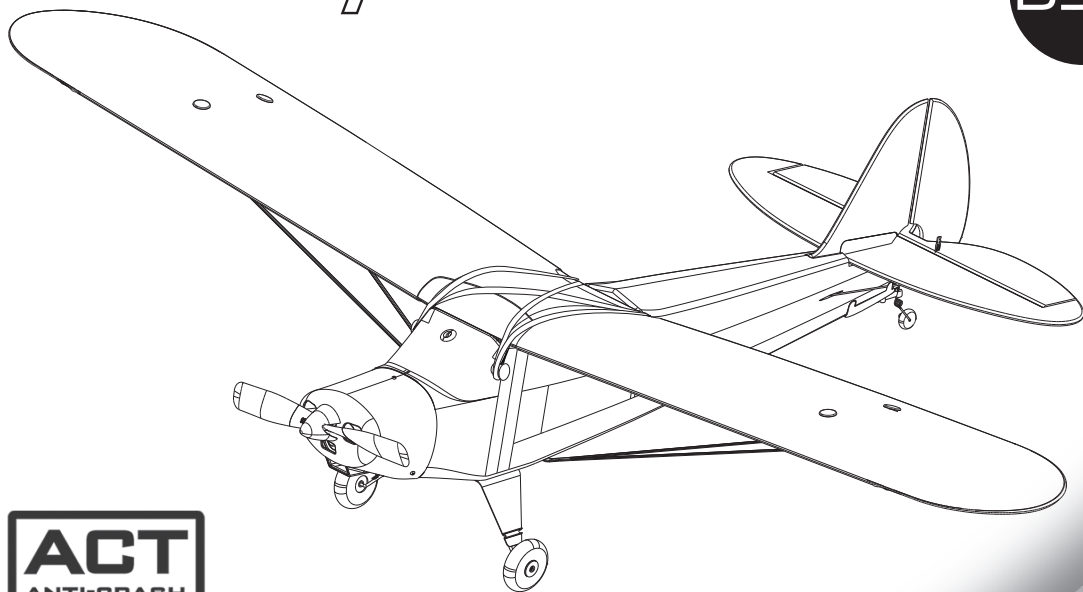


Super Cub

DSM



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 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 a 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 attempt disassembly, use with incompatible components or augment product in any way without the approval of 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.

Additional Safety Precautions and Warnings

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

- 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.

Thank you for purchasing this HobbyZone® Super Cub DSM. Please charge the battery, read this manual, and attach the wing, tail and landing gear. While you charge the battery, please watch the included DVD, which shows you how to fly this model.

This Super Cub DSM helps you teach yourself to fly using innovative Anti-Crash Technology™ (ACT), which uses two sensors on the model. The sensors connect to the model's control board to detect light from the sky and less light from the ground when the model flies straight and level. When the model dives, ACT corrects the model's flight, giving you time to get control. After your flying skill and confidence increase, you can disable the ACT to increase your fun.

Please visit www.horizonhobby.com for more information about the Super Cub DSM and other products.

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Specifications	
Wingspan	47.7 in (1200mm)
Length	32.5 in (825mm)
Flying Weight	25.2 oz (715 g)
Propeller Size	9 x 6

Components	
Motor	480 Brushed (installed)
Battery	3S 11.1V 1300mAh Li-Po (included)
Charger	DC-powered 3S Li-Po balancing charger (included)
Transmitter	Spektrum DX4e 4-channel Radio with AA Batteries (included)
Receiver/ESC	2.4GHz DSM receiver/ESC

Warnings and Safety Checklist

- Always keep body parts, clothing, jewelry and hair away from the propeller.
- Never fly when wind is more than 7 mph (11km/h) or the model may be carried by the wind away from transmitter control.
- Never try to catch a moving model.
- Always use only the included charger to charge your LiPo battery.
- Carefully hold the model and keep all body parts away from the propeller at all times. When battery is connected to the model, carry the model prepared for the propeller to turn at any time.
- After flying or at any time you have the transmitter powered on, ALWAYS disconnect the model from the battery before powering off the transmitter.
- ALWAYS power on the transmitter before connecting the model to the battery.
- Never fly when someone else is using the same frequency as your transmitter. Trying to control several models using only one frequency can result in injury, damage or loss of model control.

Battery Warnings

The Battery Charger included with your aircraft is designed to safely charge the Li-Po battery.



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.

- 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. Do not store battery or model in a car or direct sunlight. If stored in a hot car, the battery can be damaged or even catch fire.
- NEVER USE AN Ni-Cd OR Ni-MH CHARGER. 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 plug the white balancing lead of the battery pack into anything other than the included charger
- DO NOT plug into the X-Port socket of the fuselage.

Charge the Aircraft Battery

The Super Cub LP Li-Po battery charger charges every cell correctly and protects your Li-Po battery from the dangers of overcharging. This charger monitors the battery's charge and stops charging when the battery is fully charged.

Charge the included Li-Po battery pack only with a Li-Po battery charger capable of balance charging.



CAUTION: Never leave the battery and charger unattended when charging a battery. When charging, make certain the battery is on a heat-resistant surface. Failure to obey instructions can result in a fire.

1. The 12V DC 3S Li-Po balancing charger uses a charge current of approximately 1.3-amps. This charges the included 11.1V 1300mAh Li-Po battery in approximately 1 hour.
2. Connect the battery pack to the charger using the small white balance charging connector.

NOTICE: Do not connect the blue EC3 power connector when charging the battery.

3. Connect the charger to the AC adapter (included with your model) and to a power outlet, or to a vehicle outlet adapter and a 12V power outlet in a vehicle. When connected to a power source, the charger's LED blinks while charging a Li-Po battery.

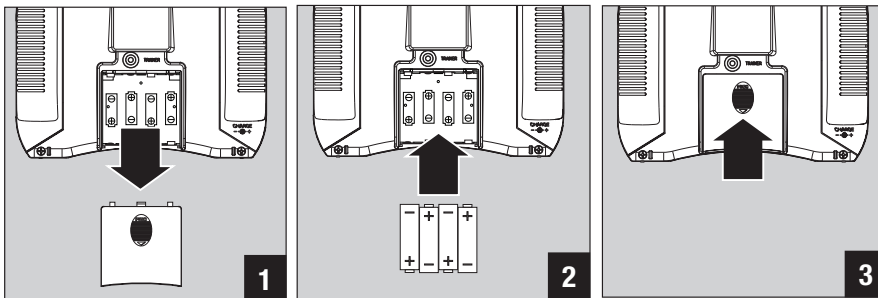
Note: Please consult your vehicle owner's manual before connecting the charger because some vehicle outlets only operate when the vehicle's engine is operating. Do not move the vehicle while charging Li-Po batteries.

4. The charger's LED illuminates continuously when the battery is fully charged.

Install Transmitter Batteries

This transmitter requires 4 AA batteries.

1. Remove battery cover from the back of the transmitter.
2. Install batteries as shown where batteries fit.
3. Install battery cover.



Install Battery in Model

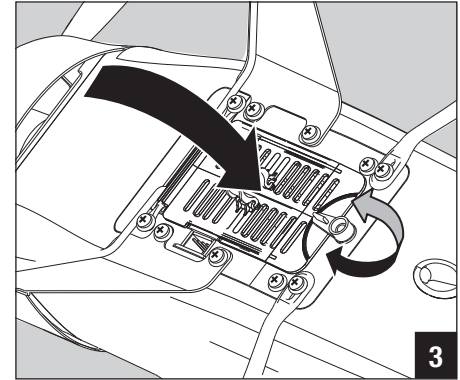
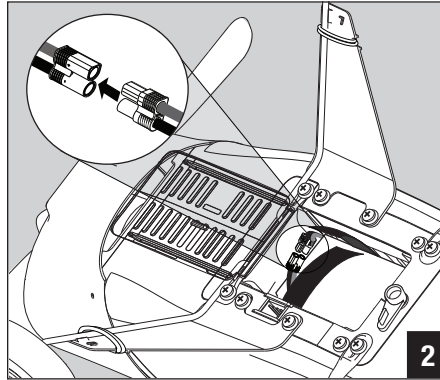
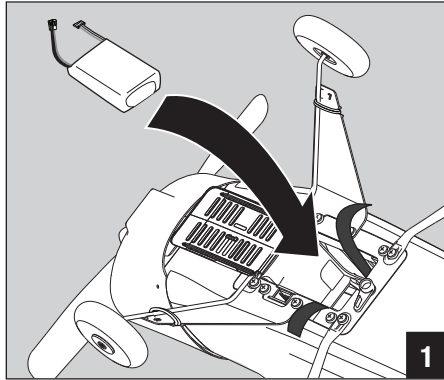
The battery for your Super Cub LP has a blue EC3™ power connector and a small white balance charging connector. Always connect only the blue connector to your model.



WARNING: Only connect the white balance charging connector to a battery charger. NEVER connect to X-Port receptacle on the bottom of the fuselage or the model will be damaged.

Keep the X-Port socket covered except when in use with approved accessories. See X-Port information in this manual for use of available accessories.

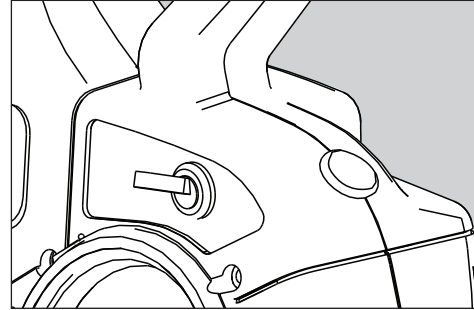
1. Move the battery door latch and open the battery door on the bottom of the fuselage.
2. Carefully put battery in battery compartment.
3. Close the hook and loop strap over the battery.
4. When ready to bind or operate the model, connect the blue EC3 battery connectors in the model.
5. Close the battery door and move the latch to keep the door closed.



Hi/Lo Rate

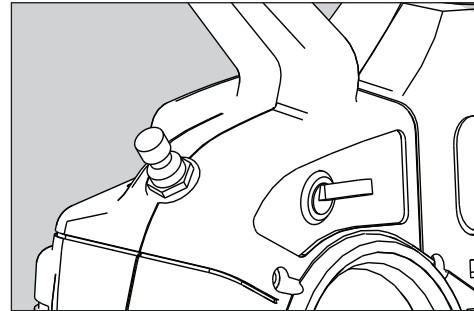
The DX4e offers a high/low rate function on aileron, elevator and rudder channels. When the HI/LO rate switch is in the upper, or “HI” position, travel is 100% on these channels. When the switch is in the lower, or “LO”, position, travel decreases to 70% on these channels. This switch lets you quickly change control rates from high for aggressive maneuvers to low for smooth, precise maneuvers. You should fly the Super Cub at the low (70%) rate when you are first learning to fly the Super Cub.

There may be a small amount of movement in the aileron and rudder (assigned to the aileron channel) position on the Super Cub when you change rates. This is caused by the trim switches on the DX4e and the amount of trim you set on each channel. To decrease this movement, mechanically adjust the linkages on your aircraft so the trims are as close to center (neutral) as possible.



Trainer

The DX4e offers a trainer function that allows the transmitter to operate as a master or slave. Refer to the transmitter manual for more information. Using the trainer function is helpful for new pilots wanting the assistance of an experienced pilot when learning to fly the Super Cub.



TRANSMITTER FUNCTIONS

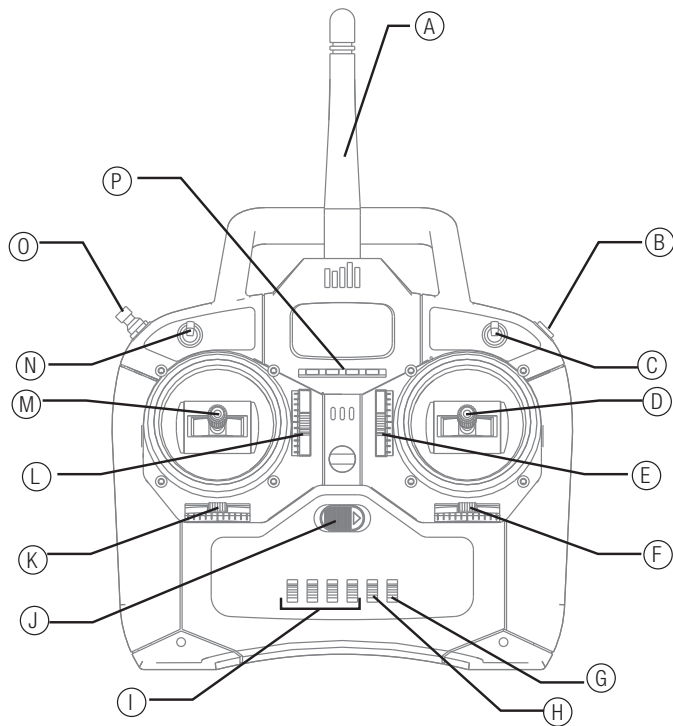
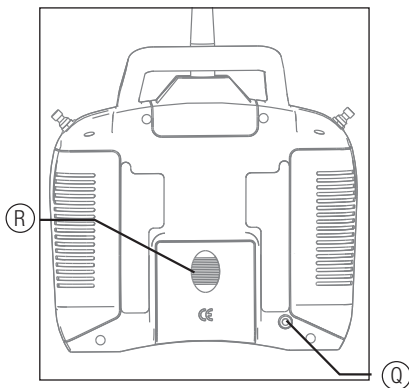
Function	
(A)	Antenna
(B)	Trainer/Bind (<i>Mode 1</i>)
(C)	HI/LO Rate Switch
(D)	Aileron/Elevator Stick (<i>Mode 2</i>) Aileron/Throttle Stick (<i>Mode 1</i>)
(E)	Elevator Trim (<i>Mode 2</i>) Throttle Trim (<i>Mode 1</i>)
(F)	Aileron Trim
(G)	Mode Switch
(H)	Mix Switch
(I)	Reversing Switches
(J)	On/Off Switch
(K)	Rudder Trim
(L)	Throttle/Rudder Stick (<i>Mode 2</i>) Elevator Trim (<i>Mode 1</i>)
(M)	Throttle/Rudder Stick (<i>Mode 2</i>) Elevator/Rudder Stick (<i>Mode 1</i>)
(N)	ACT/AUX Switch
(O)	Trainer/Bind (<i>Mode 2</i>)
(P)	LEDs
(Q)	Trainer Port
(R)	Battery Cover

Antenna

Do not point the antenna tip at the model. Signals transmit strongest from the antenna shaft, not the tip.



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.



Transmitter and Receiver Binding

Binding is the process of programming the receiver of the control unit to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. Your DX4e transmitter comes pre-bound to the aircraft, so binding should not be necessary. Should you need to bind the aircraft and transmitter in the future, please follow these steps.

Binding Procedure

1. Make sure DX4e transmitter is powered off.
2. Install a bind plug in the receiver bind port.
3. Connect the flight battery to the ESC. The receiver LED will begin to flash rapidly.
4. Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim, and flight control trims).*
5. Power on the transmitter while holding the DX4e transmitter bind button. Release bind button when LEDs flash on the front of the transmitter.
6. When the receiver binds to the transmitter, the LED on the receiver will flash very quickly. Once the binding process is complete, the flashing will slow.
7. Remove the bind plug from the receiver in the battery compartment. Safely store the bind plug (some owners attach the bind plug to their transmitter using two-part loops and clips).
8. Disconnect the flight battery from the ESC then power off the transmitter.
9. Power on the transmitter then connect the flight battery to the ESC. The LED on the receiver will be solid red.

* The throttle will not arm if the transmitter's throttle control is not put at the lowest position.

First Flight Preparation

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

Maintenance After Flying

- Disconnect flight battery from model (Required for Safety)
- Power off transmitter
- Remove flight battery from aircraft
- Recharge flight battery
- Repair or replace all damaged parts
- Store flight battery apart from aircraft and monitor the battery charge
- Make note of flight conditions and flight plan results, planning for future flights

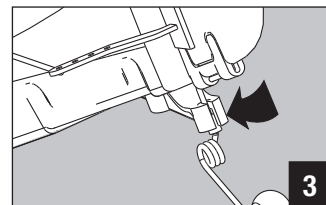
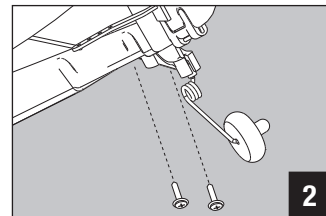
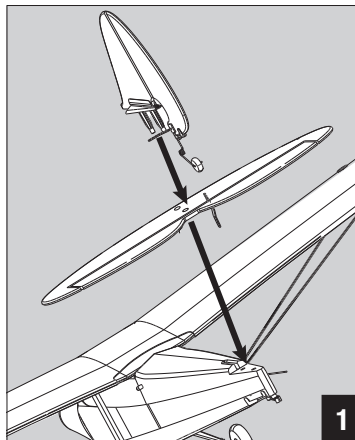
Attach Tail

1. Put the posts of the rudder in the holes in the top of the horizontal stabilizer.
2. Put the rudder posts in 2 holes in the top of the fuselage tail.
3. Attach the rudder posts under the fuselage using 2 long screws from a small bag labeled "C".

Note: Support the tail while installing the tail wheel to prevent damage to the end of the fuselage.

4. Pull down a small amount on the tail wheel while pushing up the round plastic housing until the wheel wire goes in the slot in the housing.
5. Push small white bushing on wire of tail wheel in round housing.
6. Connect linkage clevis to the outermost hole of the rudder control horn.
7. Connect linkage clevis to the outermost hole of the elevator control horn.

Note: Please watch the DVD instructional video for more information.

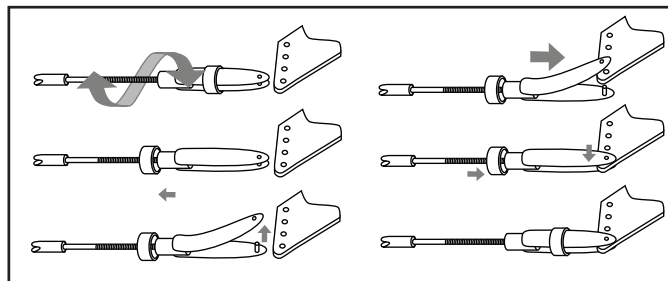


Installing Clevises on Control Horns and Control Centering

Turn the clevis clockwise or counterclockwise on the linkage.

- Pull the tube from the clevis to the linkage.
- Carefully spread the clevis and put the clevis pin in a selected hole in the control horn.
- Move the tube to hold the clevis on the control horn.

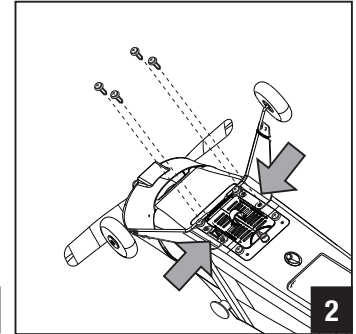
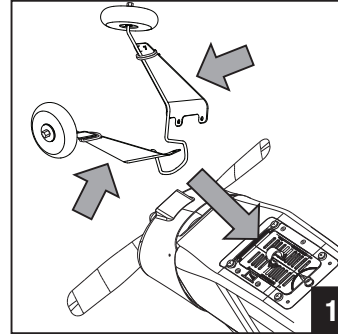
After binding a transmitter to model receiver, set trims to 0, then adjust clevises to center control surfaces.



Install Landing Gear

1. Turn over the fuselage to see the slot on the bottom of the fuselage.
2. Hold the landing gear wire with your hand near the wheels and squeeze the landing gear wire "legs".
3. Slide the loop into the slot on the bottom of the fuselage. Release the wire "legs" of the landing gear.
4. Pull on the gear a small amount to make sure the gear is fully installed.
5. Attach 2 white covers to fuselage using 4 screws. The covers are marked L and R for the correct sides of the fuselage. A small bag labeled "A" holds the 4 screws.

NOTE: Small rubber bands hold the covers on the landing gear.



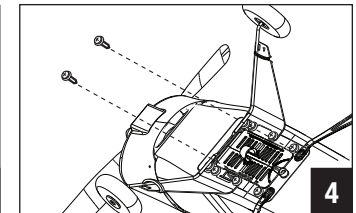
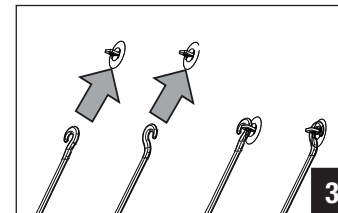
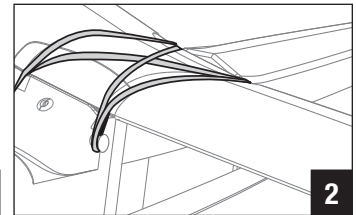
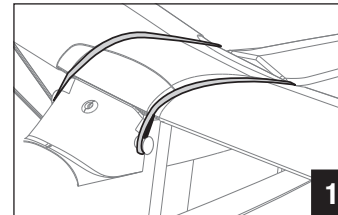
Attach Wing

1. Align the center of the wing on the top of the fuselage.
2. Put a band over the wing, front post to back post (illustration 1), on each side of fuselage.
3. Put bands from the front posts and over the wing to the back posts on the opposite sides of the fuselage (illustration 2).
4. Turn over the wing and fuselage to attach left and right struts (marked L and R) under the wing and fuselage.
5. Put strut hooks in loops under wing.

Note: The slotted washer which holds a strut loop in the wing may become loose from the wing.

6. Attach the struts to the fuselage using 2 screws from a small bag labeled "B."

Before each flight, make sure the wing is attached correctly to the fuselage.



Using Elevator (Pitch Control)

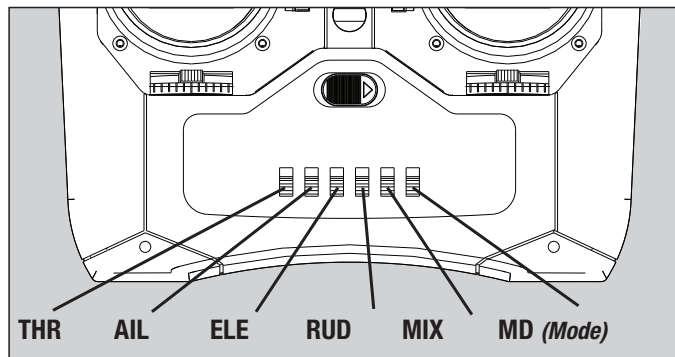
Your Super Cub LP has elevator control using a third transmitter channel. Move the transmitter's elevator stick to move the model's elevator (horizontal tail stabilizer control surfaces). Elevators change airflow so the model's nose rises or falls (pitch). Elevators deliver tighter turns, aerobatic maneuvers (loops and stalls), shorter runway takeoffs, faster climbs and flares at landing.

Flares at landing are like a bird landing by angling wings against airflow to decrease forward speed for a small fall to the ground.

The benefit of flare at landing is less useful while flying. Too much UP elevator (pulling back too much on the stick) decreases lift from wings so the model stalls. The model's nose falls and the model dives. Recover control by slowly pulling back the elevator stick so the model's nose rises to straight and level. Where needed, increase the throttle a small amount.

Servo Reversing on the DX4e Transmitter

The DX4e transmitter features servo reversing on channels 1–4. The switches are located at the lower front of the transmitter. They are used to select the servo direction of each channel. Use your fingernail or a small screwdriver to change the switch position to normal (NOR) or reverse (REV) as needed to make transmitter controls operate the model as desired.



Tail Control Test

⚠ CAUTION: At the factory, the rudder servo is connected to the aileron port of the receiver. It is traditional on a 3-channel model to put primary turning control on the aileron stick.

Power on transmitter. Make sure the throttle is at 0% and that throttle trim is fully lowered on the transmitter. Power on the model.

Note: Make sure the control surfaces (rudder and elevator) are at neutral or 0 degrees. Ideally, centering trim will center the surfaces. Refer to Control Centering instructions to adjust control surfaces.

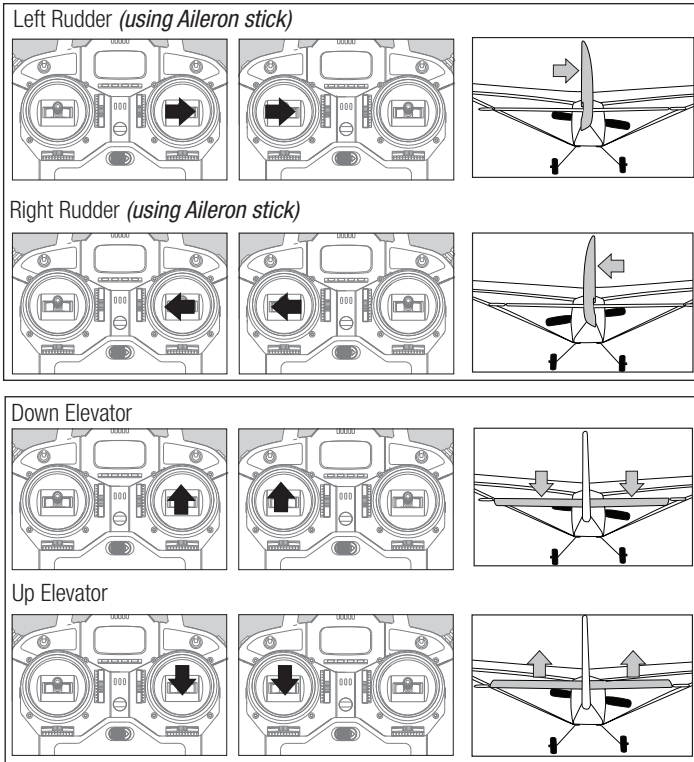
Move transmitter control sticks so model's rudder and elevators move as shown.

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

Mode 2 is the most common control mode used worldwide. The mode of the included transmitter cannot be changed between Modes 2 and 1.

Mode 2

Mode 1



Range Test

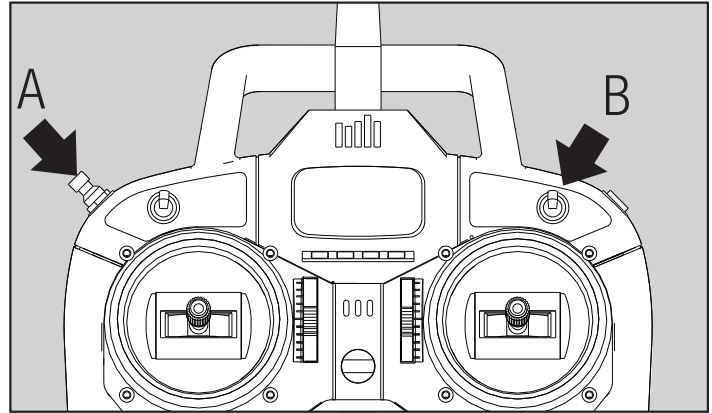
Before each flying session, perform a range check. The DX4e incorporates a range testing system. Range check mode decreases the output power from the transmitter for control test purposes. Always perform a range check prior to flying your aircraft.

Note: Before performing the range check make sure the transmitter throttle stick is at 0% and that the throttle trim is at its lowest setting.

1. Power on the transmitter and model.
2. Make sure the model is restrained on the ground at least 30 paces (approx. 90 feet/28 meters) away from the transmitter.
3. Face the model with the transmitter in your normal flying position. Push and hold the trainer button (A) while toggling the HI/LO Rate Switch (B) on the transmitter 4 times. The LEDs will flash and the alarm will sound to show the system is in range check mode.

Note: You must hold the trainer button during the entire range check process. Releasing the button switch will exit the range check mode.

4. You should have total control of the model with the trainer button held at 30 paces (90 feet/28 meters). Move the controls and make sure the model operates in response to control changes.
5. If control issues exist, refer to the Troubleshooting Guide. If more assistance is needed, contact the appropriate Product Support Department. Refer to the Spektrum DX4e manual for more information about transmitter operation.



Choose a Flying Field

Consult local laws and ordinances before choosing a location to fly your aircraft. Plan on flying in areas that give you more space than you think you need, especially on first flights of your model. Always choose a wide-open space for flying your HobbyZone Super Cub LP. It is ideal for you to fly at a sanctioned flying field. If you are not flying at a sanctioned flying field, 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. Choose a flying field with these features:

- Ideally 600 feet of clear space in ALL directions.
- No people, animals or pets.
- No trees, buildings, vehicles, power lines, or anything that could get in the way of your model or that could keep you from seeing your model.

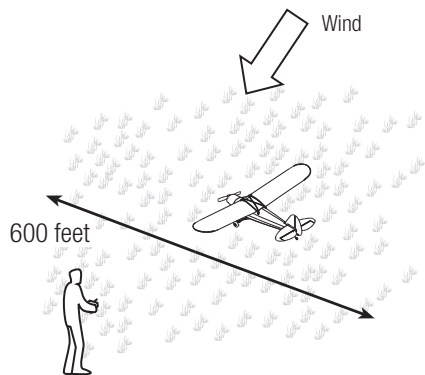
Your Super Cub can fly up to 30 mph (48km/h), so it can move away from you quickly.

Flying Conditions

A good flying day is calm, with winds that are less than 5–7 mph (8–11km/h). Flying in faster winds than this makes flying difficult and could cause you to crash. Make sure of wind speed using a lightweight cloth ribbon tied to your transmitter's antenna. To do this, hold the transmitter so the antenna is parallel to the ground and the ribbon can hang down. When wind lets the ribbon hang down loosely, wind speed is sufficiently low for you to fly your model.

When wind pushes the ribbon to an angle (between the ribbon and the antenna) that is less than 20 degrees, plan for flying on a calmer day.

Note: Wind near the ground can be less than the wind above the ground where your model flies.



Simulator Use

We recommend using your DX4e transmitter with the Phoenix R/C Pro Flight Simulator 3.0 (RTM3000). The simulator software includes a Super Cub LP. Use the transmitter with the simulator to practice and experiment with your transmitter without damaging your model.

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Hand Launch

On first flights, hand-launch the model so you can concentrate on use of the transmitter. Get help to hand-launch the model.

1. Make sure the battery is fully charged.
2. Power on the transmitter.
3. Install the flight battery in your model and connect the battery and model blue E3C power connectors.

Note: When hand-launching your model alone, hold the model in your strongest hand and the transmitter in your weaker hand.

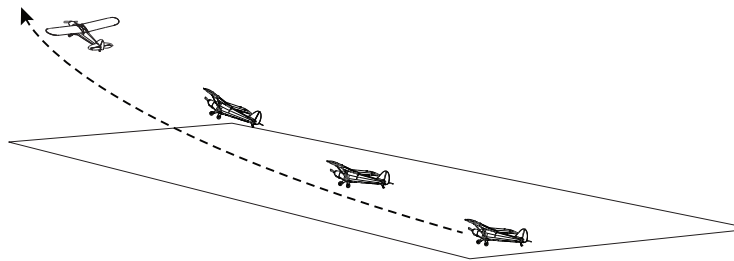
Runway Takeoff

When ready for the challenge, launch your Super Cub by flying up from the ground in a runway takeoff (or ROG, rise off ground). To take off from a runway:

1. Correctly install landing gear on your model.
2. Put the model down on its landing gear on a large area of open and smooth asphalt or concrete, with the model's nose pointing into the wind (less than 5–7 mph (8–11km/h)).
3. Stand behind your model so you can see the rudder, elevators and wheels.
4. Slowly move the throttle stick to FULL (100%) while pulling back the elevator stick a small amount. Move the rudder to keep the model's nose pointed into the wind.

Note: Using the elevator stick helps keep the tail wheel on the ground so moving the rudder points the model into the wind.

4. Carefully increase transmitter throttle control to FULL (100%).
5. Throw the model into the wind (less than 5–7 mph (8–11km/h)) while keeping the model's wings parallel to the ground.
6. Let the model rise at full throttle, into the wind, until the model gets 200 feet (61 meters) above the ground, then move the throttle to half (50%). Your model's wing design causes a climb at full throttle without use of elevators.



5. When the battery is fully charged, your model rises from the ground in approximately 30 feet (12 meters). Use a small amount of UP elevator by pulling back on the elevator stick and the plane will rise from the ground in a shorter distance. Do not use too much UP elevator during takeoff or the aircraft may stall due to decreased lift. A stall at low altitude may result in a crash.

Anti-Crash Technology (ACT)

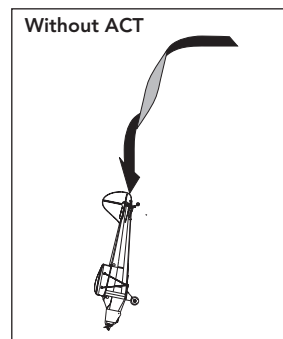
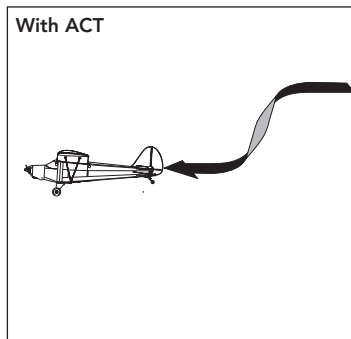
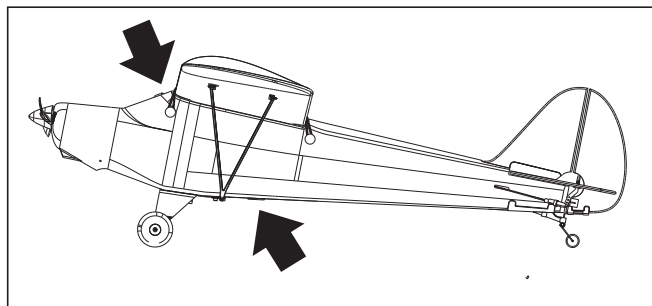
You can power ACT on and off during flight. When you gain flying experience, power off ACT for full control.

On your DX4e transmitter, Power on and off ACT by moving the transmitter's switch between the on and off positions.

ACT is installed on your Super Cub LP to help prevent crashes due to over-control. Sensors detect the horizon and direct the flight of the model. One sensor is at the top of the windshield and the other is the bottom of the fuselage, in front of the landing gear (see illustration). ACT uses information from the sensors to pull the model out of steep dives and spirals. ACT keeps control of a model until the model is in straight and level flight. The pilot must decrease throttle and release other control sticks to neutral to get control from ACT. When ACT is powered on, and the model dives, throttle is decreased (slowing the model to decrease risk of a crash) and the elevator is moved to pull the nose up and out of a dive. Fly with ACT using these guidelines:

- Keep flight control sticks in the middle and away from the ends of stick movement. Fly smoothly to prevent ACT from engaging. Move the control sticks in small amounts. Transmitter control is proportional and the model is sensitive to any movement of controls.
- ACT functions best when the aircraft is flying over 200 feet (61 meters).
- Fly your model to prevent a dive or other loss of control. When the model's nose falls, decrease the throttle and release the aileron (assigned to rudder control) and elevator sticks. Add a small amount of UP elevator (pull back a small amount on the elevator stick) to get control of the model.
- The ACT sensors detect light. ACT may take control when flying in snow conditions, over water, over light-colored terrain or when the sun is near the horizon. Avoid these flying conditions.

- Never fly in an area where obstacles block flight. ACT cannot prevent collisions with obstacles.
- Get help on your first flights from an experienced pilot who has mastered a 3-channel radio system.
- Make several successful flights (including several soft landings) before flying with ACT OFF.



Flying

1. After you get your model off the ground, climb at full throttle. Your model's wing design causes a climb at full throttle without use of the elevator.
2. Adjust the throttle and rudder sticks to keep the model pointed into the wind. Do not turn the model until the model is between 50 and 100 feet (15.25–30.5 meters) above the ground, approximately the height of a 4-story building.
3. Keep your model in sight to maintain control. If you cannot see your model, you cannot control it safely.
4. Do not let wind carry your model away from you. Keep the model upwind of you. Fly carefully and pay attention to the wind pushing on your model. Wind is stronger where your model flies. When flying high, move the throttle to the half position (50%). Half throttle conserves battery power and results in smoother and easier flying.
5. When off the ground, move the elevator stick smoothly in small amounts. Small moves of the elevator stick make the model rise or fall.
6. Fly in large circles (see illustration) high off the ground to learn how to pilot the model with the nose pointed toward you. Flying with the nose pointed toward you is one of the hardest things to do when learning to fly.
7. You can turn the model more sharply by moving the rudder in the direction you want to turn and pulling the elevator stick back to you a small amount. When flying at half (50%) or lower throttle, more space is needed for turns.

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 supply from the motor. Power to the motor will be stopped, indicating that the battery is discharged and that it is time to land.

8. Do not put the model into long vertical dives, with the motor on or off. Dives can damage the model and may result in a high-speed crash.
9. Pay attention to how long your model is in the air so the model is not high in the air when the battery fully discharges. Land your model when more throttle is required to maintain altitude.

Rudder trim: When the model drifts left or right at the same time the aileron stick (used to control the rudder) is at neutral (centered) position, adjust control stick trim a small amount OPPOSITE the direction of drift. Adjust trim so the model flies straight at the same time the control stick is at neutral.

Elevator trim: When the model's nose drifts up or down at the same time the elevator stick is at neutral (centered) position, move the elevator trim lever (left of the elevator stick) a small amount OPPOSITE the direction of drift. Adjust trim so the model flies straight and level at the same time the elevator stick is at neutral. Your Super Cub climbs steadily at full throttle when trimmed correctly.

NOTICE: A servo will make a noise when it is under too much load, sometimes caused by the servo being trimmed too far in one direction. When a servo makes noise, quickly adjust transmitter trim to neutral, and make sure servo correctly operates when the transmitter control is moved.

When the motor shuts off, land the aircraft immediately and recharge the flight battery. It is possible to lower the throttle stick and re-arm the speed control if a small amount of power is needed for landing. Disconnect and remove the Li-Po battery from the aircraft after use to prevent trickle discharge. Fully charge your Li-Po battery before storing it. During storage make sure battery charge does not go below 3V per cell.

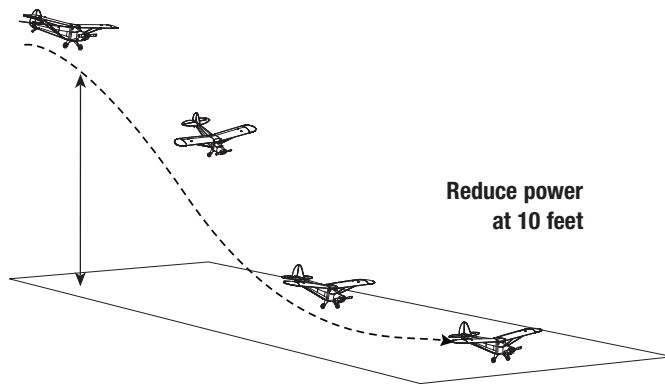
Landing

1. The Super Cub flies for approximately 10–12 minutes on one battery charge.
When the model climbs slower at full throttle, land the model and recharge the battery.
2. Decrease the throttle and bring the model down to landing by pointing the model's nose into the wind, aligned with the length of your chosen runway.
3. When the model is approximately 10–15 feet (3–4.5 meters) above the ground, slowly decrease the throttle until the throttle is fully off.
4. Carefully glide your model into landing, using little or no moves of the elevators and rudder.
5. Use only very small amounts of throttle as needed to maintain control.
6. Fully decrease the throttle at landing to prevent damage to the wing and propeller.

NOTE: When flying skills are developed, use a little UP elevator (pulling the elevator stick back) to “flare” the model. Using flare at landing can bring the model down smoothly in a small landing area.



WARNING: Do not catch the flying model in your hands; personal injury and/or damage to the model can result.



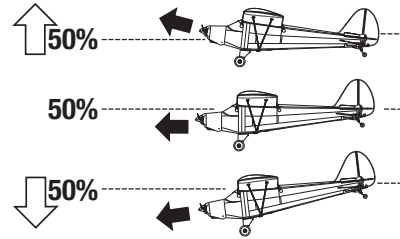
Repairing Minor Damage

When there is minor damage from a crash:

- Use packing tape to cover small holes.
 - Repair foam parts with foam-compatible CA.
- Replace a bent or broken wing, fuselage and tail before flying again.
 - Buy replacement parts using *Replacement Parts* list at the back of this manual.

Throttle Adjustment

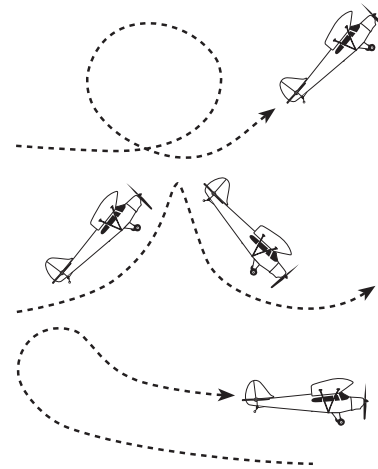
1. Fully increase throttle (100%) to launch your model.
2. Increase the throttle above half (50%) to make the model go up.
Note: Increased wind speeds can both increase lift from the wing and increase difficulty in turning the model.
3. When the model is above the ground where you want to fly, decrease throttle to half for cruising. Half throttle lets you fly the model longer than when flying the model at full throttle.
4. Decrease the throttle below half to bring the model down.



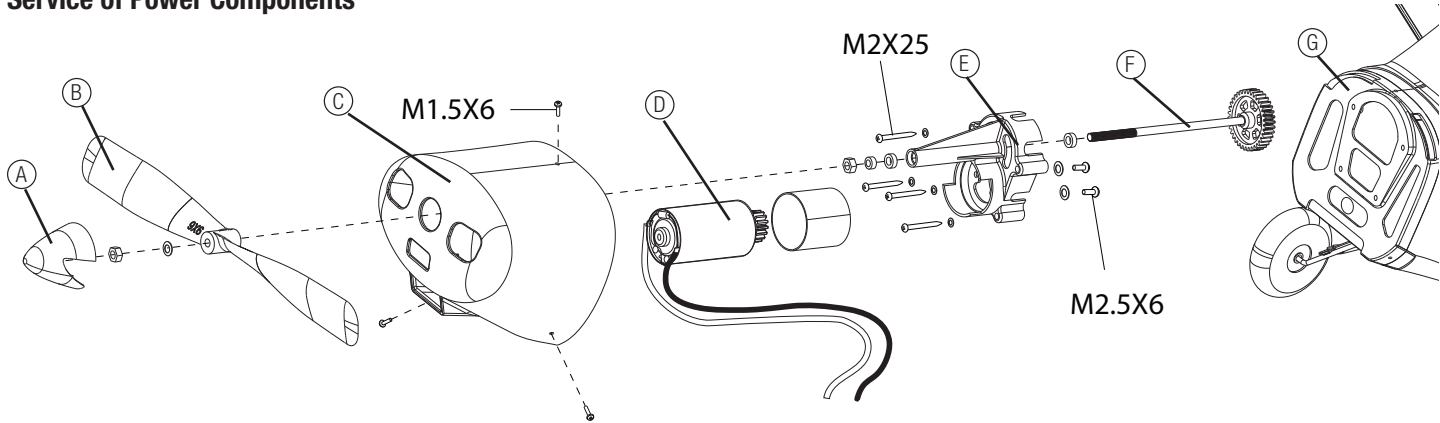
Aerobatic Flight

An experienced pilot can safely make the Super Cub perform aerobatic maneuvers (loops and stalls). The steps below describe adjusting the model for these aerobatic maneuvers.

1. Make sure ACT is OFF.
2. Remove the clevises from the outermost holes in the control horns.
3. Install the clevises in the innermost holes of the control horns.
Note: Changing the installation point of the clevises increases the control throw (or range of motion) of the control surfaces. This makes the model more sensitive to movement of the aileron (assigned to rudder control) and elevator stick, so the model can stall more easily.
4. After moving a clevis, do a Control Test, center the control surface and adjust trim.
Note: Crash damage is not covered under warranty.



Service of Power Components



Disassembly

1. Remove spinner (A) from propeller (B) and hex nut (spinner is tight on hex nut).
2. Remove hex nut, washer and propeller from gear shaft (F).
3. Remove 3 screws and cowl (C) from fuselage.
4. Remove 4 screws, 4 washers and gearbox (E) from firewall (G).
5. In the fuselage, disconnect 2 bullet connectors of motor (D) from ESC connectors (motor wire colors align with ESC wire colors) and remove motor wires from fuselage.
6. Disconnect Receiver/ESC unit and remove unit from retainer in fuselage.
7. Remove hex nut, washer, spacer and front bearing from gear shaft.
8. Remove gear shaft and rear bearing from gearbox.
9. Remove 2 screws, 2 rubber washers and motor (D) from gearbox.

Assembly

10. Assemble model by obeying instructions above in reverse.
11. Make sure propeller size numbers (9 X 6) face forward. The propeller fits on hex nut on gear shaft.
12. Make sure gear on gear shaft and pinion gear on motor correctly align.
13. Make sure wires are not pinched or damaged when model is assembled.
14. Use clear tape to hold receiver antennas in fuselage so 2 antennas are kept at right angles to each other for correct receiver operation.

Note: Threadlock may be required on the 2 screws holding motor in gearbox to prevent loosening from vibration.



CAUTION: DO NOT handle the spinner, propeller, motor or Receiver/ESC unit while the battery is connected to the Receiver/ESC. Personal injury could result.

Troubleshooting Guide

Problem	Possible Cause	Solution
Transmitter does not operate model.	Low charge in transmitter batteries	Replace transmitter batteries with fully charged batteries
	No electrical connection	Make sure flight battery is connected in model
	Low charge in flight battery	Replace flight battery with fully charged battery
	Receiver or antenna damaged	Repair or replace receiver
	Receiver not bound to transmitter	Bind receiver to transmitter
Model keeps turning in one direction.	Rudder trim or rudder is not adjusted correctly	Adjust rudder trim on transmitter or adjust model rudder
	Wing is not centered on the fuselage	Center wing and tighten wing connections to fuselage
Model is difficult to control.	Wind is too great for safe flying	Postpone flying until the wind becomes calm
	Damage to model	Repair or replace damaged parts (propeller, wing, servos, etc)
	Low charge in transmitter batteries or flight battery	Replace batteries with fully charged batteries
Model keeps pitching up (nose points up) steeply.	Wind is too great for safe flying	Postpone flying until the wind becomes calm
	Elevator is trimmed UP too much	Decrease UP trim of elevator on transmitter
Motor speed increases and decreases.	ACT is powered ON	Power OFF the ACT
	ACT is ON, but light is reflecting on sensors	Power OFF the ACT or fly under other conditions (not snow, sand, etc)
	ACT is ON and sun is low on horizon	Power OFF the ACT or postpone using ACT until sun is higher in the sky
	LVC from low charge in flight battery	Replace flight battery with fully charged battery
Model will not climb as needed.	Low charge in flight battery	Replace flight battery with fully charged battery
	Elevator trimmed DOWN too much	Decrease DOWN trim of elevator on transmitter
	Propeller installed backwards	Install propeller with numbers facing forward
	Damage to model	Repair or replace damaged parts (propeller, wing, etc)
	Wind is too great for safe flying	Postpone flying until the wind becomes calm
	Flight conditions may be too cold	Make sure battery is warm before use

Troubleshooting Guide, continued

Problem	Possible Cause	Solution
Aircraft will not respond to throttle but responds to other controls	Throttle not at idle and/or throttle trim too high	Reset controls with throttle stick and throttle trim at lowest setting
	Throttle channel is reversed	Reverse throttle channel on transmitter
Extra propeller noise or extra vibration	Damaged propeller and spinner, gear 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
	Propeller installed backwards	Install propeller with numbers facing forward
	Flight battery damaged	Replace flight battery and follow flight battery instructions
	Flight conditions may be too cold	Make sure battery is warm before use
	Battery capacity may be low for flight conditions	Replace battery or use a larger capacity battery
Aircraft will not link 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 not bound to transmitter	Bind transmitter to aircraft receiver
	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
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 not bound correctly	Bind transmitter to aircraft receiver
	Control trim out of adjustment	Adjust trims to restore full control
Controls reversed	Transmitter settings reversed	Do the Control Direction Test and adjust controls on transmitter appropriately
Motor loses power	Damage to motor, propeller shaft or power components	Do a check of batteries, transmitter, receiver, motor and wiring for damage (replace as needed)
Motor power pulses then motor loses power	ESC uses default LVC	Recharge flight battery or replace battery that is no longer performing

Replacement Parts

Number	Description
HBZ1002	9 x 6 Propeller
HBZ1003	DC LiPo Balancing Charger
HBZ1004	1.5A AC Power Supply
HBZ7357	DSM2 Receiver/ESC unit
PKZ1033	1300mAh 11.1V Li-Po Battery with EC3 Connector
HBZ7104	Prop Shaft
HBZ7106	Landing Gear with Tires
HBZ7107	Spinner
HBZ7112	Battery Door with Latch
HBZ7114	Firewall with Screws
HBZ7117	Tail Wheel
HBZ7120	Standard Wing with Struts
HBZ7121	Control Horns (4)
HBZ7122	Wing Struts with Screws
HBZ7124	2 Wing Hold Down Rods
HBZ7125	Tail with Accessories
HBZ7126	Cowl
HBZ7127	White Rubber Bands
HBZ7128	Pushrods and Clevis Set
HBZ7129	Gearbox with Firewall
HBZ7134	Motor with Pinion
PKZ1536	Motor Screws (2): M 2.5 x 6
HBZ7135	Metal Pinion (2)

Number	Description
HBZ7185	Bare Fuselage (no receiver)
HBZ7310	Decal Sheet: Super Cub LP
PKZ1130	Mini Servo (5W) with Arms
PKZ1131	Servo Gear Set
PKZ1132	Servo Arm Set
SPMR4400	DX4e 4-Channel Full Range Transmitter Only (Mode 2)
SPMR4401	DX4e 4-Channel Full Range Transmitter Only (Mode 1)

Optional Parts

Number	Description
HBZ4020	Sonic Combat Module
HBZ3510	Aerial Drop Module
HBZ7390	Super Cub LP Floats
PKZ1005	10 x 8 High Power Propeller (for use with optional floats)
EFLAEC312	EC3 Charge Lead w/12" Wire & Jacks, 16AWG
SPMR5500	DX5e 5-Channel Full Range Transmitter Only (Mode 2)
SPMR5501	DX5e 5-Channel Full Range Transmitter Only (Mode 1)
SPMR6600	DX6i 6-Channel Full Range Transmitter Only (Mode 2)
SPMR6601	DX6i 6-Channel Full Range Transmitter Only (Mode 1)
SPMR8800	DX8 8-Channel Full Range Transmitter Only (Mode 2)
SPMR8801	DX8 8-Channel Full Range Transmitter Only (Mode 1)
RTM25R5500	Phoenix R/C Pro Flight Simulator 2.5 with DX5e
RTM2500	Phoenix R/C Pro Flight Simulator 2.5

AMA National Model Aircraft Safety Code

Effective January 1, 2011

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 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-See and Avoid Guidance.)
- (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 sea-plane 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 (RC)

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-Recommended Field Layout):
 - (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- Testing for RF Interference; #923- Frequency Management Agreement)
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. This does not apply to model aircraft flown indoors.
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.
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.

Warranty and Repair Policy

Warranty Period

Exclusive Warranty- Horizon Hobby, Inc., (Horizon) warranties that the Products purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase by the Purchaser.

Limited Warranty

Horizon reserves the right to change or modify this warranty without notice and disclaims all other warranties, express or implied.

This warranty is limited to the original Purchaser ("Purchaser") and is not transferable. REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE EXCLUSIVE REMEDY OF THE PURCHASER. This warranty covers only those Products purchased from an authorized Horizon dealer. Third party transactions are not covered by this warranty. Proof of purchase is required for all warranty claims.

(b) Limitations- HORIZON MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, ABOUT NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE PRODUCT. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

(c) Purchaser Remedy- Horizon's sole obligation hereunder shall be that Horizon will, at its option, (i) repair or (ii) replace, any Product determined by Horizon to be defective. In the event of a defect, these are the Purchaser's exclusive remedies. Horizon reserves the right to inspect any and all equipment involved in a warranty claim. Repair or replacement decisions are at the sole discretion of Horizon. This warranty does not cover cosmetic damage or damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or modification of or to any part of the Product. This warranty does not cover damage due to improper installation, operation, maintenance, or attempted repair by anyone other than Horizon. Return of any Product by Purchaser must be approved in writing by Horizon before shipment.

Damage Limits

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY CONNECTED WITH THE PRODUCT, WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, NEGLIGENCE, OR STRICT LIABILITY. 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 this Product, you are advised to return this 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).

Warranty Services

Questions, Assistance, and Repairs

Your local hobby store and/or place of purchase cannot provide warranty support or repair. Once assembly, setup or use of the Product has been started, you must contact 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 direct your email to productsupport@horizonhobby.com, or call 877.504.0233 toll free to speak to a Product Support representative. You may also find information on our website at www.horizonhobby.com.

Inspection or Repairs

If this Product needs to be inspected or repaired, please use the Horizon Online Repair 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 Repair Request is available at www.horizonhobby.com under the Repairs tab. 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 repair. 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 batteries to Horizon. If you have any issue with a battery, please contact the appropriate Horizon Product Support office.

Warranty Inspection and Repairs

To receive warranty service, you must include your original sales receipt verifying the proof-of-purchase date. Provided warranty conditions have been met, your Product will be repaired or replaced free of charge. Repair or replacement decisions are at the sole discretion of Horizon.

Non-Warranty Repairs

Should your repair not be covered by warranty the repair 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 repair you are agreeing to payment of the repair without notification. Repair estimates are available upon request. You must include this request with your repair. Non-warranty repair 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 cashiers checks, as well as Visa, MasterCard, American Express, and Discover cards. By submitting any item to Horizon for inspection or repair, you are agreeing to Horizon's Terms and Conditions found on our website under the Repairs tab.

Warranty and Service Contact Information

Country of Purchase	Horizon Hobby	Address	Phone Number / Email Address
United States of America	Horizon Service Center (Electronics and engines)	4105 Fieldstone Rd Champaign, Illinois, 61822 USA	877-504-0233 Online Repair Request: visit www.horizonhobby.com/repairs
	Horizon Product Support (All other products)	4105 Fieldstone Rd Champaign, Illinois, 61822 USA	877-504-0233 productsupport@horizon-hobby.com
United Kingdom	Horizon Hobby Limited	Units 1-4 Ployters Rd Staple Tye Harlow, Essex CM18 7NS, United Kingdom	+44 (0) 1279 641 097 sales@horizonhobby.co.uk
Germany	Horizon Technischer Service	Hamburger Str. 10 25335 Elmshorn, Germany	+49 4121 46199 66 service@horizonhobby.de
France	Horizon Hobby SAS	14 Rue Gustave Eiffel Zone d'Activité du Réveil Matin 91230 Montgeron	+33 (0) 1 60 47 44 70 infofrance@horizonhobby.com

Parts Contact Information

Country of Purchase	Horizon Hobby	Address	Phone Number / Email Address
United States	Sales	4105 Fieldstone Rd Champaign, Illinois, 61822 USA	800-338-4639 sales@horizonhobby.com
United Kingdom	Horizon Hobby Limited	Units 1-4 Ployters Rd Staple Tye Harlow, Essex CM18 7NS, United Kingdom	+44 (0) 1279 641 097 sales@horizonhobby.co.uk
Germany	Horizon Hobby GmbH	Hamburger Str. 10 25335 Elmshorn, Germany	+49 4121 46199 60 service@horizonhobby.de
France	Horizon Hobby SAS	14 Rue Gustave Eiffel Zone d'Activité du Réveil Matin 91230 Montgeron	+33 (0) 1 60 47 44 70 infofrance@horizonhobby.com

FCC Information

This device complies with part 15 of the FCC rules. 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.

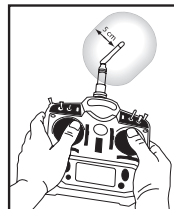


CAUTION: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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 Spektrum 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. These illustrations show the approximate 5 cm RF exposure area and typical hand placement when operating your Spektrum transmitter.



Compliance Information for the European Union

AT	BG	CZ	CY	DE
DK	ES	FI	FR	GR
HU	IE	IT	LT	LU
LV	MT	NL	PL	PT
RO	SE	SI	SK	UK

Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

No. HH2011031502



Product(s): HBZ Super Cub DSM RTF
Item Number(s): HBZ7400EU, HBZ7400EUM1,
HBZ7400UK, HBZ7400UK1
Equipment class: 2

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 300-328 V1.7.1

EN 301 489-1 V1.7.1: 2006

EN 301 489-17 V1.3.2: 2008

EN 60950-1:2006+A11

EN55022: 2006,

EN55024: 1998+A1: 2001+A2: 2003

(EN61000-4-2: 2001, EN61000-4-3: 2006, EN61000-4-8: 2001)

Signed for and on behalf of:
Horizon Hobby, Inc.
Champaign, IL USA
Mar 15, 2011

Steven A. Hall
Vice President
International Operations and Risk Management
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.



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US 7,515,070; PRC ZL 200510028326.6; US 7,391,320
Other patents pending.
HBZ7300 31209 Printed 2/11