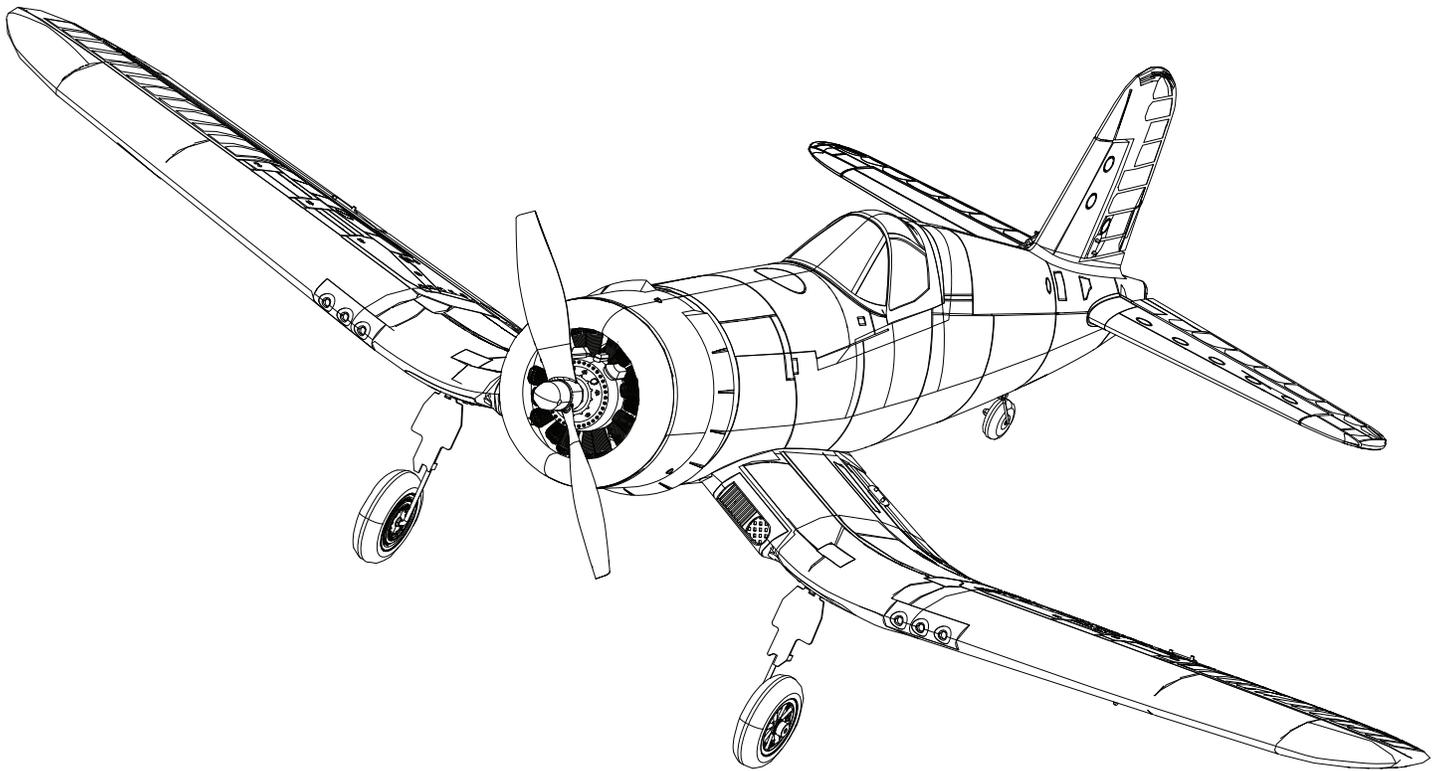




F4U-1A Corsair

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



BIND-N-FLY SPEKTRUM DSM TECHNOLOGY



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.

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

Safety Precautions and Warnings

As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others.

- Always keep a safe distance in all directions around your model to avoid collisions or injury. This model is controlled by a radio signal subject to interference from many sources outside your control. Interference can cause momentary loss of control
- Always operate your model in open spaces away from full-size vehicles, traffic and people.
- Always carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.).
- Always keep all chemicals, small parts and anything electrical out of the reach of children.
- Always avoid water exposure to all equipment not specifically designed and protected for this purpose. Moisture causes damage to electronics.
- Never place any portion of the model in your mouth as it could cause serious injury or even death.
- Never operate your model with low transmitter batteries.
- Always keep aircraft in sight and under control.
- Always use fully charged batteries.
- Always keep transmitter powered on while aircraft is powered.
- Always remove batteries before disassembly.
- Always keep moving parts clean.
- Always keep parts dry.
- Always let parts cool after use before touching.
- Always remove batteries after use.
- Always ensure failsafe is properly set before flying.
- Never operate aircraft with damaged wiring.
- Never touch moving parts.

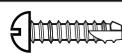
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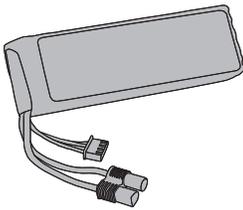
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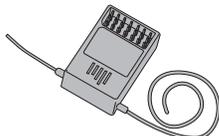
– Introduction –

You are just a few steps away from one of the most exciting warbird experiences in RC. The F4U Corsair represents, for many, the pinnacle of U.S. air power in the Pacific theater of World War II. Its 400+ mph top speed and devastating firepower had few equals. The ParkZone® F4U Corsair has brilliantly captured its power and grace with this remarkably scale, brushless-powered replica that includes the options of adding flaps and retractable landing gear.

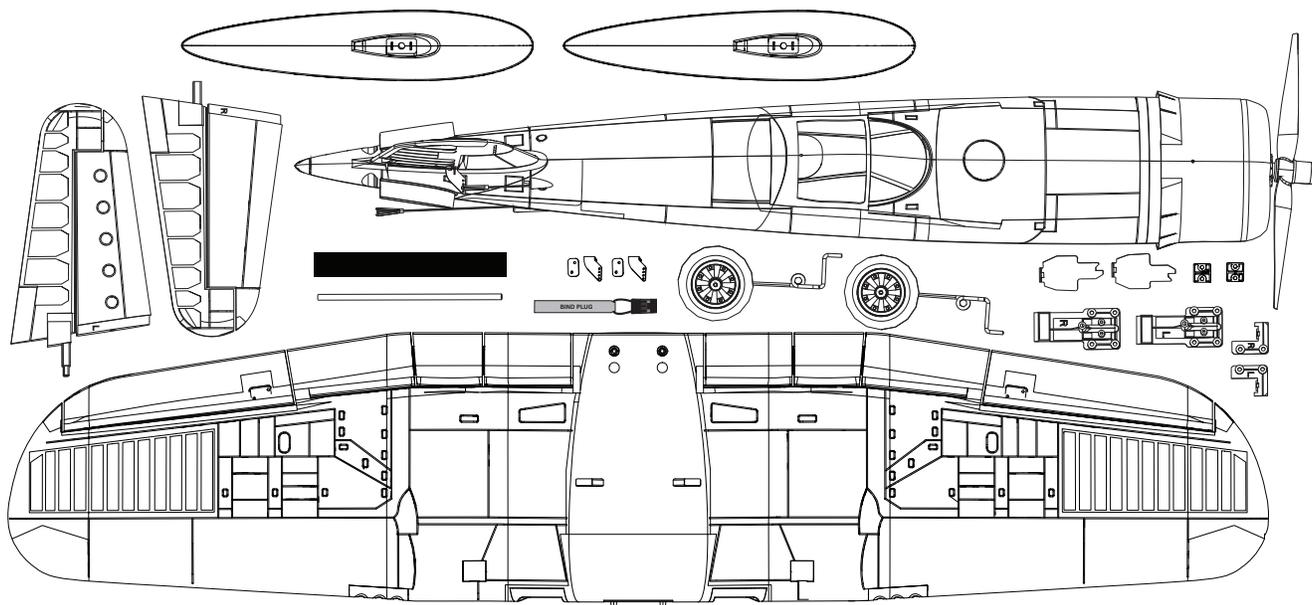
Before you take your first flight, however, you must thoroughly read this manual. Along with the assembly instructions you'll find important setup tips, a pre-flight checklist and a handy trouble-shooting guide. It's all here so your first flight, and every one after, is as rewarding as it can be.

Included Screws		
	Size	Qty
	3x10mm	5
	3x15mm	5
	3x25mm	3

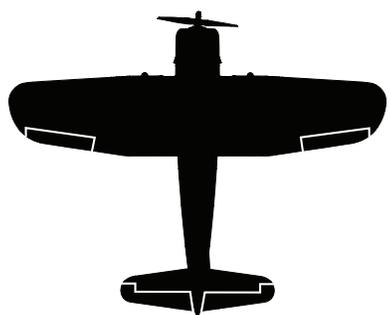

Includes:




Spare fasteners may be included.
The included decal sheet is not shown.



36.0 in (915mm)



43.4 oz (1230 g)
with drop tanks installed

46.6 oz (1320 g) with flaps,
retracts and drop tanks installed

44.0 in (1120mm)

Bind-N-Fly® Aircraft	Plug-N-Play® Aircraft	
Installed	Installed	 15 BL Outrunner Motor, 950kV
Installed	Installed	 30-Amp Pro Switch-Mode BEC Brushless ESC
Installed	Installed	 (4) Servos
Installed	Needed to Complete	 Recommended Receiver: Spektrum™ AR600 2.4GHz DSM2®/DSMX® full range sport receiver
Included	Needed to Complete	 Battery: 2200mAh 11.1V 3-cell 25C Li-Po Battery Charger: 2–3 cell Li-Po battery charger
Needed to Complete	Needed to Complete	 Recommended Transmitter: Full-Range 2.4GHz with Spektrum™ DSM2®/DSMX® technology.

To register your product online, visit www.parkzone.com

Charging Warnings

The included battery charger (EFLUC1007) has been designed to safely charge the Li-Po battery.

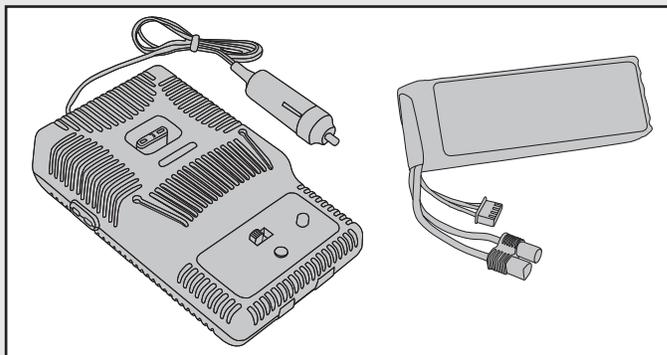
CAUTION: All instructions and warnings must be followed exactly. Mishandling of Li-Po batteries can result in a fire, personal injury, and/or property damage.

- 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 (4–49° C). Do not store battery or aircraft in a car or direct sunlight. If stored in a hot car, the battery can be damaged or even catch fire.
- Always charge batteries away from flammable materials.
- Always inspect the battery before charging and never charge damaged batteries.
- Always disconnect the battery after charging, and let the charger cool between charges.
- Always constantly monitor the temperature of the battery pack while charging.
- Only use a charger specifically designed to charge Li-Po batteries. Failure to charge the battery with a compatible charger may cause fire resulting in personal injury and/or property damage
- Never discharge Li-Po cells to below 3V under load.
- Never cover warning labels with hook and loop strips.
- Never leave charging batteries unattended.
- Never charge batteries outside recommended levels.
- Never attempt to dismantle or alter the charger.
- Never allow minors to charge battery packs.
- Never charge batteries in extremely hot or cold places (recommended between 40–120° F or 4–49° C) or place in direct sunlight.



Charging the Flight Battery

Your F4U Corsair comes with a DC balancing charger and 3S Li-Po battery. You should only charge your battery with the included charger. Never leave the battery and charger unattended during the charge process. Failure to follow the instructions properly could result in a fire. When charging, ensure the battery is on a heat-resistant surface. Charge the flight battery while assembling the aircraft. Install the fully charged battery to perform control tests and binding.



DC Li-Po Balancing Charger (PKZ1040) Features

- Charges 2- to 3-cell lithium polymer battery packs
- Variable charge rates from 300mAh to 2-amp
- Simple single push-button operation
- LED charge status indicator
- LED cell balance indicator
- Audible beeper indicates power and charge status
- 12V accessory outlet input cord

Specifications

- Input power: 10.5–15V DC, 3-amp
- Charges 2- to 3-cell Li-Po packs with minimum capacity of 300mAh

3S 11.1V 2200mAh 25C Li-Po Battery Pack (PKZ1029)

- 11.1V 3S 2200mAh 25C
- E-flite® EC3™ connector installed
- Charge at 2.0A
- Continuous discharging up to 25C
- Balancing charge lead with connector installed



CAUTION: The balance connector **must** be inserted into the correct port of your charger prior to charging.



Charging the Flight Battery (continued)

The Battery Charging Process

1. Charge only batteries that are cool to the touch and are not damaged. Look at the battery to make sure it is not damaged e.g., swollen, bent, broken or punctured.
2. Attach the input cord of the charger to the appropriate power supply (12V accessory outlet).
3. When the Li-Po charger has been correctly powered up, there will be an approximate 3-second delay, then an audible “beep” and the green (ready) LED will flash.
4. Turn the control on the Amps selector so the arrow points to the charging rate required for the Battery (the included 2200mAh Li-Po battery will charge at 2.0 amps, which is 1C). DO NOT change the charge rate once the battery begins charging.
5. Move the cell selector switch to 3-cell for your battery.
6. Connect the Balancing Lead of the Battery to the 3-cell (it has 4 pins) charger port.
7. The green and red LEDs may flash during the charging process when the charger is balancing cells. Balancing prolongs the life of the battery.
8. When the battery is fully charged, there will be an audible beep for about 3 seconds and the green LED will shine continuously. Attempting to charge an over-discharged battery will cause the charger to repeatedly flash and beep, indicating an error has occurred.
9. Always unplug the battery from the charger immediately upon completion of charging.



CAUTION: Overcharging a battery can cause a fire.



CAUTION: Only use a charger specifically designed to charge a Li-Po battery. Failure to do so could result in fire causing injury or property damage.

NOTICE: If using a battery other than the included Li-Po battery, refer to your battery manufacturer's instructions for charging.



CAUTION: Never exceed the recommended charge rate.

Low Voltage Cutoff (LVC)

When a Li-Po battery is discharged below 3V per cell, it will not hold a charge. The ESC protects the flight battery from over-discharge using Low Voltage Cutoff (LVC). Before the battery charge decreases too much, LVC removes power supplied to the motor. Power to the motor pulses, showing that some battery power is reserved for flight control and safe landing.

When the motor pulses, land the aircraft immediately and recharge the flight battery.

Disconnect and remove the Li-Po battery from the aircraft after use to prevent trickle discharge. Charge your Li-Po battery to about half capacity before storage. During storage, ensure the battery charge does not fall below 3V per cell.



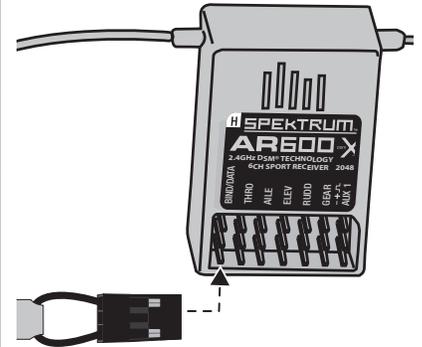
Transmitter and Receiver Binding

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. You need to 'bind' your chosen Spektrum DSM2/DSMX technology equipped aircraft transmitter to the receiver for proper operation.

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

CAUTION: When using a Futaba transmitter with a Spektrum DSM module, you must reverse the throttle channel and rebind. Refer to your Spektrum module manual for binding and failsafe instructions. Refer to your Futaba transmitter manual for instructions on reversing the throttle channel.

BIND PLUG



✓ Binding Procedure Reference Table

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

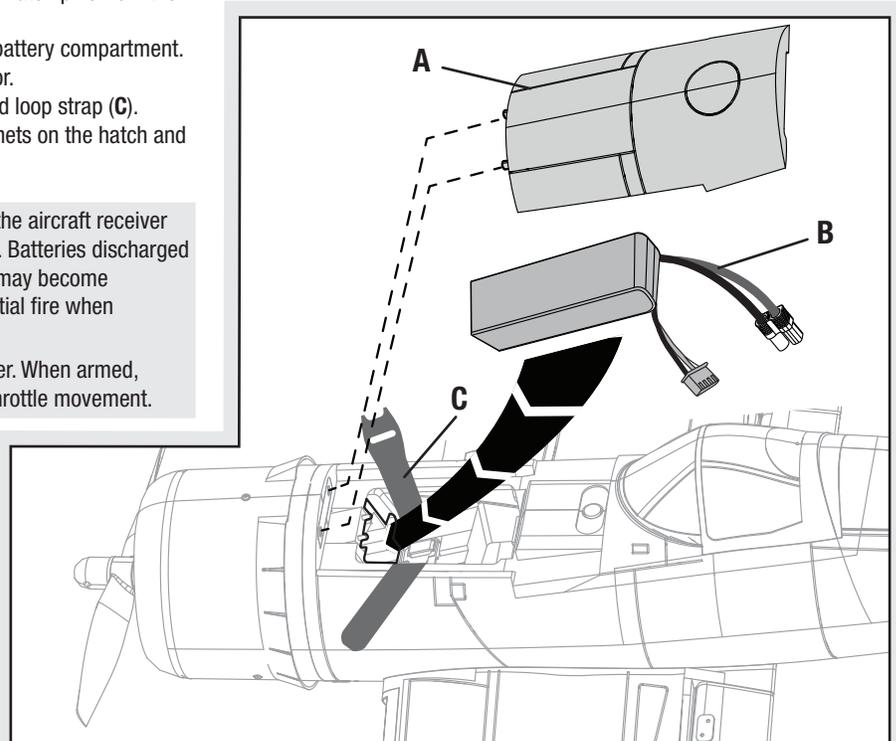
* The throttle will not arm if the transmitter's throttle control is not put at the lowest position. If you encounter problems, follow the binding instructions and refer to the transmitter troubleshooting guide for other instructions. If needed, contact the appropriate Horizon Product Support office.

Installing Battery

- Carefully lift the back of the canopy hatch (A) and pull the hatch pins from the holes in the fuselage to remove the canopy hatch.
- Install the flight battery (B) all the way to the front of the battery compartment.
- Connect the battery connector to the ESC power connector.
- Make sure the flight battery (B) is secure using a hook and loop strap (C).
- Install the battery hatch on the fuselage. Ensure the magnets on the hatch and fuselage connect.

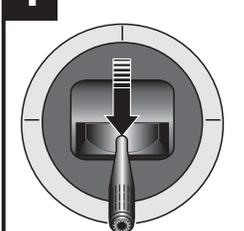
CAUTION: Always disconnect the Li-Po battery from the aircraft receiver when not flying to avoid over-discharging the battery. Batteries discharged to a voltage lower than the lowest approved voltage may become damaged, resulting in loss of performance and potential fire when batteries are charged.

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



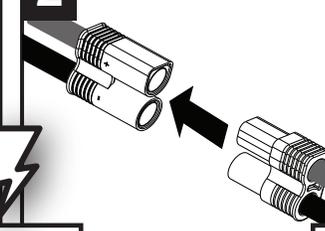
Arming the ESC Before Flight

1



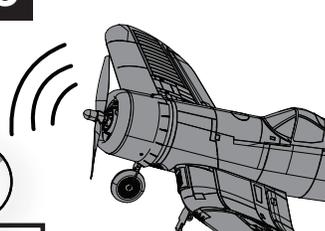
• Lower throttle and throttle trim to lowest settings.

2



• Connect battery to ESC.

3



Wait 5 seconds

Continuous LED
Series of tones

Power on Transmitter

PLUG-N-PLAY

Installing a Receiver

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

Battery Selection and Installation

1. We recommend the ParkZone® 2200mAh 11.1V 25C Li-Po battery (PKZ1029).
2. If using another battery, the battery must be at least a 25C 2100mAh battery.
3. Your battery should be approximately the same capacity, dimensions and weight as the ParkZone Li-Po battery to fit in the fuselage without changing the center of gravity.

Installing Wing

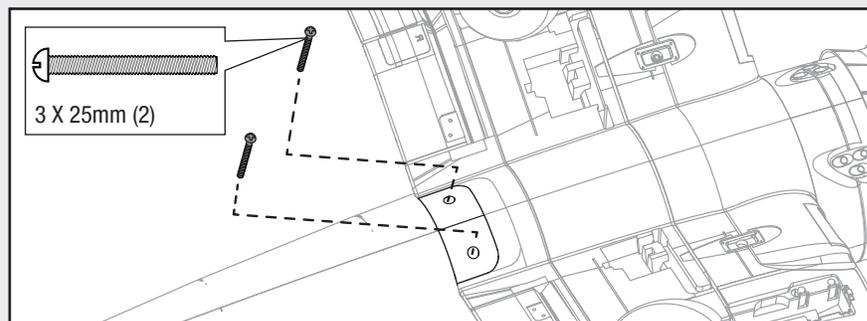
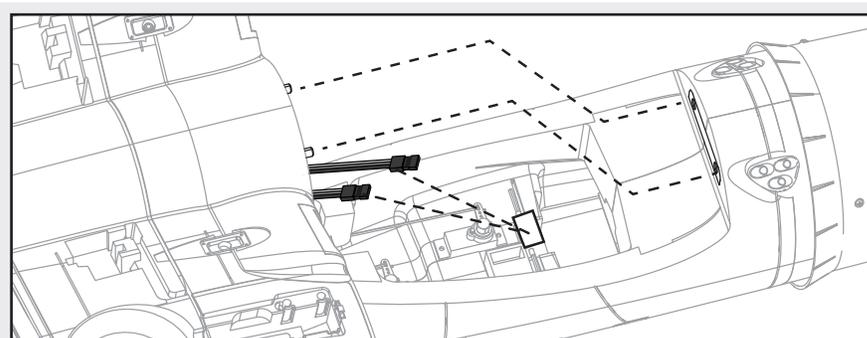


If you plan on installing optional flaps or retracts, you must do so before installing the wing. Please proceed to the following pages for instructions.

1. Where installed, remove the battery hatch from the fuselage.
2. Turn the aircraft over so the bottom of the fuselage faces up.
3. Where used, connect the aileron, flap and landing gear connectors to the receiver or Y-harnesses. The left and right servos can be connected to either side of a Y-harness.
4. Insert the wing's guide pins in the fuselage plate holes.
5. Where used, store the aileron, flaps and retractable landing gear connectors in the fuselage. Ensure the connectors do not fall out of the fuselage after the wing is installed.
6. Align and attach the wing to the fuselage using 2 screws.

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

7. Turn the assembled fuselage and wing so the bottom of the wing is down.
8. Disassemble in reverse order.



NOTICE: Use of CA accelerant on your model can damage the paint. DO NOT wipe accelerant from the model; instead, let the accelerant evaporate.



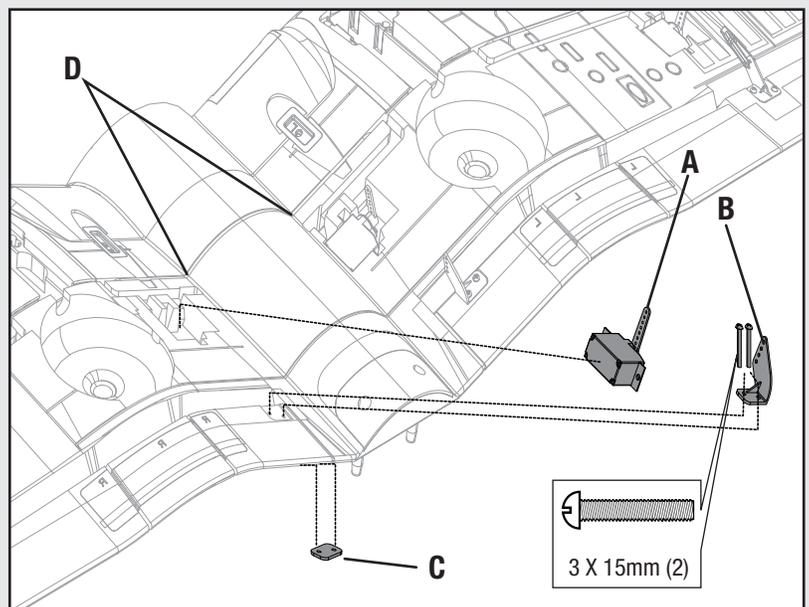
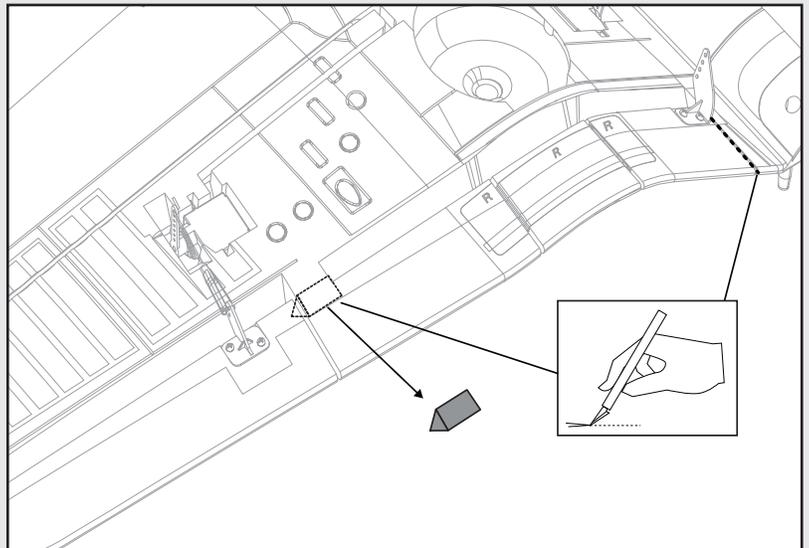
If you are not installing flaps or retracts,
please proceed to the Installing the Landing Gear section.

Installing Optional Flaps

1. Install the left and right flap servos (**A**) (PKZ1081 x 2, sold separately) in the wing pocket using hot glue or double-sided tape.
2. Install the control horns (**B**) and plates (**C**) on the wing using 2 screws in each horn.
3. Install a connector and clevis in the second innermost hole of the servo arm and outer hole of the control horn.
4. On both flaps, carefully cut a wedge of foam from the flap hinge near the aileron hinge (see illustration).
5. On both flaps, carefully cut a small amount of foam at the flap and wing root so the flap moves freely (see illustration).
6. Very carefully pull up the tape to place the servo wires in the wing channel (**D**).
7. Place the flap servo wires in the wing channel (**D**) with the aileron wires.
8. Install the flap servo connectors in the holes at the wing root on each side.
9. Place tape over the wing channel (**D**).
10. Cut a small amount of tape at each flap servo arm to let the servo arms move freely.
11. Attach the servo connectors to the correct receiver channels or Y-harnesses.
12. Proceed to wing installation instructions or landing gear installation instructions.

NOTICE: Ensure the wires are not crushed or damaged when the wing is attached to the fuselage.

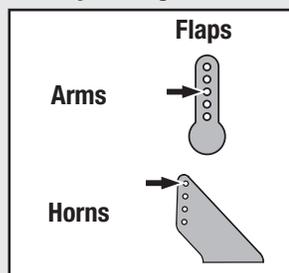
13. Do a control test of the flaps using your aircraft and transmitter.



1/2 or Takeoff Flap Full Flaps

Flap down	10mm down	20mm down
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Factory Settings



Installing the E-flite Optional Retractable Landing Gear

(EFLG120 sold separately)

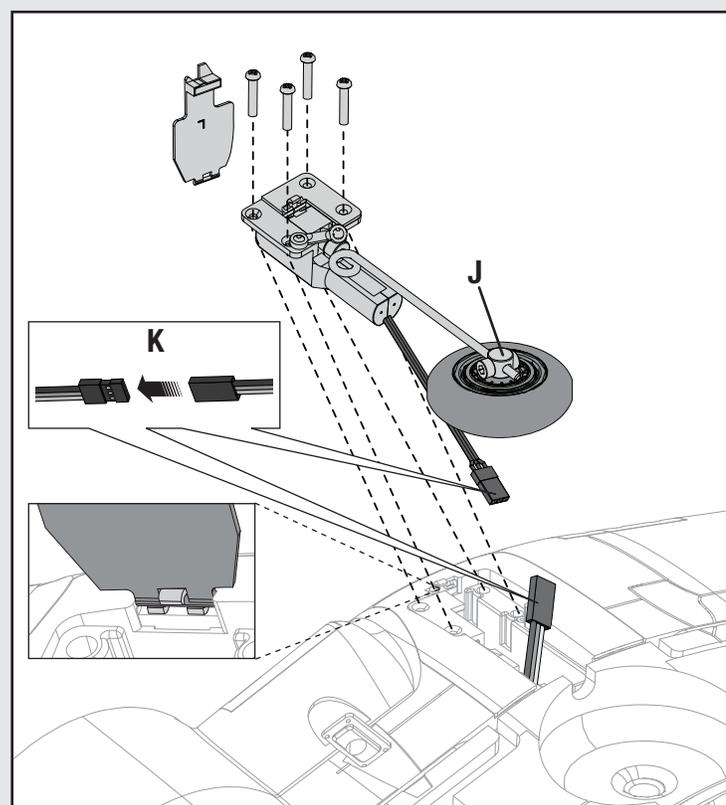
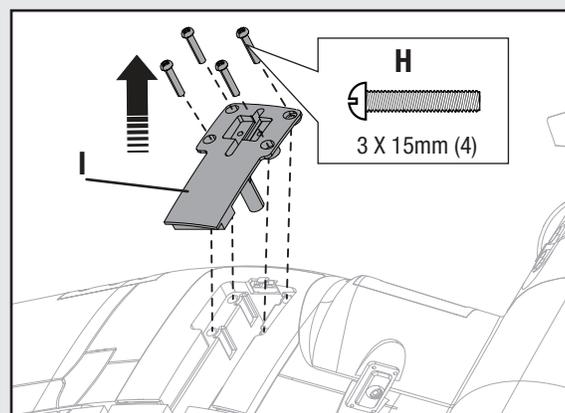
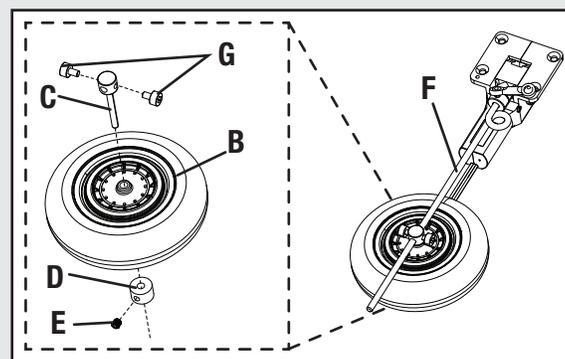
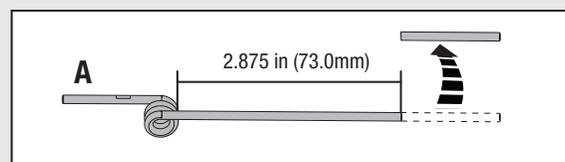
NOTICE: Always ensure the retracts and wheels are installed so that there are no obstructions when extending and retracting the struts. Failure to do so could result in damage to the aircraft or gear.

1. Measure and mark 2.875 inches (73.0mm) below the coil of the strut, then cut off the strut (A).
2. Install the included wheels (B) on the retract axes (C) using the wheel collars (D) and set screws (E). Always install the wheel bushing facing the inside of the wheel axle to ensure the wheel rolls freely.
3. Loosely fit the retract axes on the landing gear struts (F) using the axle screws (G).
4. Where installed, remove the 8 screws (H) and the landing gear doors (I) from the wing.
5. Install the main retracts (J) in the wing using the 8 screws removed from the landing gear doors and the left and right retract plates.
6. Connect the main retracts to the gear harness extensions (K) in the fuselage. Install the wing according to previous wing installation instructions.
7. Ensure the wheels move freely in and out of the wheel wells when extending and retracting, then tighten the axle screws on the struts.

Tip: Extend the landing gear and make sure the wheel has a small amount of toe-in for proper ground handling. Use a metal file to make flat spots on both sides of the strut so the axle screws can be tightened.

Tip: Apply a small amount of threadlock to the axle screws and set screws in the wheel collars to secure the wheels to the struts.

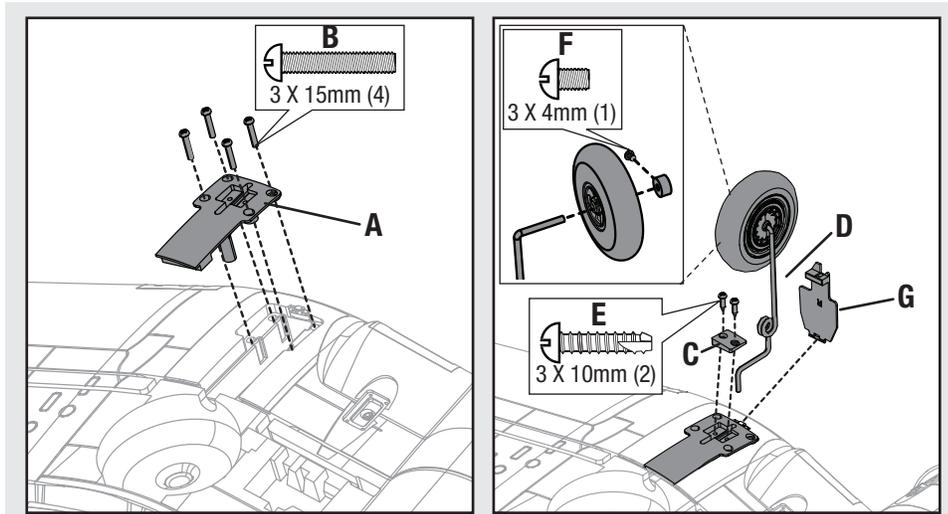
Tip: It may be necessary to remove a small amount of foam for the connector of the retract to sit flush under the tape on the bottom of the wing.



Installing Landing Gear

Installation

1. Install the left landing gear door hinge (G) (marked L) in the wing clamp as shown.
2. Install the left landing gear plate (A) (marked with an L) in the wing using four screws (B).
3. Install the left landing gear strut in the plate as shown.
4. Install the left cover (C) (marked L) on the strut (D) using two screws (E).
5. Install the wheel on the strut using the collar. Make sure the bushing side of the wheel is toward the bend in the strut.
6. Tighten the setscrew (F) in the collar. Use a small amount of threadlock to hold the setscrew in the collar.
7. Install the right landing gear the same as the left landing gear.

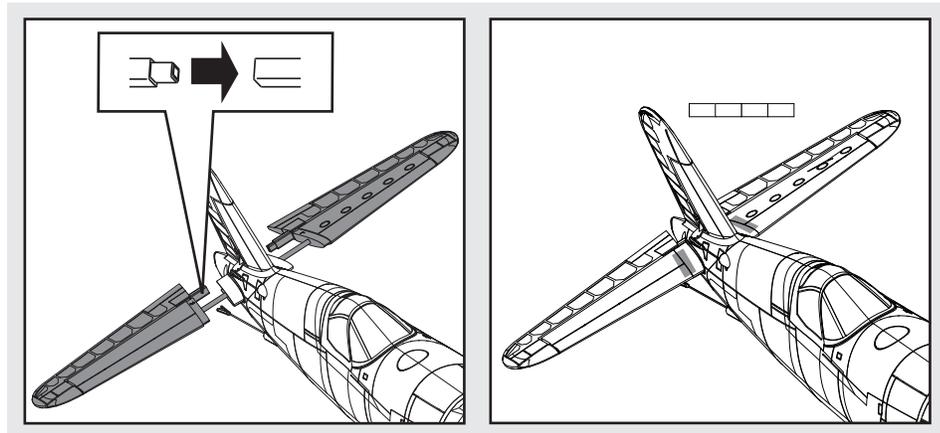


Removal

When needed, disassemble in reverse order.

Installing Horizontal Tail

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

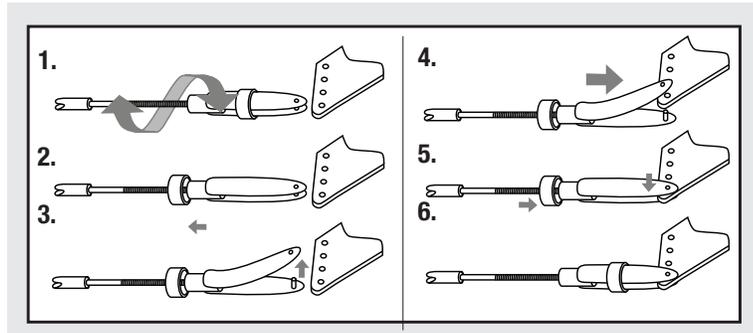


Installing Clevises on Control Horns and Control Centering

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

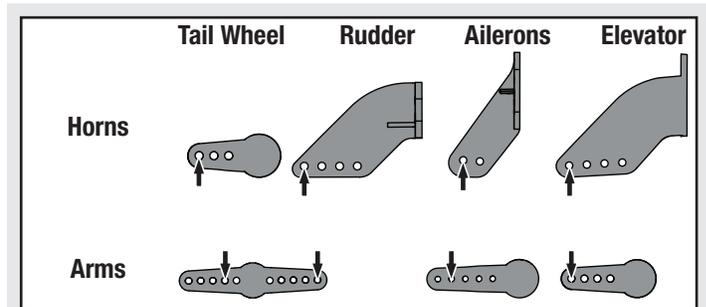
- Pull the tube from the clevis to the linkage.
- Carefully spread the clevis, then insert the clevis pin into the desired hole in the control horn.
- Move the tube to hold the clevis onto the control horn.

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



Factory Settings

Fly the model at factory settings before making changes. For pilots who wish for more control throw, adjust the position of the linkages on the servo arms and control horns for increased travel.

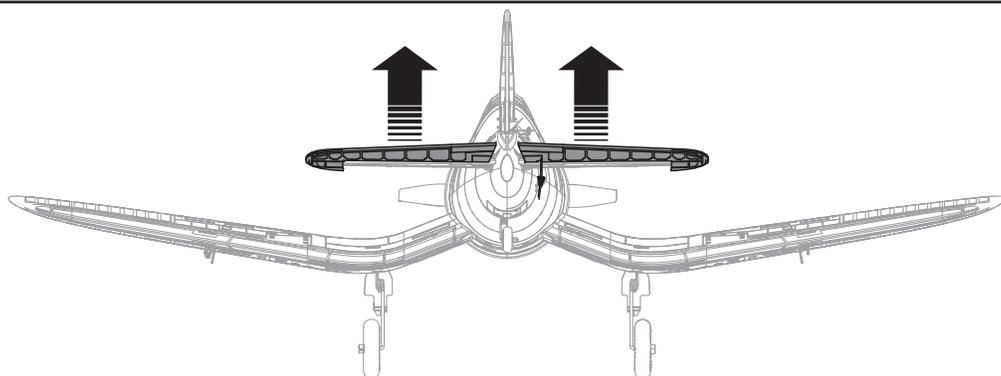


Control Direction Test

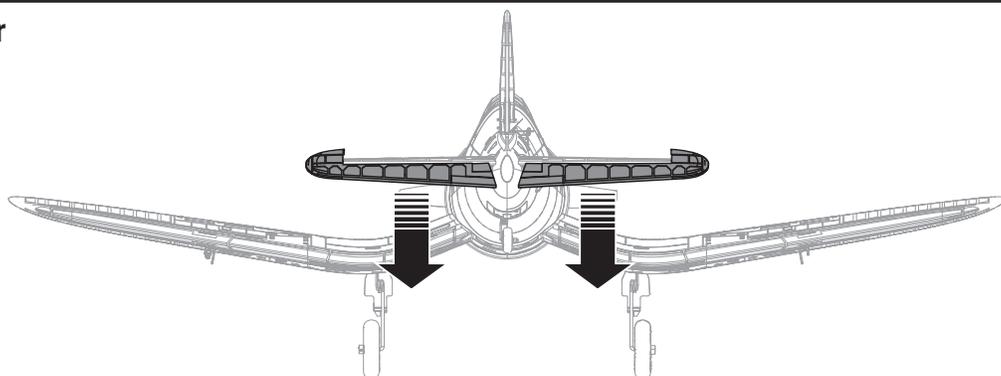
Bind your aircraft and transmitter before doing these tests. Move the controls on the transmitter to make sure the aircraft control surfaces move correctly. Reverse controls in your transmitter as necessary. After doing the Control Test, correctly set the failsafe. Make sure the transmitter controls are at neutral and the throttle and throttle trim are in the low position, then rebind the model to your transmitter. If the receiver loses its link to the transmitter, the failsafe makes the controls and the throttle revert to the settings made at binding.

Elevator

Up Elevator

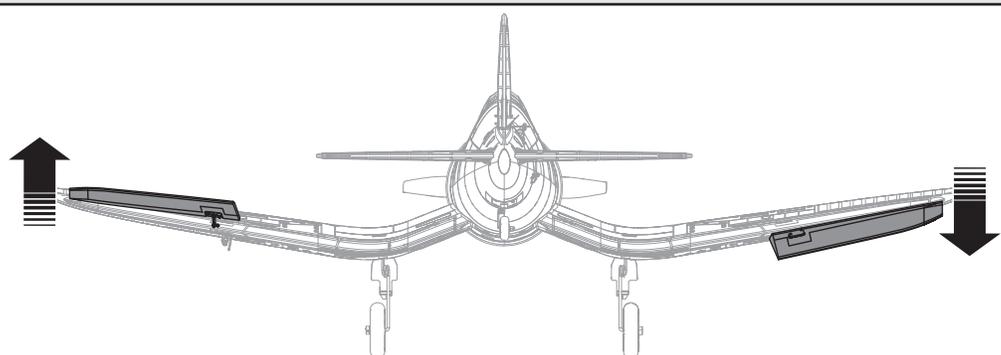


Down Elevator

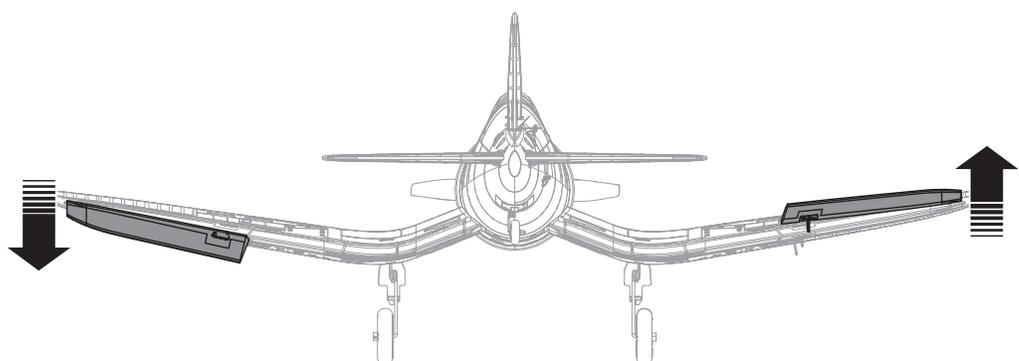


Aileron

Stick Left

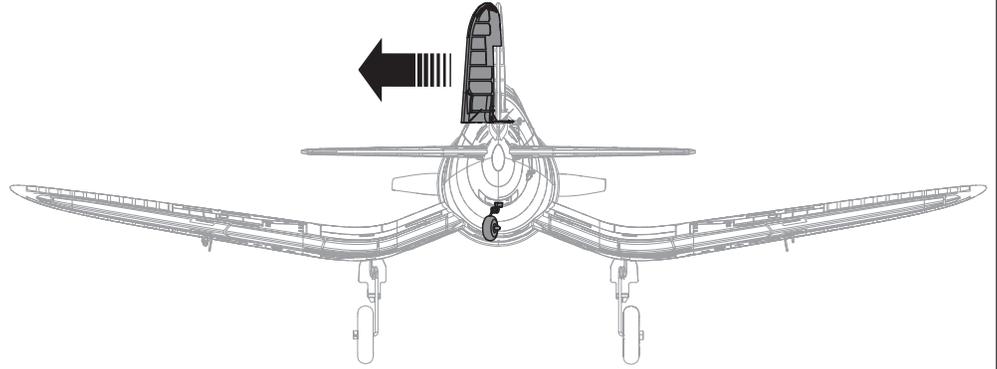


Stick Right

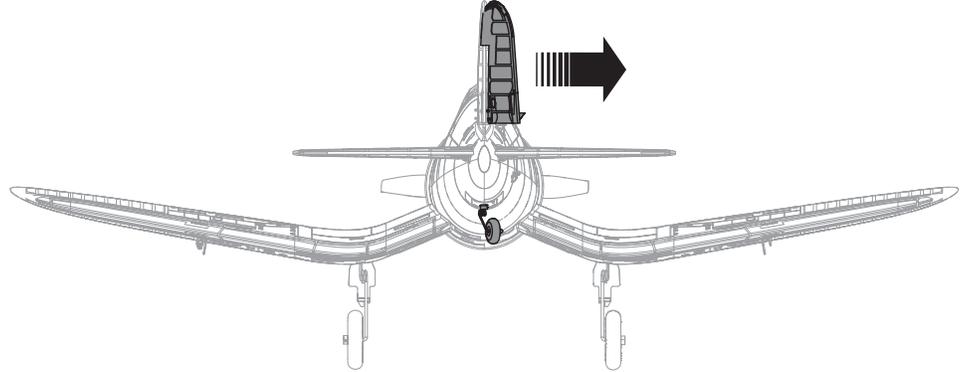


Rudder

Stick Left

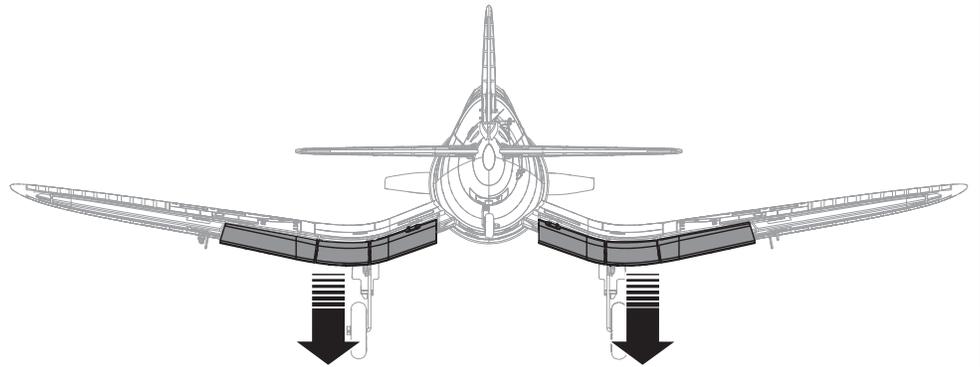


Stick Right



Optional Flaps

Flap Switch



	1/2 or Takeoff Flap	Full Flaps
Flap down	10mm down	20mm down

Dual Rates

We recommend using a DSM2/DSMX aircraft transmitter capable of dual rates. Adjust according to individual preferences after initial flight.

	High Rate	Low Rate
Aileron	18mm up/down	13mm up/down
Elevator	20mm up/down	16mm up/down
Rudder	27mm left/right	20mm left/right

Service of Power Components

MAINTENANCE

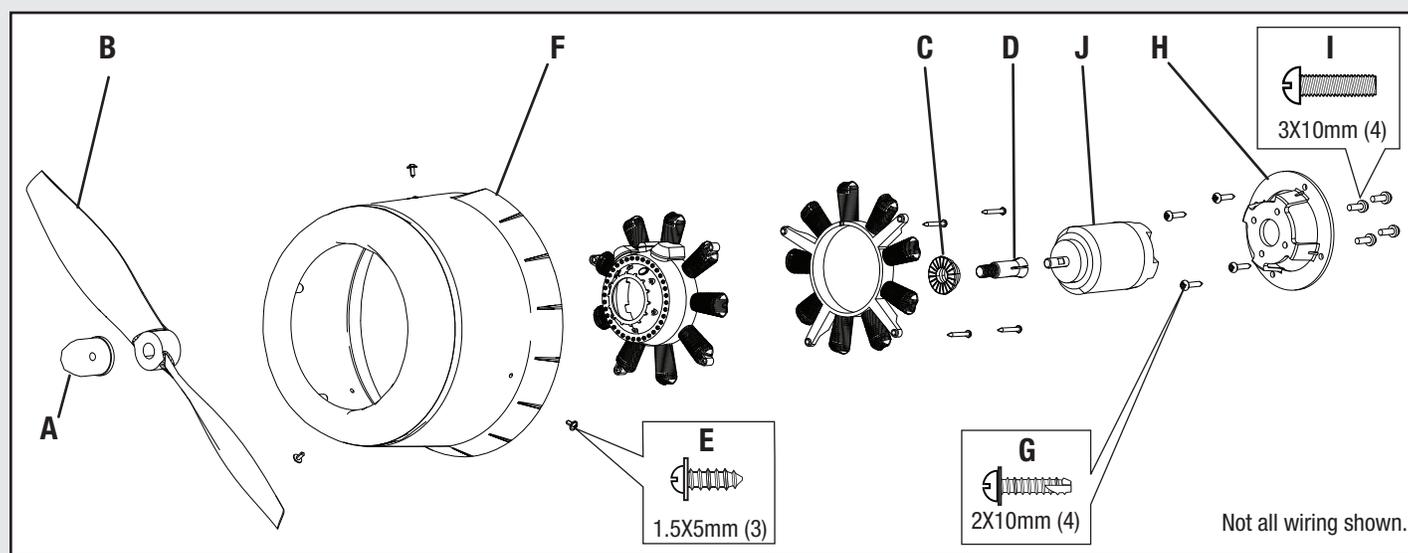
Disassembly

1. Remove the spinner nut (A), propeller (B), backplate (C) and collet (D) from the motor shaft. You will need a tool to turn the spinner nut.
4. Remove the 3 screws (E) from the cowling (F) and the fuselage.
5. Carefully remove the cowling from the fuselage. Paint may keep the cowling attached to the fuselage. If desired, remove the 4 screws and simulated engine cylinders from inside the cowling.
6. Remove the 4 screws (G) from the motor mount (H) and the fuselage.
7. Disconnect the motor wires from the ESC wires.
8. Remove the 4 screws (I) and the motor (J) from the motor mount. Keep the rubber washers attached to the motor mount when removing the screws and the motor from the motor mount.

Assembly

Assemble in the reverse order.

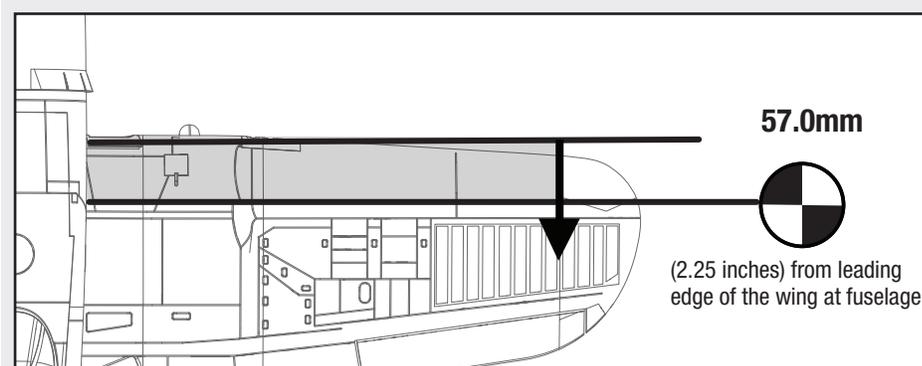
NOTICE: Correctly align the wire colors and connect the motor to the ESC. Make sure the propeller side with the numbers for diameter and pitch (for example, 9.5 x 7.5) faces out from the backplate. A tool is required to tighten the spinner nut on the collet.



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

Center of Gravity (CG)

Place the battery all the way forward in the fuselage and hold the battery in place using a hook and loop strap. It is easiest to balance the F4U Corsair with the aircraft inverted.

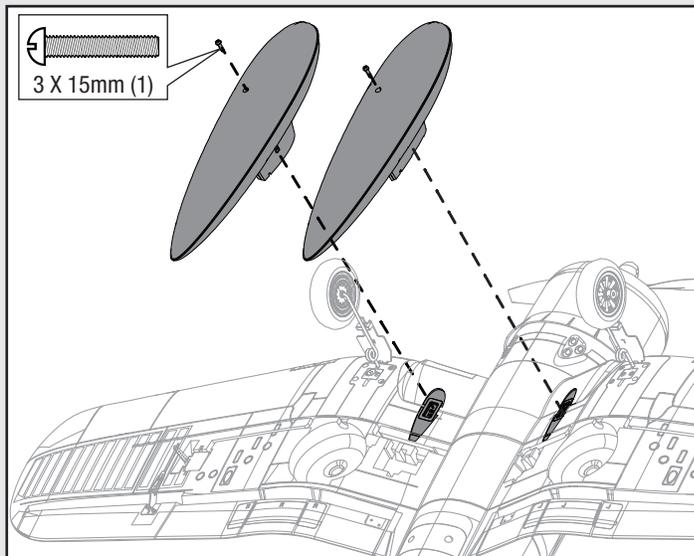


Installing Included Optional Belly Tanks

1. Align and attach a simulated tank under the left wing using 1 screw. Attach a tank under the other wing in the same way.

Tip: These scale features slow your aircraft much like the auxiliary tanks on a full-scale Corsair.

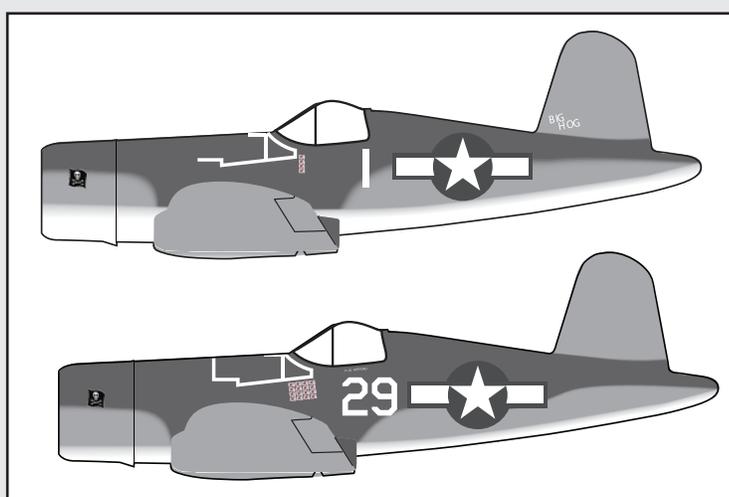
NOTICE: NEVER ATTEMPT TO BELLY LAND your Corsair with only the belly tanks installed or damage to the aircraft may result.



Installing Decals

The included decals are for aircraft flown by the pilots Tommy Blackburn "BIG HOG" and Ira Kepford. Only the left sides of these aircraft are shown here. Apply decals in a similar pattern on the right sides of the aircraft.

1. Ensure the fuselage is clean.
2. Lift a decal from a sheet and carefully apply it to the aircraft.
3. Rub out from the center of the self-adhesive decal to remove bubbles.



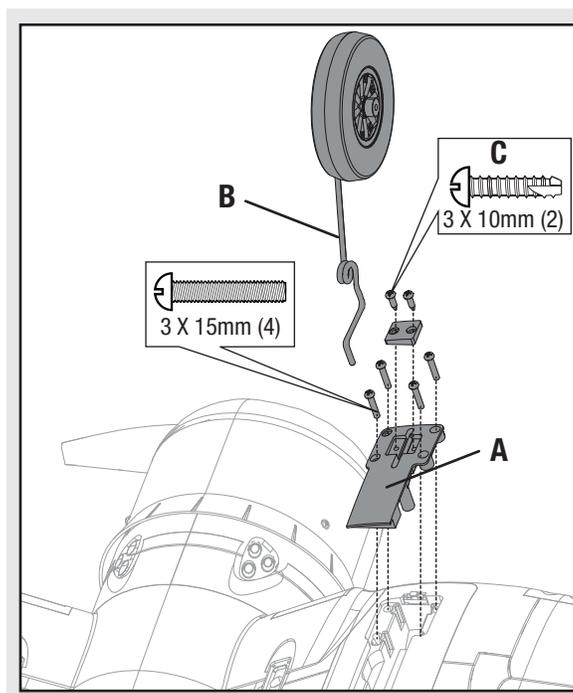
Optional Rough Runway Gear

Installation

1. The left and right optional gear (PKZ6007) are sold as a separate kit. The coils on the forward-angled struts should face rearward. The wheels project forward from the wing to decrease the possibility of tipping when landing on a rough runway.
2. Install the left cover (A) (marked L) on the optional left strut (B) using two screws (C).
3. Install the right gear using the right cover and 2 screws.

Removal

When needed, disassemble in reverse order.



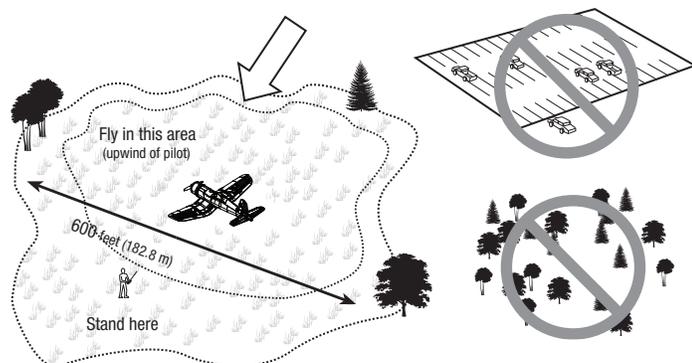
Flying Tips and Repairs

Range Check your Radio System

After final assembly, range check the radio system with the F4U Corsair. Refer to your specific transmitter instruction manual for range test information.

Flying

Always choose a wide-open space for flying your F4U Corsair. It is ideal that you fly at a sanctioned flying field. If you are not flying at an approved site, always avoid flying near houses, trees, wires and buildings. You should also be careful to avoid flying in areas where there are many people, such as busy parks, schoolyards or soccer fields. Consult local laws and ordinances before choosing a location to fly your aircraft.



Flaps

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

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

First Flight Preparation

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

Maintenance After Flying

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

Belly Landing

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

Landing

For your first flights, set your transmitter timer or a stopwatch to 7 minutes. Adjust your timer for longer or shorter flights once you have flown the model. When the motor pulses, land the aircraft immediately and recharge the flight battery. It is not recommended to fly the battery to LVC.

Fly the aircraft down to the ground using 1/4–1/3 throttle to allow for enough energy for a proper flare. Avoid sharp turns on the ground until the plane has slowed enough to prevent scraping the wingtips. The F4U Corsair is easiest to land doing a wheel landing (two point), where the aircraft touches down on the main landing gear first while the tailwheel is still off the ground. The F4U Corsair can be landed in a three-point attitude, where all three wheels touch down at the same time, but the two-point wheel landing is easier to accomplish. Once the aircraft touches down, reduce back pressure on the elevator stick to prevent the plane from becoming airborne again.



NOTICE: When finished flying, never keep the aircraft in the sun. Do not store the aircraft in a hot, enclosed area such as a car. Doing so can damage the foam.

Repairs

Thanks to the Z-Foam™ construction of the F4U Corsair, repairs to the foam can be made using virtually any adhesive (hot glue, regular CA (cyanoacrylate adhesive), epoxy, etc). When parts are not repairable, see the Replacement Parts List for ordering by item number.

NOTICE: Use of CA accelerant on your model can damage paint. DO NOT handle model until accelerant fully dries.

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 seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors).
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

Exceptions:

 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).
3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.
4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. RADIO CONTROL

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706-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.

Please see your local or regional modeling association's guidelines for proper, safe operation of your model aircraft.

Troubleshooting Guide

Problem	Possible Cause	Solution
Aircraft will not respond to throttle but responds to other controls	Throttle is not at idle and/or throttle trim is too high	Reset controls with throttle stick and throttle trim at lowest setting
	Throttle servo travel is lower than 100%	Make sure throttle servo travel is 100% or greater
	Throttle channel is reversed	Reverse throttle channel on transmitter
Extra propeller noise or extra vibration	Damaged propeller and spinner, collet or motor	Replace damaged parts
	Propeller is out of balance	Balance or replace propeller
Reduced flight time or aircraft underpowered	Flight battery charge is low	Completely recharge flight battery
	Propeller is installed backwards	Install propeller with numbers facing forward
	Flight battery is damaged	Replace flight battery and follow flight battery instructions
	Flight conditions may be too cold	Make sure battery is warm before use
Aircraft will not Bind (during binding) to transmitter	Transmitter is too near aircraft during binding process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object	Move aircraft or transmitter away from large metal object
	Bind plug is not installed correctly in bind port or bind extension	Install bind plug in bind port or bind extension and bind aircraft to transmitter
	Flight battery/Transmitter battery charge is too low	Replace/recharge batteries
Aircraft will not link (after binding) to transmitter	Transmitter is too near aircraft during linking process	Move powered transmitter a few feet from aircraft, disconnect and reconnect flight battery to aircraft
	Aircraft or transmitter is too close to large metal object	Move aircraft or transmitter away from large metal object
	Bind plug is left installed in bind port or bind extension	Rebind transmitter to aircraft and remove bind plug before cycling power
	Aircraft bound to different model memory (ModelMatch™ radios only)	Select correct model memory on transmitter
	Flight battery/Transmitter battery charge is too low	Replace/recharge batteries
	Transmitter may have been bound to a different model (or with a different DSM Protocol)	Select the right transmitter or bind to the new one
Control surface does not move	Control surface, control horn, linkage or servo damage	Replace or repair damaged parts and adjust controls
	Wire is damaged or connections are loose	Do a check of wires and connections, connect or replace as needed
	Transmitter is not bound correctly or the incorrect model was selected	Re-bind or select correct model in transmitter
	BEC (Battery Elimination Circuit) of the ESC is damaged	Replace ESC
Controls reversed	Transmitter settings are reversed	Do the Control Direction Test and adjust controls on transmitter appropriately
Motor pulses then loses power	ESC uses default soft Low Voltage Cutoff (LVC)	Recharge flight battery or replace battery that is no longer performing
	Weather conditions might be too cold for the battery	Postpone flight until weather is warmer
	Battery is old, worn out, or damaged	Replace battery
	Battery C rating might be too small	Use recommended 25C battery

Limited Warranty

What this Warranty Covers - Horizon Hobby, Inc. ("Horizon") warrants to the original purchaser that the product purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase.

What is Not Covered - This warranty is not transferable and does not cover (i) cosmetic damage, (ii) damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or due to improper use, installation, operation or maintenance, (iii) modification of or to any part of the Product, (iv) attempted service by anyone other than a Horizon Hobby authorized service center, (v) Product not purchased from an authorized Horizon dealer, or (vi) Product not compliant with applicable technical regulations.

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

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

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

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

WARRANTY SERVICES

Questions, Assistance, and Services - Your local hobby store and/or place of purchase cannot provide warranty support or service. Once assembly, setup or use of the Product has been started, you must contact your local distributor or Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please visit our website at www.horizonhobby.com, submit a Product Support Inquiry, or call 877.504.0233 toll free to speak to a Product Support representative.

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

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

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

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

NOTICE: Horizon service is limited to Product compliant in the country of use and ownership. If non-compliant product is received by Horizon for service, it will be returned unserviced at the sole expense of the purchaser.

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/service
	Horizon Product Support (All other products)	4105 Fieldstone Rd Champaign, Illinois 61822 USA	877-504-0233 productsupport@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 Technischer Service	Christian-Junge Straße 1 25337 Elmshorn, Germany	+49 (0) 4121 2655 100 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
China	Horizon Hobby – China	Room 506, No. 97 Changshou Rd. Shanghai, China 200060	+86 (021) 5180 9868 info@horizonhobby.com.cn

Compliance Information for the European Union

CE Declaration of Conformity (in accordance with ISO/IEC 17050-1)

No. HH2012052601

Product(s): PKZ F4U Corsair BNF
Item Number(s): PKZ6080
Equipment class: 1

The object of declaration described above is in conformity with the requirements of the specifications listed below, following the provisions of the European R&TTE directive 1999/5/EC, EMC Directive 2004/108/EC and LVD Directive 2006/95/EC:

EN 301 489-1 V1.7.1: 2006

EN 301 489-17 V1.3.2: 2008

EN 60950-1:2006+A11

EN55022: 2010

EN55024: 2010

Signed for and on behalf of:

Horizon Hobby, Inc.
Champaign, IL USA
May 26, 2012



Steven A. Hall
Executive VP –
Chief Operating Officer
International Operations and Risk
Management, Horizon Hobby, Inc.

CE Declaration of Conformity (in accordance with ISO/IEC 17050-1)

No. HH2012052602

Product(s): PKZ F4U Corsair PNP
Item Number(s): PKZ6075

The object of declaration described above is in conformity with the requirements of the specifications listed below, following the provisions of the EMC Directive 2004/108/EC:

EN55022: 2010

EN55024: 2010

Signed for and on behalf of:

Horizon Hobby, Inc.
Champaign, IL USA
May 26, 2012



Steven A. Hall
Executive VP –
Chief Operating Officer
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 collection point for the recycling of waste electrical and electronic equipment. The separate collection and recycling of your waste equipment at the time of disposal will help to conserve natural resources and ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product.

Parts Contact Information • Kontaktinformationen für Ersatzteile • Coordonnées pour obtenir des pièces détachées • Recapiti per i ricambi

Country of Purchase	Horizon Hobby	Address	Phone Number/Email Address
United States of America	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 Technischer GmbH	Christian-Junge Straße 1 25337 Elmshorn, Germany	+49 (0) 4121 2655 100 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
China	Horizon Hobby – China	Room 506, No. 97 Changshou Rd. Shanghai, China 200060	+86 (021) 5180 9868 info@horizonhobby.com.cn

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

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
PKZ1012	Propeller "9.5 X 7.5"	Propeller "9.5 X 7.5"	Hélice « 9,5 x 7,5 »	Elica "9,5 X 7,5"
PKZ1081	SV80 Long Lead 3-Wire Servo	SV80-Servo langen Kabel	Servo SV80 avec câble long à 3 fils	Servo cavo lungo a 3 fili SV80
PKZ1029	11.1V 3S 25C 2200MAH Li-Po	11,1 V 3S 25C 2200MAH Li-Po	Li-Po 11,1 V 3S 25C 2 200 mAh	Li-Po 11,1 V 3S 25 C 2200MAH
PKZ1040	2-3 DC Li-Po Balancing Charger	12V 2-3S LiPo Balancer Lader	Chargeur-équilibreur pour Li-Po CC 2-3	Caricabatteria con bilanciatore Li-Po 2-3 CC
PKZ1090	DSV130 digital, metal gear	DSV130 Digitalservo MG	Numérique DSV130, pignons en métal	Ingranaggio in metallo, digitale DSV130
PKZ5116	15 BL Outrunner Motor; 950KV	15 BL Outrunner-Motor; 950 KV	Moteur cage-tournante 15 BL, 950 kV	Motore outrunner 15 BL; 950 KV
PKZ6001	Decal Sheet: F4U-1A	Dekorbogen: F4U-1A	Planche de décalcomanies : F4U-1A	Foglio con decalcomanie: F4U-1A
PKZ6002	Prop Adapter: F4U-1A	Propelleradapter: F4U-1A	Adaptateur d'hélice : F4U-1A	Adattatore elica: F4U-1A
PKZ6003	Complete Landing Gear Set: F4U-1A	Fahrwerksset: F4U-1A	Jeu de train d'atterrissage complet : F4U-1A	Set carrello di atterraggio completo: F4U-1A
PKZ6005	Wheel Set (2): F4U-1A	Radsatz (2): F4U-1A	Train de roues (2) : F4U-1A	Set ruote (2): F4U-1A
PKZ6008	Canopy with Pilot: F4U-1A	Kabinenhaube mit Pilot: F4U-1A	Verrière avec pilote : F4U-1A	Calotta con pilota: F4U-1A
PKZ6010	Drop Tanks: F4U-1A	Zusatztank: F4U-1A	Réservoirs largables : F4U-1A	Serbatoi sganciabili: F4U-1A
PKZ6011	Pushrod Set: F4U-1A	Schubstangensatz: F4U-1A	Jeu de tiges : F4U-1A	Set asta di spinta: F4U-1A
PKZ6012	Horizontal Stab w/Access: F4U-1A	Höhenleitwerk: F4U-1A	Stabilisateur horizontal avec acces- soires : F4U-1A	Stabilizzatore orizzontale con accessori: F4U-1A
PKZ6013	Cowl and Exhaust: F4U-1A	Motorhaube m Auspuffatt: F4U-1A	Capot et échappement : F4U-1A	Carenatura e scarico: F4U-1A
PKZ6020	Painted Wing: F4U-1A	Tragfläche lackiert: F4U-1A	Aile peinte : F4U-1A	Ala verniciata: F4U-1A
PKZ6067	Painted Bare Fuselage: F4U-1A	Rumpf lackiert o. Einbauten: F4U-1A	Fuselage nu peint : F4U-1A	Fusoliera nuda verniciata: F4U-1A
EFLA1030	30-Amp Pro SB Brushless ESC	30A Pro Brushless ESC/Regler	Contrôleur électronique de vitesse sans balais 30 A Pro SB	ESC brushless 30 amp Pro SB
SPMAR600	AR600 6-Channel Sport DSMX Receiver	AR600 6-Kanal-Sport DSMX-Receiver	Récepteur sport DSMX 6 voies AR600	Ricevitore DSMX sportivo a 6 canali AR600

Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

Part # Nummer Numéro Codice	Description	Beschreibung	Description	Descrizione
EFLG120	10–15 90 Deg Rotating Electric Retracts	E-flite 10 - 15 90° drehendes elektronisches EZFW	Trains électriques rétractables pour taille 10–15 à rotation à 90 degrés	Elementi retrattili elettrici rotanti a 90 gradi 10-15
PKZ6007	Rough Field Gear Set: F4U-1A	Parkzone F4U-1A : Fahrwerksset f. schlechte Pisten	Jeu de train pour terrain rudimentaire : F4U-1A	Set carrello per pista irregolare: F4U-1A
PKZ5101	Propeller 10.5 X 9: EXTRA 300	Propeller 10,5 x 9: EXTRA 300	Hélice 10,5 x 9 : EXTRA 300	Elica 10,5 x 9: EXTRA 300
PKZ1081	SV80 Long Lead Servo	SV80-Servo mit langem Kabel	Servo SV80 avec câble long	Servo cavo lungo SV80
EFLA250	Park Flyer Tool Assortment, 5 pc	E-flite Park Flyer Werkzeugsortiment; 5 teilig	Assortiment d'outils ParkFlyer, 5 pièces	Assortimento utensili Park Flyer, 5 unità
EFLAEC302	EC3 Battery Connector (2)	E-flite EC3 Akkukabel; Buchse (2)	Connecteur de batterie EC3 (2)	Connettore batteria EC3 (2)
EFLAEC303	EC3 Device/Battery Connector	E-flite EC3 Kabelsatz; Stecker/Buchse	Connecteur pour équipement/batterie EC3	Connettore dispositivo/batteria EC3
EFLC505	1- To 5-cell Li-Po battery charger with balancer	E-flite 1-5 Zellen Lipo Lader mit Balancer	Chargeur-équilibreur de batterie Li-Po 1 à 5 cellules	Caricabatteria Li-Po 1-5 celle con bilanciatore
EFLC3025	80W AC/DC multi-chemistry battery charger	E-flite 80W AC/DC Multi-Akku Ladegerät	Chargeur de batterie à plusieurs produits chimiques CA/CC 80 W	Caricabatterie Multi-Chemistry da 80 W CA/CC
	DX5e DSMX 5-Channel Transmitter	Spektrum DX5e DSMX 5 Kanal Sender ohne Empfänger	Emetteur DX5e DSMX 5 voies	DX5e DSMX Trasmettitore 5 canali
	DX6i DSMX 6-Channel Transmitter	Spektrum DX6i DSMX 6-Kanal Sender	Emetteur DX6i DSMX 6 voies	DX6i DSMX Trasmettitore 6 canali
	DX7s DSMX 7-Channel Transmitter	Spektrum DX7s DSMX 7 Kanal Sender	Emetteur DX7s DSMX 7 voies	DX7s DSMX Trasmettitore 7 canali
	DX8 DSMX 8-Channel Transmitter	Spektrum DX8 DSMX 8 Kanal Sender	Emetteur DX8 DSMX 8 voies	DX8 DSMX Trasmettitore 8 canali

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Patents Pending

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PKZ6080, PKZ6075

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