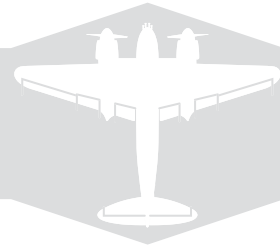




parkzone®



DH 98 Mosquito Mk VI



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



NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, Inc. 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, Inc. 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.

WARNING AGAINST COUNTERFEIT PRODUCTS: If you ever need to replace your Spektrum receiver found in a Horizon Hobby product, always purchase from Horizon Hobby, Inc. or a Horizon Hobby authorized dealer to ensure authentic high-quality Spektrum product. Horizon Hobby, Inc. 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.

Age Recommendation: Not for children under 14 years. This is not a toy.

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.

The DH 98 Mosquito MK VI

This outstanding replica of the Mosquito Mk VI has been engineered to fly every bit as good as it looks. Its twin brushless motors deliver impressive speed and climb performance that perfectly complement the smooth, balanced control response. If this is your first twin motor park flyer, you'll find the counter-rotating propellers help make tracking during takeoff and landing rollout much easier too.

Before you launch, though, you must take a little time to read this manual. It contains important information about assembly, recommended dual rates, installation of option parts and much more. There's also a handy trouble shooting guide. It's all here to make sure your first flight, and every one after, is the best it can be.

Box Contents

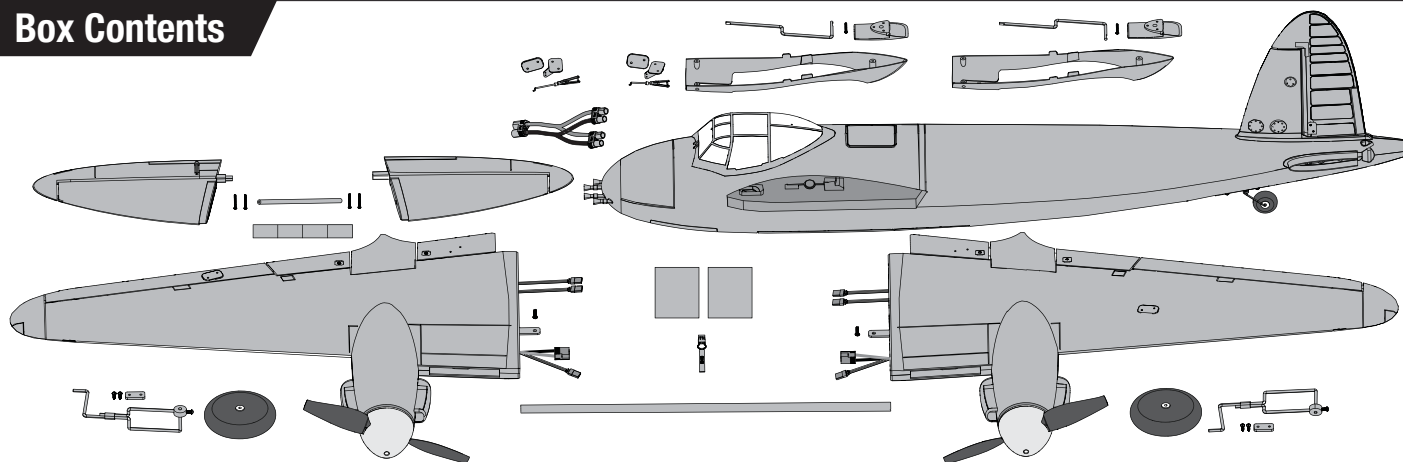
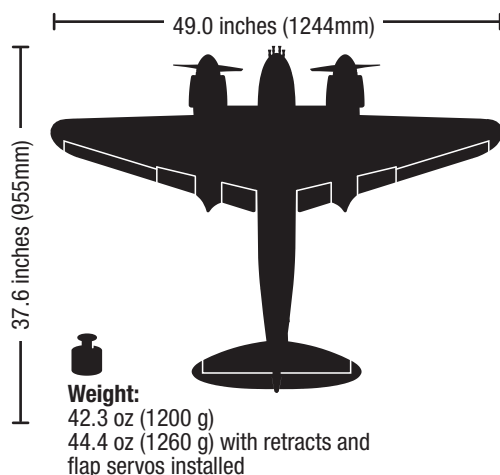


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Specifications



BNF BIND-N-FLY™ BASIC	PNP PLUG-N-PLAY™		
Installed	Installed		Motor: (2) 370 Brushless Outrunner Motor, 1300Kv (PKZ6116)
Installed	Installed		ESC: (2) 18A Brushless ESC (PKZ1814)
Installed	Installed		(2) Aileron Servos (PKZ1081) (1) Rudder Servo (1) Elevator Servo (PKZ1090)
Installed	Needed to Complete		Receiver: Spektrum™ AR610 6-Channel DSMX Aircraft Receiver
Needed to Complete	Needed to Complete		Battery: 11.1V 3S 2200mAh 25C Li-Po (PKZ1029)
Needed to Complete	Needed to Complete		Battery Charger: 300mA–2.0A 2- to 3-cell Li-Po battery charger (PKZ1040)
Needed to Complete	Needed to Complete		Recommended Transmitter: Full-Range 4-Channel (or more) 2.4GHz with Spektrum™ DSM2®/DSMX® technology.

Transmitter and Receiver Binding

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

Bind Plug Installation



✓ Binding Procedure Reference Table

- | | |
|-----|---|
| 1. | Read the transmitter instructions for binding to a receiver (location of transmitter's Bind control). |
| 2. | Make sure the transmitter is powered OFF. |
| 3. | Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim).* |
| 4. | Install a bind plug in the receiver bind port. |
| 5. | Connect the flight battery to the single connector of the ESC Y-harness. The ESCs will produce a series of sounds. One long tone, then two short tones confirm that the LVC is set for the ESCs. |
| 6. | The receiver LED will begin to flash rapidly. |
| 7. | Power ON the transmitter while holding the transmitter bind button or switch. Refer to your transmitter's manual for binding button or switch instructions. |
| 8. | When the receiver binds to the transmitter, the light on the receiver will turn solid and the ESCs will produce a series of three ascending tones. The tones indicate the ESCs are armed, provided the throttle stick and throttle trim are low enough to trigger arming. |
| 9. | Remove the bind plug from the bind port. |
| 10. | Safely store the bind plug (some owners attach the bind plug to their transmitter using two-part loops and clips). |
| 11. | The receiver should retain the binding instructions received from the transmitter until another binding is done. |

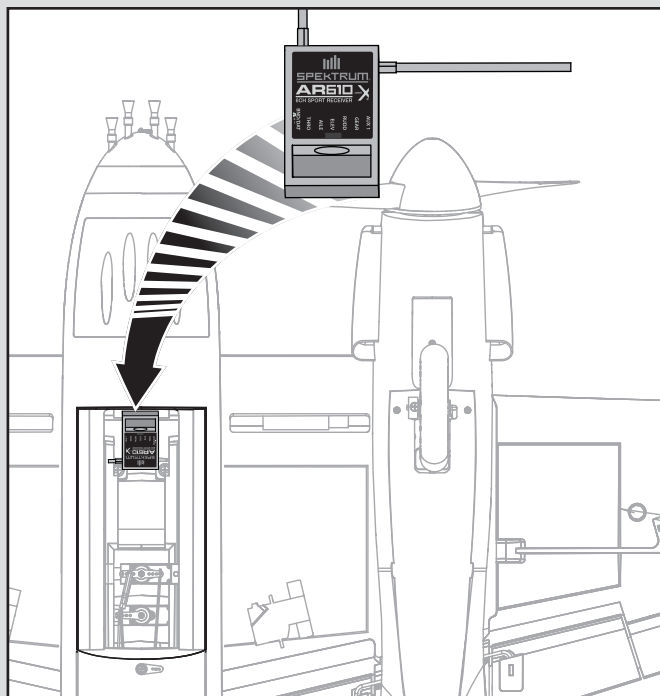
* The throttle will not arm if the transmitter's throttle control is not put at the lowest position. If you encounter problems, follow the binding instructions and refer to the transmitter troubleshooting guide for other instructions. If needed, contact the appropriate Horizon Product Support office.



Receiver Selection and Installation

A 4-channel or greater radio system is required for the PNP aircraft out of the box. If optional flaps and retracts are installed, a 6-channel or greater radio system is required.

1. Install your park flyer or full range receiver in the fuselage using hook and loop tape or double-sided servo tape.
2. Attach the elevator and rudder servo connectors to the appropriate channels of the receiver.
3. Attach the aileron Y-harness to the aileron channel of the receiver.
4. Attach the ESC connector to the throttle channel of the receiver.



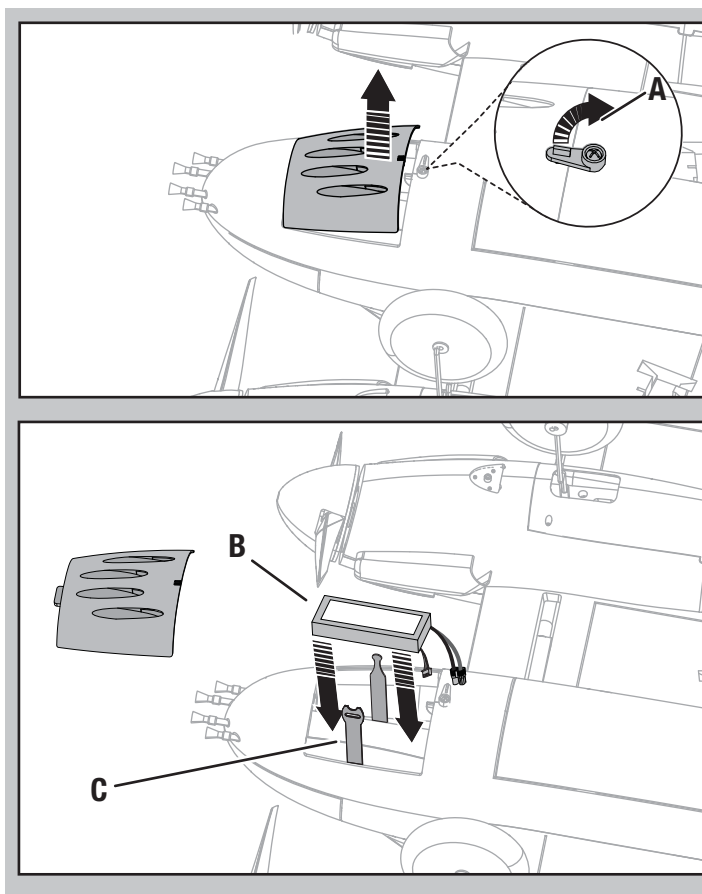
Battery Installation

1. Turn the latch (A).
2. Lift the back of the battery hatch and pull backwards to remove the battery hatch.
3. Install the fully charged battery (B) in the battery compartment with the end of the battery against the front wall of the battery compartment. See the Adjusting the Center of Gravity instructions for more information.
4. Make sure the flight battery is secured using the hook and loop strap (C).
5. Reinstall the battery hatch. Push the rear of the battery hatch securely to ensure the latch is fully engaged.

CAUTION: Always disconnect the Li-Po 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.

Battery Selection

- We recommend the ParkZone 2200mAh 11.1V 3S Li-Po battery (PKZ1029).
- If using another battery, the battery must be at least a 2200mAh 25C battery.
- Your battery should be approximately the same capacity, dimensions and weight as the ParkZone Li-Po battery to fit in the fuselage without changing the center of gravity a large amount.



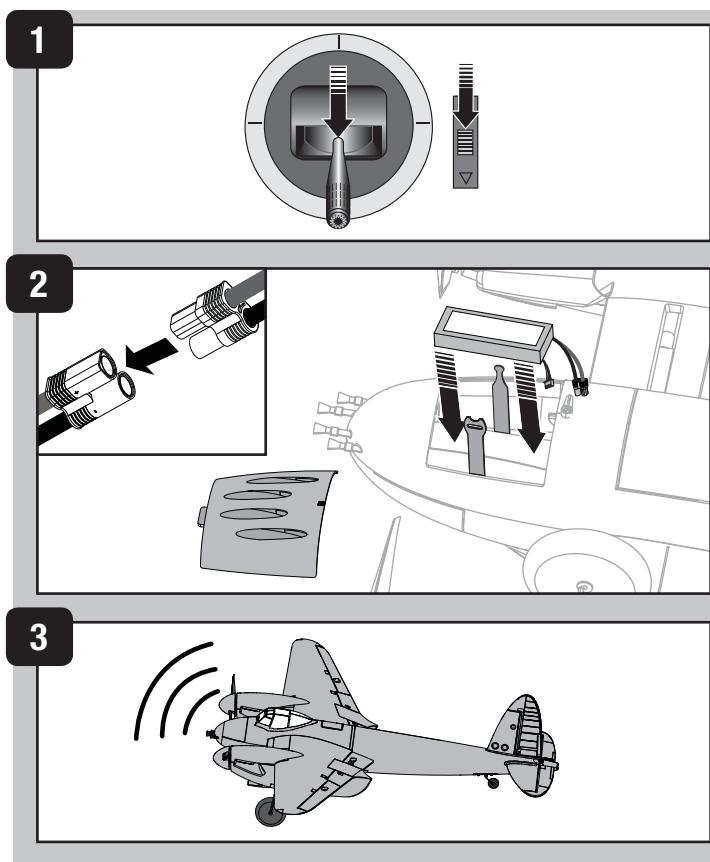
ESC and Receiver Arming

Arming the ESCs also occurs after binding as previously described, but subsequent connection of a flight battery requires the steps below.

IMPORTANT: The ESCs in this aircraft arm together as a single ESC.

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

1. Power ON the transmitter and lower the throttle and throttle trim to their lowest settings.
DO NOT connect the battery while the throttle stick is at full or the ESCs will go into programming mode. If a musical tone sounds after 5 seconds, immediately disconnect the battery, then lower the throttle.
2. Remove the battery hatch and install the fully charged battery in the battery compartment using the hook and loop strip, then connect the battery to the ESC Y-harness.
3. When power is applied to the ESCs:
 - A) The ESCs will sound 3 tones to indicate the Low Voltage Cutoff (LVC) is set for the connected 3-cell battery pack.
Refer to the LVC portion of the Flying Tips and Repairs section for more information.
 - B) An LED will light on the receiver.





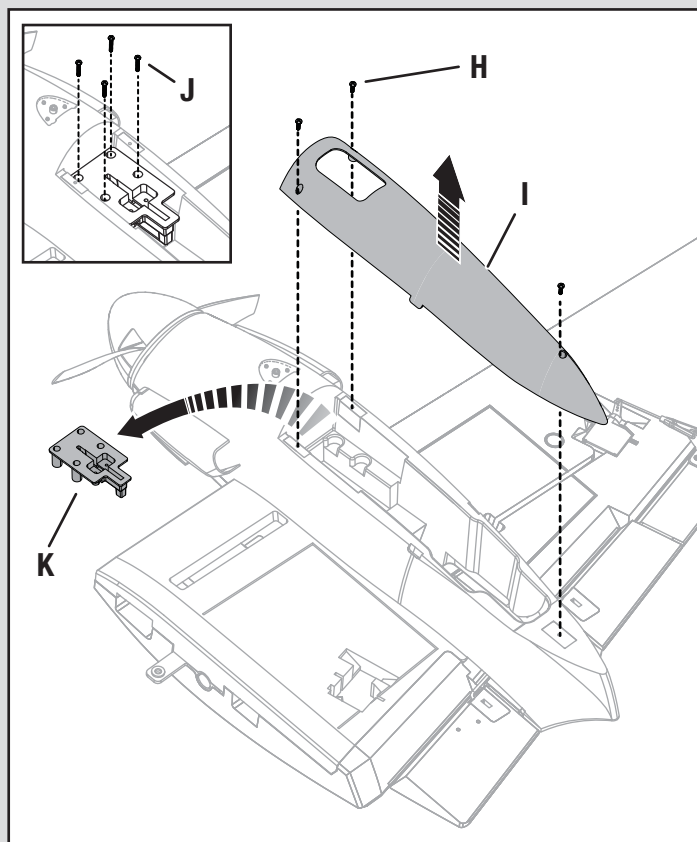
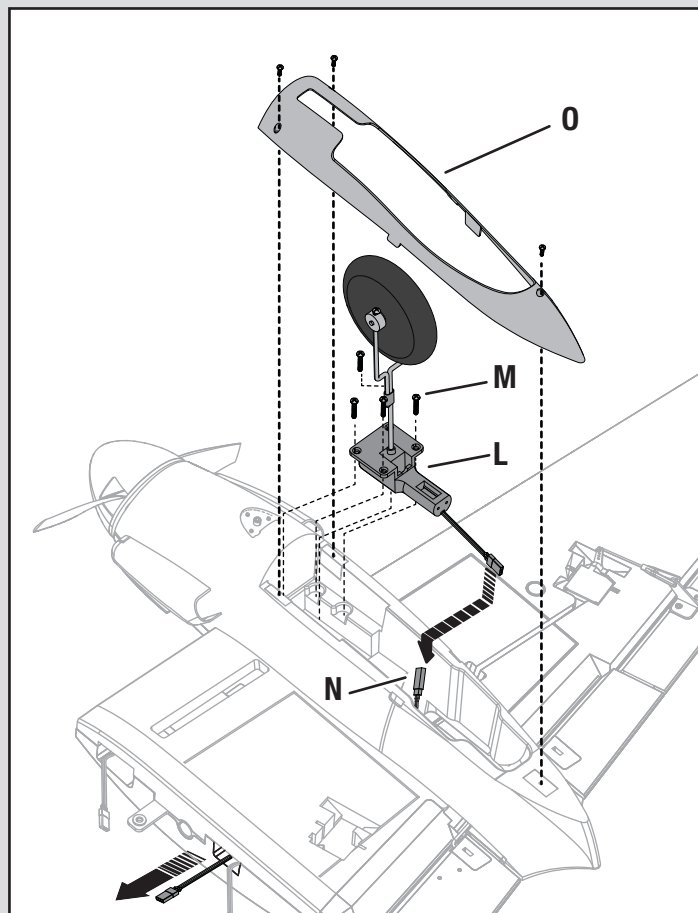
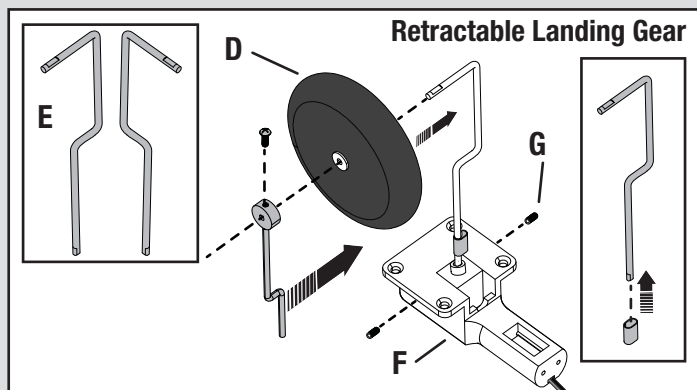
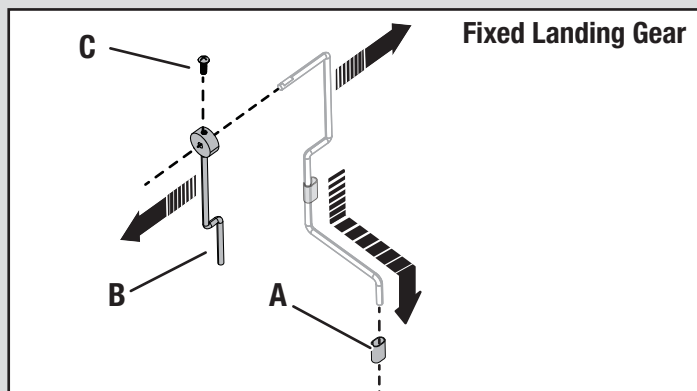
We recommend installing the E-flite electric retracts (optional) in the wing before installing the wing on the fuselage.

OPTIONAL E-flite Retractable Landing Gear (EFLG100, sold separately)

1. Remove the tubes (A), inside struts with wheel collars (B) and screws (C) from the fixed left and right struts.
2. Install the wheels (D), inside struts with wheel collars, tubes, and screws on the retract struts (E).
3. Install the included left and right retract struts in the optional retracts (F) using the set screws (G).
4. Remove 3 screws (H), the fixed landing gear cover (I), 4 screws (J) and the fixed gear mount (K) from each engine nacelle.
5. Install the retracts (L) in the wing using 8 screws (M) (4 per side) removed from the fixed gear mounts.
6. Connect two servo extensions (PKZ5403) (N) to the retract and push the extension connectors through the channels in the wing and out the holes used by the aileron connectors.

Tip: Ensure the extended landing gear wheels have no toe-in or toe-out for proper ground handling.

7. Install the retract covers (O) on the nacelles by using the 6 screws from the fixed landing gear covers.
8. Connect the servo extension connectors to a Y-harness in the fuselage.
9. Connect the Y-harness to the GEAR channel of the receiver.
10. Do a control test of the retracts using your transmitter. During operation, adjust parts so the retracts are not blocked. Tighten the screws in the wheel collars, using threadlock when needed.

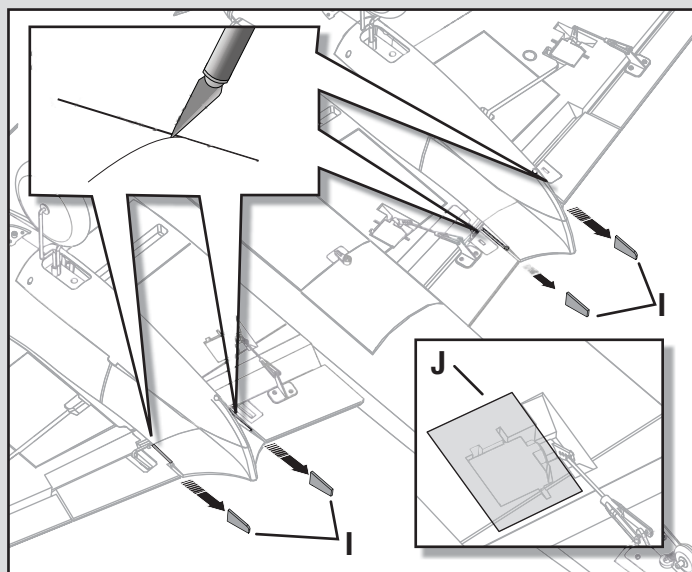
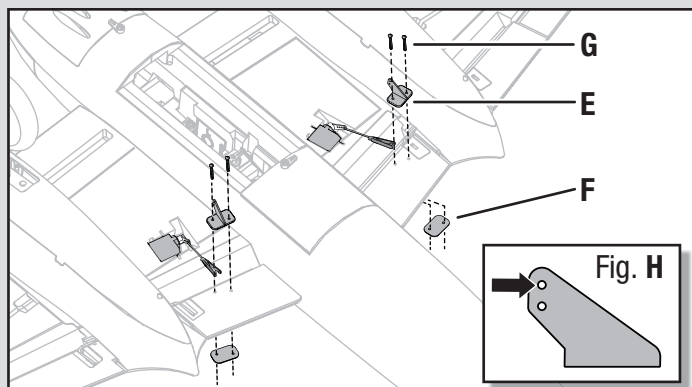
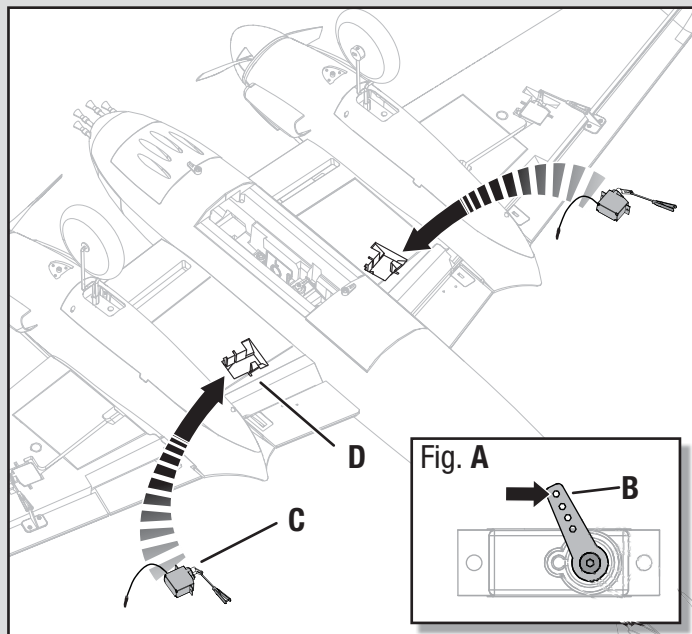




We recommend installing the Flaps (optional) in the wing before installing the wing on the fuselage.

OPTIONAL Flap Installation

1. Carefully cut the tape over each flap servo pocket so the paint is not damaged.
2. Install the flap servo connectors in the servo pockets, through the wings and out the holes used by the aileron servo wires
3. Remove and re-attach the servo arms so they are positioned as shown (Fig. A)
4. Install the push rods in the outermost holes of the servo arms (B)
5. Install the left and right flap servos (C) (PKZ1081 x 2, sold separately) in the pockets (D) using hot glue or double-sided tape.
6. Install the control horns (E) and plates (F) on the wing using 2 screws (G) in each horn.
7. Install the clevis end of the pushrod to the outermost hole of the control horn as shown (Fig. H).
8. On both flaps, carefully cut a small amount of foam (I) at the flap and engine nacelles so the flap moves freely (see illustration).
9. Place the included tape (J) over the installed flap servos. Do not block the servo arms from moving freely.
10. Attach the flap servo connectors to a Y-harness (PKZ1063, sold separately) in the fuselage.
11. Connect the Y-harness to the AUX1 port of the receiver.
12. Do a control test of the flaps using the transmitter.



	1/2 or Takeoff	Full
Flap Down	15mm down	30mm down

Wing Installation

1. Turn the latch (A) and carefully remove the hatch (B) from the fuselage.
2. Slide the wing tube (C) into the fuselage.



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

3. Install the left and right wing (D and E) over the wing tube and into the wing slot of the fuselage while inserting the connectors through the provided holes.
4. Secure the wings in the fuselage using 2 screws (F).
5. Install the ESC battery Y-harness (G) in the fuselage so the battery connector is in the aircraft's battery compartment.

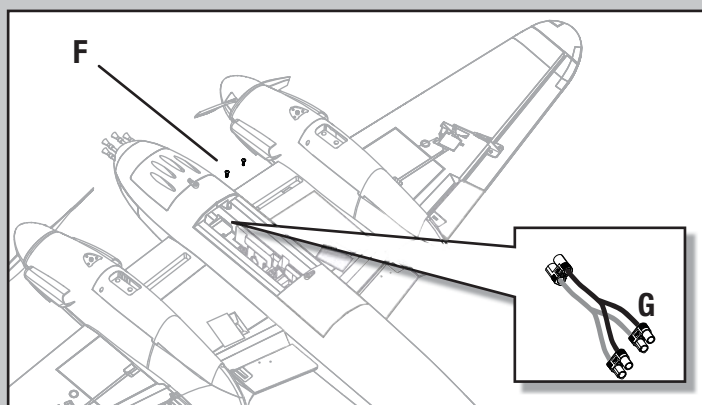
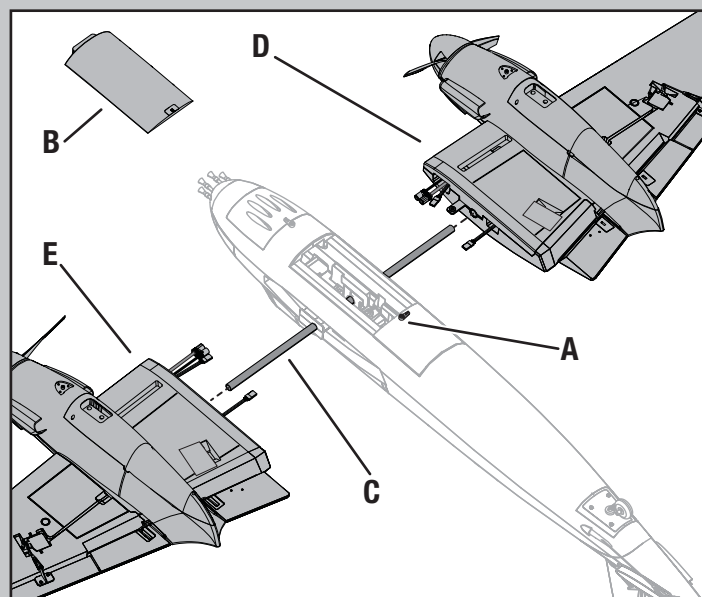
NOTICE: Connect the ESCs to the receiver throttle Y-harness or damage may result.

6. Connect the aileron, ESC, optional flap or optional retract connectors to the correct Y-harness. The left and right connectors can be connected to either side of the Y-harness.

TIP: Carefully coil and store the servo wires under the wing tube in the fuselage.

7. Secure the hatch on the fuselage.

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.

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

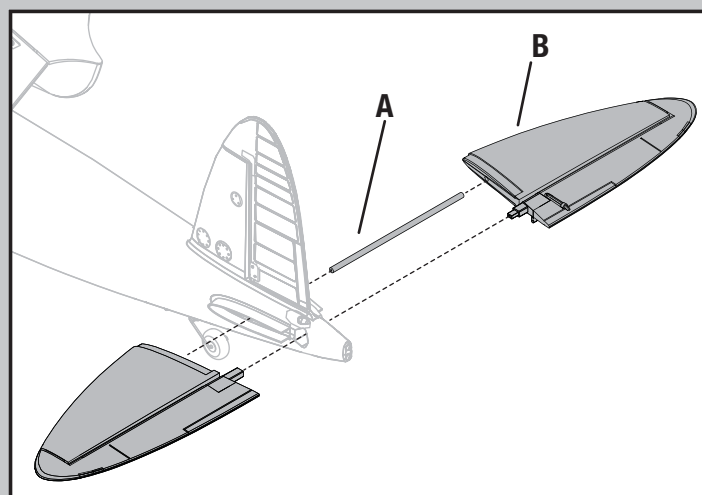
More control throw	Less control throw

	Factory Settings	
	Horns	Arms
Elevator		
Rudder		
Ailerons		
Flaps		

Horizontal Tail Installation

1. Slide the horizontal tail tube (A) into the hole in the rear of the fuselage.
2. Install the left and right horizontal tails (B) onto the fuselage as shown. Ensure the control horn faces down.
3. Apply 4 pieces of tape (C) to the fuselage mounts (one on the top and bottom of each half of the horizontal tail).
4. Attach the clevis to the elevator control horn (see instructions for clevis connection).

When needed, disassemble in reverse order.

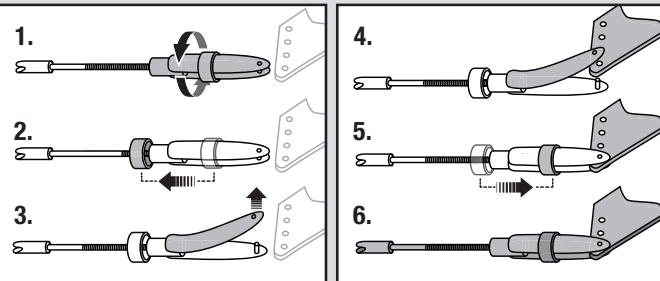
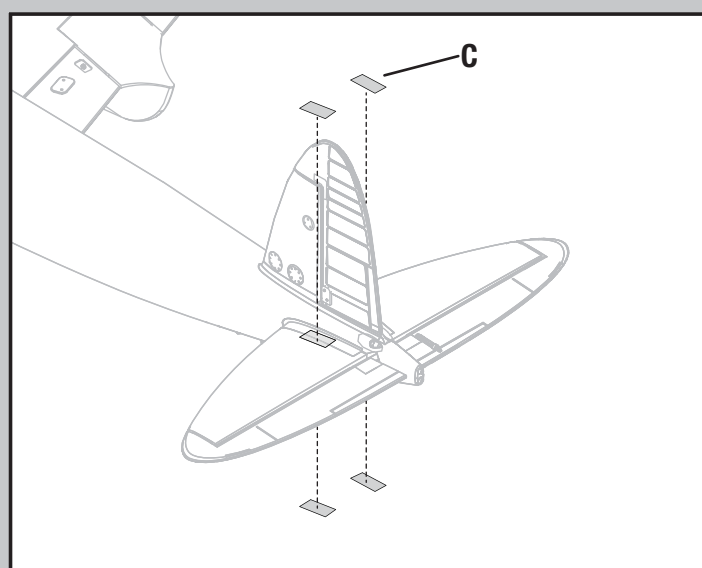


Clevis Installation

Tip: Turn the clevis on the linkage to change the length of the linkage between the servo arm and the control horn.

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



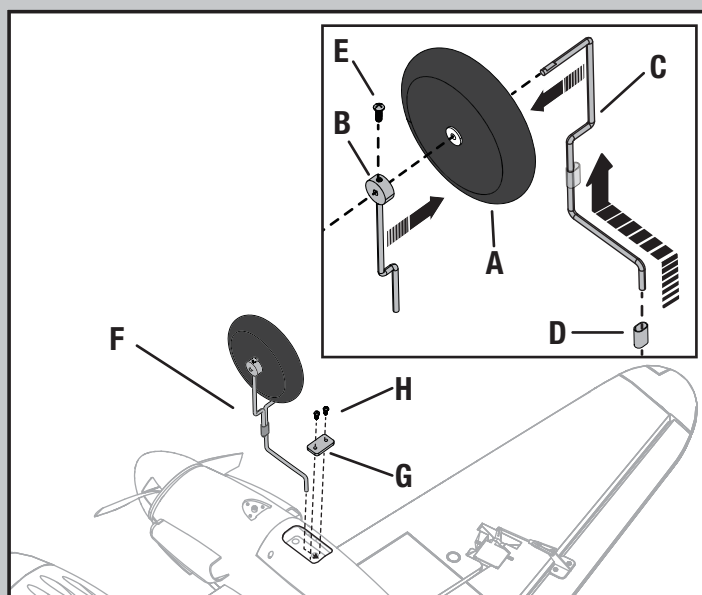
Fixed Landing Gear Installation

1. Attach each wheel (A) to a fixed landing gear strut by using a wheel collar (B), outer strut (C), tube (D) and screw (E). Tighten the wheel collar screw on the flat spot of the strut.

Apply threadlock to the wheel collar screw as needed.

2. Install the left (F) and right struts in the respective landing gear mounts by using the strut covers (G) and screws (H).

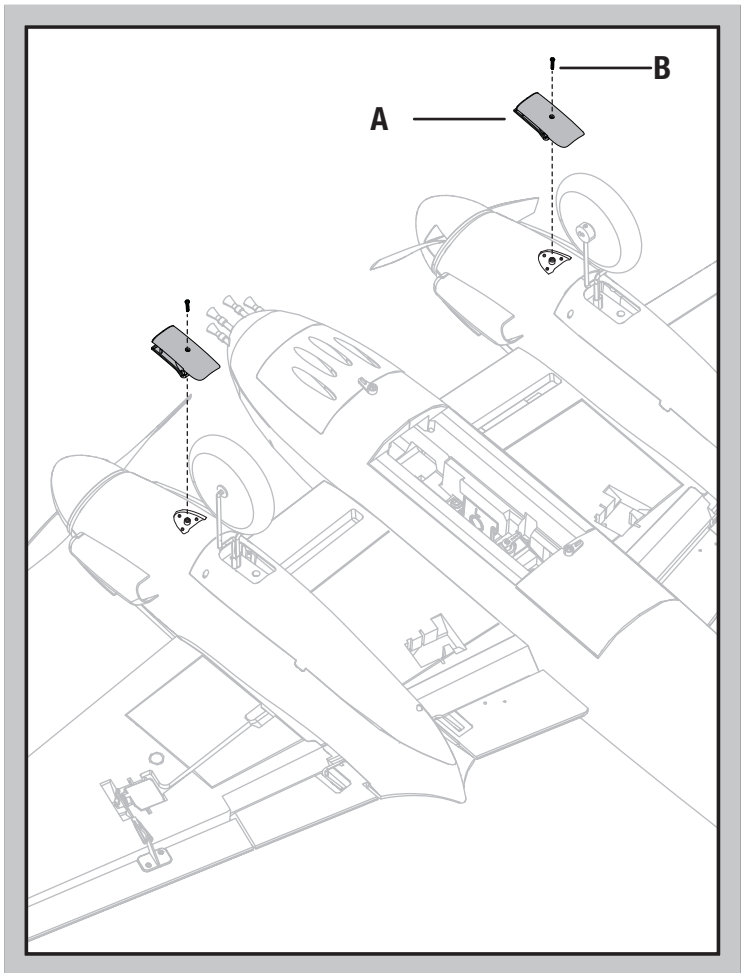
When needed, disassemble in reverse order.



Engine Scoop

NOTICE: DO NOT attempt to belly land your aircraft with the engine scoops installed or damage to the aircraft may result.

1. For scale appearance, install the included engine scoops (A) under the engine nacelles by using 2 screws (B).



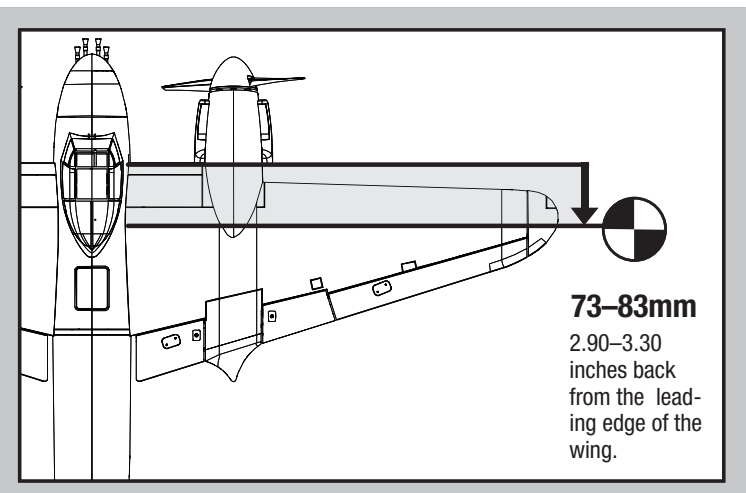
First Flight Preparation

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

Center of Gravity (CG)

The CG location is 73-83mm back from the leading edge of the wing. Install the recommended flight battery with the end of the battery against the front wall of the battery compartment. Make sure the flight battery is secured using the hook and loop strap.

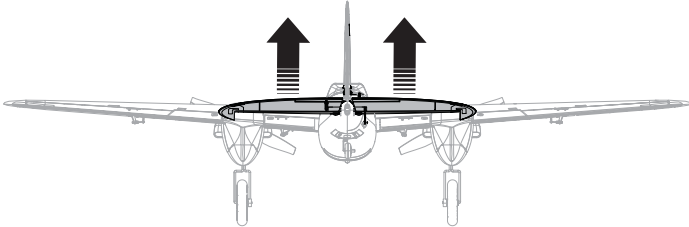
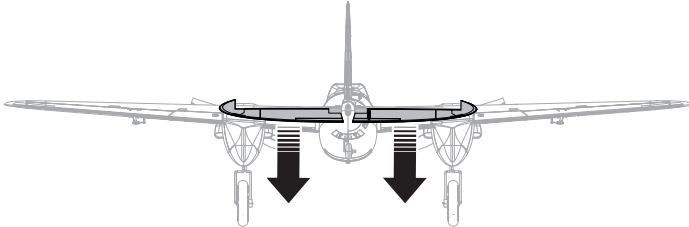
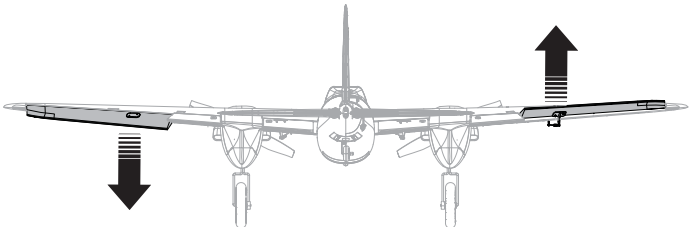
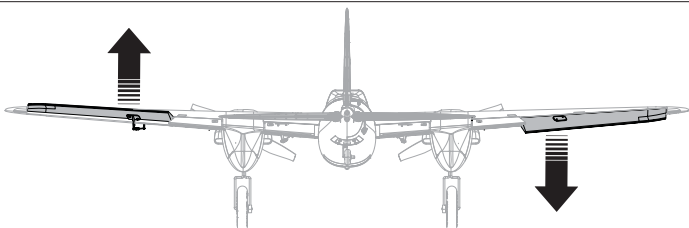
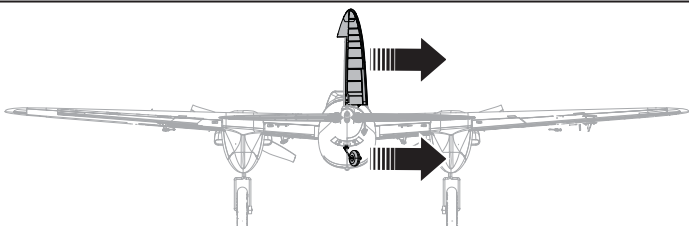
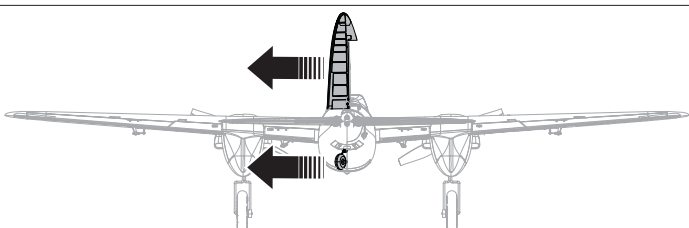
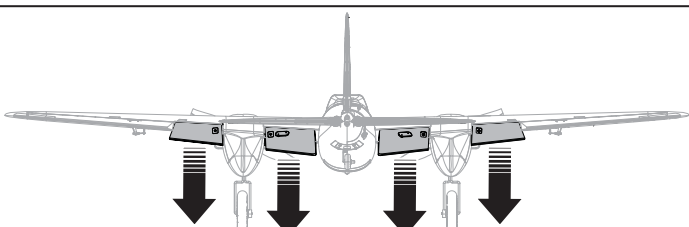
Aircraft CG and weight is based on a ParkZone 11.1V 2200mAh 25C battery (PKZ1029) installed.



Control Direction Test

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

After performing the Control Test, correctly set the failsafe. Make sure the transmitter controls are at neutral and the throttle and throttle trim are in the low position, then rebind the aircraft to your transmitter. If the receiver loses its link to the transmitter, the failsafe will drive the servos to these settings made at binding.

	Transmitter Command	Aircraft Reaction
Elevator	Up Elevator Command	
	Down Elevator Command	
Aileron	Stick Right	
	Stick Left	
Rudder	Stick Right	
	Stick Left	
Flaps	Flaps Down	

Dual Rates

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

	High Rate	Low Rate
Aileron	15mm up / 12mm down	12mm up / 8mm down
Elevator	10mm up/down	8mm up/down
Rudder	25mm left/right	18mm left/right

Flying Tips and Repairs

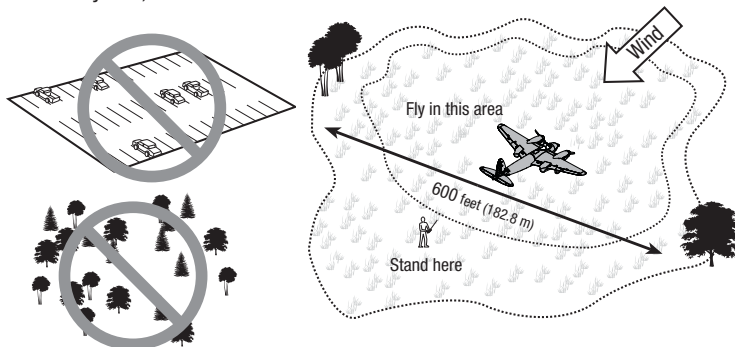
Consult local laws and ordinances before choosing a flying location.

Range Check your Radio System

After final assembly, range check the radio system with the aircraft. Refer to your specific transmitter instruction manual.

Flying

Always choose a wide-open space for flying your aircraft. It is ideal for you to fly at a sanctioned flying field. If you are not flying at an approved site, always avoid flying near houses, trees, wires and buildings. You should also be careful to avoid flying in areas where there are many people, such as busy parks, schoolyards, or soccer fields.



Takeoff

Start the takeoff using rudder to keep the aircraft straight. On the ground, the Mosquito may be susceptible to crosswinds. As the aircraft reaches flying speed, apply a slight amount of up elevator and the aircraft will fly off the ground. Avoid forcing the aircraft into the air. Climb to check trim. Once the trim is adjusted, you can begin to explore the flight envelope of the aircraft.

Landing

Flight times of 5 minutes or more are achievable if using proper throttle management.

For your first flights, set your transmitter timer or a stopwatch to **4.5 minutes**. Adjust your timer for longer or shorter flights once you have flown the model. If the motor pulses, land the aircraft immediately and recharge the flight battery. It is not recommended to fly the battery to Low Voltage Cutoff (LVC).

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

Flaps

When using the optional flaps, the takeoffs and landings are shorter. When taking off, the tail will come off the ground quicker for better rudder control during the takeoff roll.

During landing, the flaps allow a steeper landing approach and with the ability to use less throttle. A slower airspeed makes it easier to flare and settle in for a smooth landing. When deploying the flaps, slow the aircraft down to 1/4 throttle. If the flaps are deployed when the aircraft is at a higher speed, the aircraft will pitch up. If your transmitter is capable, a slight amount of down elevator to flap mixing will reduce the pitch up tendency.

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

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

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 (30cm) above the ground and hold the nose up until the tail touches down. Try to keep the wings level to prevent clipping a wing on the ground and turning the aircraft sideways.

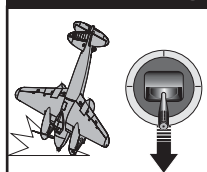
NOTICE: For belly landing, remove the engine scoops from the wings or damage to the aircraft may result.

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

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.

WARNING



Always decrease throttle at propeller strike.

Repairs

Thanks to the Z-Foam™ construction of 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.

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).

Maintenance After Flying

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.

Service of Power Components

Disassembly

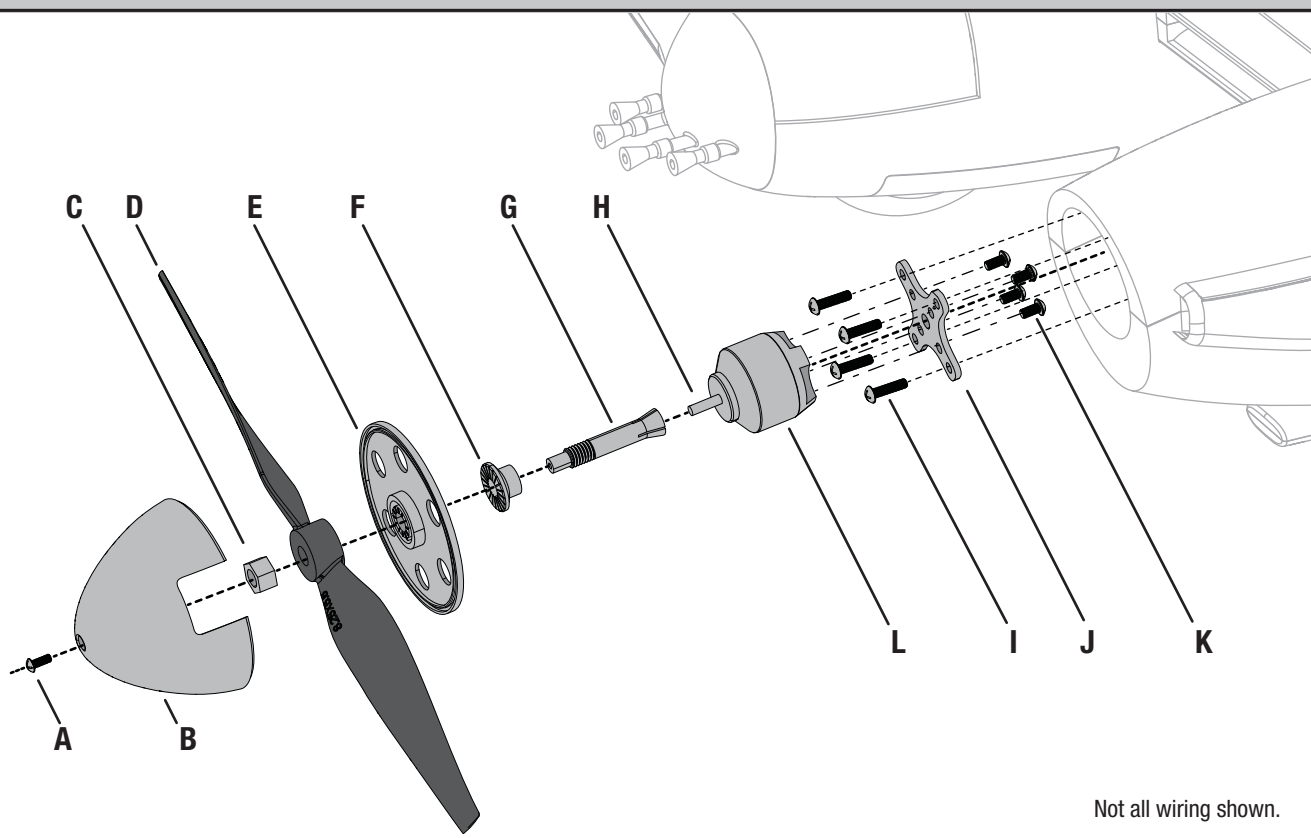
CAUTION: Always disconnect the flight battery from the aircraft before removing the propeller.

1. Remove the screw (A) and spinner (B) from the collet (G).
2. Remove the spinner nut (C), propeller (D), spinner backplate (E), backplate (F) and collet (G) from the motor shaft (H). You will need a tool to turn the spinner nut.
3. Remove the 4 screws (I) from the motor mount (J) and the fuselage.
4. Disconnect the motor wires from the ESC wires.
5. Remove the 4 screws (K) and motor (L) from the motor mount.

Assembly

Assemble in reverse order.

- Correctly align and connect the motor wire colors with the ESC wires.
- The propeller size numbers (8.25 x 5.5 (left wing) and 8.25 x 5.5R (right wing)) must face out from the motor for correct propeller operation. The left propeller (PKZ1022) is shown, while the required right propeller (PKZ1022R) is not shown.
- A tool is required to tighten the spinner nut on the collet.
- Ensure the spinner is fully connected to the spinner backplate for safe operation.
- When looking from the front, the left propeller turns clockwise and the right turns counterclockwise. Change the direction the motor turns by changing the connection of any 2 motor wires on the ESC.



Troubleshooting Guide

Problem	Possible Cause	Solution
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 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 propeller noise or extra vibration	Damaged propeller and spinner, collet or motor	Replace damaged parts
	Propeller is out of balance	Balance or replace propeller
	Prop nut is too loose	Tighten the prop nut
	Motor is turning in the incorrect direction	Change 2 motor wires to the ESC so motor turns the opposite direction
	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
	Propeller installed backwards or on wrong side of aircraft	Install propeller with numbers facing forward and on the correct side of the aircraft
	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 C rating is too low	Replace battery or use battery with correct C rating
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 model was selected	Re-bind or select correct model 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

Limited Warranty

What this Warranty Covers

Horizon Hobby, Inc. ("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/	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 Sales: Horizon Hobby GmbH	service@horizonhobby.de +49 (0) 4121 2655 100	Christian-Junge-Straße 1 25337 Elmshorn, Germany
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.

Compliance Information for the European Union

Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

No. HH2013100401

Product(s): PKZ Mosquito Mk VI BNF Basic
Item Number(s): PKZ6350
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
EN 301 489-17 V2.1.1: 2009

EN55022:2010 + AC:2011
EN55024:2010



Signed for and on behalf of:
Horizon Hobby, Inc.
Champaign, IL USA
Oct 04, 2013

Robert Peak
Chief Financial Officer
Horizon Hobby, Inc.

Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

No. HH2013100402

Product(s): PKZ Mosquito Mk VI PNP
Item Number(s): PKZ6375
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 EMC Directive 2004/108/EC:

EN55022:2010 + AC:2011
EN55024:2010



Signed for and on behalf of:
Horizon Hobby, Inc.
Champaign, IL USA
Oct 04, 2013

Robert Peak
Chief Financial Officer
Horizon Hobby, Inc.

Instructions for disposal of WEEE by users in the European Union



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

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

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
PKZ1038	Prop Set (2) 8.25 x 5.5	Parkzone Mosquito: Propellerset 8.25 x 5.5 (2)	Set d'hélices 8.25x5.5 (2)	Set eliche (2) 8.25 x 5.5
PKZ6306	Complete Landing Gear Set: Mosquito	Parkzone Mosquito: Fahrwerk kpl.	Train d'atterrissage complet	Set completo carrello: Mosquito
PKZ6308	Spinner Set (2): Mosquito	Parkzone Mosquito: Spinnerset (2)	Set de cônes (2)	Set ogiva (2): Mosquito
PKZ6311	Prop Adapter: Mosquito	Parkzone Mosquito: Propelleradapter	Adaptateur d'hélice	Adattatore elica: Mosquito
PKZ6312	Scale Plastics Set: Mosquito	Parkzone Mosquito: Scale Kunststoffteile	Set de pièces de détails en plastique	Set particolari in plastica: Mosquito
PKZ6313	Canopy w/Pilot: Mosquito	Parkzone Mosquito: Kabinenhaube m.Pilot	Cockpit avec pilote : Mosquito	Capottina con pilota: Mosquito
PKZ6116	370 BL Outrunner Motor, 1300Kv	Parkzone: 370 BL Motor, 1300Kv	Moteur brushless 370 BL 1300Kv à cage tournante	370 BL motore a cassa rotante, 1300Kv
PKZ6118	Motor Shaft: Metal 370 Outrunner 15 BL 950Kv	Parkzone 370 Aussenläufer: Motorwelle	Arbre pour moteur 370 BL15 950Kv	Albero motore in metallo 370 Outrunner 15 BL 950Kv
PKZ6320	Horizontal Stab: Mosquito	Parkzone Mosquito: Höhenleitwerk	Stabilisateur horizontal: Mosquito	Stabilizzatore orizzontale: Mosquito
PKZ6321	Wing / Stab Tubes: Mosquito	Parkzone Mosquito: Tragflächen- u. Leitwerksverbinder	Clés d'ailes et de stabilisateur	Tubi ala / stabilizzatore: Mosquito
PKZ6322	Pushrod Set: Mosquito	Parkzone Mosquito: Mosquito	Jeu de tringleries : Mosquito	Set asta di spinta: Mosquito
PKZ6325	Painted Wing: Mosquito	Parkzone Mosquito: Tragfläche lackiert	Aile peinte: Mosquito	Ala verniciata: Mosquito
PKZ6367	Painted Bare Fuse: Mosquito	Parkzone Mosquito: Rumpf o. Einbauten	Fuselage peint, nu : Mosquito	Solo fusoliera verniciata: Mosquito
PKZ1081	SV80 Long Lead 3-Wire Servo	Parkzone SV80 Servo mit langem Kabel	Servo 3 câbles grande longueur SV80	SV80 servo a 3 fili a terminale lungo
PKZ1090	DSV130 digital, metal gear	DSV130 Digitalservo MG	DSV130 digital, pignons métal	DSV130 digitale, ingranaggi in metallo
PKZ1814	18-Amp Brushless ESC	Parkzone 18A Regler	Contrôleur brushless 18A	ESC 18-Amp Brushless
EFLAEC315	EC3 DEV Parallel Harness	E-flite EC3 DEV Parallel Stecker	Cordon parallèle à prises EC3	Prolunga parallelo EC3 DEV
PKZ1063	Servo Y-Harness	Parkzone Servo Y-Kabel	Cordon Y	Prolunga a Y per servo
SPMAR610	AR610 6-Channel Sport DSM2/DSMX Receiver	Spektrum AR610 DSMX 6 Kanal Sport Empfänger	Récepteur AR610 6 voies DSM2/DSMX	AR610 6-canali Sport DSM2/DSMX ricevitore

Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
PKZ1081	SV80 Long Lead 3-Wire Servo	Parkzone SV80 Servo mit langem Kabel	Servo SV80 câbles longs	SV80 servo a 3 fili con cavo lungo
EFLG100	10-15 Main Electric Retracts	E-flite 10 bis 15 elektr. Hauptfahrwerk	Train rentrant électrique 10-15	10-15 retrattili principali elettrici
PKZ1063	Servo Y-Harness	Parkzone Servo Y-Kabel	Cordon Y pour servos	Prolunga a Y per servo
PKZ5403	(2) Aileron Servo Extension: Radian Pro	Parkzone Querruderservoverlängerungen : Radian Pro (2)	Rallonges de servos d'ailerons Radian Pro (2)	(2) Prolunga servo alettoni: Radian Pro
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 (2)	E-flite EC3 Akkukabel, Buchse (2)	Prises EC3 coté batterie (2)	Connettore batteria
EFLAEC303	EC3 Device/Battery Connector	E-flite EC3 Kabelsatz, Stecker/Buchse	Prises EC3 coté contrôleur (2)	Connettore batteria/dispositivo
PKZ1029	11.1V 3S 25C 2200MAH Li-Po	11.1V 3S 25C 2200mAh LiPo	11.1V 3S 25C 2200MAH Li-Po	11.1V 3S 25C 2200MAH Li-Po
EFLB22003S30	11.1V 3S 30C 2200MAH Li-Po	11.1V 3S 30C 2200mAh LiPo	11.1V 3S 30C 2200MAH Li-Po	11.1V 3S 30C 2200MAH Li-Po
PKZ1040	2-3 DC Li-Po Balancing Charger	ParkZone 12V 2-3S LiPo Balancer Lader	Chargeur équilibreur 2-3S Li-Po	2-3 DC Li-Po Caricabatterie con bilanciatore
EFLA111	Li-Po Cell Voltage Checker	E-flite Li-Po Cell Volt Checker	Contrôleur de tension Li-Po	Controllo tensione batteria LiPo
EFLC3025	Celectra 80W AC/DC Multi-Chemistry Battery Charger	E-flite 80W AC/DC Multi-Akku Ladegerät - EU	Chargeur de batterie AC/DC Celectra 80 W multi-types	Caricabatterie per batteria multichimica 80 W c.a./c.c.
EFLC3020	200W DC multi-chemistry battery charger	E-flite 200W DC Multi-Akku Ladegerät	Chargeur multiple DC 200W	200W DC Caricabatterie universale
EFLC4010	Celectra 15VDC 250W Power Supply	E-flite 15VDC 250W Netzteil - EU	Alimentation Celectra CC 15 V 250 W	Alimentatore Celectra 15V c.c., 250 W
DYN1405	Li-Po Charge Protection Bag, Large	Dynamite LiPoCharge Protection Bag groß	Sac de charge Li-Po, grand modèle	Busta protezione grande par 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
	DX4e DSMX 4-Channel Transmitter	Spektrum DX4e DSMX 4 Kanal Sender ohne Empfänger	Emetteur DX4e DSMX 4 voies	DX4e DSMX Trasmettitore 4 canali
	DX5e DSMX 5-Channel Transmitter	Spektrum DX5e DSMX 5 Kanal Sender ohne Empfänger	Emetteur DX5e DSMX 5 voies	DX5e DSMX Trasmettitore 5 canali
	DX6i DSMX 6-Channel Transmitter	Spektrum DX6i DSMX 6-Kanal Sender	Emetteur DX6i DSMX 6 voies	DX6i 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
	DX18/DX18QQ DSMX 18-Channel Transmitter	Spektrum DX18/ DX18QQ DSMX 18 Kanal Sender	Emetteur DX18/DX18QQ DSMX 18 voies	DX18/DX18QQ DSMX Trasmettitore 18 canali

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www.parkzone.com
PKZ6350, PKZ6375

