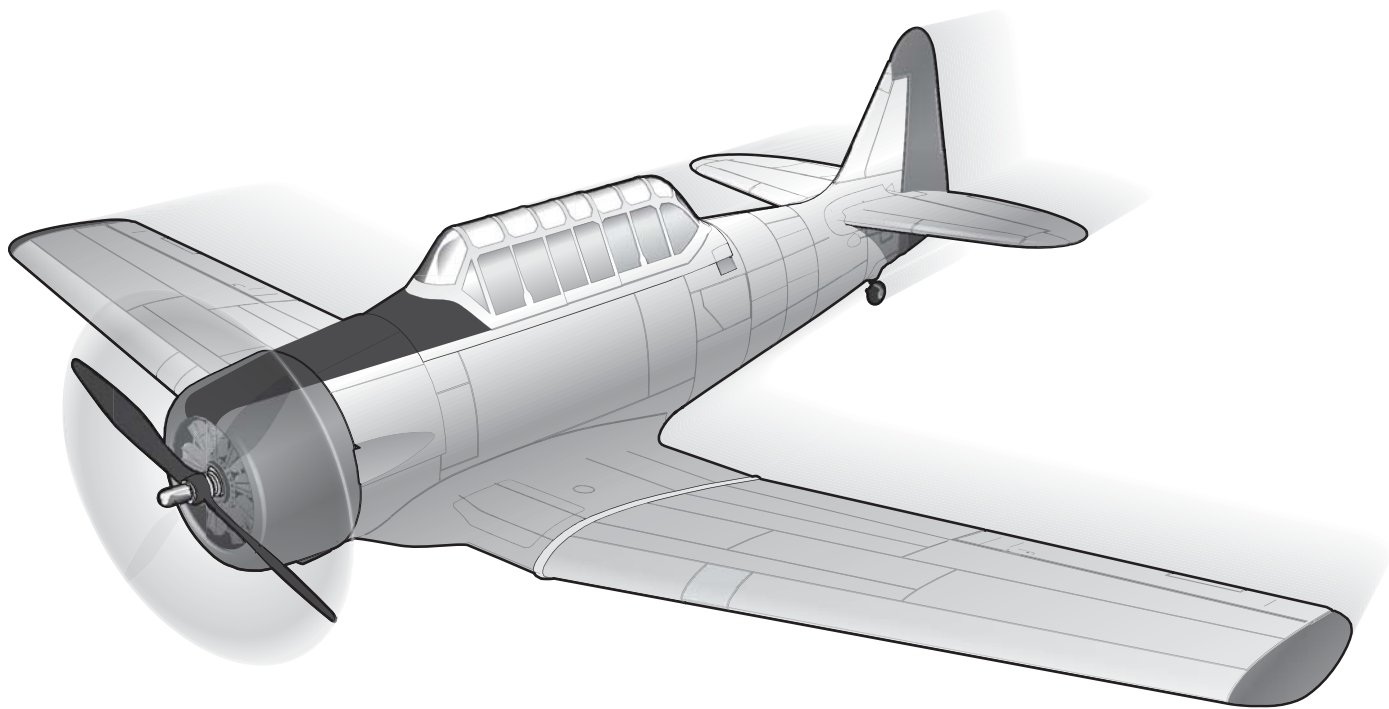


HORIZON[®]
H O B B Y

E-flite[®]
ADVANCING ELECTRIC FLIGHT

AT-6



Instruction Manual
Bedienungsanleitung
Manuel d'utilisation
Manuale di Istruzioni

SAFE[®] 

SAFE[®] Select Technology, Optional Flight Envelope Protection

Bind-N-Fly[®] **Plug-N-Play**[®]
BASIC

NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, LLC. For up-to-date product literature, visit www.horizonhobby.com and click on the support tab for this product.

Meaning of Special Language:

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product:

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.

CAUTION: Procedures, which if not properly followed, create the probability of physical property damage AND a possibility of serious injury.

NOTICE: Procedures, which if not properly followed, create a possibility of physical property damage AND little or no possibility of injury.



WARNING: Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not use with incompatible components or alter this product in any way outside of the instructions provided by Horizon Hobby, LLC. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

14+

AGE RECOMMENDATION:
Not for children under 14 years. This is not a toy.



WARNING AGAINST COUNTERFEIT PRODUCTS: If you ever need to replace your Spektrum receiver found in a Horizon Hobby product, always purchase from Horizon Hobby, LLC or a Horizon Hobby authorized dealer to ensure authentic high-quality Spektrum product. Horizon Hobby, LLC disclaims all support and warranty with regards, but not limited to, compatibility and performance of counterfeit products or products claiming compatibility with DSM or Spektrum technology.

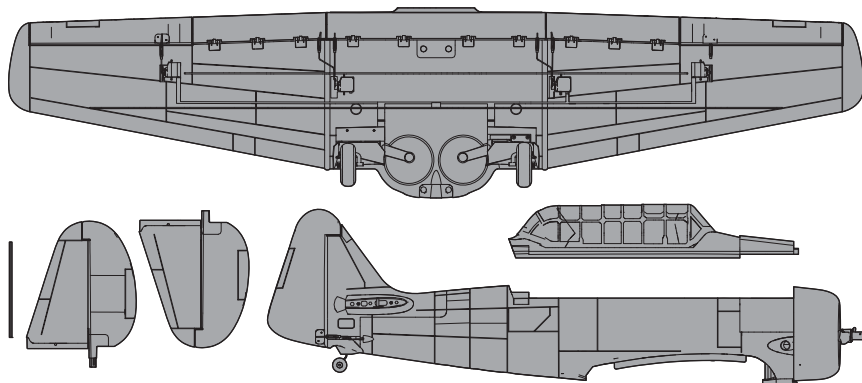
Safety Precautions and Warnings

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.

Box Contents

| Quick Start Information | | |
|-------------------------------|---|-------------------|
| Transmitter Setup | Set up your transmitter using the transmitter setup chart | |
| Dual Rates | | Hi Rate |
| | | Low Rate |
| | Ail | ▲20mm ▼20mm |
| | Ele | ▲18mm ▼16mm |
| Rud | 25mm | 15mm |
| Flaps | Landing ▼=30mm | Takeoff ▼=15mm |
| Center of Gravity (CG) | 92-98mm back from leading edge of wing at the fuselage. | |
| Flight Timer Setting | 4 minutes | |

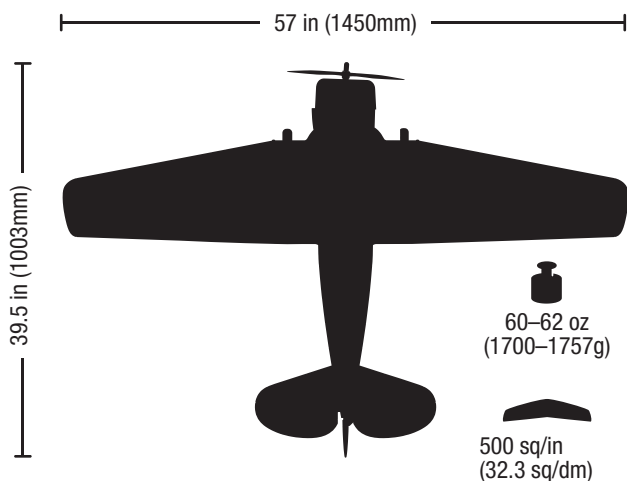


Specifications

| | | BNF BASIC | PNP PLUG-N-PLAY |
|--|---|-----------------------------|-----------------------------|
| | Motor: Motor 15 950Kv (PKZ5116) | Installed | Installed |
| | ESC: 40A ESC (EFLA1040LB) | Installed | Installed |
| | 9 gram servo (PKZ1081, PKZ1090) | Installed | Installed |
| | Receiver: Spektrum™ AR636A 6-Channel Sport Receiver (SMPAR636A) | Installed | Required to Complete |
| | Recommended Battery: 11.1V 3S 2200-3000mAh 30C Li-Po (EFLB22003S30, EFLB32003S30) | Required to Complete | Required to Complete |
| | Recommended Battery Charger: 3-cell Li-Po battery balancing charger | Required to Complete | Required to Complete |
| | Recommended Transmitter: Full-Range 6 channel (or more) 2.4GHz with Spektrum DSM2®/DSMX® technology with adjustable Dual Rates | Required to Complete | Required to Complete |

Table of Contents

| | |
|--|----|
| SAFE® Select Technology | 4 |
| Preflight..... | 4 |
| Transmitter Setup | 4 |
| Model Assembly | 5 |
| Battery Installation and ESC Arming..... | 6 |
| Transmitter and Receiver Binding | 7 |
| SAFE® Select Switch Designation | 8 |
| Center of Gravity (CG) | 9 |
| AS3X Control Direction Test | 9 |
| In Flight Trimming..... | 9 |
| Flying Tips and Repairs..... | 10 |
| PNP Receiver Selection and Installation | 10 |
| Post Flight | 11 |
| Motor Service | 11 |
| Troubleshooting Guide AS3X | 11 |
| Troubleshooting Guide | 12 |
| AMA National Model Aircraft Safety Code | 13 |
| Limited Warranty | 14 |
| Contact Information | 15 |
| FCC Information..... | 15 |
| IC Information..... | 15 |
| Compliance Information for the European Union..... | 15 |
| Replacement Parts | 54 |
| Optional Parts | 55 |



To register your product online, visit www.e-fliterc.com

If you own this product, you may be required to register with the FAA.

For up-to-date information on how to register with the FAA, visit <https://registermyuas.faa.gov/>.

For additional assistance on regulations and guidance on UAS usage, visit knowbeforeyoufly.org/.

SAFE® Select Technology

The evolutionary SAFE® Select technology can offer an extra level of protection so you can perform the first flight with confidence. No complex transmitter programming is required. Just follow the simple bind process to make the SAFE Select system active. When activated, bank and pitch limitations keep you from over-controlling and automatic self-leveling makes recovery from risky or confusing attitudes as simple as releasing the sticks. In fact, with the aileron, elevator and rudder sticks in the neutral position, SAFE Select will automatically keep the airplane in a straight and level attitude.

Expand the advantage of what SAFE® Select technology offers by assigning it to a switch. No transmitter programming is required and you'll be able to turn the system ON and OFF with the flip of a switch. For example, turn SAFE select ON for takeoffs to counter the torque of the propeller. Turn it OFF in flight for unrestricted aerobatic performance, and turn it back ON when a buddy wants to try out your cool aircraft. Turn SAFE Select ON for landings. As you drop the flaps, SAFE Select reduces your workload by compensating for pitch changes automatically, regardless of throttle position. It will help keep the correct pitch attitude and wings level during the final approach. Whether you're a beginner or an expert, SAFE Select can make your flights a great experience.

When the normal bind process is followed, the SAFE Select system is disabled, leaving specially tuned AS3X® technology in place to deliver a pure, unrestricted flight experience.

Preflight

| |
|---|
| 1. Remove and inspect contents. |
| 2. Read this instruction manual thoroughly. |
| 3. Charge the flight battery. |
| 4. Setup Transmitter using transmitter setup chart. |
| 5. Fully assemble the airplane. |
| 6. Install the flight battery in the aircraft (once it has been fully charged). |
| 7. Check the Center of Gravity (CG). |
| 8. Bind the aircraft to your transmitter. |
| 9. Make sure linkages move freely. |
| 10. Test the flap operation. |
| 11. Perform the Control Direction Test with the transmitter. |
| 12. Perform the AS3X Control Direction Test with the aircraft. |
| 13. Adjust flight controls and transmitter. |
| 14. Perform a radio system Range Test. |
| 15. Find a safe open area to fly. |
| 16. Plan flight for flying field conditions. |

Transmitter Setup

IMPORTANT: After you set up your model, always rebind the transmitter and receiver to set the desired failsafe positions.

Dual Rates

Take first flights in Low Rate. For landings, use high rate elevator.

NOTICE: To ensure AS3X® technology functions properly, do not lower rate values below 50%. If lower rates are desired, manually adjust the position of the pushrods on the servo arm.

NOTICE: If oscillation occurs at high speed, refer to the Troubleshooting Guide for more information.

Expo

After first flights, you may adjust expo in your transmitter.

Computerized Transmitter Setup

(DX6i, DX6, DX7, DX7S, DX8, DX9, DX10t and DX18)

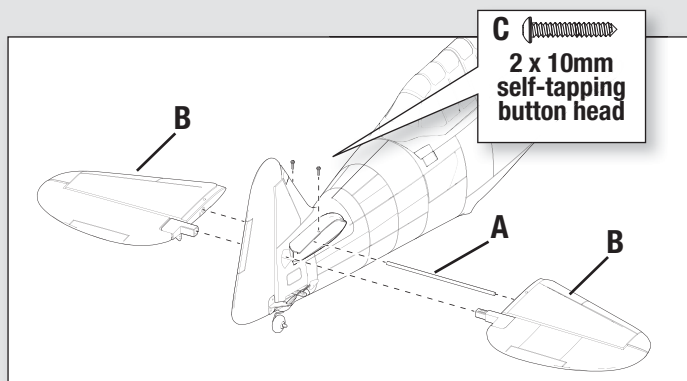
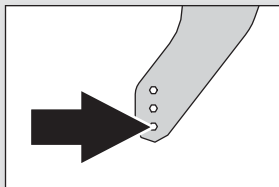
Start all transmitter programming with a blank ACRO model (perform a model reset), then name the model.

| | |
|---|---|
| Set Dual Rates to | HIGH 100% |
| | LOW 70% |
| Set Servo Travel to | 100% |
| DX6i | 1. Go to the SETUP LIST MENU |
| | 2. Set MODEL TYPE: ACRO |
| | 3. Go to ADJUST LIST MENU |
| | 4. Set FLAPS: Norm ↓100 Flap, LAND ↑25 Flap |
| DX7S DX8 | 1. Go to the SYSTEM SETUP |
| | 2. Set MODEL TYPE: AIRPLANE |
| | 3. Set WING TYPE: 1 AIL 1 FLAP |
| | 4. Go to the FUNCTION LIST |
| | 5. Set SERVO SETUP: Reverse GEAR |
| | 6. Set FLAP SYSTEM: Choose Flap NORM: 100% FLAP MID: 50% FLAP 4% up elevator LAND: -25% FLAP 6% up elevator SPEED 2.0S: SWITCH = FLAP |
| DX6 (Gen2) DX7 (Gen2) DX8 (Gen2) DX9 DX10t DX18 | 1. Go to the SYSTEM SETUP |
| | 2. Set MODEL TYPE: AIRPLANE |
| | 3. Set AIRCRAFT TYPE: WING: 1 AIL 1 FLAP |
| | 4. Go to the FUNCTION LIST |
| | 5. Set SERVO SETUP: Reverse GEAR |
| 6. Set FLAP SYSTEM: SELECT SWITCH D: POS 0: 100% FLAP POS 1: 50% FLAP 4% up elevator POS 2: -25% FLAP 6% up elevator SPEED 2.0 | |

Model Assembly

Horizontal Tail Installation

1. Insert the horizontal tail joiner tube (A) into the fuselage. Slide the horizontal tail halves (B) into place with the control horn facing down.
2. Secure the horizontal tail piece in place using the included 2 screws (C). Use care to avoid over-tightening the screw.
3. Attach the pushrod to the elevator control horn using the included clevis.



Clevis Installation

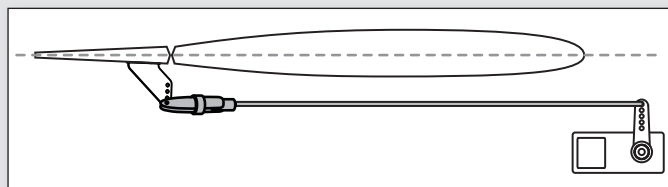
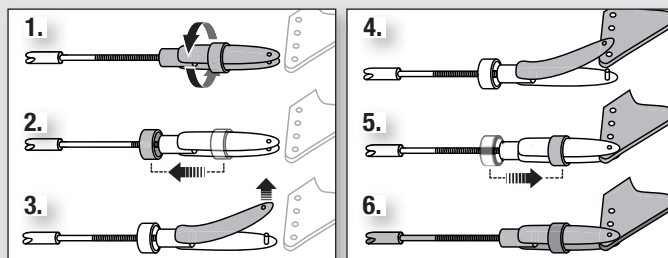
- Pull the tube from the clevis to the linkage.
- Carefully spread the clevis, then insert the clevis pin into the desired hole in the control horn.
- Move the tube to hold the clevis on the control horn.

Control Surface Centering

After assembly and transmitter setup, confirm that the control surfaces are centered. If the control surfaces are not centered, mechanically center the control surfaces by adjusting the linkages.

If adjustment is required, turn the clevis on the linkage to change the length of the linkage between the servo arm and the control horn.

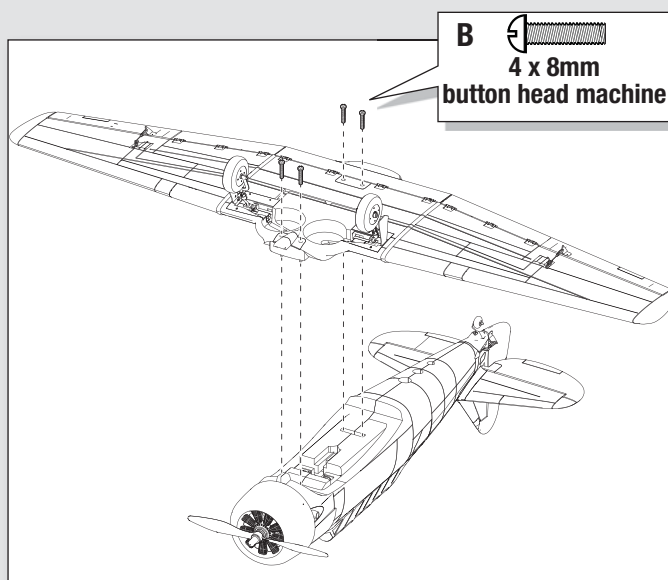
After binding a transmitter to the aircraft receiver, set the trims and sub-trims to 0, then adjust the clevises to center the control surfaces.



Wing Installation

1. Install the wing to the bottom of the fuselage ensuring the hands-free servo connection system is aligned.
2. Secure the wing using the included 4 x 8mm screws (C).

Disassemble in reverse order.



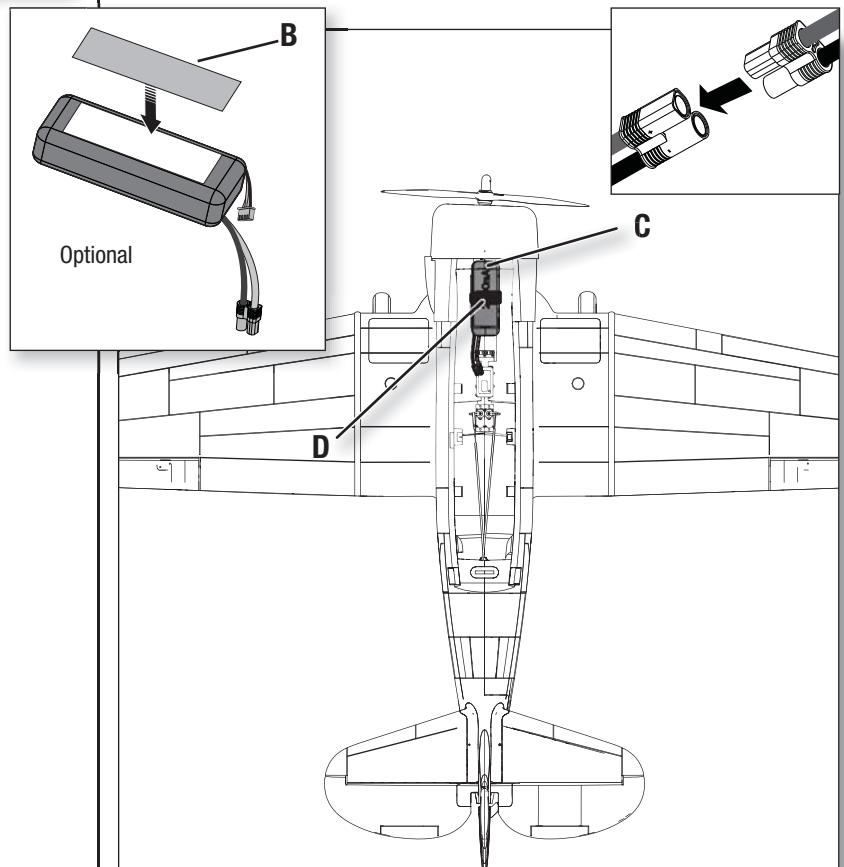
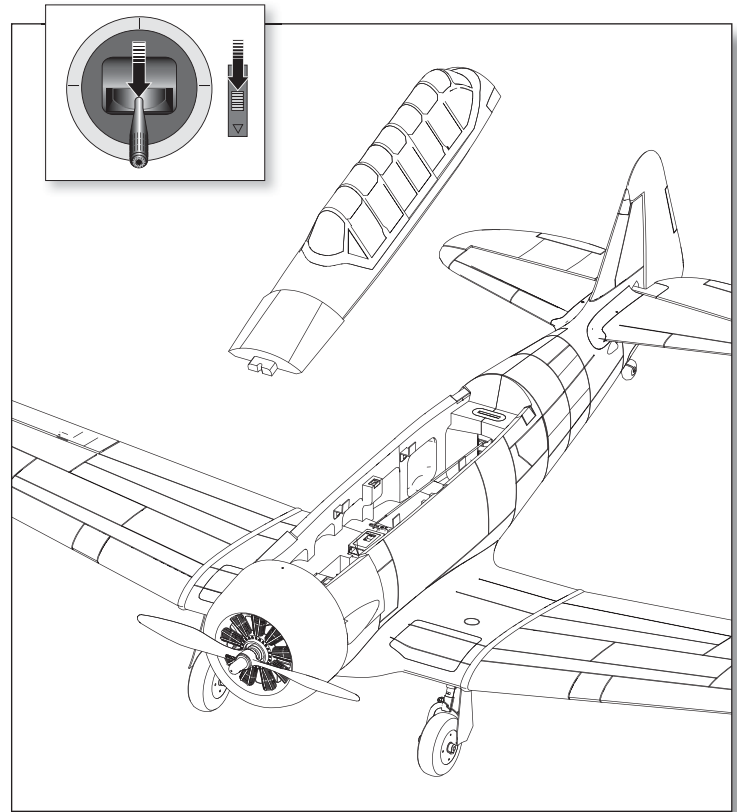
Battery Installation and ESC Arming

Battery Selection

The E-flite® 2200mAh 11.1V 3S 30C Li-Po battery (EFLB22003S30) is recommended. Refer to the Optional Parts List for other recommended batteries. If using a battery other than those listed, the battery should be within the range of capacity, dimensions and weight of the E-flite Li-Po battery packs to fit in the fuselage. Be sure the model balances at the recommended CG before flying.

1. Lower the throttle and throttle trim to the lowest settings. Power on the Transmitter, then wait 5 seconds.
2. Lift the hatch from the back to remove.
3. For added security, apply the loop side (soft side) of the optional hook and loop tape (**B**) to the bottom of your battery and the hook side to the battery tray.
4. Install the fully charged battery (**C**) in the middle of the battery compartment, as shown. Secure using the hook and loop strap (**D**).
5. Connect the battery to the ESC (the ESC is now armed).
6. Keep the aircraft immobile and away from wind upright and on flat surface or the system will not initialize.
 - The ESC will produce a series of sounds. 3 flat tones followed immediately by 2 ascending tones if you are switching ON SAFE Select.
 - An LED will light on the receiver.
7. Reinstall the battery hatch.

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



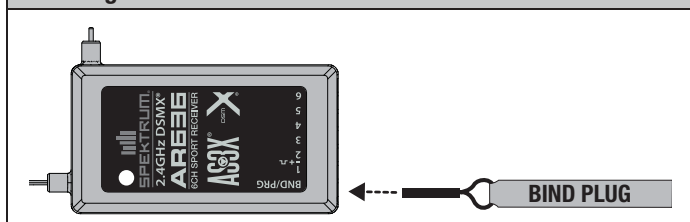
Transmitter and Receiver Binding / Switching ON and OFF SAFE Select

This product requires an approved Spektrum™ DSM2®/DSMX® compatible transmitter. Visit www.bindnfly.com for a complete list of approved transmitters.

The aircraft has an optional SAFE Select feature, which can be switched ON or OFF easily by binding in a specific manner as described below.

IMPORTANT: Before binding a transmitter, read the Transmitter Setup section of this manual to ensure that your transmitter is properly programmed for this aircraft.

Bind Plug Installation



Binding Procedure / Switching ON SAFE Select

IMPORTANT: The included AR636 receiver has been programmed for operation specifically for this aircraft. Refer to the receiver manual for correct setup if the receiver is replaced or is used in another aircraft.

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.

1. Make sure the transmitter is powered off.
2. Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim).*
3. Install a bind plug in the receiver bind port.
4. Place the aircraft level on its wheels, connect the flight battery to the ESC. The ESC will produce a series of sounds. 3 flat tones followed immediately by 2 ascending tones confirm that the LVC is set correctly for the ESC. The orange bind LED on the receiver will begin to flash rapidly.

5. Remove the bind plug from the bind port.

6. Take 3 steps away from the aircraft /receiver and then power ON the transmitter while holding the transmitter bind button or switch. Refer to your transmitter's manual for specific binding instructions.

IMPORTANT: Do not point the transmitter's antenna directly at the receiver while binding.

IMPORTANT: Keep away from large metal objects while binding.

7. The receiver is bound to the transmitter when the orange bind light on the receiver stays orange. The ESC will produce a series of sounds. 3 flat tones followed immediately by 2 ascending tones. The tones indicate the ESC is armed, provided the throttle stick and throttle trim are low enough to trigger arming.

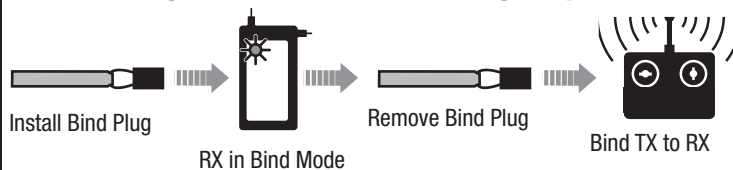
IMPORTANT: Once bound, the receiver will retain its bind and last setting until it has been intentionally changed, even when power is cycled ON and OFF. However, if you notice that bind has been lost, simply repeat the binding process.

SAFE Select ON Indication

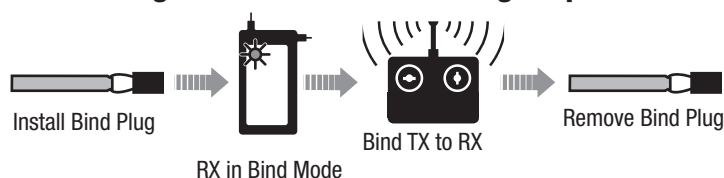
Every time the receiver is powered ON the surfaces will cycle back and forth **twice** with a slight pause at neutral position to indicate that SAFE Select is switched ON.

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.

Switching ON SAFE Select Binding Sequence



Switching OFF SAFE Select Binding Sequence



Binding Procedure / Switching OFF SAFE Select

IMPORTANT: The included AR636 receiver has been programmed for operation specifically for this aircraft. Refer to the receiver manual for correct setup if the receiver is replaced or is used in another aircraft.

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.

1. Make sure the transmitter is powered off.
2. Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim).*
3. Install a bind plug in the receiver bind port.
4. Place the aircraft level on its wheels, connect the flight battery to the ESC. The ESC will produce a series of sounds. 3 flat tones followed immediately by 2 ascending tones confirm that the LVC is set correctly for the ESC.

The orange bind LED on the receiver will begin to flash rapidly. DO NOT remove the bind plug at this time.

5. Take 3 steps away from the aircraft /receiver and then power ON the transmitter while holding the transmitter bind button or switch. Refer to your transmitter's manual for specific binding instructions.

IMPORTANT: Do not point the transmitter's antenna directly at the receiver while binding.

IMPORTANT: Keep away from large metal objects while binding.

6. The receiver is bound to the transmitter when the orange bind light on the receiver stays orange. The ESC will produce a series of sounds. 3 flat tones followed immediately by 2 ascending tones. The tones indicate the ESC is armed, provided the throttle stick and throttle trim are low enough to trigger arming.

7. Remove the bind plug from the bind port.

IMPORTANT: Once bound, the receiver will retain its bind and last setting until it has been intentionally changed, even when power is cycled ON and OFF. However, if you notice that bind has been lost, simply repeat the binding process.

SAFE Select OFF Indication

Every time the receiver is powered ON the surfaces will cycle back and forth **once** to indicate that SAFE Select has been switched OFF.

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.

*Failsafe

If the receiver loses transmitter communication, the failsafe will activate. When activated, failsafe moves the throttle channel to its preset failsafe position (low throttle) that was set during binding. All other channels move to actively level the aircraft in flight.

SAFE® Select Switch Designation

SAFE® Select technology can be easily assigned to any open switch (2 or 3 position) on your transmitter. With this new feature, you now have the flexibility to enable or disable the technology while in flight.

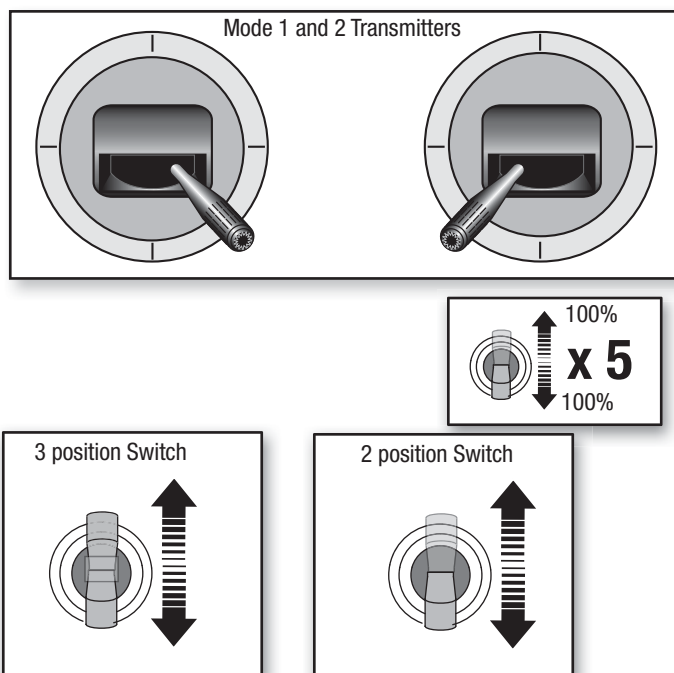
IMPORTANT: Before assigning your desired switch, ensure that the travel for that channel is set at 100% in both direction.

Assigning a switch

1. Bind the aircraft correctly to activate SAFE Select. This will allow the system to be assigned to a switch.
2. Hold both transmitter sticks to the inside bottom corners and toggle the desired switch 5 times (1 toggle = full up and down) to assign that switch. The control surfaces of the aircraft will move, indicating the switch has been selected.

Repeat the process to assign a different switch if desired.

NOTICE: SAFE Select is assignable on any unused Channels 5–9.



Control Horn and Servo Arm Settings

The table to the right shows the factory settings for the control horns and servo arms. Fly the aircraft at factory settings before making changes.

NOTICE: If control throws are changed from the factory settings, the AR636 gain values may need to be adjusted. Refer to the Spektrum AR636 manual for adjustment of gain values.

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

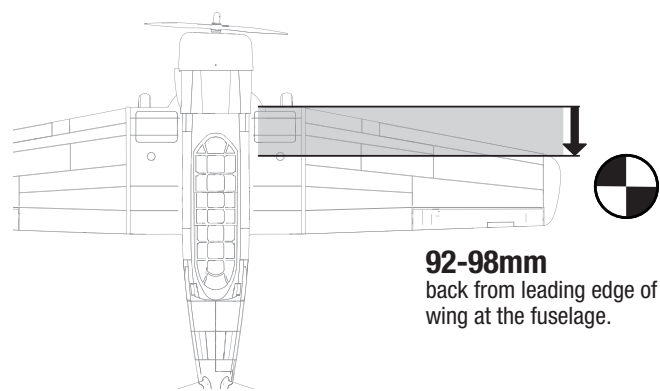
| | Horns | Arms |
|----------|-------|------|
| Elevator | | |
| Ailerons | | |
| Flaps | | |
| Rudder | | |

| More control throw | Less control throw |
|--------------------|--------------------|
| | |
| | |

Center of Gravity (CG)

The CG location is measured from the leading edge of the wing at the root. This CG location has been determined with the recommended Li-Po battery (EFLB22003S300).

Tip: Measure the CG with the aircraft inverted.



AS3X Control Direction Test

This test ensures that the AS3X® control system is functioning properly. Assemble the aircraft and bind your transmitter to the receiver before performing this test.

1. Raise the throttle just above 25%, then lower the throttle to activate AS3X technology.

CAUTION: Keep all body parts, hair and loose clothing away from a moving propeller, as these items could become entangled.

IMPORTANT: The AR636 programming for this aircraft increases control surface movement when landing gear is down.

2. Move the entire aircraft as shown and ensure the control surfaces move in the direction indicated in the graphic. If the control surfaces do not respond as shown, do not fly the aircraft. Refer to the receiver manual for more information.

Once the AS3X system is active, control surfaces may move rapidly. This is normal. AS3X remains active until the battery is disconnected.

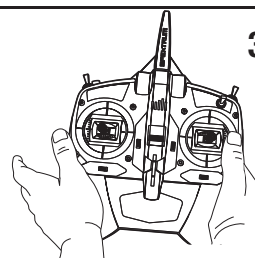
| | Aircraft movement | AS3X Reaction |
|----------|-------------------|---------------|
| Elevator | | |
| | | |
| Aileron | | |
| | | |
| Rudder | | |
| | | |

In Flight Trimming

During your first flight, trim the aircraft for level flight at 3/4 throttle with flaps up. Make small trim adjustments with your transmitter's trim switches to straighten the aircraft's flight path.

After adjusting the trim, do not touch the control sticks for 3 seconds. This allows the receiver to learn the correct settings to optimize AS3X performance.

Failure to do so could affect flight performance.



3 Seconds

Flying Tips and Repairs

Consult local laws and ordinances before choosing a flying location.

Range Check your Radio System

Before you fly, range check the radio system. Refer to your specific transmitter instruction manual for range test information.

Oscillation

Once the AS3X system is active (after advancing the throttle for the first time), you will normally see the control surfaces react to aircraft movement. In some flight conditions you may see oscillation (the aircraft rocks back and forth on one axis due to overcontrol). If oscillation occurs, refer to the Troubleshooting Guide for more information.

Takeoff

Place the aircraft facing into the wind. Set your transmitter in low rate and use your flaps switch to drop the flaps to takeoff or "half position". Gradually increase the throttle to $\frac{3}{4}$ and steer with the rudder. **Flaps make takeoffs shorter.** As the tail comes off the ground, pull back gently on the elevator. When airborne, flip your gear switch to raise your landing gear. Climb to a comfortable altitude and then flip your flaps switch to level the flaps.

Flying

For your first flights with the recommended battery pack (EFLB22003S30), set your transmitter timer or a stopwatch to 5 minutes. After five minutes, land the aircraft. Adjust your timer for longer or shorter flights once you have flown the model. If at any time the motor power reduces, land the aircraft immediately to recharge the flight battery. See the Low Voltage Cutoff (LVC) section for more details on maximizing battery health and run time.

Landing

Land the aircraft into the wind. Use high rate Elevator for landings. Use a small amount of throttle for the entire descent. Lower the throttle to $\frac{1}{4}$ and flip your flaps switch to deploy the flaps to the landing or "full down position". Flaps will make the landing approach steeper and slower, and allow for a smoother landing. Flip your gear switch to lower your landing gear. This will slow the aircraft further.

Keep the throttle on until the aircraft is ready to flare. During flare, keep the wings level and the aircraft pointed into the wind. Gently lower the throttle while pulling back on the elevator to bring the aircraft down on its wheels.

PNP Receiver Selection and Installation

The Spektrum AR636 receiver is recommended for this airplane. If you choose to install another receiver, ensure that it is at least a 6-channel full range (sport) receiver. Refer to your receiver manual for correct installation and operation instructions.

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. All flight surfaces must also be checked for the correct direction.

Installation (AR636 shown)

1. Remove the canopy from the fuselage.
2. Mount the receiver parallel to the length of the fuselage as shown. Use double-sided servo tape.
3. Attach the appropriate control surfaces to their respective ports on the receiver using the chart in the illustration.

CAUTION: Incorrect installation of the receiver could cause a crash.

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

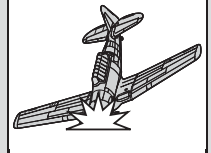
NOTICE: If a crash is imminent, reduce the throttle and trim fully. Failure to do so could result in extra damage to the airframe, as well as damage to the ESC and motor.

NOTICE: After any impact, always ensure the receiver is secure in the fuselage. If you replace the receiver, install the new receiver in the same orientation as the original receiver or damage may result.

NOTICE: Crash damage is not covered under warranty.

NOTICE: When you are finished flying, never leave the aircraft in direct sunlight or in a hot, enclosed area such as a car. Doing so can damage the aircraft.

WARNING:
Always decrease throttle at propeller strike.



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 reduces, showing that some battery power is reserved for flight control and safe landing.

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

NOTICE: Repeated flying to LVC will damage the battery.

Tip: Monitor your aircraft battery's voltage before and after flying by using a Li-Po Cell Voltage Checker (EFLA111, sold separately).

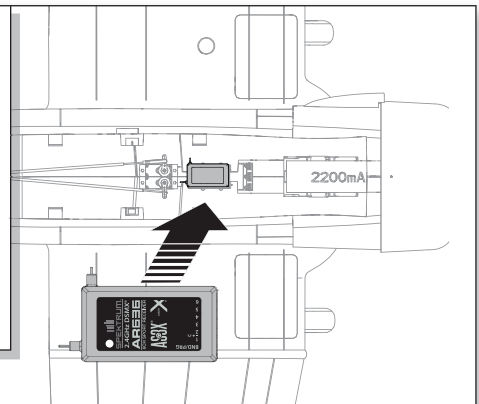
Repairs

Thanks to the Z-Foam™ material in this aircraft, repairs to the foam can be made using virtually any adhesive (hot glue, regular CA, epoxy, etc). When parts are not repairable, see the Replacement Parts List for ordering by item number. For a listing of all replacement and optional parts, refer to the list at the end of this manual.

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

BND/PRG = BIND

- 1 = Throttle
- 2 = Aileron
- 3 = Elevator
- 4 = Rudder
- 5 = Gear
- 6 = Flaps



Post Flight

1. Disconnect the flight battery from the ESC (Required for Safety and battery life).
2. Power OFF the transmitter.
3. Remove the flight battery from the aircraft.
4. Recharge the flight battery.

5. Repair or replace all damaged parts.
6. Store the flight battery apart from the aircraft and monitor the battery charge.
7. Make note of the flight conditions and flight plan results, planning for future flights.

Motor Service

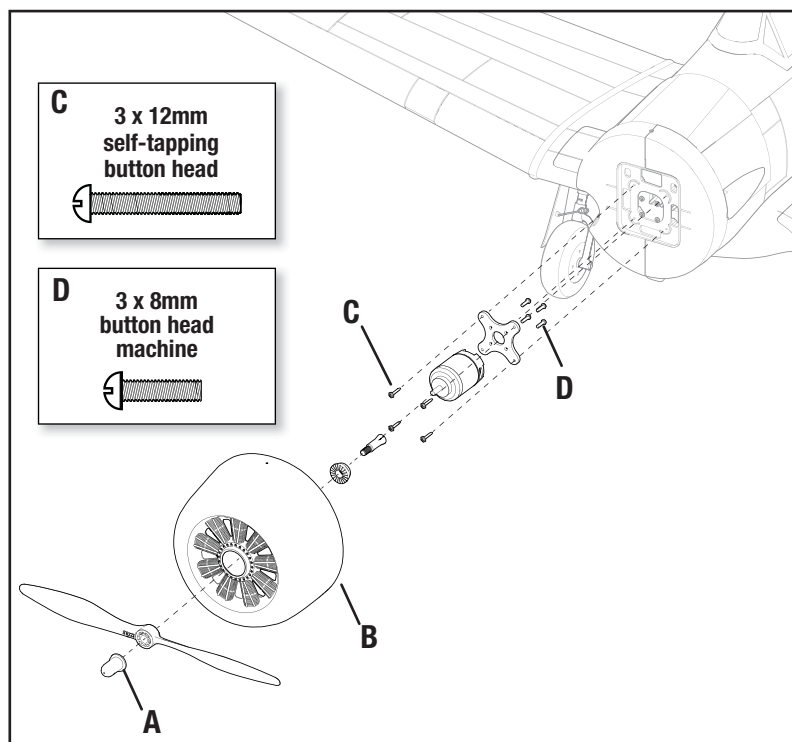
CAUTION: Always disconnect the flight battery before performing motor service.

Disassembly

1. Use a tool to remove the propeller nut (**A**) and then remove the propeller, and prop adaptor from the motor shaft.
2. Remove the cowl from the fuselage. The cowl is secured by two pins in the front and two magnets in the rear.
3. Remove the 4 screws (**C**) and the motor with the X-mount from the fuselage.
4. Disconnect the motor wires from the ESC wires.
5. Remove the 4 screws (**D**) and motor from the X-mount.

Assembly

6. Assemble in reverse order.
 - Correctly align and connect the motor wire colors with the ESC wires.
 - Install the propeller with the numbers facing out from the motor.
 - Tighten the propeller nut to secure the propeller into place.



Troubleshooting Guide AS3X

| Problem | Possible Cause | Solution |
|---|---|--|
| Oscillation | Damaged propeller or spinner | Replace propeller or spinner |
| | Imbalanced propeller | Balance the propeller |
| | Motor vibration | Replace parts or correctly align all parts and tighten fasteners as needed |
| | Loose receiver | Align and secure receiver in fuselage |
| | Loose aircraft controls | Tighten or otherwise secure parts (servo, arm, linkage, horn and control surface) |
| | Worn parts | Replace worn parts (especially propeller, spinner or servo) |
| | Irregular servo movement | Replace servo |
| Inconsistent flight performance | Trim is not at neutral | If you adjust trim more than 8 clicks, adjust the clevis to remove trim |
| | Sub-Trim is not at neutral | No Sub-Trim is allowed. Adjust the servo linkage |
| | Aircraft was not kept immobile for 5 seconds after battery connection | With the throttle stick in lowest position. Disconnect battery, then reconnect battery and keep the aircraft still for 5 seconds |
| Incorrect response to the AS3X Control Direction Test | Incorrect direction settings in the receiver, which can cause a crash | DO NOT fly. Correct the direction settings (refer to the receiver manual), then fly |

Troubleshooting Guide

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

AMA National Model Aircraft Safety Code

Effective January 1, 2014

A. GENERAL

A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
2. Model aircraft pilots will:
 - (a) Yield the right of way to all man carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A.)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors).
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

Exceptions:

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

B. RADIO CONTROL

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922 and #923.)
6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
9. The pilot of a RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

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

Limited Warranty

What this Warranty Covers

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

What is Not Covered

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

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

Purchaser's Remedy

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

Limitation of Liability

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

Law

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

WARRANTY SERVICES

Questions, Assistance, and Services

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

Inspection or Services

If this Product needs to be inspected or serviced and is compliant in the country you live and use the Product in, please use the Horizon Online Service Request submission process found on our website or call Horizon to obtain a Return Merchandise Authorization (RMA) number. Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as Horizon is not responsible for merchandise until it arrives and is accepted at our facility. An Online Service Request is available at http://www.horizonhobby.com/content/_service-center_render-service-center. If you do not have internet access, please contact Horizon Product Support to obtain a RMA number along with instructions for submitting your product for service. When calling Horizon, you will be asked to provide your complete name,

street address, email address and phone number where you can be reached during business hours. When sending product into Horizon, please include your RMA number, a list of the included items, and a brief summary of the problem. A copy of your original sales receipt must be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

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

Warranty Requirements

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

Non-Warranty Service

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

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

10/15

Contact Information

| Country of Purchase | Horizon Hobby | Contact Information | Address |
|--------------------------|---|---|--|
| United States of America | Horizon Service Center (Repairs and Repair Requests) | servicecenter.horizonhobby.com/ RequestForm/ | 4105 Fieldstone Rd Champaign, Illinois, 61822 USA |
| | Horizon Product Support (Product Technical Assistance) | productsupport@horizonhobby.com 877-504-0233 | |
| | Sales | websales@horizonhobby.com 800-338-4639 | |
| European Union | Horizon Technischer Service | service@horizonhobby.eu | Hanskampring 9 D 22885 Barsbüttel, Germany |
| | Sales: Horizon Hobby GmbH | +49 (0) 4121 2655 100 | |

FCC Information

FCC ID: BRWDASRX15

This equipment has been tested and found to comply with the limits for Part 15 of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment to an outlet on a circuit different from that to which the receiver is connected.

This device complies with part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

NOTICE: Modifications to this product will void the user's authority to operate this equipment.

IC Information

IC: 6157A-AMRX15

This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device."

Compliance Information for the European Union



EU Compliance Statement:

EFL8750 - Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the RED and EMC Directives.

EFL8775 - Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the EMC Directives.

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



Instructions for disposal of WEEE by users in the European Union

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



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

| Part # Nummer Numéro Codice | Description | Beschreibung | Description | Descrizione |
|------------------------------------|--|--|---|---|
| EFL8751 | Bare Fuselage: AT-6 1.5m | Bloßer Rumpf: AT-6 1,5m | Fuselage nu : AT-6 1,5 m | Fusoliera nuda: AT-6 1.5m |
| EFL8752 | Bare Wing: AT-6 1.5m | Bloßer Flügel: AT-6 1,5m | Aile nue : AT-6 1,5 m | Ala nuda: AT-6 1.5m |
| EFL8753 | Tail Set w/ Carbon joiner rod: AT-6 1.5m | Leitwerksatz mit Verbindungsstange aus Carbon: AT-6 1,5m | Empennage avec tige en carbone : AT-6 1,5 m | Set coda con tubo in carbonio: AT-6 1.5m |
| EFL8754 | Hatch: AT-6 1.5m | Abdeckung: AT-6 1,5m | Trappe : AT-6 1,5 m | Calotta: AT-6 1.5m |
| EFL8755 | Pushrod set w/ Clevis: AT-6 1.5m | Schubstangensatz m. Gabelkopf: AT-6 1,5m | Ensemble de barres de liaison avec manille : AT-6 1,5 m | Set asta di comando con forcella: AT-6 1.5m |
| EFL8756 | Decal Set: AT-6 1.5m | Decal-Satz: AT-6 1,5m | Lot d'autocollants : AT-6 1,5 m | Set decalcomanie: AT-6 1.5m |
| EFL8757 | Cowling: AT-6 1.5m | Motorhaube: AT-6 1,5m | Capot : AT-6 1,5 m | Cappottatura: AT-6 1.5m |
| EFL8758 | Hardware Set: AT-6 1.5m | Hardwaresatz: AT-6 1,5m | Ensemble de matériel : AT-6 1,5 m | Set bulloneria: AT-6 1.5m |
| EFL8760 | Retract with Screws: AT-6 1.5m | Einziehen mit Schrauben: AT-6 1,5m | Escamotable avec des vis : AT-6 1,5 m | Elemento retrattile con viti: AT-6 1.5m |
| EFL8761 | Servo Tape: AT-6 1.5m | Servoband: AT-6 1,5m | Ruban adhésif pour servo : AT-6 1,5 m | Nastro per servo: AT-6 1.5m |
| EFL8762 | Wheels: AT-6 1.5m | Räder: AT-6 1,5m | Roues : AT-6 1,5 m | Ruote: AT-6 1.5m |
| EFL8764 | Landing Gear w/ doors: AT-6 1.5m | Fahrwerk mit Türen AT-6 1,5m | Train d'atterrissage avec porte : AT-6 1,5 m | Carrello di atterraggio con sportelli: AT-6 1.5m |
| EFL8765 | Prop 12X8: AT-6 1.5m | Prop 12X8: AT-6 1,5m | Hélice 12 X 8 : AT-6 1,5 m | Elica 12X8: AT-6 1.5m |
| EFL8766 | Spinner: AT-6 1.5m | Spinner: AT-6 1,5m | Cône : AT-6 1,5 m | Ogiva: AT-6 1.5m |
| EFLA1040LB | 40-AMP LITE PRO SB BL ESC (V2) | 40-AMP LITE PRO SB BL ESC (V2) | VARIATEUR ESC 40 AMP LITE PRO AVEC CIRCUIT SB BL (V2) | ESC brushless 40 AMP LITE PRO SB (V2) |
| PKZ1081 | SV80 LONG LEAD 3-WIRE SERVO | SV80 LONG LEAD 3-WIRE SERVO | SERVO À 3 FILS, DÉLAI LONG, SV80 | SERVO CAVO LUNGO a 3 fili SV80 |
| PKZ1090 | DSV130 3WIRE DIGITAL SERVO MET GEAR | DSV130 3WIRE DIGITAL SERVO MET GETRIEBE | SERVO NUMÉRIQUE À 3 FILS ET À ENGRENAGES MÉTALLIQUES DSV130 | INGRANAGGIO IN METALLO PER SERVO DIGITALE A 3 FILI DSV130 |
| PKZ5116 | 15 BL Outrunner motor, 950Kv | 15 BL Außenläufer-Motor, 950Kv | Moteur à cage tournante BL 15, 950 kv | Motore outrunner 15 brushless, 950 Kv |
| PKZ6528 | Motor Mount: VisionAire | Motorhalterung: VisionAire | Support moteur : VisionAire | Montante motore: VisionAire |
| EFLA1040U | 40 AMP BL ESC: | 40 AMP BL ESC: | 40 AMP BL ESC: | 40 AMP BL ESC: |
| SPMAR636A | Spektrum™ AR636A 6-Channel Sport Receiver | Spektrum™ AR636A 6-Channel Sport Receiver | Spektrum™ AR636A 6-Channel Sport Receiver | Spektrum™ AR636A 6-Channel Sport Receiver |

Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

| Part # Nummer Numéro Codice | Description | Beschreibung | Description | Descrizione |
|------------------------------------|-------------------------------------|---|--|--|
| DYN1400 | "LiPo Charge Protection Bag, Small" | „LiPo Ladeschutzbeutel, klein“ | « Sac de protection du chargeur de batterie Li-Po, petit » | "Sacchetto di protezione per batteria LiPo, piccolo" |
| DYN1405 | "LiPo Charge Protection Bag, Large" | „LiPo Ladeschutzbeutel, groß“ | « Sac de protection du chargeur de batterie Li-Po, large » | "Sacchetto di protezione per batteria LiPo, grande" |
| DYNC2010CA | ProphetSport Plus 50W AC/DC Char | ProphetSport Plus 50W Wechsel-/ Gleichstrom-Ladegerät | Chargeur de batterie CA/CC 50 W Prophet Sport Plus | Caricabatterie Prophet Sport Plus 50 W AC/DC |
| DYNC2040 | Prophet Sport4X50W AC/DC Charge | Prophet Sport 4X50W Wechsel-/ Gleichstrom-Ladegerät | Chargeur de batterie CA/CC 4 X 50 W Prophet Sport | Caricabatterie Prophet Sport 4 X 50 W AC/DC |
| EFLA111 | LiPo Cell Voltage Checker | LiPo-Zellspannungsprüfer | Contrôleur de tension pour batterie Li-Po | Tester di tensione per batterie LiPo |
| EFLA250 | "Park Flyer Tool Asst, 5 pc" | „Parkflyer-Tool Asst, 5 pc“ | « Assortiment d'outils Park Flyer 5 pièces » | "Assort. utensili Park Flyer, 5 pz." |
| EFLAEC301 | EC3 Device Connector (2) | EC3 Gerät-Steckverbinder (2) | Connecteur du dispositif EC3 (2) | Connettore dispositivo EC3 (2) |
| EFLAEC302 | EC3 Battery Connector (2) | EC3 Akku-Steckverbinder (2) | Connecteur de la batterie EC3 (2) | Connettore batteria EC3 (2) |
| EFLB22003S30 | 2200mAh3S11.1V30C LiPo13AWG EC3 | 2200mAh3S11.1V30C LiPo13AWG EC3 | Batterie Li-Po 2200 mAh 3S 11,1 V 30C, 13AWG EC3 | EC3 13 AWG per batteria LiPo 2200 mAh 3S 11,1 V 30C |
| EFLB22003S40 | Thrust VSI 2200mAh 3S 40CLiPo | Schubkraft VSI 2200mAh 3S 40CLiPo | Batterie Li-Po Thrust VSI 2200 mAh 3S 40C | Batteria LiPo Thrust VSI 2200 mAh 3S 40C |
| EFLB22003S50 | "2200mAh 3S11.1V50CLiPo, 13AWG EC" | „2200mAh 3S11.1V50CLiPo, 13AWG EC“ | « Batterie Li-Po 2200 mAh 3S 11,1 V 50C, 13AWG EC » | "EC 13 AWG per batteria LiPo 2200 mAh 3S 11,1 V 50C" |
| EFLB24003S40 | Thrust VSI11.1V2400mAh3S 40CLiPo | Schubkraft VSI11.1V2400mAh3S 40CLiPo | Batterie Li-Po Thrust VSI 2400 mAh 3S 11,1 V 40C | Batteria LiPo VSI 11,1 V 2400 mAh 3S 40C |
| EFLB30003S30 | "3000mAh 3S 11.1V 30C LiPo, EC3" | „3000mAh 3S 11.1V 30C LiPo, EC3“ | « Batterie Li-Po de 3000 mAh 3S 11,1 V 30C, EC3 » | "Batteria LiPo 3000 mAh 3S 11,1 V 30C, EC3" |
| DYN1400 | Li-Po Charge Protection Bag, Small | Li-Po Ladeschutzbeutel, klein | Sac de protection du chargeur de batterie Li-Po, petit | "Sacchetto di protezione per batteria LiPo, piccolo" |
| | DXe DSMX 6-Channel Transmitter | Spektrum DXe DSMX 6-Kanal Sender | Emetteur DXe DSMX 6 voies | DXe DSMX Trasmettitore 6 canali |
| | DX6e DSMX 6-Channel Transmitter | Spektrum DX6e DSMX 6-Kanal Sender | Emetteur DX6e DSMX 6 voies | DX6e DSMX Trasmettitore 6 canali |
| | DX6 DSMX 6-Channel Transmitter | Spektrum DX6 DSMX 6-Kanal Sender | Emetteur DX6 DSMX 6 voies | DX6 DSMX Trasmettitore 6 canali |
| | DX7G2 DSMX 7-Channel Transmitter | Spektrum DX7 DSMX 7 Kanal Sender | Emetteur DX7 DSMX 7 voies | DX7 DSMX Trasmettitore 7 canali |
| | DX8G2 DSMX 8-Channel Transmitter | Spektrum DX8G2 DSMX 8 Kanal Sender | Emetteur DX8G2 DSMX 8 voies | DX8G2 DSMX Trasmettitore 8 canali |
| | DX9 DSMX 9-Channel Transmitter | Spektrum DX9 DSMX 9 Kanal Sender | Emetteur DX9 DSMX 9 voies | DX9 DSMX Trasmettitore 9 canali |
| | DX18 DSMX 18-Channel Transmitter | Spektrum DX18 DSMX 18 Kanal Sender | Emetteur DX18 DSMX 18 voies | DX18 DSMX Trasmettitore 18 canali |
| | DX20 DSMX 20-Channel Transmitter | Spektrum DX 20 DSMX 20 Kanal Sender | Emetteur DX20 DSMX 20 voies | DX 20 DSMX Trasmettitore 20 canali |



AT-6

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US 8,672,726. US 9,056,667. Other patents pending.

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