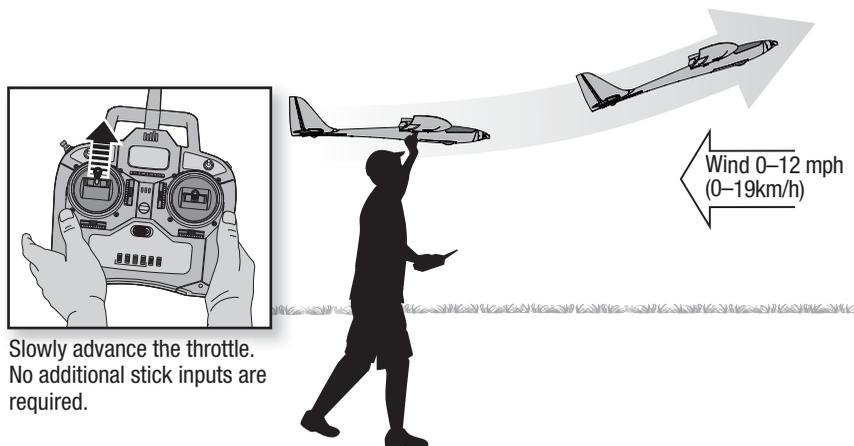
SAFE

Easy Launching

Launching is easier in Beginner mode. Increase the throttle to 100% and launch the aircraft. When the aircraft is up where you want to fly, decrease the throttle to 50–60%.



Beginner Mode



Slowly advance the throttle. No additional stick inputs are required.

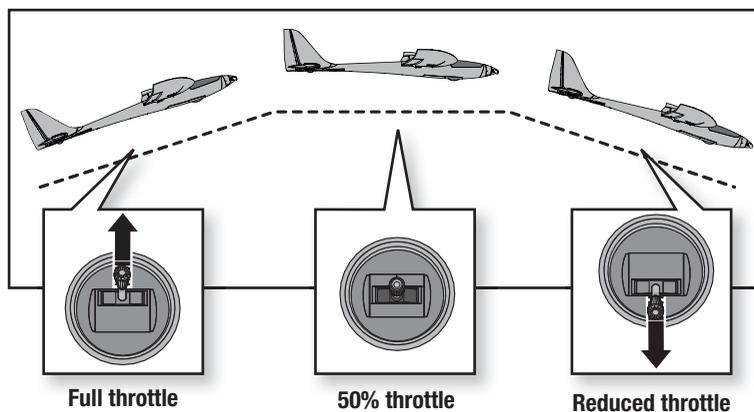
In flight

In Beginner mode, when properly trimmed, your aircraft will climb at full throttle without use of the elevator stick.

1. Let the aircraft climb at full throttle, into the wind, until the aircraft gets about 300 feet (91m) above the ground, then decrease the throttle to half (50%).
2. Make small and gentle stick movements to see how the aircraft responds.

Flying with the nose pointed toward you is one of the hardest things to do when learning to fly. Practice flying in large circles high off the ground.

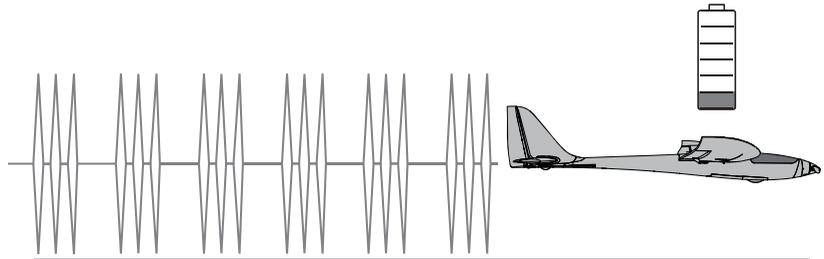
If you lose orientation of the aircraft, release both sticks and the aircraft will return to level flight. If in Intermediate or Experienced Mode, switch to Beginner Mode and then release both sticks.



Low Voltage Cutoff (LVC)

LVC is a mechanism built into your ESC to protect the battery from over-discharge. When the battery charge is too low, LVC limits power supplied to the motor. The aircraft will begin to slow and you will hear the motor pulse. When the motor power decreases, land the aircraft immediately and recharge the flight battery.

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.



NOTICE: Repeated flying to LVC will damage the battery.

Prolong the life of your Battery

- Before storage, charge your battery to about half capacity. Capacity decreases with use and age.
- During storage, ensure the charge does not fall below 3V per cell.

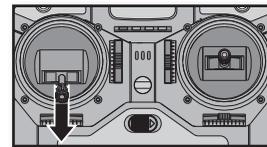
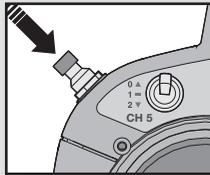
Landing

Land the aircraft in Beginner mode.

SAFE

Easy Landing

Landing is easier if you hold the Panic Recovery button. Line up for your landing, decrease the throttle to 0% and press and hold the Panic Recovery button. The aircraft will glide down wings level with the nose up (flared) for landing.



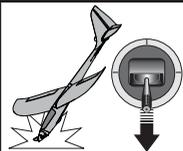
Descends at 0% throttle



NOTICE: If a crash is imminent, reduce the throttle. Failure to do so could result in extra damage to the airframe, as well as damage to the receiver and motor.

NOTICE: Crash damage is not covered under warranty.

WARNING



Always decrease throttle at propeller strike.



CAUTION: Never catch a flying aircraft in your hands. Doing so could cause personal injury and damage to the aircraft.

Important! Due to the efficient nature of the Conscendo S, the airplane can be difficult to land in a small area. Plan the landing to allow enough room for approach and allow space if the airplane does not descend as fast as intended.

Post Flight

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.

Post Flight Checklist

Post Flight Checklist	✓
1. Disconnect flight battery from the aircraft. (Required for Safety)	
2. Remove flight battery from the aircraft.	
3. Power off transmitter.	
4. Recharge flight battery.	
5. Repair or replace all damaged parts.	
6. Store flight battery apart from the aircraft and monitor the battery charge.	
7. Make note of flight conditions and flight plan results, planning for future flights.	

Service of Power Components

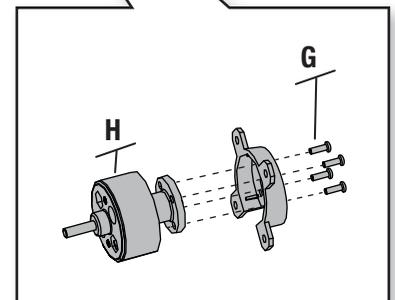
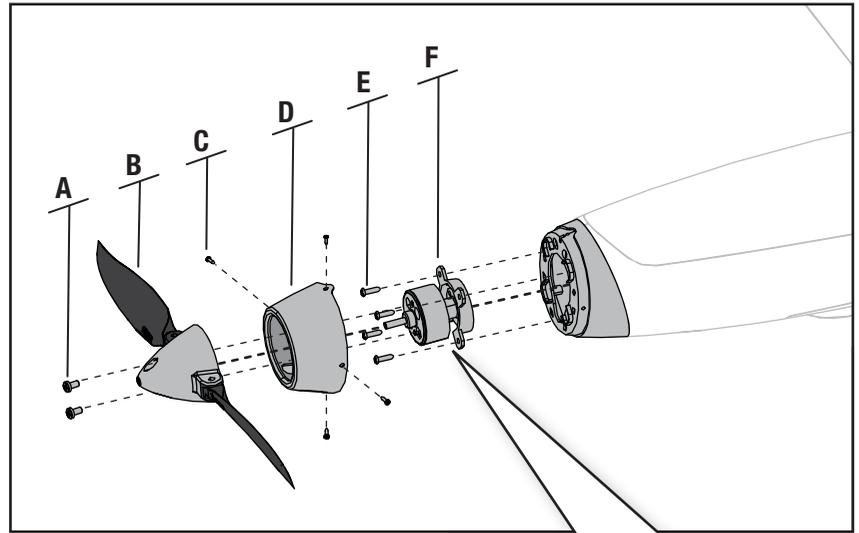
CAUTION: Always disconnect the flight battery from the model before removing the propeller.

Disassembly

1. Remove the 2 screws (A) and spinner-prop unit (B) from the motor.
2. Carefully remove the 4 screws (C) and cowling (D) from the fuselage.
3. Remove the 4 screws (E) and x-mount (F) with the motor from the fuselage.
4. Disconnect the motor connectors from the ESC connectors.
5. Remove the 4 screws (G) to separate the X-mount (H) from the motor (H).
6. Assemble in reverse order.

Assembly Tips

- Correctly align and connect the motor wire colors with the ESC wires.
- Ensure that all screws are tight and secure.



Service and Repair

NOTICE: If you replace the receiver, install the new receiver in the same orientation and manner as the original receiver or damage may result.

Thanks to the Z-Foam™ material in the wing and fuselage of this aircraft, repairs to the foam can be made using virtually any adhesive (hot glue, regular CA (cyanoacrylate adhesive), epoxy, etc).

Trouble Shooting Guide

Problem	Possible Cause	Solution
Aircraft oscillates	Loose or damaged propeller, shaft or motor	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 propeller, spinner or servo)
Trim is at extreme and aircraft does not fly straight or level	Trim is not at neutral	If you need to adjust trim more than 8 clicks, return the trim to neutral and manually adjust the clevis to mechanically remove trim
Trim change when flight mode is switched	Receiver did not save trim setting	After adjusting transmitter trim in the air or on the ground, do not touch the control sticks for 2 seconds
Aircraft will not respond to throttle but responds to other controls	Throttle not at lowest position or throttle trim too high	Reset controls with throttle stick and throttle trim at lowest setting
	Throttle channel is reversed	Reverse throttle channel on transmitter
	Motor disconnected from Receiver/ESC	Make sure motor is connected to the Receiver/ESC
Extra propeller noise or extra vibration	Damaged propeller, shaft or motor	Replace damaged parts
	Propeller is out of balance	Balance or replace propeller
Reduced flight time or aircraft underpowered	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
Aircraft will not Bind (during binding) to transmitter. Refer to the transmitter manual for binding instructions	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
	Flight battery/transmitter battery charge is too low	Replace/recharge batteries
	The bind plug is not installed correctly in the bind port	Install bind plug in bind port and bind the aircraft to the transmitter
	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. Refer to the transmitter manual for binding instructions	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
	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
	Flight battery charge is low	Fully recharge flight battery
	Receiver is damaged	Replace Receiver
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	Normal 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.

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, (vi) Product not compliant with applicable technical regulations, or (vii) use that violates any applicable laws, rules, or regulations.

OTHER THAN THE EXPRESS WARRANTY ABOVE, HORIZON MAKES NO OTHER WARRANTY OR REPRESENTATION, AND HEREBY DISCLAIMS ANY AND ALL IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

Purchaser's Remedy

Horizon's sole obligation and purchaser's sole and exclusive remedy shall be that Horizon will, at its option, either (i) service, or (ii) replace, any Product determined by Horizon to be defective. Horizon reserves the right to inspect any and all Product(s) involved in a warranty claim. Service or replacement decisions are at the sole discretion of Horizon. Proof of purchase is required for all warranty claims. SERVICE OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

Limitation of Liability

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY, REGARDLESS OF WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, TORT, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER THEORY OF LIABILITY, EVEN IF HORIZON HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law

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

WARRANTY SERVICES

Questions, Assistance, and Services

Your local hobby store and/or place of purchase cannot provide warranty support or service. Once assembly, setup or use of the Product has been started, you must contact your local distributor or Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please visit our website at www.horizonhobby.com, submit a Product Support Inquiry, or call the toll free telephone number referenced in the Warranty and Service Contact Information section to speak with a Product Support representative.

Inspection or Services

If this Product needs to be inspected or serviced and is compliant in the country you live and use the Product in, please use the Horizon Online Service Request submission process found on our website or call Horizon to

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

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

Warranty Requirements

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

Non-Warranty Service

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

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

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/	4105 Fieldstone Rd Champaign, Illinois, 61822 USA
	Horizon Product Support (Product Technical Assistance)	www.quickbase.com/db/bghj7ey8c?a=GenNewRecord 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

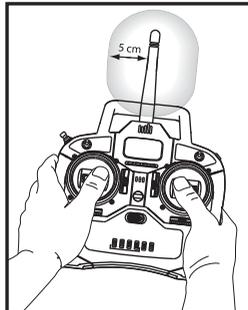
Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

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.

Antenna Separation Distance

When operating your transmitter, please be sure to maintain a separation distance of at least 5 cm between your body (excluding fingers, hands, wrists, ankles and feet) and the antenna to meet RF exposure safety requirements as determined by FCC regulations.



This illustration shows the approximate 5 cm RF exposure area and typical hand placement when operating your transmitter.

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.

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.

Compliance Information for the European Union



HBZ Conscendo S BNF (HBZ8680)

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, EMC and LVD Directives.

HBZ Conscendo S RTF (HBZ8600)

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, EMC and LVD Directives.

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

Replacement Parts • Ersatzteile • Pièces de rechange • Pezzi di ricambio

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
HBZ8601	Fuselage w/Pushrods: Conscendo S	Rumpf mit Gestänge: Conscendo S	Conscendo S - Fuselage avec tringleries	Fusoliera con aste di comando: Conscendo S
HBZ8602	Wing Set: Conscendo S	Flügelset: Conscendo S	Conscendo S - Set d'ailes	Set ali: Conscendo S
HBZ8603	Horizontal Tail: Conscendo S	Höhenleitwerk: Conscendo S	Conscendo S - Stabilisateur	Piani di coda: Conscendo S
HBZ8604	Hatch Set: Conscendo S	Empfängerfach-Satz: Conscendo S	Conscendo S - Trappe	Set sportello: Conscendo S
HBZ8605	Pushrod Set: Conscendo S	Gestängesatz: Conscendo S	Conscendo S - Set de tringlerie	Set aste di comando: Conscendo S
HBZ8606	Decal Sheet: Conscendo S	Hobbyzone Conscendo S : Dekorbogen	Planche de décoration: Conscendo S	Set adesivi: Conscendo S
HBZ8607	Prop and Spinner : Conscendo S	Propeller und Spinner: Conscendo S	Conscendo S - Cône et hélice	Elica e ogiva: Conscendo S
HBZ8608	Cowl, motor mount and screws: Conscendo S	Motorhaube, Motorhalterung und Schrauben: Conscendo S	Conscendo S - Capot, support moteur et vis	Naca, supporto motore e viti: Con- scendo S
SPMAR636A	Receiver: AR636 SAFE	Empfänger: AR636 SAFE-Empfänger	Récepteur AR636 avec SAFE	Ricevente: Conscendo S
EFLC3125	2-Cell DC Balancing Li-Po Charger	Hobbyzone 2S Lipo Balance Lader	Chargeur équilibrer LI-Po DC 32	Caricabatterie per 2 celle LiPo con bilanciatore
EFLB13002S20	1300mAh 2S 7.4V 20C Li-Po, 16 AWG EC3 Battery	Parkzone 7.4V 1300mAh LiPo Bat m.EC3	Batterie LI-Po 7.4V 2S 1300mA 20C, prise EC3	Batteria 1300mAh 2S 7.4V 20C Li-Po, 16 AWG EC3
PKZ1081	SV80 Servo (long lead): T-28 Ailerons	SV80 Servo mit langem Kabel	Servo SV80 (câble long) : Ailerons T-28	Servo SV80 (terminale lungo): Alettoni T-28
PKZ1080	SV80 Servo (short lead): Elevator and Rudder	SV80-Servo (kurzes Kabel): Höhen- und Seitenruder	Servo SV80 fils court: Profondeur et dérive	SV80 servocomando (a corsa breve): elevatore e direzionale
PKZ1814	18A Brushless ESC	Parkzone 18A Regler	Contrôleur brushless 18A	18A Brushless ESC
EFLA112	AC Power Supply	Hobbyzone Netzteil	Alimentation secteur	Alimentatore AC (220V)
PKZ6316	370 Brushless Outrunner Motor, 1300Kv	Parkzone BI Außenläufer 1300Kv	Moteur brushless 370 à cage tournante, 1300Kv	370 Motore brushless a cassa rotante, 1300Kv
EFLAEC313	EC3 Device To EC2 Battery 3", 18 AWG	EC3-Gerät an EC2-Akku 3" (7,6 cm), 18 AWG	Adaptateur Contrôleur EC3 vers batterie EC2, longueur 76mm, diam 1mm	EC3 dispositivo a EC2 batteria 3" 18 AWG

Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
SPMP610	Neck Strap	Spektrum Sendergurt	Sangle de cou	Cinghia per collo
EFLA111	Li-Po Cell Voltage Checker	E-flite Li-Po Cell Volt Checker	Testeur de tension pour batterie li-Po	Voltmetro per celle LiPo
EFLA250	Park Flyer Tool Assortment, 5 pc	E-flite Park Flyer Werkzeugsorti- ment, 5 teilig	Assortiment d'outils pour park- flyer, 5 pièces	Assortimento attrezzi per Park Flyer
DYN1405	Li-Po Charge Protection Bag, Large	Dynamite LiPoCharge Protection Bag groß	Sac de charge Li-Po, grand modèle	Busta protezione grande per LiPo
DYN1400	Li-Po Charge Protection Bag, Small	Dynamite LiPoCharge Protection Bag klein	Sac de charge Li-Po, petit modèle	Busta protezione piccola per LiPo
RTM50R4400	Phoenix R/C Pro Simulator V5.0 w/DX4e Mode 2	Phoenix R/C Pro Simulator V5.0 m. DX4e	Simulateur Phoenix V5 avec DX4e mode 2	Phoenix R/C Pro simulatore V5.0 w/ DX4e Mode 2
RTM5000	Phoenix R/C Pro Simulator V5.0	Phoenix R/C Pro Simulator V5.0	Simulateur Phoenix V5	Phoenix R/C Pro simulatore V5.0
	DX5e DSMX 5-Channel Trans- mitter	Spektrum DX5e DSMX 5 Kanal Sender ohne Empfänger	Emetteur DX5e DSMX 5 voies	DX5e DSMX Trasmettitore 5 canali
	DX6i DSMX 6-Channel Trans- mitter	Spektrum DX6i DSMX 6 Kanal Sender ohne Empfänger	Emetteur DX6i DSMX 6 voies	DX6i DSMX Trasmettitore 6 canali
	DX6 DSMX 6-Channel Trans- mitter	Spektrum DX6 DSMX 6 Kanal Sender ohne Empfänger	Emetteur DX6 DSMX 6 voies	DX6 DSMX Trasmettitore 6 canali
	DX7 DSMX 7-Channel Trans- mitter	Spektrum DX7 DSMX 7 Kanal Sender ohne Empfänger	Emetteur DX7 DSMX 7 voies	DX7 DSMX Trasmettitore 7 canali
	DX9 DSMX 9-Channel Trans- mitter	Spektrum DX9 DSMX 9 Kanal Sender ohne Empfänger	Emetteur DX9 DSMX 9 voies	DX9 DSMX Trasmettitore 9 canali
	DX18 DSMX 18-Channel Transmitter	Spektrum DX18 DSMX 18 Kanal Sender ohne Empfänger	Emetteur DX18 DSMX 18 voies	DX18 DSMX Trasmettitore 18 canali



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Patents Pending

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