



P-51D Mustang Instruction Manual



Charge-and-Fly™ Park Flyer

Wingspan: 39.5" (1000mm)
Overall Length: 34" (862mm)
Weight: 29 oz. (820g)
Motor: 480 power with gearbox

Radio: Proportional 3 ch. FM
Battery: 10.8V 1000mAh Ni-MH
Variable Rate DC peak charger



P-51D Mustang Instruction Manual

Congratulations on your purchase of the ParkZone P-51D Mustang.

The North American P-51D Mustang is arguably the most famous military aircraft of all time. Many will credit the fall of the Nazi regime in Europe to the development and production of this great fighter. This was not only because they were able to protect long-range bombers such as the B-17, but because of their outstanding offensive capabilities. We at ParkZone also marvel at the performance of this aircraft and the respect and awe it commands. The ParkZone P-51D Mustang recaptures its majestic flying capabilities and great scale looks. We hope you enjoy every flight!

The ParkZone P-51D Mustang has come with everything needed to get you in the air –all in one box! You will only need to attach the wing and horizontal tail, as well as charge the battery prior to taking to the air for your first flight.

We at ParkZone are committed to giving you the most enjoyable flight experience you can have. In order to have a safe and successful flight, we ask that you do not fly until you have read these instructions thoroughly.

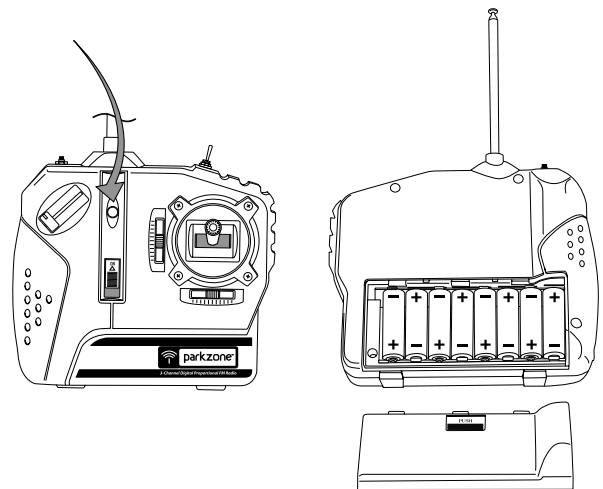
Your ParkZone P-51D Mustang comes with a fully proportional 3 channel FM radio system with full control of throttle, steering, and pitch. If you have not successfully flown one of HobbyZone's Zone 2 aircraft, or any other radio controlled aircraft, we recommend that you seek the help of an experienced radio control pilot during your beginning flights. Crash damage is not covered under the warranty!

Your ParkZone P-51D Mustang is equipped with the exclusive Mode Change Flight Control system. The computer onboard the airplane is programmed with two flight modes. You have two modes to choose from. One limits the travel of the ailerons and elevator to allow a better transition to a flying with pitch control, as well as those experienced flyers looking for a smooth and relaxing flight. The second mode allows full control at all times for those that are experienced and looking for maximum performance.

Step 1

Transmitter Batteries

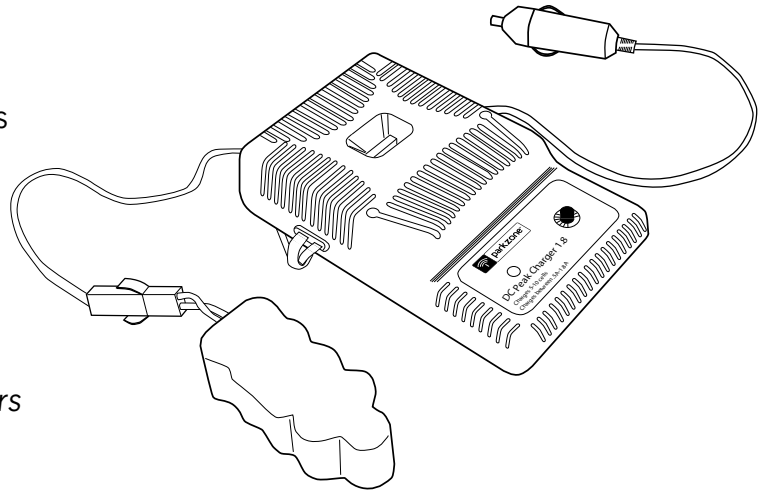
1. Insert 8 new "AA" batteries (supplied) into the transmitter, observing proper polarity.
2. Turn switch on and check for a glowing LED to ensure the batteries have been installed correctly. Once this is confirmed, turn radio off.
3. Replace batteries when you hear the low-battery alarm (beeping sound).



Step 2

Charging the Aircraft Battery

The ParkZone DC Peak charger uses unique peak detection circuitry that ensures an accurate charge every time and protects your Ni-Cd and Ni-MH batteries from the dangers of over-charging. This charger continually monitors the battery's charge curve and automatically stops charging when the peak charge is detected. The peak detection charger will help avoid damaging Ni-Cd and Ni-MH cells.



Important: The battery should be charged shortly before flying. If you charge the battery 12 to 24 hours prior to flying, you will need to “re-peak” the battery before you fly.

Notice: You cannot charge option Li-Po battery packs with the ParkZone DC Peak charger included with this kit. You must use a Li-Po specific battery charger. Failure to follow this warning could result in a fire.

Note: Charge time is an estimate only of fully discharged battery pack. Actual charge times may vary.

BATTERY CAPACITY	MAX. CHARGE RATE	CHARGE TIME
1000mAh 10.8V Ni-MH	1.4 amp	40 minutes

DC Peak Detection Charger Features:

- Variable charge rate from 0.5 – 1.8 amps
- Trickle charge
- Uses automobile 12V power outlet
- Charges 5 – 10 cell Ni-Cd and Ni-MH battery packs
- LED charge indicator

Charging the Aircraft Battery

1. Using the dial on the side of the charger, select the charge rate to 1.4 amps.
2. Connect the battery pack to the charger using the included adapter.
3. Connect the charger to the 12V power outlet in your automobile. The LED will continually blink while the battery charges.
4. Charging is finished when the LED indicator glows steadily. You should also notice at this time that the battery is warm to the touch.

Note: Damage to the charger and battery will occur if you exceed the maximum charge rate recommended.

Note: Do not leave the charger and battery unattended during the charge process. While charging, place the battery on a heat resistant surface and constantly monitor the temperature of the battery pack. If the battery becomes hot at any time during the charge process, discontinue charging immediately. Do not allow children to charge battery packs without adult supervision.

Step 3

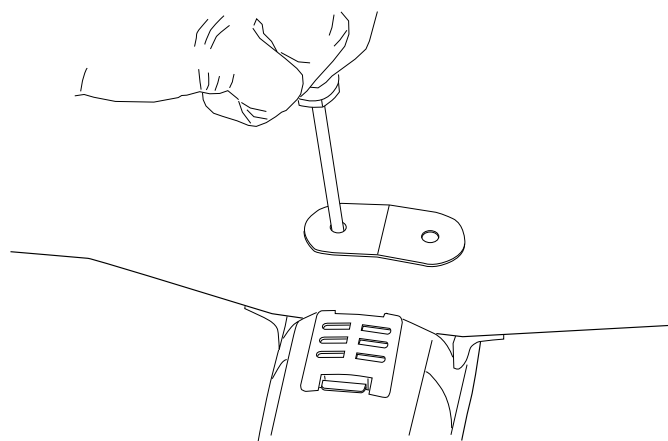
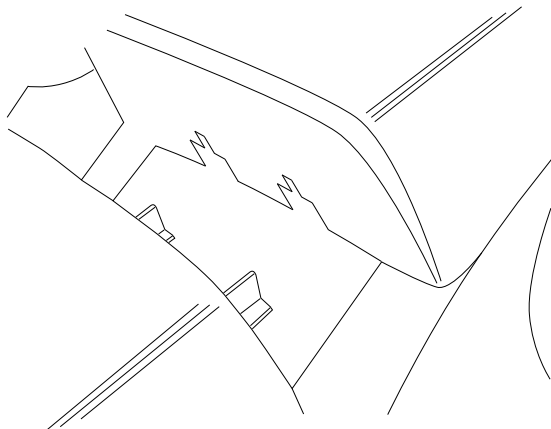
Attaching the Wing

In order to attach the wing of your P-51D, please follow these simple instructions:

1. Locate the two wing securing screws in the box.
2. Turn over the fuselage so you are looking at the bottom. Do the same with the wing (also silver side).
3. Carefully mate the aileron extension from the receiver to the lead coming from the wing. The plug is polarized to fit one way.

Note: *The aileron extension includes servo reversing so if this is not attached correctly, or if the extension is not used, the ailerons will be backwards when transmitter input is given. Always function check this prior to each flight.*

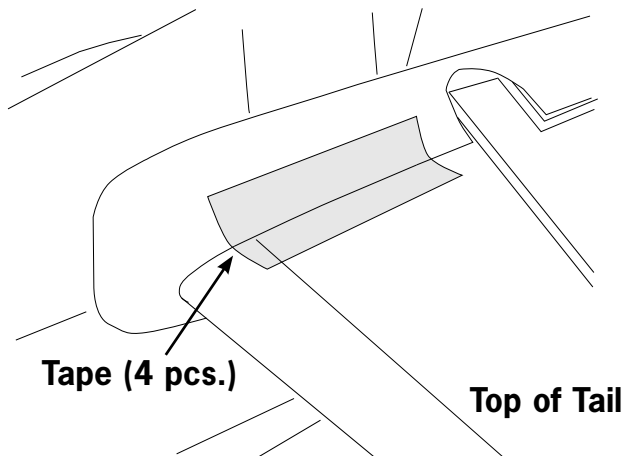
4. Carefully slide two points of belly scoop on the trailing edge of the wing into the two notches inside the rear of the fuselage.
5. Slide the joined aileron extension inside the fuselage so that it will not become pinched in between the wing and fuselage when securing the wing.
6. Slide the bottom of leading edge of the wing into the fuselage as shown, making certain it is perfectly centered. This must be done correctly in order to allow the two screws to thread into the fuselage. Once you are certain the wing is centered, tighten the two screws to secure the wing.
7. The wing is correctly installed when no gap exists between wing and fillet.



Step 4

Attaching the Horizontal Stabilizer

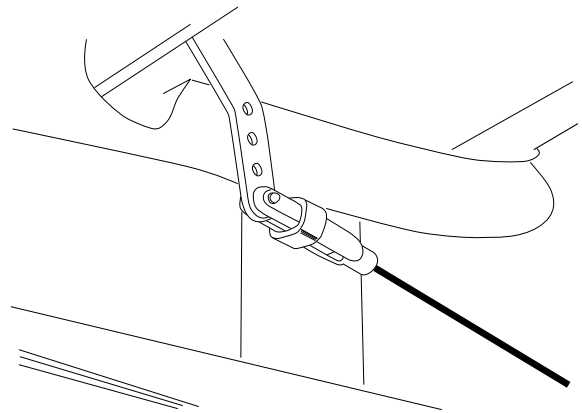
1. Locate the horizontal stab of the tail.
2. Slide tail in allotted space of fuse, making sure the control horn installed into the horizontal tail will properly align with pushrod and clevis exiting the back fuse.
3. When you are certain the tail is centered correctly and in the right place, use the tape provided to properly secure the tail to the fuselage as shown. Use the tape on the top and bottom of each side of the tail (total of 4 applications).
4. Turn on transmitter and plug in flight battery. Make sure trim levers and stick are centered.
5. Locate clevis and rod exiting fuselage, and attach clevis to control surface as shown.



6. Make any trim adjustments as necessary prior to flight (see step 7).

Note: To make trim adjustments to the horizontal stabilizer:

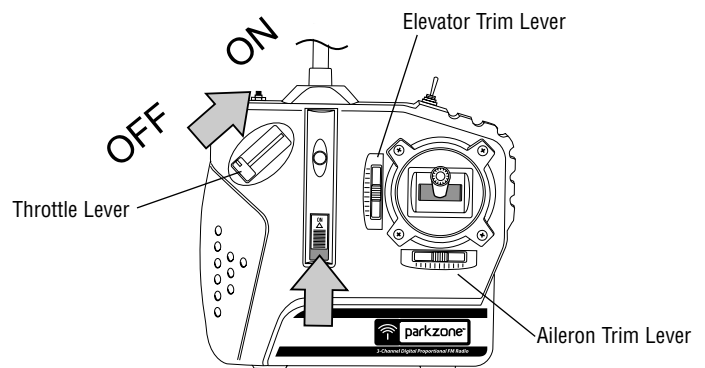
- a. Turn on radio transmitter
- b. Plug in fully charged battery into fuse.
- c. Use elevator trim of radio by moving up or down to achieve tail to be at neutral when the gimble is also at neutral. If these changes are not sufficient, center the transmitter elevator trim lever, then remove the clevis from the control surface and turn clevis in or out as needed to move the control surface back to neutral.



Step 5

Motor Test

1. Make sure the throttle slider is in the "off" position.
2. Turn on transmitter.
3. Plug the flight battery into the white lead inside the fuselage.
4. Secure battery inside fuselage cavity and replace battery cap.
5. Your ParkZone P-51D Mustang has a built-in throttle-arming feature that needs to "see" the throttle slider in the off position before it will spin the propeller. Advance the throttle forward and the propeller should spin at a high speed. The throttle-arming feature will need to be activated each time the battery is plugged into the airplane.
6. When finished with the motor test, be sure to disconnect the battery first, then turn off the transmitter. This step should be followed each time you need to turn the airplane off.



CAUTION: Make sure that you, as well as loose clothing and hair, are away from propeller at all times! A moving propeller can cause severe injury.

Step 6

Control Test

Warning: Keep everything clear of the propeller before starting the control test in the event that you accidentally turn on the motor.

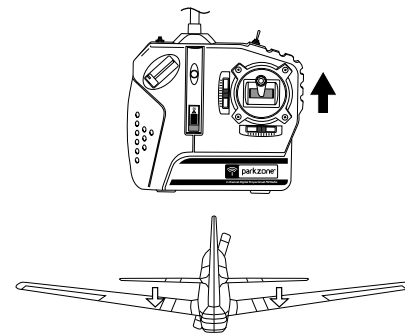
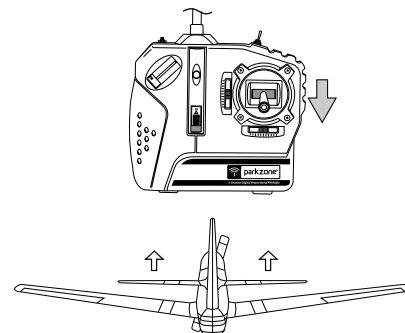
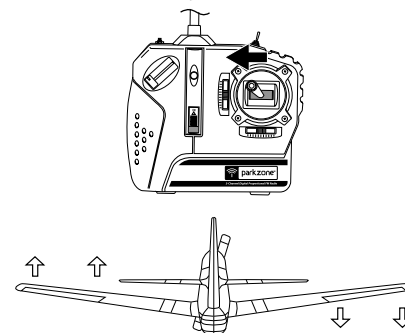
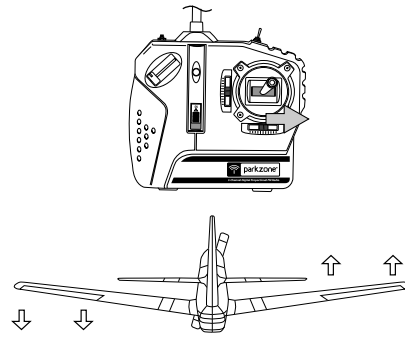
1. Be certain that the throttle slider is in the "Off" position. Make certain both trim levers are centered.
2. Switch on the transmitter-check to make sure the LED is lit indicating the TX has power. Make certain that both trim levers are centered.
3. Install the flight battery into the fuselage and plug in the connector.
4. Move the stick from side to side. The ailerons on the trailing edge of the wings should move per your transmitter input (when the stick is pushed to the right, the right aileron should deflect upward and the left aileron downward, and vice versa).
5. Pull the stick back and the elevator control surface should move upward (as shown).
6. Move the stick full forward. When this is done, the elevator control surface should move down (as shown).

If your airplane is not responding correctly to the transmitter input, do not fly! Some correction is needed. Call the Horizon Product Support Group at 1-877-504-0233.

7. When the test is complete, be sure to disconnect the flight battery first, then turn off the transmitter. This should be done each time you turn off the airplane.

Note: It is very important to make sure that the control surfaces are at 0 degrees when the transmitter control stick and trim levers are centered.

(See Steps 4 and 7 for making needed adjustments to control surfaces.)



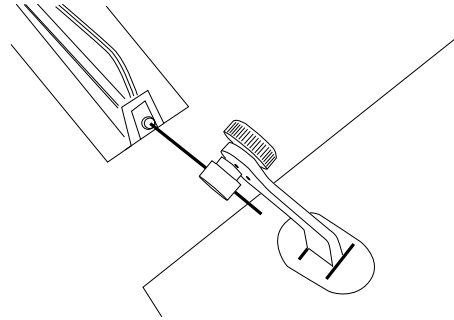
Step 7

Making Adjustments to the Ailerons

You may find some adjustment is needed to properly trim the ailerons. The ailerons are properly trimmed when each aileron is level with the wing. To do this, follow these simple instructions:

1. Make sure transmitter is on.
2. Plug in flight battery.
3. Most trim adjustments needed to the ailerons can be made by using the aileron trim levers on the transmitter. Make sure the gimble (stick) is at neutral prior to making any trim changes.
4. If this is not sufficient and the ailerons need to be trimmed mechanically:
 - a. With radio system on, return trim levers and gimble to neutral.

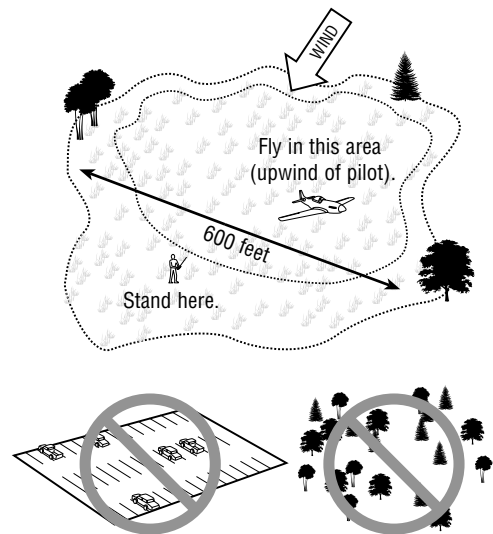
- b. Locate the small "spool" on each aileron (bottom of control surface). Turn the spool the appropriate direction to return the aileron to neutral (control surface of aileron is level with rest of wing).
- If you have any questions regarding this, please contact the Horizon Product Support Group at 1-877-504-0233.



Step 8

Choose a Large, Open Grassy Field

- A large, open grassy field is required to fly your P-51D Mustang. Your P-51D Mustang can achieve speeds greater than 40 mph, so it covers ground fast. The larger the field, the better.
- It is essential to have a minimum of 300 feet of clear space in all directions from the pilot. If you ignore this direction, you will regret it.
- Make certain that you do not fly near trees, buildings, or other areas that can restrict your view or interfere with your flying.
- Always keep the P-51D Mustang upwind from you to avoid fly-aways.



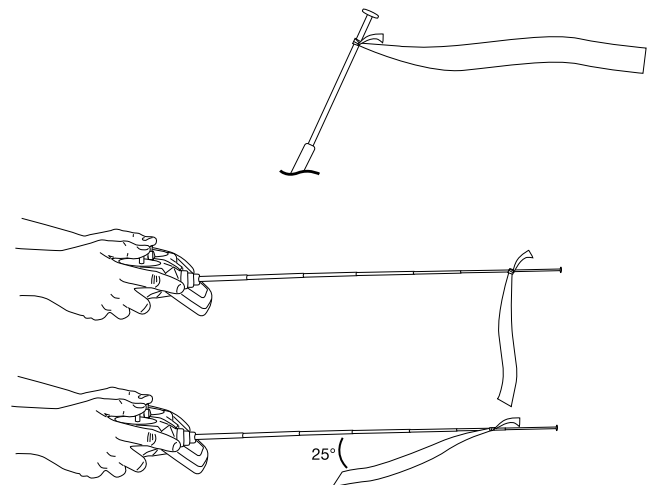
Step 9

Choose a Calm Day

You want to fly! However, you need to make sure that you fly in the conditions that will allow you to have the best success. This is when there is little to no wind (less than 7 mph).

To check wind conditions:

1. Tie the included red ribbon to the transmitter antenna.
2. Hold the transmitter antenna so that it is parallel to the ground and note how much the ribbon moves in the wind. If the ribbon hangs down, conditions are right to fly. However, if the angle between the antenna and the ribbon is less than 20 degrees, it is too windy to fly.



Step 10

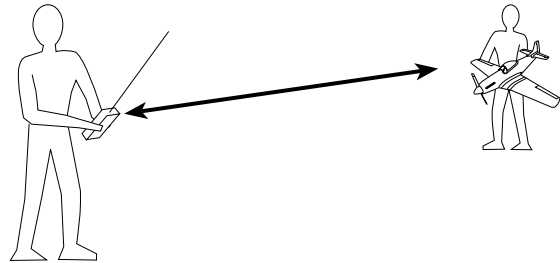
Range Test

You will need two people to perform the range test: one to hold the plane and the other to give the transmitter input.

Warning: The person holding the plane should hold it in such a way that the propeller does not come into contact with any part of their clothing or body.

1. One person holds the transmitter, while the other person walks 100 paces away with the airplane.
2. Be sure the throttle slider is in the "Off" position.
3. Extend the transmitter antenna completely and turn the transmitter on.

4. Plug the airplane battery into the fuselage.
5. As soon as the throttle slider is advanced, the propeller should spin quickly.
6. As the first person moves the transmitter controls, the other person watches to be sure the airplane's motor and tail controls operate smoothly.



Step 11

Seek Assistance from an Experienced Radio Control Pilot

VERY IMPORTANT

The 3-channel control system is designed for the experienced radio control pilot and is not intended for the first-time flyer. If you have successfully flown the Zone 2 or Zone 3 HobbyZone airplanes, then you should be ready for the ParkZone™ P-51D Mustang. However, first-time pilots of the ParkZone™ P-51D Mustang should seek the assistance of an experienced RC flyer until the additional third channel, pitch control, has been competently mastered. Crash damage is not covered under the warranty.

Important: Initial flights should always be done with the airplane in Low Rate (Mode A). In this mode, there is some limitation to the travel allowed, helping to prevent you from over-control. After you have had several safe flights in Mode A, you can move on to Mode B, which will no longer limit the travel of the control surfaces.

Note: It is possible to change flight modes in flight. However, it is important that you have enough altitude prior to attempting to change the flight mode while in flight.

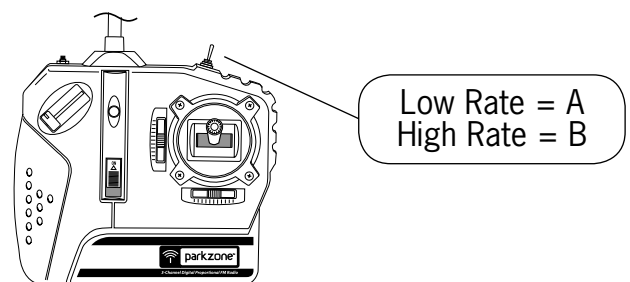
Step 12

Mode Change Flight Control System

Your P-51D Mustang comes with the ability to change flight modes as you gain more experience and become more familiar with it. There are two modes that are selectable from the transmitter that you can choose from:

Mode A (Low Rate): Mode A is recommended for all first flights. The travel of both ailerons as well as the elevator will be limited in this mode, allowing you to become more familiar with your plane. The switch on the back of the transmitter will be back when you are in this mode.

Mode B (High Rate): Mode B no longer limits your control surface travel, allowing more aggressive flying and aerobatics. However, your P-51D Mustang will also be more prone to crashes due to over-control if you are not careful. The switch on the transmitter will be toward the pilot when in this mode.



Step 13

Receiver/ESC

Your ParkZone P-51D Mustang comes with a specially designed receiver/ESC unit that allows you great flexibility. There are three jumpers that are located in the receiver that can be changed (added/removed) that allow you make changes (if you so choose) from the stock configuration that your P-51D Mustang comes in. You can also reuse the included radio system in another ParkZone or other similar electric aircraft if you so choose due to the adaptability of the receiver/ESC included.

Jumper 1- Mix of Elevator and Aileron:

You can add the jumper to utilize software that will allow a slight mix of elevator and ailerons. In this mode, when aileron input is given, a slight amount of up elevator is added. By doing this, the nose of the airplane will be more likely to “stay up” when aileron input is given. This can be of great help to pilots that are transitioning from 2 to 3 channel aircraft and are not used to pitch control.

Jumper 2- V-Tail/Standard Tail:

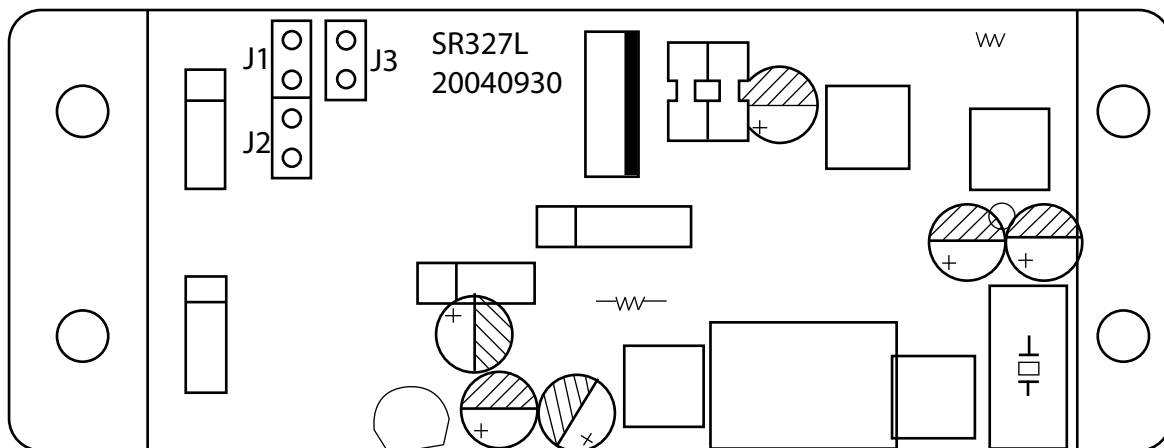
Your P-51D Mustang comes with the plane set for conventional aileron control. If you remove the included jumper, you can change the radio system to function as “V” tail (elevon) control in the event that you want to transfer the equipment to such airplanes as the ParkZone F-27 Stryker or Slo-V.

Jumper 3- Auto Cut-off:

Auto Cut-off: Your P-51D Mustang comes with the ability to change the cut-off voltage of the radio system. When the jumper is present the auto-cut is set at about 5.7 volts, which works with 6-9 Ni-MH cells. When the jumper is absent, the autocut is set at about 8.8 volts, which will function correctly with a 3s Li-Po Battery.

Note: Your ParkZone P-51D Mustang is designed to support a 3s Li-Po battery. We recommend the ThunderPower 2100 mAh pack. (THP21003S) You will need to supply your own connectors.

The battery should be able to safely deliver 13 amps of current.



Functions of RX Jumpers

	Jumper Present	Jumper Absent
Jumper 1	*Flight Trak on	Flight Trak off
Jumper 2	Conventional Control	“V” tail (elevon) control
Jumper 3	6-9 cell Ni-MH	3S Li-Po

Note: Default positions of jumpers of your P-51D are shown above in bold italics.

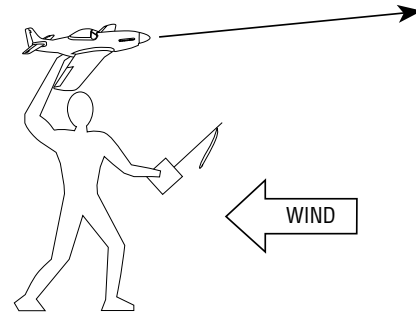
* Flight-Trak gives some up elevator when directional input is given. this helps hold the nose up during turns for pilots that are transitioning to using a 3-channel radio system.

Step 14

Hand Launching the P-51D Mustang

Your ParkZone P-51D Mustang will need to be hand launched. To do this, follow these instructions:

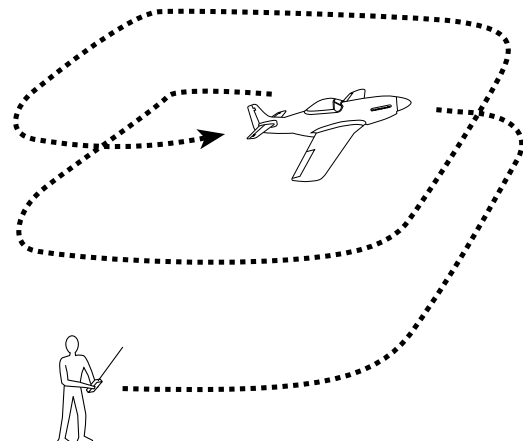
1. Make certain that the aircraft battery is fully charged.
2. Turn on transmitter, making certain you are in Mode A (Low Rate).
3. Plug in aircraft battery.
4. While holding the transmitter in one hand, push throttle slider to full on (up) with thumb.
5. Take a couple of steps back and firmly launch directly into the wind. Keep the wings level. Do not throw it up or down. Point it level (parallel) with the ground when releasing.
6. Keep steering into the wind and hold at full throttle in a slight climb until you have reached an altitude of at least 50-70 feet.
7. When you have reached this altitude, it is safe to steer in the desired direction as well as adjust the throttle input to help control altitude and speed.



Step 15

Flying

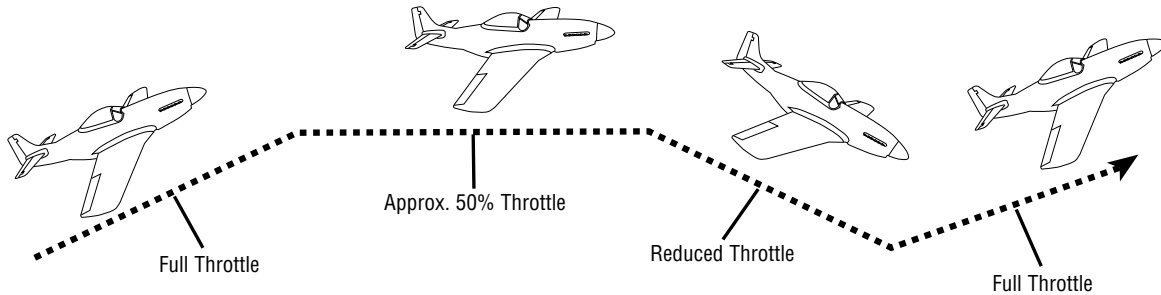
1. After launching, your P-51D Mustang will climb at full throttle. Keep the throttle full on until you have reached an altitude of about 50 feet. At this same time, make sure that you continue to keep the airplane directed into the wind.
2. Make right and left adjustments as necessary to keep the plane headed directly into the wind. After you have reached approximately 100 feet of altitude, you can begin to make directional changes that you desire.
3. Remember—control range is 2,500 feet. Do not allow the plane to get too far away from you. When the plane is farther away it is harder to see and the higher you fly, the more the airplane will be affected by wind.
4. Always keep the plane upwind from you. This way, the airplane will not be carried away from you by the wind.
5. Flying in too much wind is by far the number one reason for those who are inexperienced to crash or have fly-aways.
6. Avoid holding the stick full right or left for more than two seconds, as this will cause the plane to enter a spiral and could threaten your plane.
7. Do not try to climb too fast by pulling all the way back on the stick (up elevator), or your plane may stall. Instead, climb by giving small amounts of elevator.
8. Damage/bends to the wings or tail can greatly affect flight control. Replace damaged parts immediately.
9. Once you have become more experienced and familiar with the P-51D Mustang, you can switch from Mode A to Mode B. Mode B no longer limits the travel of the control surfaces.



Step 16

Throttle Adjustment

1. Climb to a minimum altitude of 50-70 feet at full throttle.
2. To achieve and maintain a level "cruising" altitude, reduce the power by moving the throttle slider down to approximately 50% of full-on. The throttle slider is proportional, so you can add or reduce throttle in small increments as needed to maintain the altitude that you desire.
3. To reduce altitude, reduce throttle.
4. To increase altitude, increase throttle.



Step 17

Using Elevator

Your ParkZone P-51D Mustang is equipped with a third channel for elevator (pitch control). Pulling back on the stick provides up elevator. This allows for shorter takeoffs, better flares for landing, better climb rates, and more effective turns. However, pulling too far back on the elevator to climb too quickly will cause the airplane to enter a stall (make the nose of the plane come down).

To avoid crashing from a stall, always maintain enough altitude to recover.

Just after a stall has occurred, the nose of the airplane will fall and the plane will look like it is diving. To pull out of a stall, simply pull back slowly on the stick (partial up elevator) once your P-51D Mustang has built up airspeed. Remember, pulling back too quickly or for too long will once again cause the airplane to enter a stall. Effectively avoiding and recovering from stalls requires experience. Always seek the help of an experienced radio control pilot if you are not familiar with pitch control. Failure to do so, could result in a crash and significant damage to your airplane.

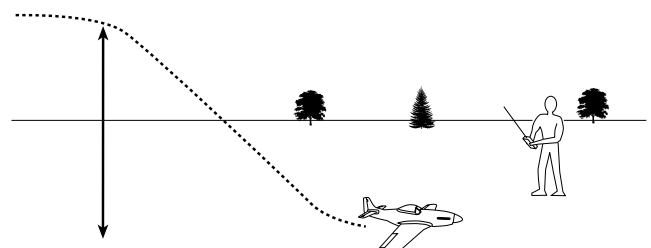
Step 18

Landing Your P-51D Mustang

When you begin to notice that your P-51D Mustang no longer climbs well under full power (normally after approximately 10-12 minutes), the battery is getting low and it is time to land. Bring in your P-51D Mustang directly into the wind and toward the desired landing spot. Gradually reduce throttle (as well as giving a small amount of down elevator if you choose) to reach an altitude of approximately 10 feet. At this point, reduce even more throttle to eventually no throttle and your P-51D Mustang should glide in softly for a landing. To avoid damage to your aircraft, land on a smooth soft surface such as grass.

Expert Tip: As you get better and more experienced at flying, try adding a bit of "up" elevator just prior to landing to "flare" the plane. With some practice, your landings should become smooth and on target.

WARNING: Do not attempt to catch the airplane or injury may occur. Remember, there is a spinning propeller on the front of the plane that can cause injury! Also, remember to cut power to the motor right before landing to prevent damage to the propeller.



Step 19

Aerobatic Flight

Your P-51D Mustang comes out of the box with the controls set for softer responses and at the outer holes of the control surfaces. However, once you get used to the flight characteristics and want to perform more aerobatic maneuvers you can change the amount of throw that is permitted by moving to the inner holes of the control horns.

After making any adjustments, always turn on the transmitter and center the transmitter trim levers, making sure the control surfaces are adjusted evenly.

Note: By making these changes, the controls will be much more responsive. This makes the airplane much less forgiving and easier to stall. Remember, crash damage is not covered under the warranty.

Step 20

Repairing Minor Damage

If you happen to crash and part of the tail or wing breaks, the damage can be repaired by using packing tape to cover the missing pieces. However, if the damage is severe, or if the wings and/or tail are bent, replace the damaged parts prior to flying again. See this manual for a complete list of replacement parts for your P-51D Mustang.

Warnings and Safety

1. Read and follow this manual completely, observing all instructions and safety directions. Otherwise, serious injury and damage can occur. Think safety first.
2. Keep propeller away from body parts, even when it isn't spinning, as it could be turned on by accident. Beware of hair becoming entangled in the propeller, especially while launching your plane.
3. Do not fly when it's too windy or you may lose control and crash, causing injury or damage. Never fly near people, vehicles, train tracks, buildings, power lines, water, hard surfaces or trees. Never allow anyone to attempt to catch the airplane while it's in flight or serious injury can result.
4. Adult supervision is recommended for pilots ages 14 and under.
5. Battery charging: Only use a battery charger intended for use with the flight battery. Never leave charger unattended while charging. This will help prevent overcharging. While charging, place the battery on a heat resistant surface. Do not lay it on carpet or upholstery while charging.
6. Never cut into the battery charger or airplane wires or serious injury can occur. Causing the battery to "short out" (crossing negative and positive bare wires) can cause fire, serious injury and damage.
7. Hold the plane securely, and keep all body parts away from the propeller when the flight battery is plugged in. When you finish flying your airplane, always unplug the battery before you turn off the transmitter.
8. Never fly on the same frequency as another RC vehicle in your area. The frequency of the airplane is shown on stickers on the back of the transmitter.
9. If you decide to power your P-51D Mustang with a Li-Po battery, always follow the instructions and warnings included with the battery and charger. ALWAYS remove and unplug your battery after flying.

Success Tips

1. Don't fly in winds over 10 mph! If you are an inexperienced pilot, this is especially important.
2. First-time pilots should get help from an experienced radio control pilot during first flights.
3. Choose your flying field carefully—grass and soft ground with 600-foot diameter of open space is optimal for flying and will lengthen the life of your airplane. Make sure there are no obstacles that will get in your way when flying, such as trees or buildings. Make sure you do not fly where there are pedestrians who could be hurt by the airplane.
4. Remember that holding the stick full over for too long can cause the airplane to spiral dive and crash. At the very first sign of the plane beginning to spiral down, immediately release the stick and give the opposite turn control to the spiral, then pull back on the elevator gently to level flight and level the wings.
5. Don't attempt to fly or do maneuvers beyond your flying abilities without seeking the assistance of an experienced pilot.
6. If you're gliding with the motor off, allow your plane more area for turns.
7. Position yourself at your flying field to keep the sun at your back and out of your eyes. Wear sunglasses on bright days.
8. Keep the aircraft upwind, especially on windier days, to prevent it from "flying away." The wind is normally stronger at higher altitudes than it is on the ground.
9. Keep your plane in front of you so you don't have to turn in circles as you fly. Try to avoid flying directly overhead.

Troubleshooting

PROBLEM	POSSIBLE CAUSE	SOLUTION
Unit does not operate	<ol style="list-style-type: none"> 1. Transmitter "AA" batteries are depleted or installed incorrectly, indicated by a dim or unlit LED on transmitter or the low battery alarm. 2. No electrical connection. 3. Flight battery not charged. 4. Crash has damaged the radio inside. 	<ol style="list-style-type: none"> 1. Check polarity installation or replace with fresh "AA" batteries. 2. Push connectors together until they "click." 3. Charge battery fully. 4. Replace the fuselage or receiver.
Aircraft keeps turning in one direction	<ol style="list-style-type: none"> 1. Aileron or aileron trim is not adjusted correctly. 2. Damage to fixed rudder (vertical stab). 	<ol style="list-style-type: none"> 1. Adjust aileron and/or aileron trim. 2. Make sure fixed rudder (vertical stab) is at 90 degrees from elevator.
Aircraft is difficult to control	<ol style="list-style-type: none"> 1. Wing or tail is damaged. 	<ol style="list-style-type: none"> 1. Replace damaged part.
Aircraft will not climb	<ol style="list-style-type: none"> 1. Battery is not fully charged. 2. Elevator trim may be incorrect. 	<ol style="list-style-type: none"> 1. Charge battery fully shortly before flying. 2. Adjust elevator trim.
Aircraft keeps pitching up steeply	<ol style="list-style-type: none"> 1. Wind is too gusty or strong. 2. Elevator trim may have raised too much 	<ol style="list-style-type: none"> 1. Postpone flying until the wind calms down. 2. Trim elevator down with the transmitter trim or threaded linkage

Warranty and Follow-Up Procedures

Horizon Hobby, Inc. guarantees this merchandise to be free from defects in material and workmanship at the date of purchase. This warranty does not cover any component parts, or damage by use or modification. In no case shall Horizon Hobby's liability exceed the original purchase cost of this item. Further, Horizon Hobby reserves the right to change or modify this warranty without notice.

This warranty covers only those products purchased from an authorized Horizon Hobby dealer. Third party transactions are not covered by this warranty. Proof of purchase is required for warranty claims. Due to the nature and operation of your P-51D Mustang, the warranty does not extend beyond the initial pre-use testing. Carefully check the parts and operation BEFORE your first use. If you discover defects during pre-use testing, please call our Product Support Team toll-free at 877-504-0233 for technical support.

In that Horizon Hobby has no control over the final assembly, or material used for final assembly, no liability shall be assumed nor accepted for any damage resulting from use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability. Please note that once assembly has been started, you must contact Horizon Hobby, Inc. directly regarding any warranty questions. Please do not contact your local hobby shop regarding warranty issues. This will enable Horizon to better answer your questions and service you in the event you need warranty assistance.

Horizon Hobby, Inc. 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 Hobby, Inc. Collateral damage is not covered under this warranty. If you, as the buyer or owner, are not prepared to accept the liability associated with the use of this product, you are advised to return it immediately in new and unused condition to the place of purchase.

If you have any questions concerning your ParkZone P-51D Mustang, please contact our Product Support staff toll free at 1-877-504-0233.

If your P-51D Mustang requires inspection, please follow these steps in order to return it to us:

1. Call our Product Support team for return authorization.

2. Use the "Service and Repair Checklist" from www.horizonhobby.com under the support tab or write a detailed letter that includes:
 - Your name, address, home phone number, and daytime phone number;
 - A list of the products being shipped for inspection or repair;
 - A detailed account of the type of problems you are incurring; and
 - The payment method you wish to use for any purchases or charges, including credit card type, number, expiration date and your name as it appears on the card.
3. Submit proof of purchase, including purchase date and retailer information.
4. Make sure that the batteries are unplugged and removed. Please use packing material to separate them from your P-51D Mustang.
5. Pack all components and accessories in the original box, and then pack it in a sturdy box with packing materials for safe shipping.
6. For inspection and/or repair, please ship your product to:

Horizon Service Center
Attn: ParkZone Department
4105 Fieldstone Road
Champaign, IL 61822

We suggest you ship your P-51D Mustang via a carrier that provides package tracking and/or signature required. Horizon Hobby, Inc. is only responsible for product once it arrives and is accepted at our facility. Most carriers require optional insurance to cover damage or loss in transit, so please consider this when shipping merchandise.

Warranty Service

Providing all warranty conditions have been met, defective parts will be repaired or replaced without charge and shipped to you via ground freight prepaid. Again, crash or other collateral damage or expense is not covered under warranty. Proof of purchase date and location is required for all warranty service.

Non-Warranty Service

If our inspection finds the repair cost exceeds \$50 or more than 50% of the value of your product we will contact you with a repair estimate and advise you of the available options.

If you have any warranty questions that have not been answered by the information listed above, please call our Product Support staff at 1-877-504-0233.

Replacement Parts

Make sure that you keep your P-51D Mustang in the air. Replacement parts are available at your local hobby shop or from Horizon Hobby (www.horizonhobby.com). Please try your local retailer first. By supporting your local hobby shop, they will be there when you need them!

ITEM #	DESCRIPTION	RETAIL
PKZ1005	Propeller: P-51D	\$3.49
PKZ1027	9 cell 1000mAh NiMH Battery: P-51D	\$32.99
PKZ1130	Mini Servos (5W) w/arms: P-51D	\$9.99
PKZ1131	Gear set w/accessories (5W Servo): P-51D	\$2.49
PKZ1241	TX: CH1, 26.995: F-27, SLO V, DECN, P-51D	\$32.99
PKZ1242	TX: CH 2, 27.045: F-27, SLO V, DECN, P-51D	\$32.99
PKZ1243	TX: CH 3, 27.095: F-27, SLO V, DECN, P-51D	\$32.99
PKZ1244	TX: CH 4, 27.145: F-27, SLO V, DECN, P-51D	\$32.99
PKZ1245	TX: CH 5, 27.195: F-27, SLO V, DECN, P-51D	\$32.99
PKZ1246	TX: CH 6, 27.255: F-27, SLO V, DECN, P-51D	\$32.99
PKZ1502	Decal Sheet: P-51D	\$4.99
PKZ1503	Painted Pilot: P-51D	\$5.49
PKZ1504	Prop Shaft w/hardware: P-51D	\$2.49
PKZ1507	Spinner: P-51D	\$3.49
PKZ1509	X-Port Extension	\$1.99
PKZ1512	Battery Door: P-51D	\$1.99
PKZ1513	Clear Canopy: P-51D	\$3.49
PKZ1514	Firewall w/screws: P-51D	\$1.99
PKZ1515	Instruction Manual: P51D	\$0.99
PKZ1519	5-10 Cell DC Peak Charger (1.8 amp)	\$29.99
PKZ1520	Painted Wing (no servo): P-51D	\$37.99
PKZ1521	Control Horns (3) & Wing Skids	\$1.29
PKZ1522	Pushrods w/clevis (2): P-51D	\$2.59
PKZ1524	Painted Horizontal stabilizer w/accessories: P-51D	\$12.99
PKZ1526	Cowl w/exhaust stacks: P-51D	\$4.99
PKZ1527	Belly Scoup: P-51D	\$3.49
PKZ1528	Complete Gearbox w/firewall: P-51D	\$8.99
PKZ1529	Aileron Extension	\$1.99
PKZ1534	Motor w/pinion: P-51D	\$10.99
PKZ1551	RX (SR-327LT): CH 1, 26.995: P-51D	\$28.99
PKZ1552	RX (SR-327LT): CH 2, 27.045: P-51D	\$28.99
PKZ1553	RX (SR-327LT): CH 3, 27.095: P-51D	\$28.99
PKZ1554	RX (SR-327LT): CH 4, 27.145: P-51D	\$28.99
PKZ1555	RX (SR-327LT): CH 5, 27.195: P-51D	\$28.99
PKZ1556	RX (SR-327LT): CH 6, 27.255: P-51D	\$28.99
PKZ1561	Painted Fuselage w/electronics: CH 1: P-51D	\$72.99
PKZ1562	Painted Fuselage w/electronics: CH 2: P-51D	\$72.99
PKZ1563	Painted Fuselage w/electronics: CH 3: P-51D	\$72.99
PKZ1564	Painted Fuselage w/electronics: CH 4: P-51D	\$72.99
PKZ1565	Painted Fuselage w/electronics: CH 5: P-51D	\$72.99
PKZ1566	Painted Fuselage w/electronics: CH 6: P-51D	\$72.99
PKZ1567	Painted Bare Fuselage: P-51D	\$29.99

Optional Accessories

HBZ1081	Charge Pigtail	\$1.00
HBZ1083	Large Battery Connector	\$0.79

Option Battery and Charger

EFLC3005	Celectra 1-3 cell LiPO DC charger	\$53.99
THP21003S	2100mAh 11.1V 3 cell LiPO battery pack	\$79.99

Note: Some replacement parts are also HobbyZone® replacement parts and they may reflect that in packaging.



PKZ1515



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