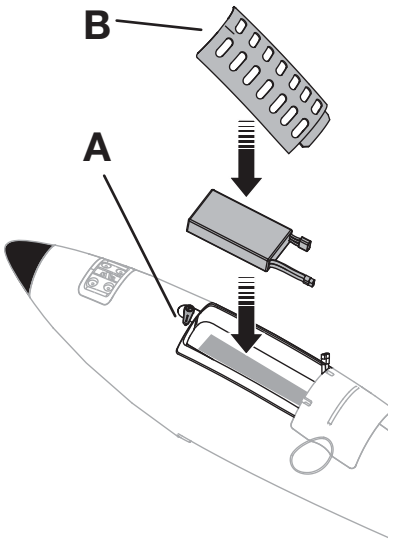

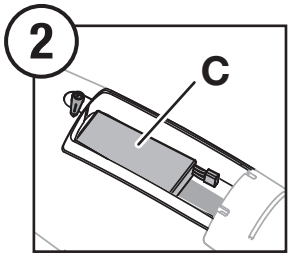

Installing the Flight Battery

Locate the battery compartment on the bottom of the aircraft.

1. Turn the latch (**A**) and remove battery door (**B**).

2. Install the flight battery (**C**) in the forward-most portion of the battery compartment using hook and loop strips.

– Do Not connect the wires at this time –

3. After connecting the battery, replace the door on the battery comparment and turn the latch.

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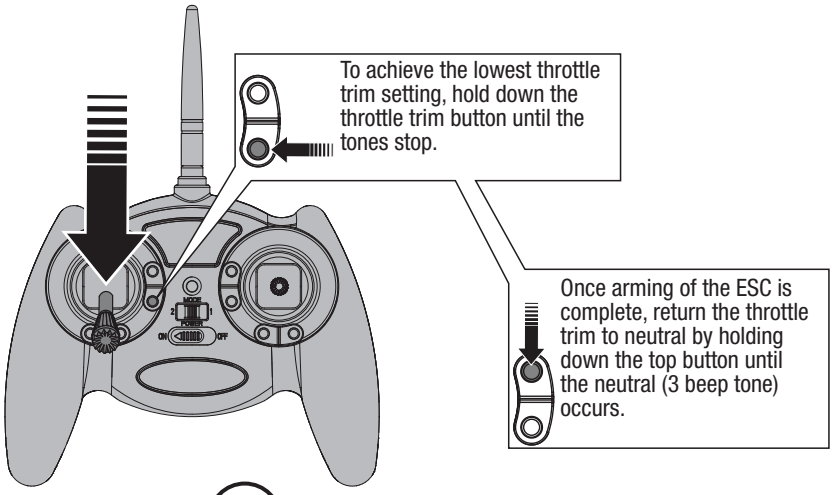
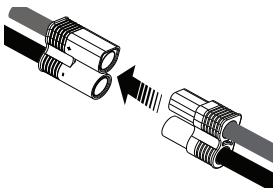
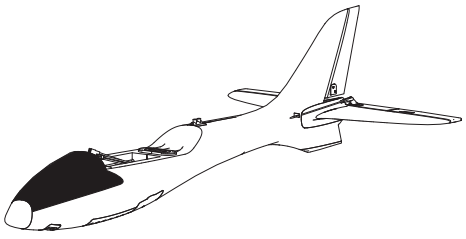
1 Lower throttle and throttle trim (Mode 2 shown)



2 Connect the Flight battery to the aircraft



3 Immobilize for 5 seconds



Arming the Electronic Speed Control (ESC)

Arming the ESC is required every time you perform a motor test or are ready to fly. To Arm the ESC, follow the steps below:

1. Lower the throttle stick and throttle trim to their lowest settings and power on your transmitter.
2. Connect the flight battery to the aircraft
3. Once the battery is connected, **the aircraft must be immobile for 5 seconds**.

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

⚠ **CAUTION:** Always disconnect the Li-Po flight 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.

LVC (Low Voltage Cutoff)
LVC is a mechanism built into your ESC to protect the battery from over-discharge. When the battery charge is too low, LVC limits power supplied to the motor. The aircraft will begin to slow and you will hear the motors pulse.

Battery Precautions for Flight
- Keep the aircraft close until you get familiar with flight time.
- Do not fly to LVC (motors pulsing) repeatedly. This may result in battery damage.
- Always disconnect and remove the flight battery from the receiver when finished flying.

Tail Control Surface

Control Surface Test

The purpose of performing the tail control test is to confirm that all of the control surfaces move correctly according to your stick movements.

1. Power on the transmitter.
2. Install a fully charged flight battery and allow the aircraft's ESC to initialize.

Reminder!
Every time the aircraft is turned on, immobilize the aircraft for 5 seconds.

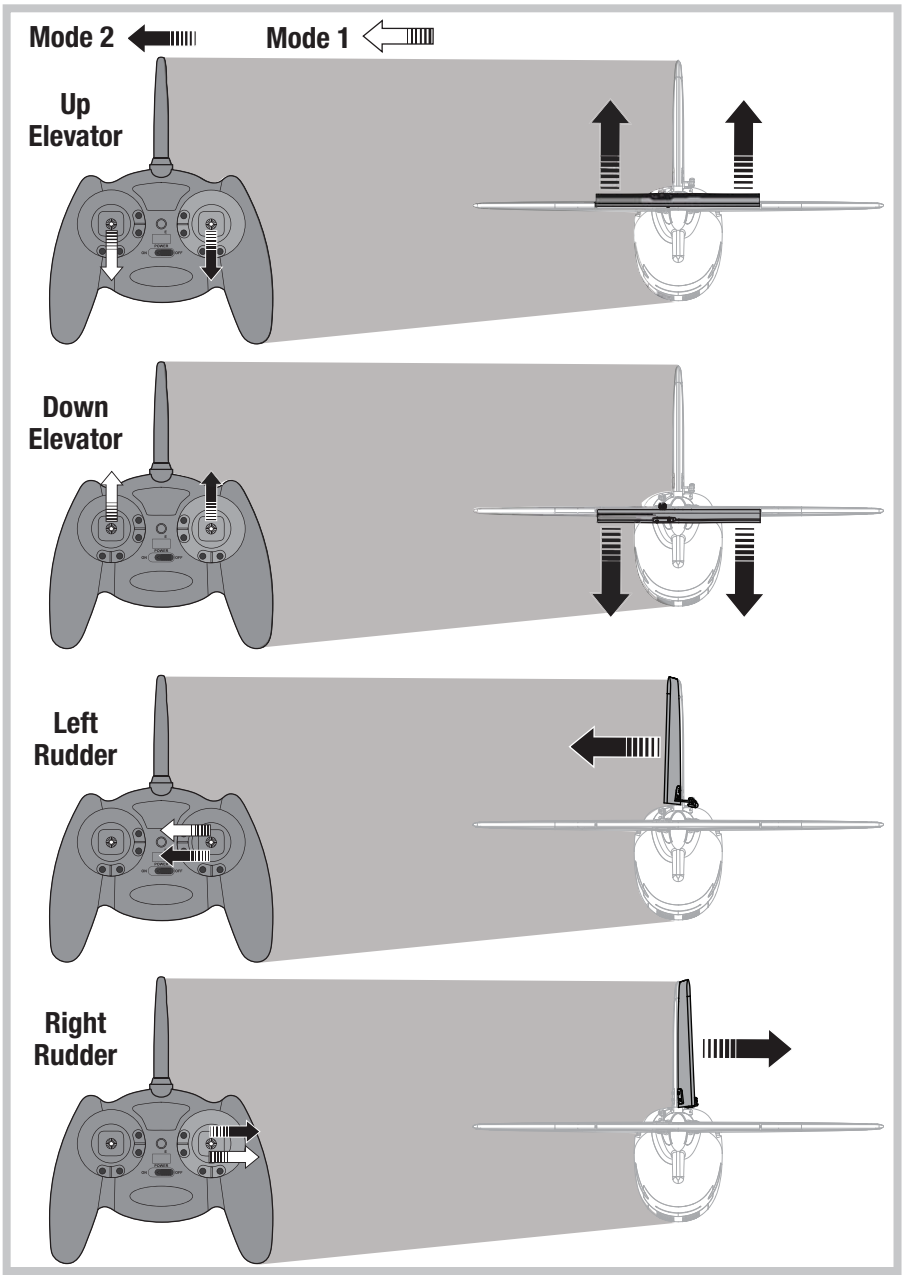
Test the Elevator

- Test your Elevator control by moving your elevator stick down and up. Make sure that the elevator responds according to the illustrations.

Test the Rudder

- Test your rudder control by moving your rudder stick left and right. Make sure that the rudder responds according to the illustrations.

VIRTUAL INSTRUCTOR
When testing the Rudder, Virtual Instructor will cause the Elevator to move as well.

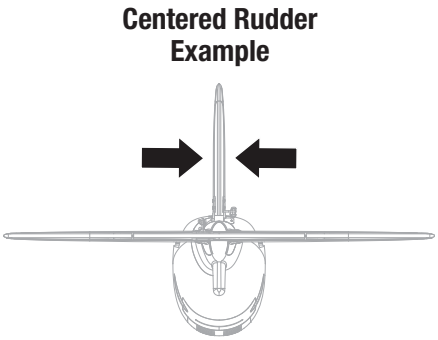


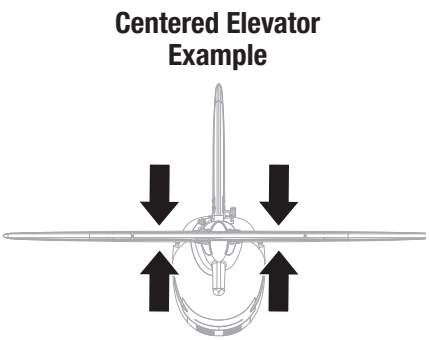
Control Surface Centering

Before the first flights, or in the event of an accident, make sure the control surfaces (Rudder and Elevator) are centered (aligned) with the rest of the surface. If the control surfaces are not centered, centering can be achieved by following the steps below:

1. Ensure all trims are neutral. Push the throttle stick all the way up to neutralize the elevator to throttle mix.
2. Large centering adjustments can be made by lengthening or shortening the clevis on the control rod (see "Attaching the Clevis to the Control Horn" step 2).
3. Small centering adjustments can be made by pushing the transmitter's trim buttons.

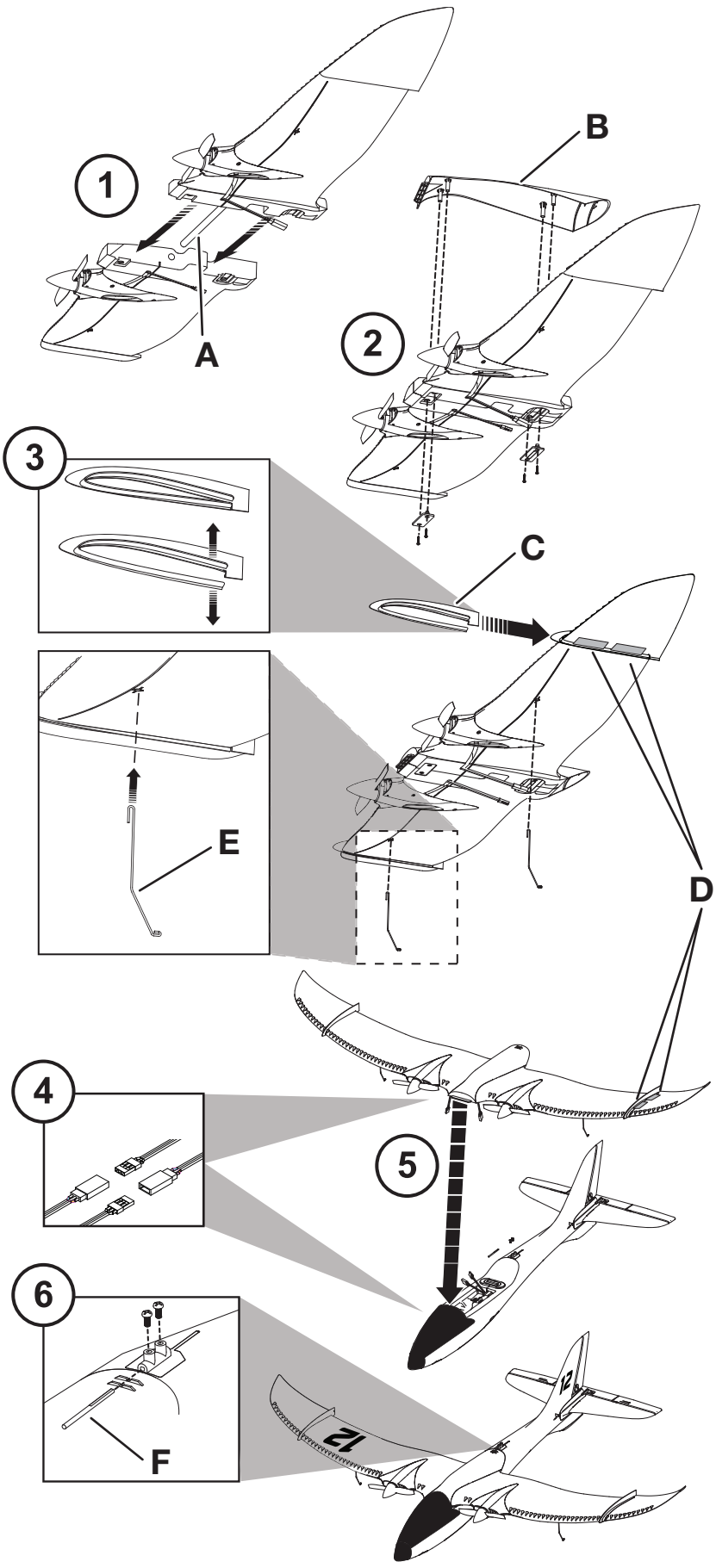
Tip! Use of transmitter trim may not correctly center the aircraft control surfaces due to the mechanical limits of linear servos.





Reminder! When you fully lower the throttle, the elevator will move up.

Reminder! Before making adjustments, make sure that your trims are neutral.



Installing the Wing

1. Insert the carbon tube (**A**) into the hole in the left wing, then slide the right wing onto the carbon tube. Tabs on the left and right wings should align once the wings are properly joined.
2. Secure the wing assembly by installing the Top Wing Plate (**B**) with the included brackets and screws on the top and bottom side of the wing assembly.
3. Install the wing fins (**C**) on the right and left wing tips by opening the back side of the wing fin and sliding it into the slot on the top of the wing. Secure the fins using the included 8 pieces of tape (**D**).

Tip!

Wing skids (**E**) help prevent damage to propellers and wings while learning to fly.

4. Connect the motor wire connectors from the wing to the correct ESC connectors in the fuselage of the aircraft.
5. Attach the wing assembly by aligning the front tab with the fuselage, then aligning the rear magnets.

Tip!

Make sure all the wires are inside the fuselage. Stray wires could prevent the wing from seating properly.

6. Insert the pin (**F**) flat side up, onto the wing plate. Lock the pin into place with 2 screws.

Reminder!

Switch on your transmitter and attach the flight battery. Arm the ESC as described in the Arming the ESC section above, then test the throttle to confirm that the motors have been correctly connected to the ESC.

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

Tip!

Customize your aircraft by appling self-adhesive number decals on top of the right wing and on both sides of the vertical fin.

Choose a Flying Field

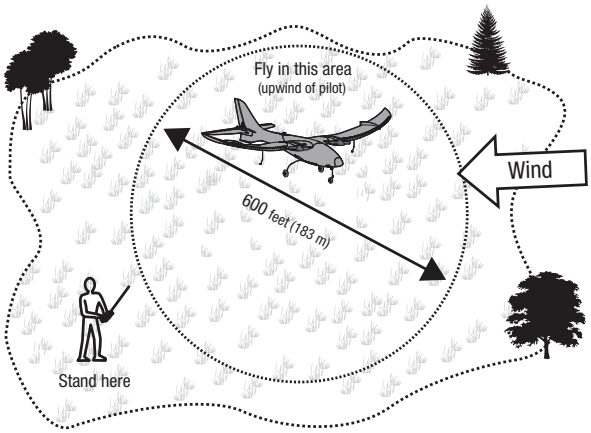
In order to have the most success and to protect your property and aircraft, it is very important to select a place to fly that is very open. Consult local laws and ordinances before choosing a location to fly your aircraft.

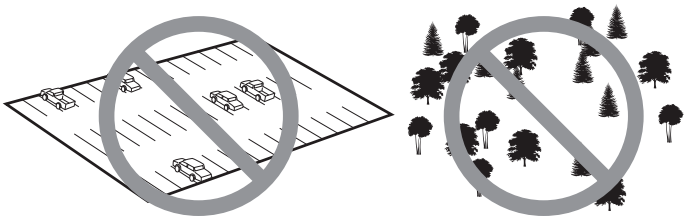
The site should:

- Have a minimum of 600 feet (183m) of clear space in all directions.
- Stay clear of pedestrians.
- Stay free of trees, buildings, cars, power lines or anything that could entangle your aircraft or interfere with your line of sight.

Remember, your aircraft can reach speeds of up to 25–30 mph (40–48 km/h), so it can cover ground quickly.

Plan on flying in an area that gives you more space than you think you need, especially with first flights.





Range Test

Before you start flying, we suggest you make sure the aircraft responds to your transmitter. You will need two people to do the range test—one to hold the transmitter and one to hold the aircraft.

1. Power on the transmitter for 5 seconds or more.
2. With the throttle stick and trim low, plug in the aircraft battery and keep the aircraft immobile for 5 seconds.
3. One person holds the aircraft while in a crouched position from the tail of the aircraft while the other person walks **100 paces** away with the transmitter on.
4. Move the transmitter tail controls and throttle to ensure they operate smoothly at 100 paces.

CAUTION: While holding the aircraft during the Range Test, always keep body parts and loose items away from the propeller. Failure to do so could cause personal injury.

If your aircraft does not range test correctly, do not attempt to fly it. Refer to the contact table at the end of the this manual to contact Horizon product support.

In good visibility conditions, we recommend flying your aircraft no more than 400 meters (approximately 1310 feet) from you. This will help to prevent loss of orientation as well keep your aircraft in control range of your radio system.