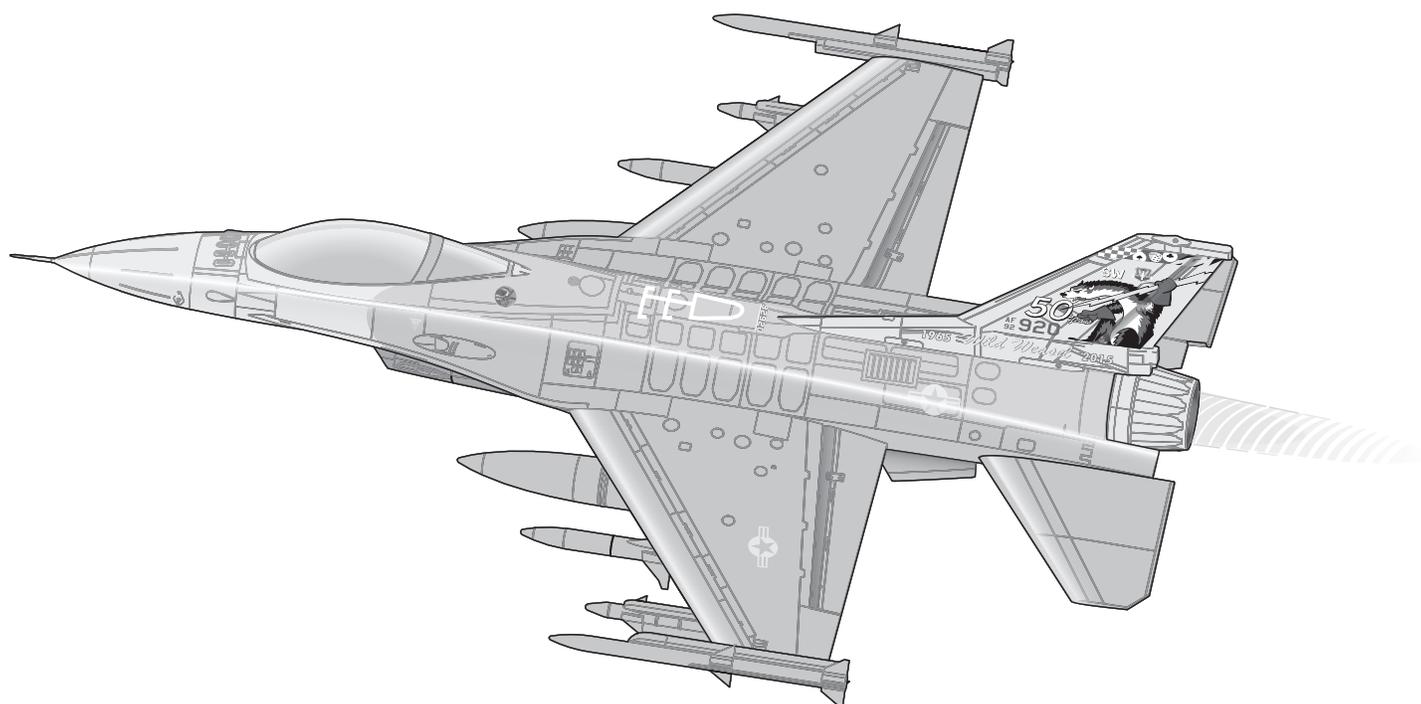


# F-16 Falcon 80mm EDF



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

## NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, LLC. For up-to-date product literature, visit [horizonhobby.com](http://horizonhobby.com) or [towerhobbies.com](http://towerhobbies.com) and click on the support or resources 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.

**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.

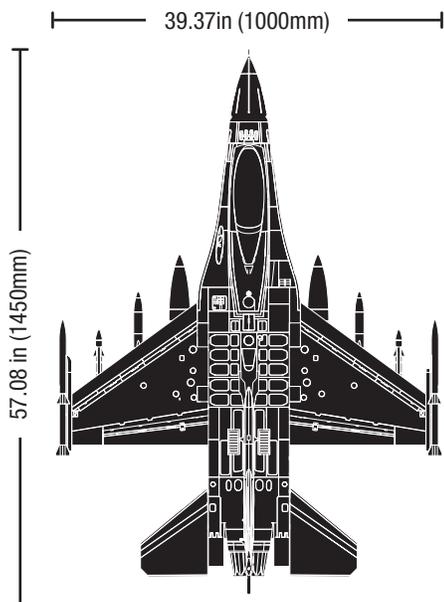


**WARNING AGAINST COUNTERFEIT PRODUCTS:** If you ever need to replace your Spektrum receiver found in a Horizon Hobby product, always purchase from Horizon Hobby, LLC or a Horizon Hobby authorized dealer to ensure authentic high-quality Spektrum product. Horizon Hobby, LLC disclaims all support and warranty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

Quick Start Information			
<b>Transmitter Setup</b>	Set up your transmitter using the transmitter setup chart		
<b>Dual Rates*</b>		<b>High Rate</b>	<b>Low Rate</b>
	<b>Aileron:</b> Measured at the inside root of the Aileron.	▲ = 15mm ▼ = 15mm	▲ = 11mm ▼ = 11mm
	<b>Elevator:</b> Measured at the inside root of the trailing edge of the Stabilator.	▲ = 32mm ▼ = 27mm	▲ = 25mm ▼ = 21mm
	<b>Rudder:</b> Measured at the base of the Rudder.	▶ = 21mm ◀ = 21mm	▶ = 16mm ◀ = 16mm
<b>Center of Gravity (CG)</b>	95mm (+/- 5mm) behind the leading edge of the wing at the fuselage		
<b>Flight Timer Setting</b>	3.5 minutes		

### Specifications

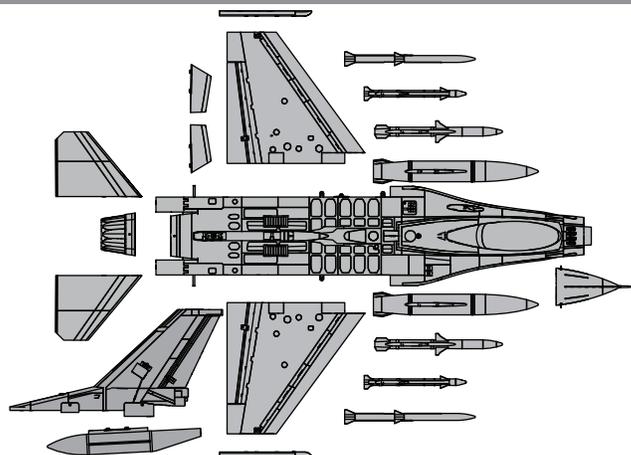
	<b>BNF BASIC</b>	<b>ARF Plus</b>
<b>Motor:</b> 3280-2100Kv Brushless In-Runner 4-pole (SPMXAM1500)	<b>Installed</b>	<b>Required</b>
<b>ESC:</b> 100-Amp Pro Switch-Mode BEC Brushless ESC (SPMXAE1100A)	<b>Installed</b>	<b>Required</b>
<b>Servos:</b> Aileron: (2) Spektrum SPMSA335; 65mm Lead Left Stabilator: (1) Spektrum SPMSA450; 460mm Lead Right Stabilator: (1) Spektrum SPMSA450R; 460mm Lead Rudder: (1) Spektrum SPMSA335R; 150mm Lead Landing Gear Doors: (3) Spektrum SPMSA335; 65mm Lead Nose Wheel Steering: (1) Spektrum SPMSA335; 65mm Lead	<b>Installed</b>	<b>Installed</b>
<b>Receiver:</b> Spektrum™ AR637TA 6-Channel AS3X/SAFE Telemetry Receiver (SPMAR637T)	<b>Installed</b>	<b>Required</b>
<b>Recommended Battery:</b> 22.2V 6S 5000mAh 30C	<b>Required</b>	<b>Required</b>
<b>Recommended Battery Charger:</b> 6-cell Li-Po battery balancing charger	<b>Required</b>	<b>Required</b>
<b>Recommended Transmitter:</b> Full range 6-channel 2.4GHz with Spektrum DSMX® technology with adjustable Dual Rates.	<b>Required</b>	<b>Required</b>



 Airframe without Battery  
5.88 - 6.28lb  
(2665 - 2847g)

With Battery:  
7.15 - 8.33lb  
(3245 - 3779g)

### Box Contents



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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, please visit <https://registermyuas.faa.gov/>. For additional assistance on regulations and guidance on UAS usage, visit [knowbeforeyoufly.org/](http://knowbeforeyoufly.org/).

## SAFE® Select Technology (BNF Basic)

The BNF Basic version of this airplane includes SAFE Select technology which can offer an extra level of protection in flight. Use the following instructions to make the SAFE Select system active and assign it to a switch. When enabled, SAFE Select prevents the airplane from banking or pitching past predetermined limits, and automatic self-leveling keeps the airplane flying in a straight and level attitude when the aileron, elevator and rudder sticks are at neutral.

SAFE Select is enabled or disabled during the bind process. When the airplane is bound with SAFE Select enabled, a switch can be assigned to toggle between SAFE Select mode and AS3X mode. AS3X® technology remains active with no banking limits or self leveling any time SAFE Select is disabled or OFF.

SAFE Select can be configured three ways;

- SAFE Select Off: Always in AS3X mode
- SAFE Select On with no switch assigned: Always in SAFE Select mode
- SAFE Select On with a switch assigned: Switch toggles between SAFE Select mode and AS3X mode

## 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 and retract 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.

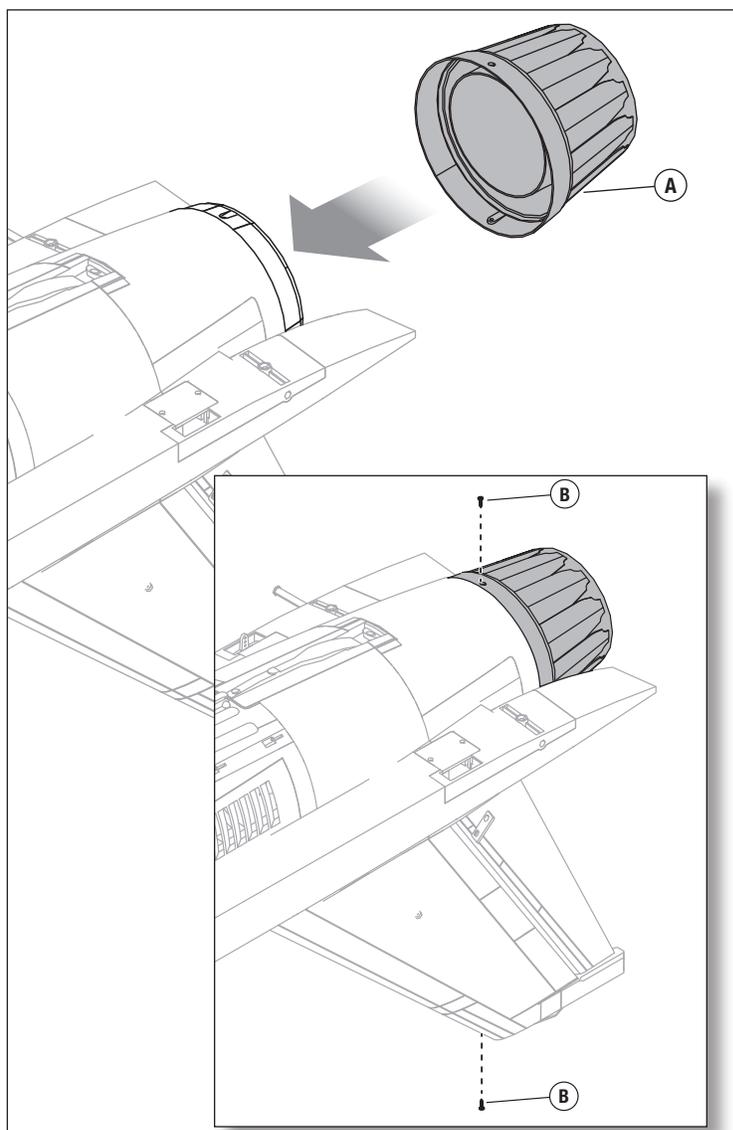
16. Plan flight for flying field conditions.

## Model Assembly

### Exhaust Nozzle Installation

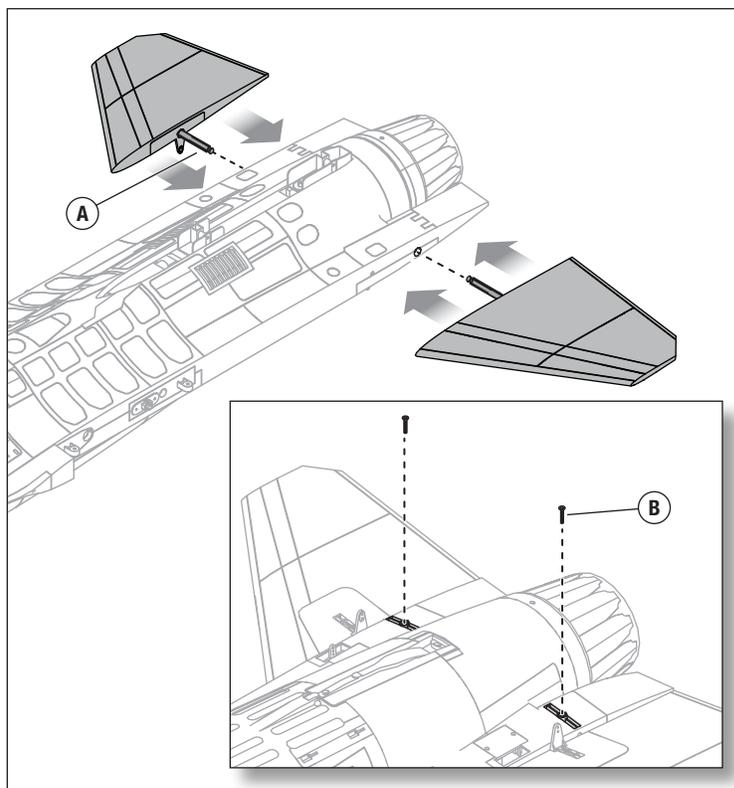
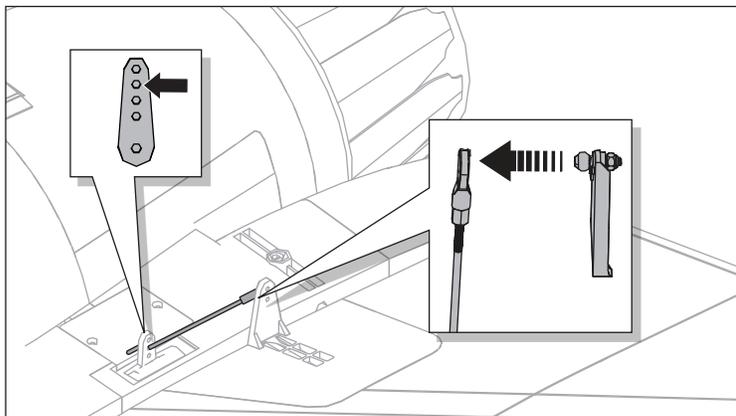
1. Slide the exhaust nozzle (A) on the end of the fuselage.

2. Secure the exhaust nozzle in to place with two M2 x 8mm self tapping screws (B).



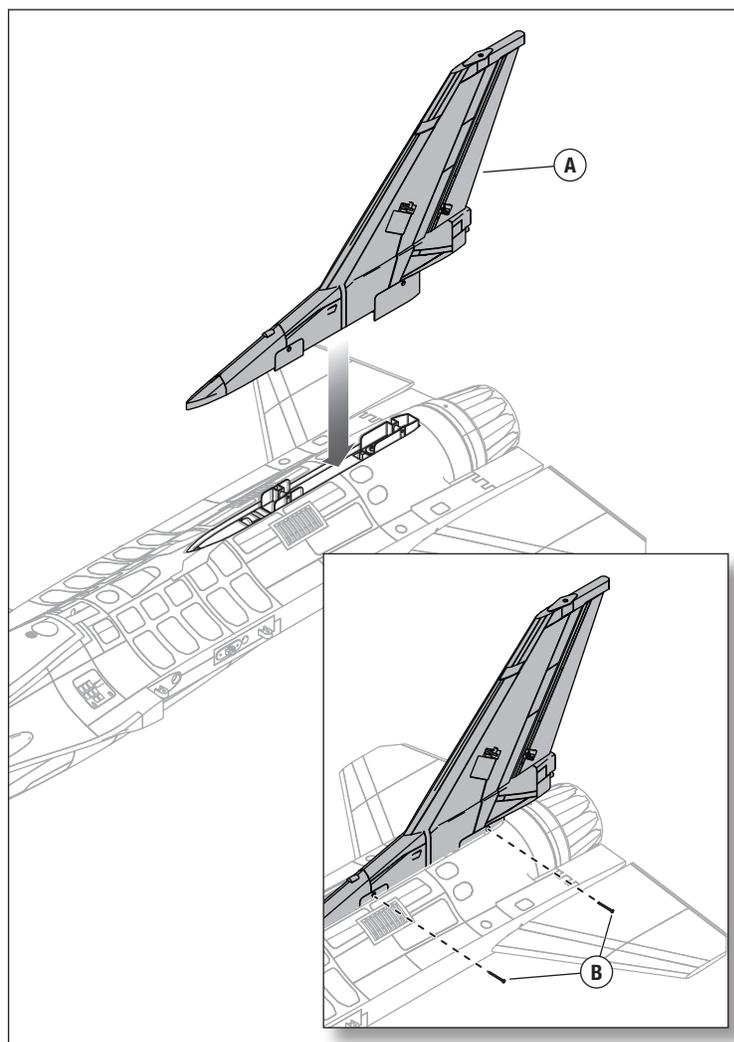
## Horizontal Stabilator Installation

1. Slide the stabilator rod (A) into the mount on the fuselage.
2. Invert the fuselage and secure the stabilator rod in the fuselage with the included M3x10mm counter sunk machine screw (B) (2mm hex driver required). Tighten the screw until the screw head reaches the countersink of the fuselage.
3. Ensure the screw captures the groove on the stabilator rod.
4. Insert the Z-bend into the 3rd hole from the output shaft of the servo arm. The pushrod should be inserted from the outside of the arm and then snap the ball link onto the ball mounted on the control horn.
5. Repeat the process for the other stabilizer half.



## Vertical Stabilizer Installation

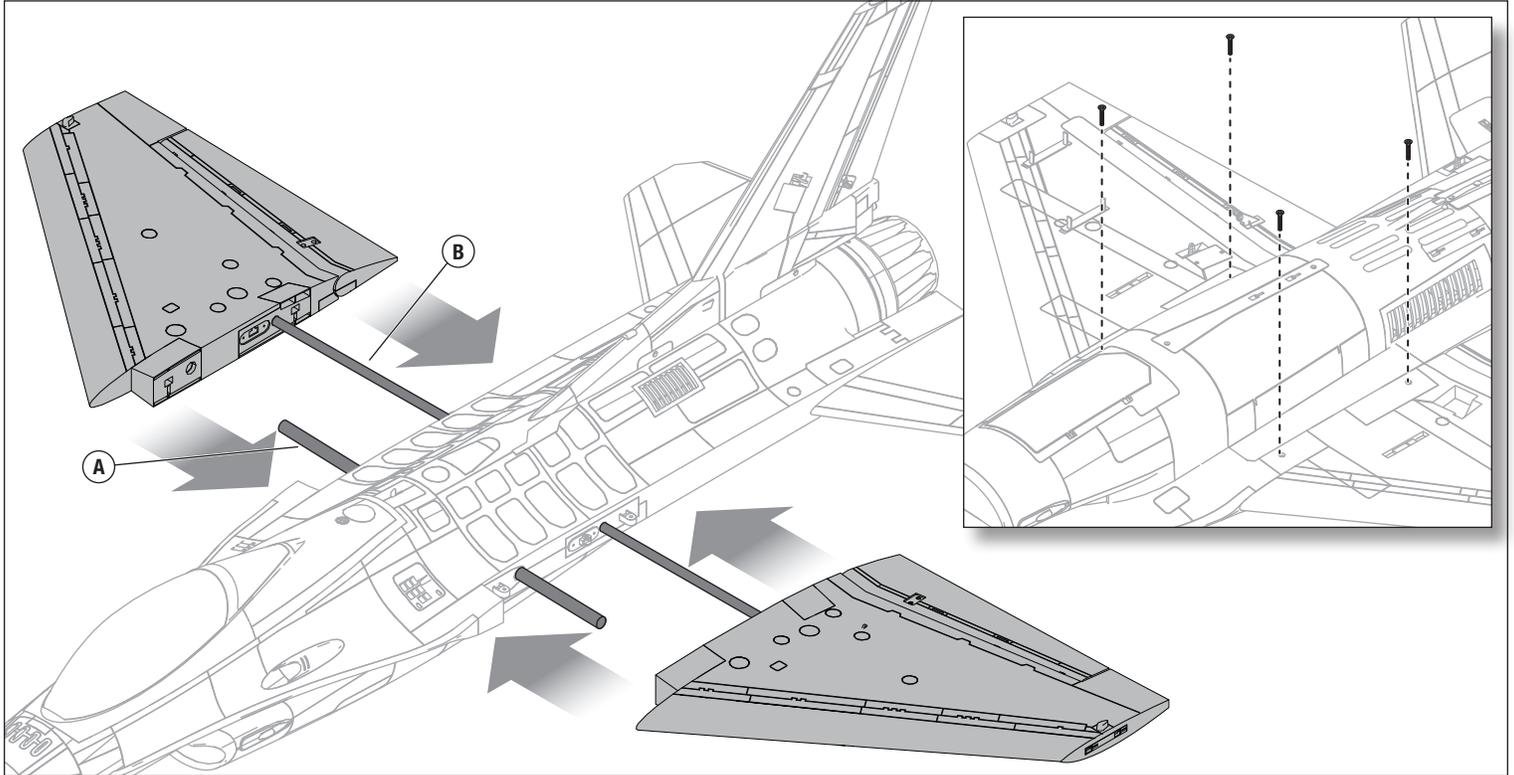
1. Slide the vertical stabilizer (A) in the fuselage vertical stabilizer pocket.
2. Secure the vertical stabilizer with two M3x26mm countersunk machine screws (B) (2mm hex driver required).



## Wing Installation

1. Slide the short large diameter wing tube (A) into the front hole in the fuselage.
2. Slide the long, small diameter wing tube (B) into the rear hole in the fuselage.
3. Slide each wing until it fully mates with the fuselage, paying close attention to make sure the hands free connector aligns and engages.
4. Secure the wing halves into position from the bottom using the four included M3x20mm counter sunk machine screws (2mm hex driver required).

Disassemble in reverse order.



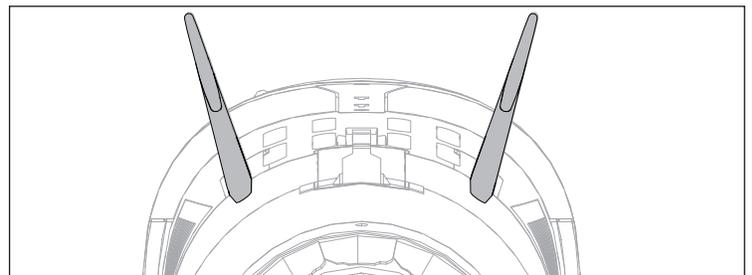
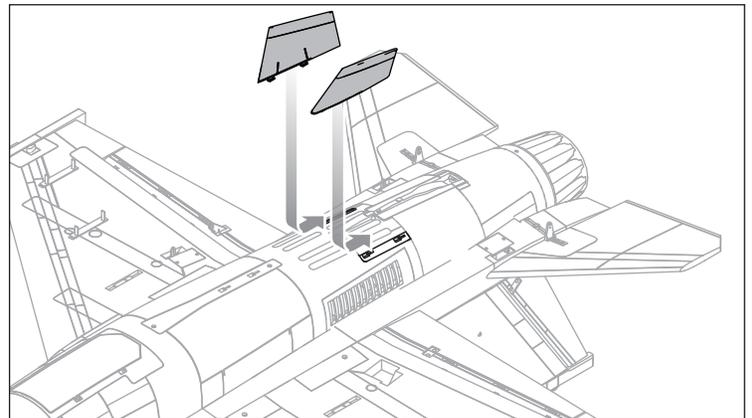
## Ventral Fin Installation

1. Insert the mounting tab into the mounting bracket.

**IMPORTANT:** There is a left and right ventral fin. Refer to the illustration for proper angle of the installed fins.

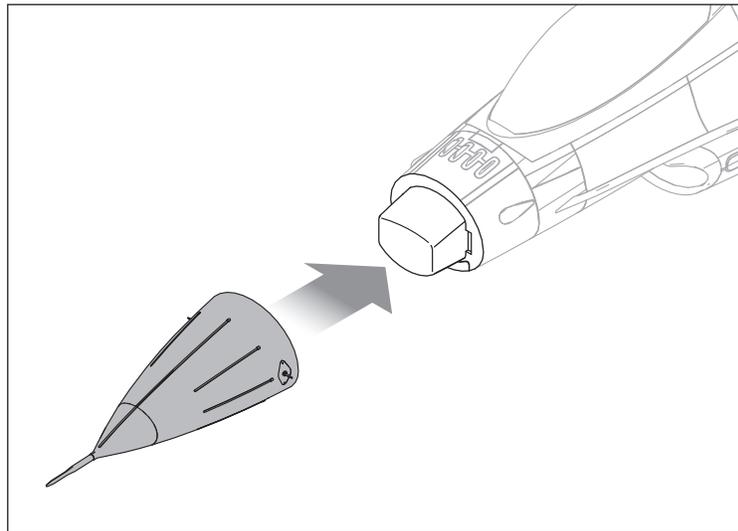
2. Slide the ventral fins to the rear to lock the tabs in place.

Disassemble in reverse order.



## Nose Cone Installation

1. Align and attach the nose cone to the fuselage. Magnets will secure the nose cone in place.



## Scale Accessories *Optional*

### Armament Installation

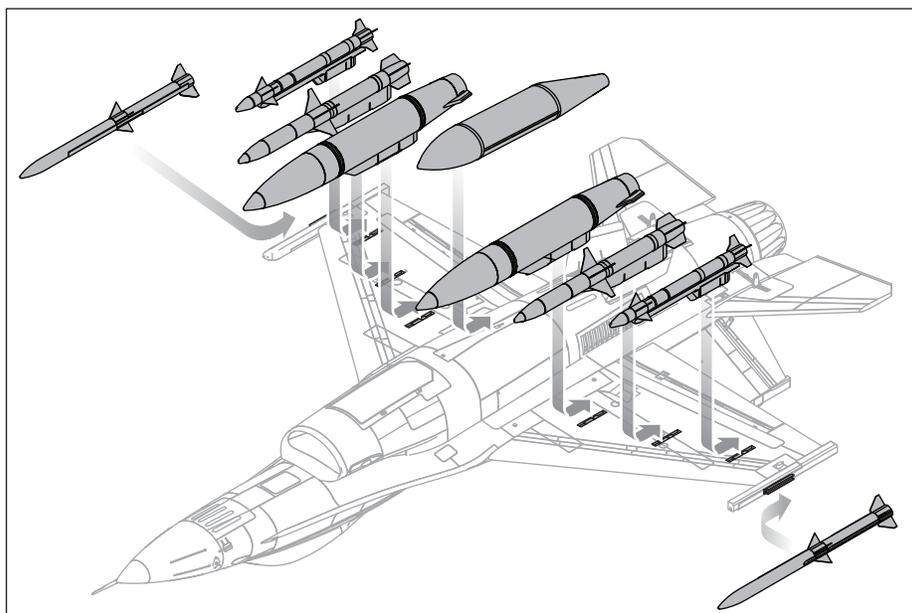
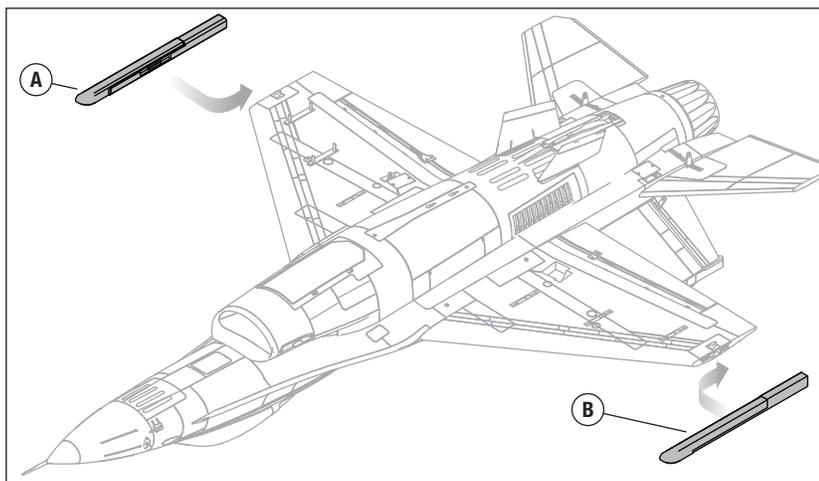
The dummy missile and drop tank stores may be installed for flight or removed as desired.

1. Insert the mounting tabs, of the wing tip missile rails (**A and B**), into the bracket on each wing tip, noting that the beveled side is facing to the outside.
2. Install the dummy missiles and drop tank stores, according to the illustration below, by inserting the mounting tabs into the mounting brackets on the wing.
3. Slide each store backward to lock the tabs in place.

Disassemble in reverse order.

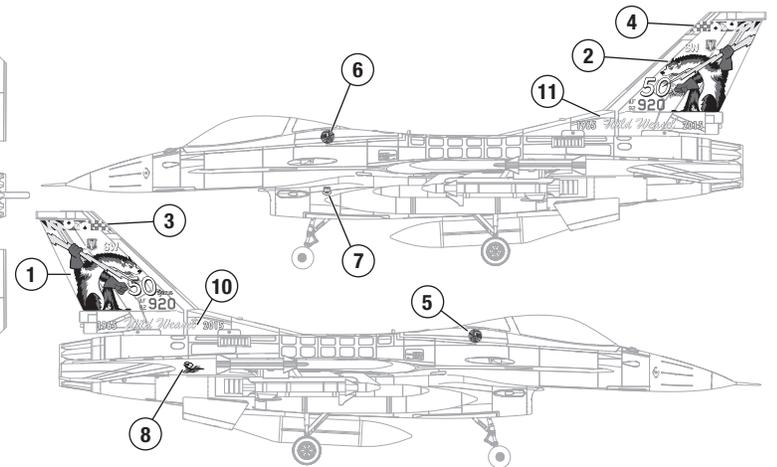
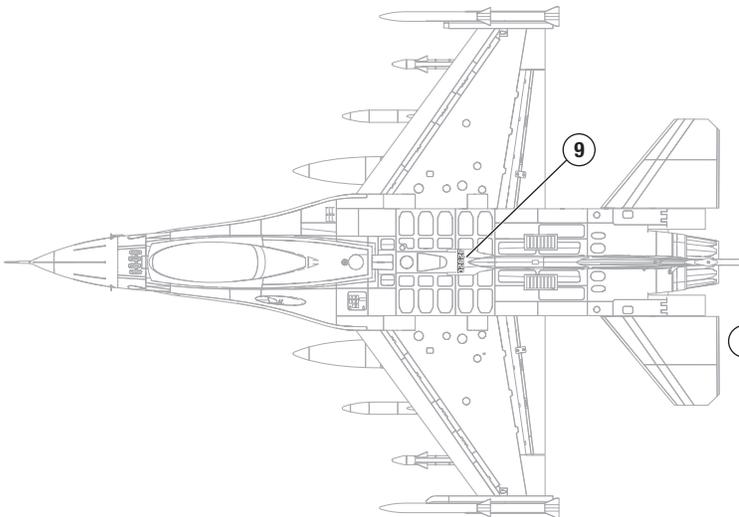
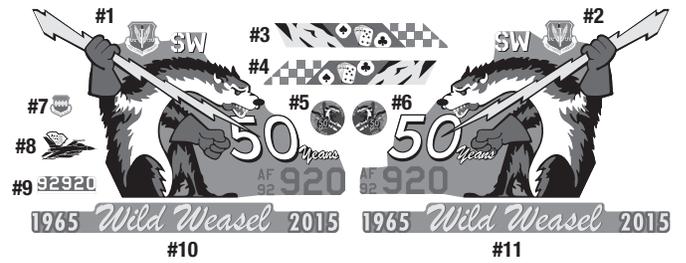
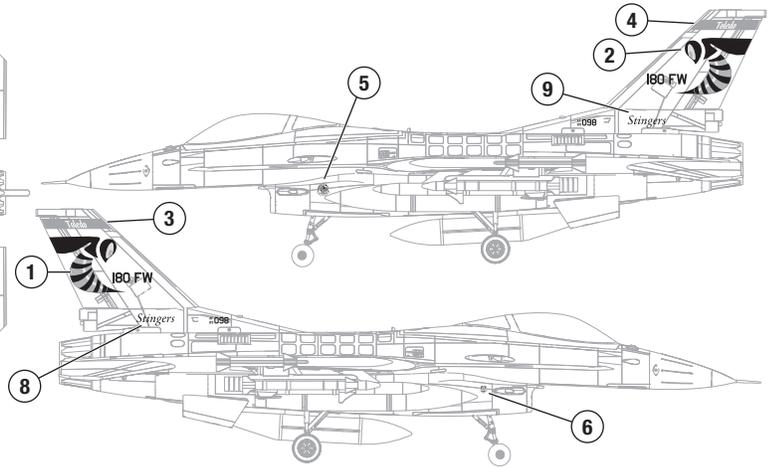
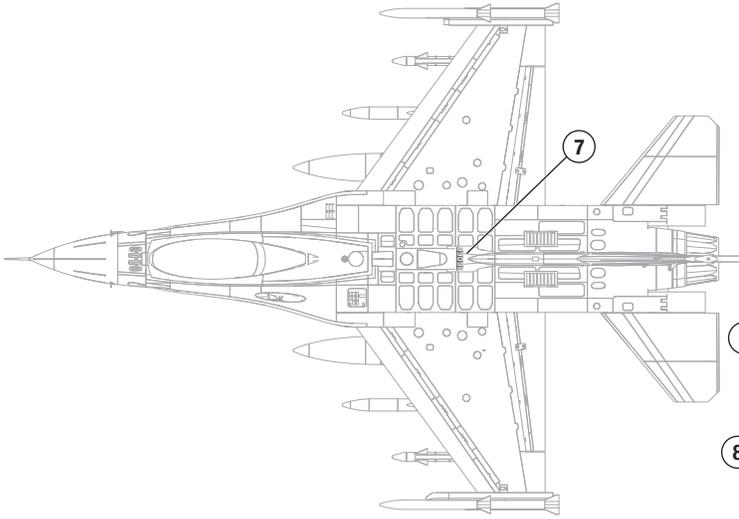
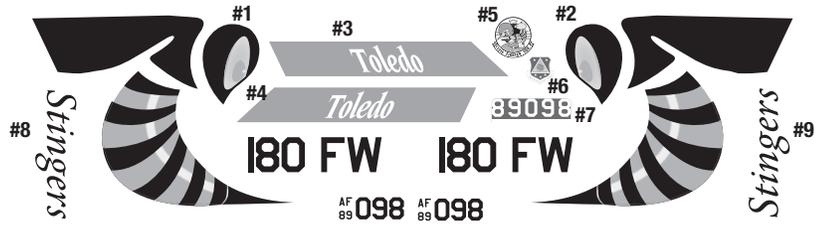
**IMPORTANT:** The F-16 should always be flown with the wing tip missile rails (A and B) installed to protect the wing tips from damage.

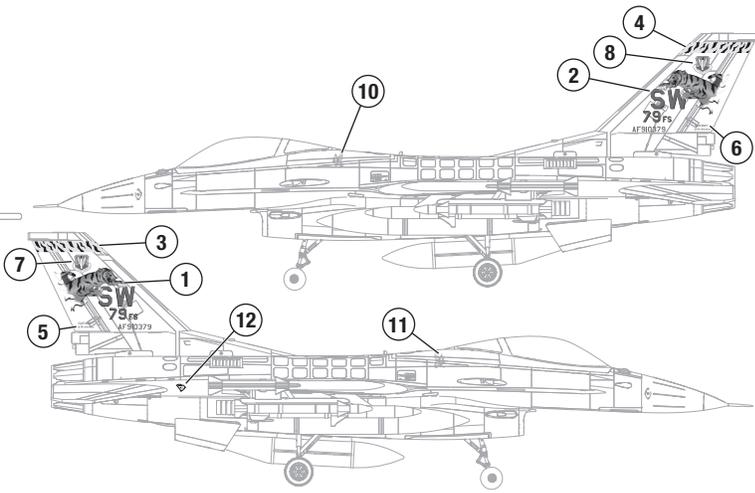
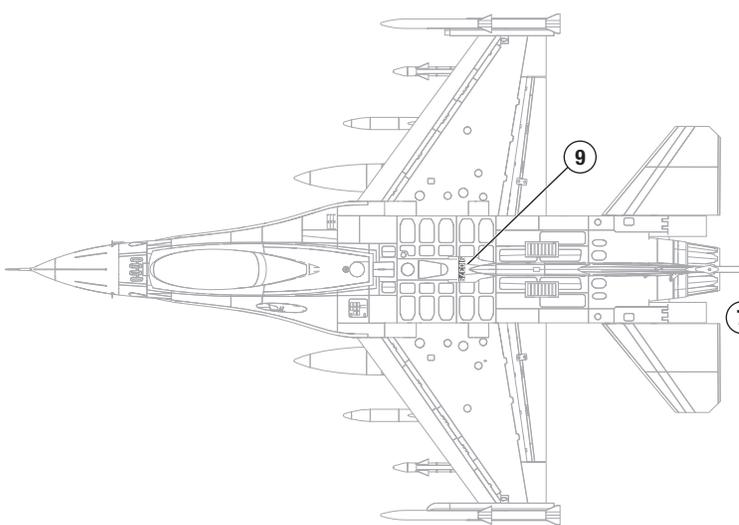
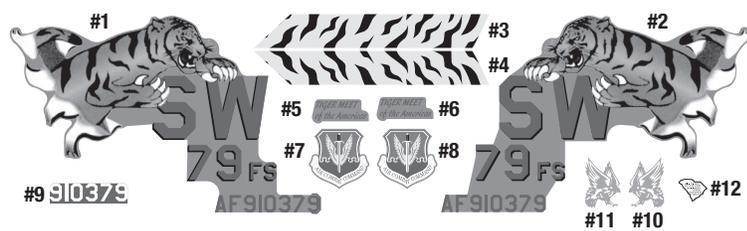
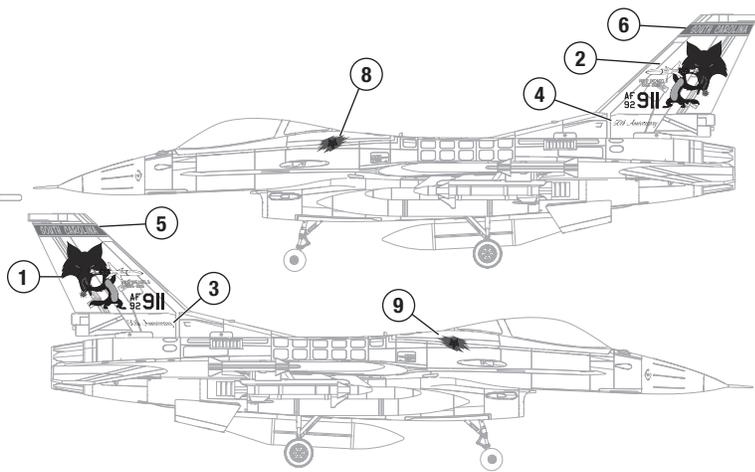
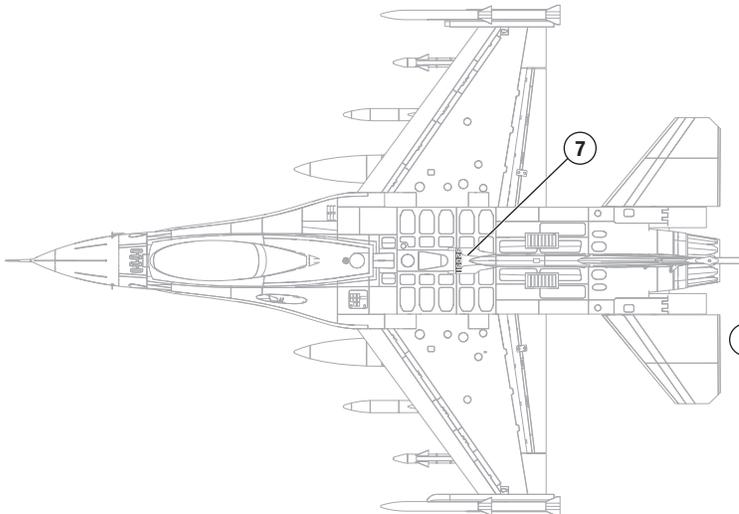
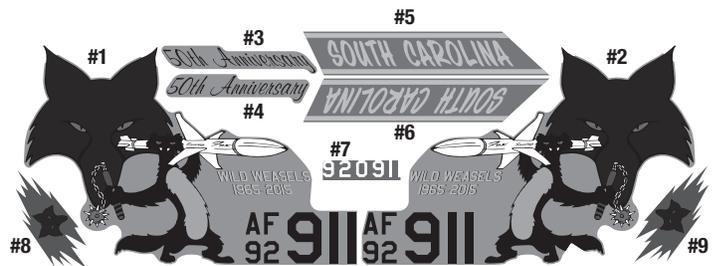
**IMPORTANT:** There is a left and right wing tip missile rails. The smooth plastic side should be facing down.



## Decal Application

Apply the included peel and stick decals to customize the aircraft as desired.

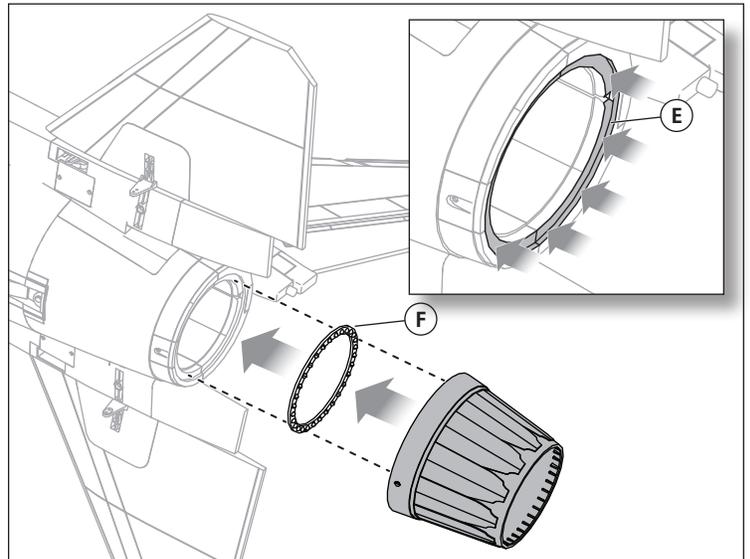
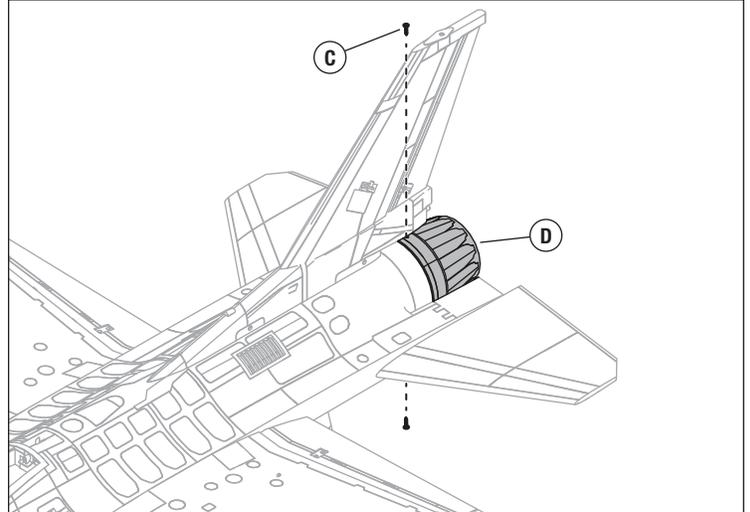
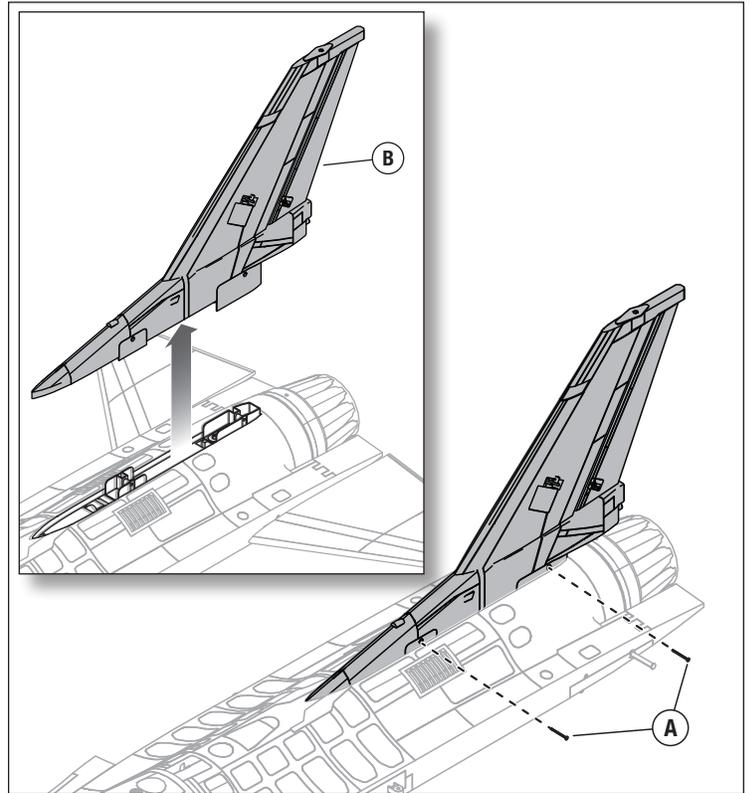




## Afterburner Ring Application

To add the optional Afterburner Ring.

1. Remove the 2 screws (A) securing the vertical fin (B) and remove the fin.
2. Remove the 2 screws (C) holding the tailcone (D) and remove the cone.
3. Connect the afterburner connector to the preinstalled servo lead found under the vertical fin.
4. Apply contact cement (E) to the mating surface of the fuselage where the afterburner ring (F) will fit.
5. Fit the ring to the fuselage.
6. Reinstall the tailcone and the vertical fin.
7. Unplug the ESC connector from the receiver and plug the ESC into a Y-connector (not included). Plug the Afterburner Ring lead into the other Y-connector and plug into the throttle channel of the receiver.



## Receiver Installation (*ARF Plus*)

The Spektrum AR637T 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.

### Installation (AR637T shown)

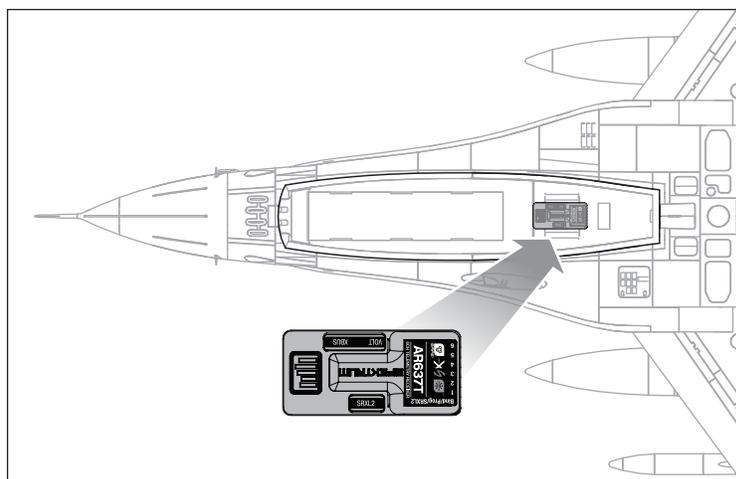
1. Mount the receiver parallel to the length of the fuselage as shown. Use heavy duty double-sided servo tape.

**NOTICE:** Incorrect installation of the receiver could cause a crash.

2. Attach the appropriate control surfaces to their respective ports on the receiver using the chart in the illustration.

### AR637 Port Assignments

**BND/PRG = BIND**      **4 = Rudder**  
**1 = Throttle**        **5 = Retracts**  
**2 = Ailerons**        **6 = NA**  
**3 = Elevator**



## Transmitter Setup (*BNF Basic*)

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

The GEAR Channel (CH 5) controls the retractable landing gear. If you are using a 6 channel transmitter, The FLAP Channel (CH 6) can be used to toggle SAFE Select. With the values listed below it will turn SAFE on for half and full flap positions and AS3X will be on for no flaps position.

To use the flap channel for the SAFE Select switch the values must be set to +100 and -100 and the speed set to 0 temporarily to assign the safe switch in the flap system menu. Then change the flap systems values back to the listing in the TX setup. See the SAFE Select Switch Designation section of this manual to assign the switch for SAFE Select.

### Dual Rates

**Attempt your 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 less control deflection is 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.

### Exponential (Expo)

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

### Computerized Transmitter Setup

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%	
Set Throttle Cut to	-100%	
Set Retract Channel to	Reverse	
Set Aileron Expo to	High Rate 10%	Low Rate 5%
Set Elevator Expo to	High Rate 10%	Low Rate 5%
Set Rudder Expo to	High Rate 10%	Low Rate 5%
DXe	Refer to spektrumrc.com for the appropriate download setup.	
DX7S DX8	1. Go to the SYSTEM SETUP	
	2. Set MODEL TYPE: AIRPLANE	
	3. Set WING TYPE: 1 AIL	
DX6e DX6 (Gen2) DX7 (Gen2) DX8e	1. Go to the SYSTEM SETUP (Model Utilities) <sup>†</sup>	
	2. Set MODEL TYPE: AIRPLANE	
DX8 (Gen2) DX9 DX10t DX18 DX20 iX12 iX20 NX6 NX8 NX10	3. Set AIRCRAFT TYPE (Model Setup, Aircraft Type) <sup>†</sup> : WING: 1 AIL (Normal)	
	4. Set CHANNEL ASSIGN (Model Setup, Channel Assign) <sup>†</sup> : (Default switch assignments with a new model setup) Gear (CH5): SWITCH A	

<sup>†</sup> Some of the terminology and function locations used in the iX12 and iX20 programming may be slightly different than other Spektrum AirWare™ radios. The names given in parentheses correspond to the iX12 and iX20 programming terminology. Consult your transmitter manual for specific information about programming your transmitter.

## Battery Installation and ESC Arming

### Battery Selection

A 6S 4000-7000mAh LiPo battery is required. The Spektrum 5000mAh 22.2V 6S 30C LiPo battery (SPMX50006S30) 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 Spektrum 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. Remove the battery hatch.
3. For added security, apply the loop side (soft side) of the optional hook and loop tape to the bottom of your battery, and the hook side to the battery tray.
4. Install the fully charged battery in the center of the battery compartment as shown. Secure using the hook and loop straps.
5. Connect the battery to the ESC. If you have not completed the bind sequence, do so at this time as outlined in this manual.

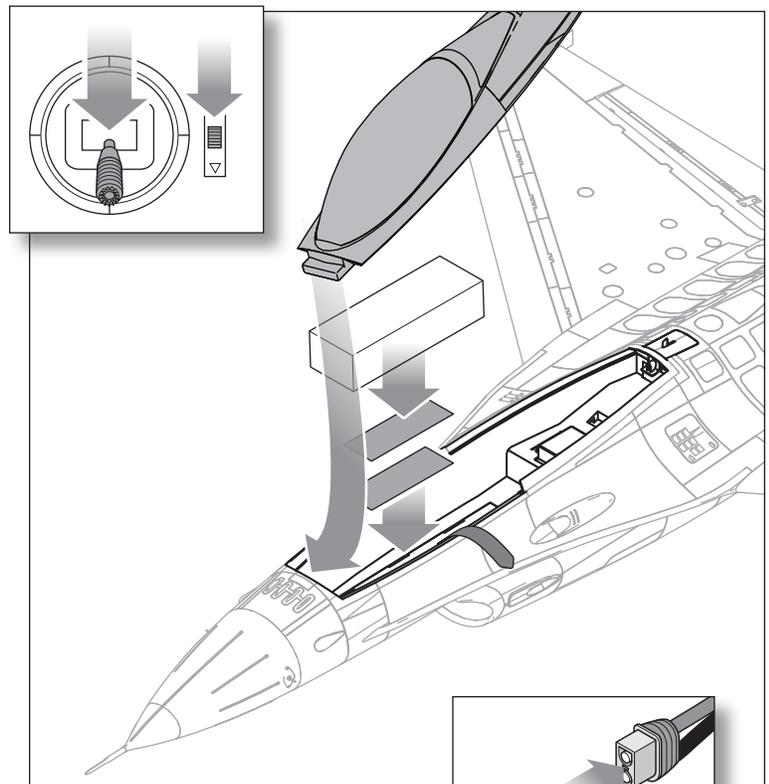
**CAUTION:** Always keep hands away from the fan intake. When armed, the motor will turn the rotor in response to any throttle movement.

6. Keep the aircraft immobile and away from wind or the system will not initialize.
  - The motor will emit a series of rising tones when the battery is connected, and then 6 even tones indicating the number of cells connected.
  - An LED will light on the receiver when it is initialized
7. Reinstall the battery hatch.

### ESC Tones

If the ESC sounds a continuous double beep after the flight battery is connected, recharge or replace the battery.

ESC Error Tones	Tone Meaning	Possible problem
Continuous slow single tones	Abnormal throttle signal	Transmitter and receiver not bound
		Throttle lead damaged or not plugged into receiver
		Throttle lead plugged into receiver backward
Continuous rapid single tones	Throttle signal not at low position	Throttle stick not at low position
		Throttle travel reduced below 100%
		Throttle reversed
		Throttle trim raised
Continuous double tones	Battery voltage is beyond acceptable range	Verify battery is a 22.2V 6-cell LiPo
		Verify battery is fully charged

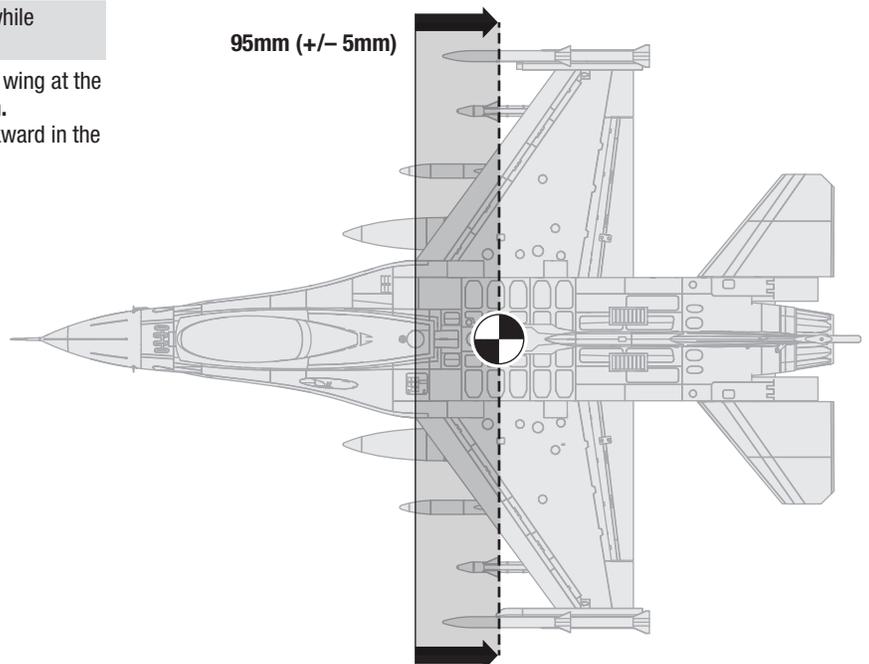


### Center of Gravity

**WARNING:** Install the battery but do not connect it to the ESC while checking the CG. Personal injury may result.

The CG location is 95mm (+/- 5mm) back from the leading edge of the wing at the fuselage. **Always check the CG location with the landing gear down.**

The CG location is adjusted by moving the battery pack forward or backward in the battery compartment.



## Transmitter and Receiver Binding / Enable or Disable SAFE Select (BNF Basic)

### General Binding Tips

- The included receiver has been specifically programmed for operation of this aircraft. Refer to the receiver manual for correct setup if the receiver is replaced.
- Keep away from large metal objects while binding.
- Do not point the transmitter's antenna directly at the receiver while binding.
- The orange LED on the receiver will flash rapidly when the receiver enters bind mode.
- Once bound, the receiver will retain its bind settings for that transmitter until you re-bind.
- If the receiver loses transmitter communication, the failsafe will activate. Failsafe moves the throttle channel to low throttle. Pitch and roll channels move to actively stabilize the aircraft in a descending turn.
- If problems occur, refer to the troubleshooting guide or if needed, contact the appropriate Horizon Product Support office.

### General Binding Tips

The BNF Basic version of this airplane includes SAFE Select technology, enabling you to choose the level of flight protection. SAFE mode includes angle limits and automatic self leveling. AS3X mode provides the pilot with a direct response to the control sticks. SAFE Select is enabled or disabled during the bind process.

With SAFE Select disabled the aircraft is always in AS3X mode. With SAFE Select enabled the aircraft will be in SAFE Select mode all the time, or you can assign a switch to toggle between SAFE Select and AS3X modes.

Thanks to SAFE Select technology, this aircraft can be configured for full-time SAFE mode, full-time AS3X mode, or mode selection can be assigned to a switch.

**IMPORTANT:** Before binding, read the transmitter setup section in this manual and complete the transmitter setup table to ensure your transmitter is properly programmed for this aircraft.

**IMPORTANT:** Move the transmitter flight controls (rudder, elevators, and ailerons) and the throttle trim to neutral. Move the throttle to low before and during binding.

You can use either the bind button on the receiver case or the conventional bind plug to complete the binding and SAFE Select process.

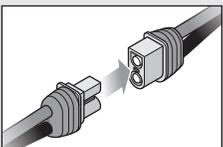
When using the auxiliary BEC from an ESC installed in the bind port of the receiver, unplug it to use bind plug.

#### Using Bind Button

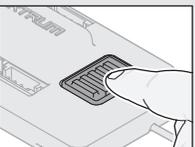
##### SAFE Select Enabled



Lower Throttle



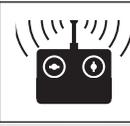
Connect Power



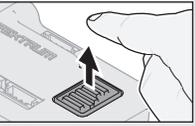
Press and hold Bind Button



Orange Flashing LED



Bind TX to RX

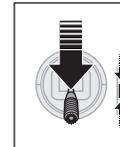


Release Bind Button

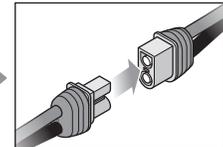
**SAFE Select Enabled:** The control surfaces cycle back and forth **twice** with a slight pause at neutral position every time the receiver is powered on.

#### Using Bind Button

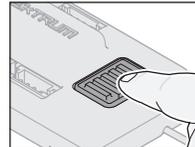
##### SAFE Select Disabled



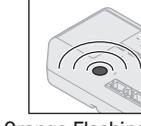
Lower Throttle



Connect Power



Press Bind Button



Orange Flashing LED



Release Bind Button

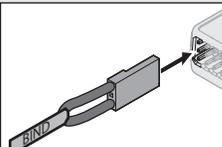


Bind TX to RX

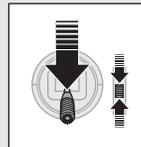
**SAFE Select Disabled:** The control surfaces cycle back and forth **once** every time the receiver is powered on.

#### Using Bind Plug

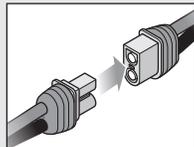
##### SAFE Select Enabled



Install Bind Plug



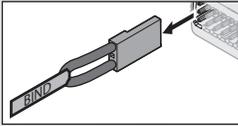
Lower Throttle



Connect Power



Orange Flashing LED



Remove Bind Plug

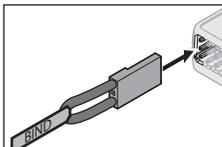


Bind TX to RX

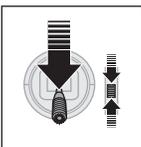
**SAFE Select Enabled:** The control surfaces cycle back and forth **twice** with a slight pause at neutral position every time the receiver is powered on.

#### Using Bind Plug

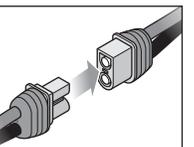
##### SAFE Select Disabled



Install Bind Plug



Lower Throttle



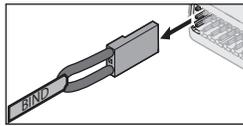
Connect Power



Orange Flashing LED



Bind TX to RX



Remove Bind Plug

**SAFE Select Disabled:** The control surfaces cycle back and forth **once** every time the receiver is powered on.

#### \*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 collectively and actively to place the aircraft in a slow descending turn.

## SAFE® Select Switch Designation

SAFE® Select technology can be assigned to any open switch (2 or 3 position) controlling a channel (5–9) on your transmitter. Once assigned to a switch, SAFE select ON gives you the flexibility to choose SAFE technology or AS3X mode while in flight. If the aircraft is bound with SAFE select OFF, the aircraft will be in AS3X mode exclusively.

**IMPORTANT:** Before assigning your desired switch, ensure that the travel for that channel is set at 100% in both directions and the aileron, elevator, rudder and throttle are all on high rate with the travel at 100%.

**CAUTION:** Keep all body parts well clear of the rotor and keep the aircraft securely restrained in case of accidental throttle activation.

**TIP:** SAFE Select is assignable on any unused channels 5–9. See your transmitter manual for more information about assigning a switch to a channel.

**TIP:** Use your radio channel monitor to confirm that the four primary channels are showing 100% travel while assigning the switch.

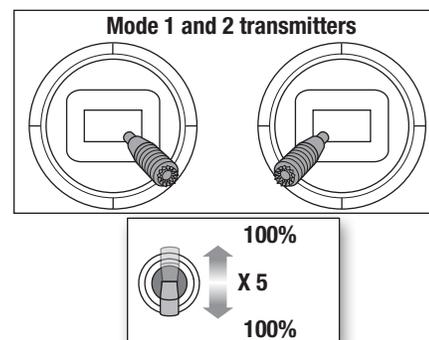
**TIP:** Use the channel monitor to make sure the switch you are assigning for SAFE Select is active and driving a channel between 5-9 and that it is traveling 100% in each direction.

**TIP:** Make sure your four primary channels are not reversed if you are having trouble assigning a SAFE Select switch.

### Assigning a switch

1. Bind the aircraft to choose SAFE Select ON. 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 or to deactivate the current switch if desired.



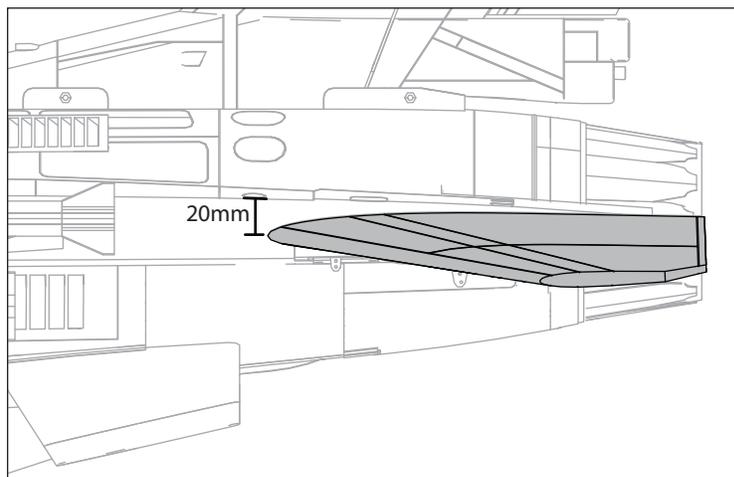
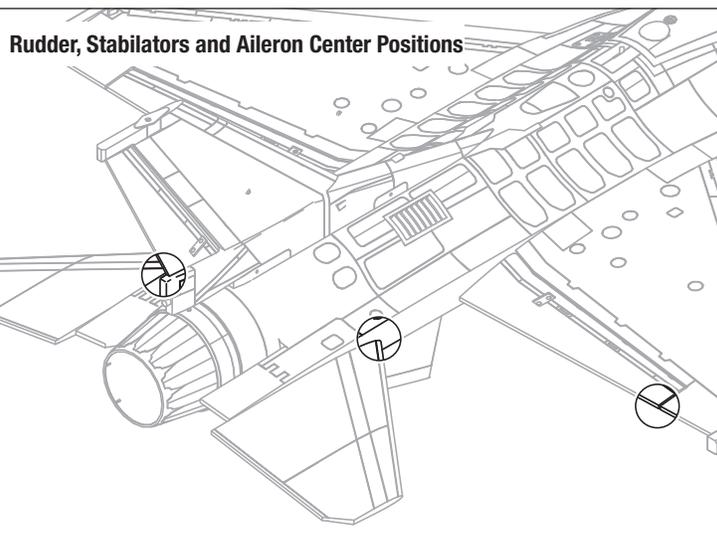
## Control Surface Centering

After assembly and transmitter setup, confirm that the control surfaces are centered. The model must be powered up and bound to the transmitter in AS3X mode, with the throttle left at zero. When enabled, SAFE mode is active at power up. AS3X mode is activated when the throttle is raised above 25% for the first time after being powered on. It is normal for the control surfaces to respond to aircraft movement if the aircraft is in AS3X or SAFE modes.

1. Verify the trims and subtrims on your transmitter are zero
2. Power up the model in AS3X mode and leave the throttle at zero

**NOTICE:** Be aware of the pushrod bottoming out in the ball linkage. Do not thread the pushrod too far into the ball link or the pushrod will damage the ball link and protrude into the area needed for the control ball.

3. Center the rudder with the bottom of the vertical stabilizer. If adjustment is required, turn the ball link on the linkage to change the length between the servo arm and the control horn until the rudder is straight.
4. Center the ailerons by aligning the outboard end of the aileron with the trailing edge of the wing. Adjust the linkage length as in step 3 as necessary.
5. The full flying stabilators need to be aligned with each other and centered. At neutral, the leading edge of the full flying stabilators should be 20mm below the top edge of the fuselage as shown.



## Control Surface Direction

Switch on the transmitter and connect the battery. Use the transmitter to operate the aileron, elevator, and rudder controls. View the aircraft from the rear when checking the control directions.

### Ailerons

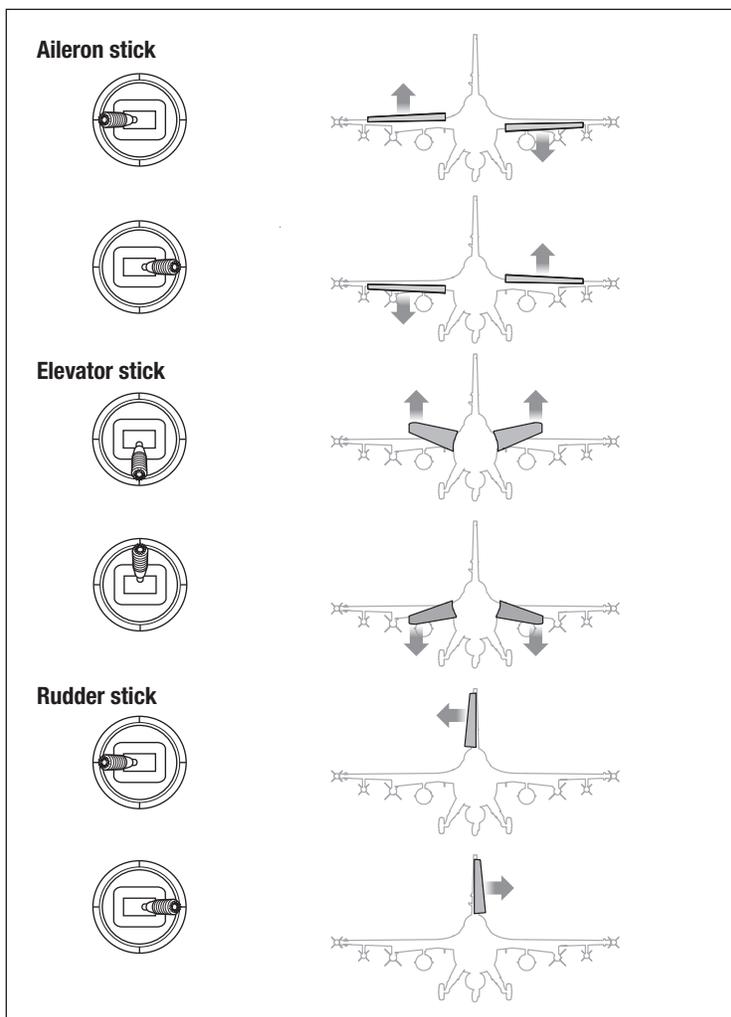
1. Move the aileron stick to the left. The right aileron should move down and the left aileron up, which will cause the aircraft to bank left.
2. Move the aileron stick to the right. The right aileron should move up and the left aileron down, which will cause the aircraft to bank right.

### Elevators

3. Pull the elevator stick back. The stabilators should move up, which will cause the aircraft to pitch up.
4. Push the elevator stick forward. The stabilators should move down, which will cause the aircraft to pitch down.

### Rudder

5. Move the rudder stick to the left. The rudder and the nose wheel should move to the left, which will cause the aircraft to yaw left.
6. Move the rudder stick to the right. The rudder and the nose wheel should move to the right, which will cause the aircraft to yaw right.



## 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 AR637 gain values may need to be adjusted. Refer to the Spektrum AR637 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.

Factory Setting	Control Horns	Servo Arms
Elevator		
Rudder		
Aileron		

Tuning	Control Horns	Servo Arms
More control throw		
Less control throw		

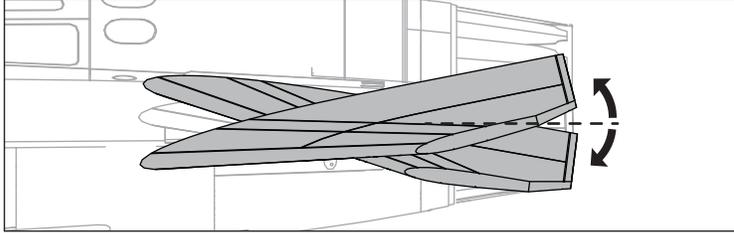
## Dual Rates and Control Throws

Program your transmitter to set the rates and control throws based on your experience level. These values have been tested and are a good starting point to achieve a successful first flight.

After flying, you may choose to adjust the values for the desired control response.

### Full Flying Stabilator Control Throw Measurement

Measure the control throw for the full flying stabilizer at the trailing edge at the inside chord section closest to the fuselage.



	Low Rate	High Rate
<b>Aileron</b>	11mm (7/16") ▲ 11mm (7/16") ▼	15mm (9/16") ▲ 15mm (9/16") ▼
<b>Stabilator</b>	25mm (1") ▲ 21mm (13/16") ▼	32mm (1-1/4") ▲ 27mm (1-1/16") ▼
<b>Rudder</b>	16mm (5/8") ◀ ▶	21mm (13/16") ◀ ▶

## AS3X Control Response Test (BNF Basic)

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 to any setting above 25%, then lower the throttle to activate AS3X technology.

**CAUTION:** Keep all body parts, hair and loose clothing away from the fan intake, as these items could become entangled.

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
Pitch		
Roll		
Yaw		

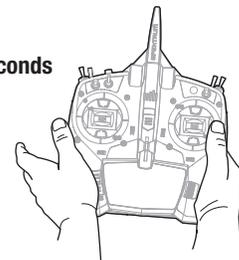
## In Flight Trimming (BNF Basic)

During your first flight, trim the aircraft for level flight. 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.

### Getting Started

Before you fly, range check the radio system. Refer to your specific transmitter instruction manual for range test information. When you first connect the battery to the airplane AS3X will not be active. After advancing the throttle the first time, the AS3X system will be active and it is normal to see the control surfaces react to aircraft movement. For your first flights set your transmitter timer or a stopwatch to 3.5 minutes. Adjust your timer for longer or shorter flights once you have flown the model.

### Takeoff

Face the aircraft into the wind for takeoff. Set your transmitter to low rates and gradually increase the throttle to full, and steer on the ground with rudder as necessary to keep the aircraft rolling straight. Be aware the nose wheel will become more sensitive as speed increases. Leave the elevator at neutral and allow the aircraft to accelerate up to speed on the ground, then pull up gently on the elevator to rotate for takeoff. When airborne, climb to a comfortable altitude, retract the landing gear.

### Flying

For your first flights climb to a moderate altitude and get comfortable with the aircraft while the battery is fresh. Get a feel for the aircraft's low speed performance at a safe altitude (approximately 100 feet or more) before being required to make your first landing attempt. Land the aircraft when the timer expires. 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

Plan to land the aircraft into the wind when possible. Fly downwind and turn into the wind to begin the approach. Extend the landing gear, lower the throttle. During the approach and descent, keep the wings level and the aircraft pointed into the wind. The angle of attack (the angle between the aircraft's pitch attitude and the horizon) should remain consistent and slightly nose high during the decent. With the angle of attack maintained during the descent, the speed and descent rate is mostly controlled with small throttle changes. Stay into the throttle to maintain speed and control during decent until the aircraft is ready to flare. As the airplane descends into ground effect, fully lower the throttle, pull the nose up more to bleed off airspeed (flare), and the aircraft will settle on its wheels.

If landing on grass, it is best to hold full up elevator after touchdown and when taxiing to prevent the nose from digging in. 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.

### 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 (SPMXBC100, sold separately).

### Oscillation

For most flight maneuvers the aircraft should fly smoothly and normal, but it is possible 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.

### Repairs

Thanks to the EPO 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.

## SAFE Select Flying Tips

When flying in SAFE Select mode the aircraft will return to level flight any time the aileron and elevator controls are at neutral. Applying aileron or elevator control will cause the airplane to bank, climb or dive, and the amount the stick is moved will determine the attitude the airplane flies. Holding full control will push the aircraft to the pre-determined bank and roll limits but it will not go past those angles. When flying with SAFE Select it is normal to hold the control stick deflected with moderate aileron input when flying through a turn. To fly smoothly with SAFE Select avoid making frequent control changes and don't attempt to correct for minor deviations. With SAFE Select, holding deliberate control inputs will command the aircraft to fly at a specific angle and the model will make all corrections to maintain that flight attitude.

Return the elevator and aileron controls to neutral before switching from SAFE Select mode to AS3X mode. If you do not neutralize controls when switching into AS3X mode, the control inputs used for SAFE Select mode will be excessive for AS3X mode and the aircraft will react immediately.

### Differences between SAFE Select and AS3X modes

This section is generally accurate but does not take into account flight speed, battery charge status, and many other limiting factors.

- In SAFE Select mode the aircraft will self level when the control stick is neutralized. In AS3X mode the aircraft will continue to fly at its present attitude when the control stick is neutralized.
- In SAFE Select mode holding a small amount of control will result in the model banking or pitching to a moderate angle and remaining at that angle as long as the control stick doesn't move. In AS3X mode holding a small amount of control will result in the model continuing to pitch or roll at a slow rate as long as the control stick doesn't move.
- In SAFE Select mode holding full control will result in the airplane banking or pitching to the predetermined limits and the aircraft will keep flying at that attitude as long as the control stick is fully deflected. In AS3X mode holding full control will result in the aircraft pitching or rolling as fast as possible, and it will continue to rapidly change attitude as long as the control stick is fully deflected.

## 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 to storage voltage level.

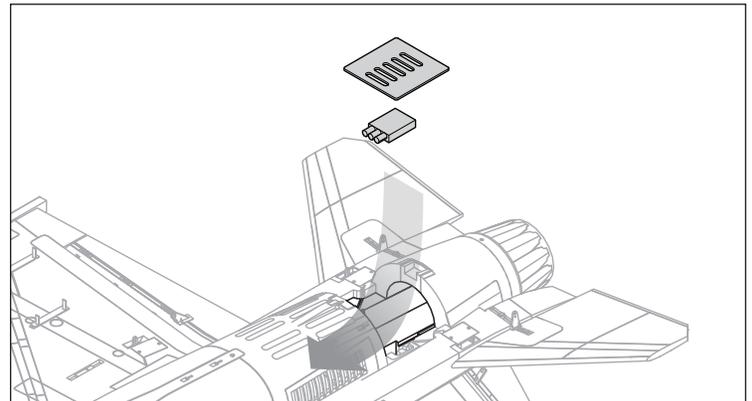
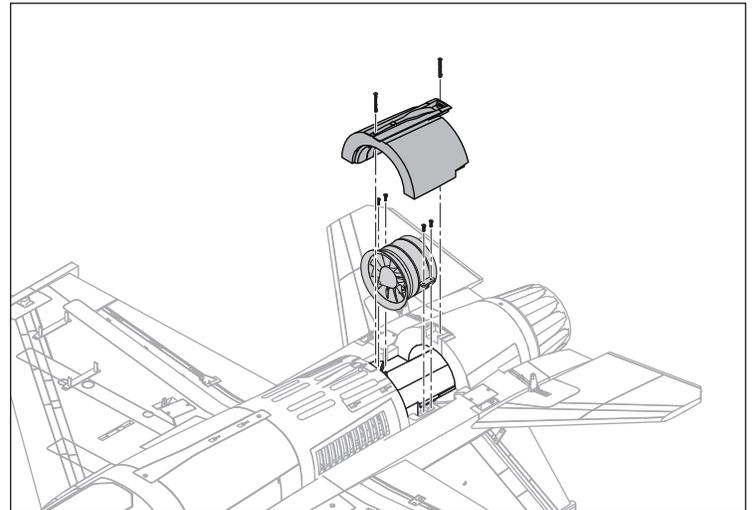
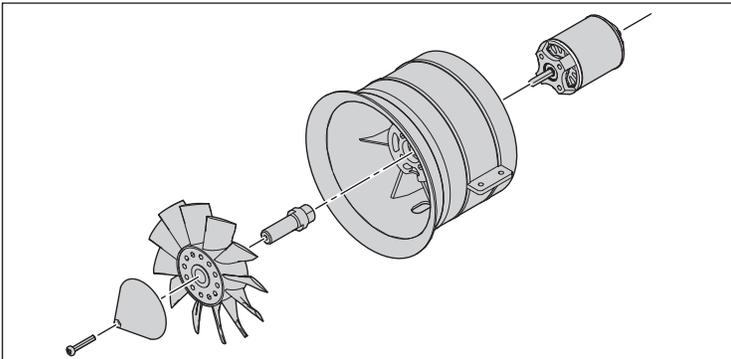
5. Repair or replace all damaged parts.
6. Store the flight battery apart from the aircraft and monitor the battery charge.
7. Make note of the flight conditions and flight plan results, planning for future flights.

## Power System Installation and Service

### Installing the Power System (ARF Plus)

The recommended power system components are given in the Specifications table at the beginning of this manual.

1. Remove the two screws from the fan unit cover and pull the cover out of the fuselage.
2. Feed the ESC battery and throttle leads through the small hole at the front of the ESC compartment and into the battery compartment.
3. Feed the motor leads through the trough under the fan shroud location.
4. Install the ESC in the fuselage.
5. Use adhesive to install the cover over the ESC, gluing the cover to the foam around the ESC.
6. Assemble motor to the fan housing.
7. Install the rotor adapter to the motor shaft.
8. Install the rotor to the rotor adapter with the rotor nut, nose cone and nose cone screw. Ensure the rotor nut is tightened securely before installing the nose cone.
9. Connect the motor wires to the ESC motor leads.
10. Install the fan unit into the fuselage using four screws through the fan unit tabs.
11. Install the fan unit cover with the two screws removed in step 1.
12. Connect the throttle lead to the aircraft receiver.



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

### Disassembly

1. Remove the two screws from the fan unit cover and pull the cover off the fuselage.
2. Remove the four screws from the fan unit tabs.
3. Pull the fan unit out of the fuselage, take note of the wiring order, and disconnect the motor leads from the ESC.
4. Remove the rotor cone screw, rotor cone and rotor nut from the rotor adapter.
5. Remove the rotor by pulling it off the rotor adapter.
6. Remove the rotor adapter from the motor shaft.
7. Remove the four 3mm hex head screws that hold the motor in the fan housing.

### Assembly

Assemble in reverse order.

- Correctly align and connect the motor wire colors with the ESC wires.
- Install the rotor as shown.
- Tighten the nut on the motor adapter to secure the rotor into place.

## Troubleshooting Guide AS3X

Problem	Possible Cause	Solution
Oscillation	Damaged rotor or nose cone	Replace rotor or nose cone
	Imbalanced rotor	Balance the rotor
	Motor vibration	Replace parts or correctly align fan unit or other 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 rotor, nose cone, 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 ball link 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
Excessive impeller noise or Excessive vibration	Damaged impeller, nose cone, collet or motor	Replace damaged parts
	Impeller is out of balance	Balance or replace impeller
	Impeller nut is too loose	Tighten the impeller nut
Reduced flight time or aircraft underpowered	Flight battery charge is low	Completely recharge flight battery
	Flight battery damaged	Replace flight battery and follow flight battery instructions
	Flight conditions may be too cold	Make sure battery is not cold before use (Do not apply heat to the battery)
	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
Controls reversed	BEC (Battery Elimination Circuit) of the ESC is damaged	Replace ESC
	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

## Replacement Parts

Part #	Description
EFL01095	Landing gear sequencer: SU-30 and F-16
EFL87876	Fuselage: F-16 Falcon 80mm EDF
EFL87877	Wing Set: F-16 Falcon 80mm EDF
EFL87878	Vertical Fin: F-16 Falcon 80mm EDF
EFL87879	Stabilator Set: F-16 80mm EDF
EFL87880	Canopy: F-16 Falcon 80mm EDF
EFL87881	Nose Cone: F-16 Falcon 80mm EDF
EFL87882	Ventral Fin Set: F-16 80mm EDF
EFL87883	Gear Door Set: F-16 80mm EDF
EFL87884	Decal Set: F-16 Falcon 80mm EDF
EFL87885	Wing Tip Missiles: F-16 80mm EDF
EFL87886	Wing Missiles: F-16 80mm EDF
EFL87887	Wing Fuel Tanks: F-16 80mm EDF
EFL87888	Screw Set: F-16 Falcon 80mm EDF
EFL87889	Wing Tubes: F-16 Falcon 80mm EDF
EFL87890	Wheel Set: F-16 Falcon 80mm EDF
EFL87891	Linkage Set: F-16 80mm EDF
EFL87892	LED Set: F-16 Falcon 80mm EDF
EFL87893	Pitot Tube: F-16 Falcon 80mm EDF
EFL87894	Stabilator Rods: F-16 80mm EDF
EFL87895	Center Tank: F-16 80mm EDF
EFL87896	Tail Cone: F-16 80mm EDF
EFLA8012DFV2	Ducted Fan Unit: 80mm, V2
EFLA8012RV2	Ducted Fan Rotor: 80mm, V2
EFLG350	Nose Gear Strut: F-16 80mm EDF
EFLG351	Main Gear L Strut: F-16 80mm EDF
EFLG352	Main Gear R Strut: F-16 80mm EDF
EFLG353	E-retract Nose: F-16 80mm EDF
EFLG354L	E-retract Main-L: F-16 80mm EDF
EFLG354R	E-retract Main-R: F-16 80mm EDF
SPMAR637T	AR637T 6CH SAFE and AS3X TelemRX
SPMSA335	A335 Sub-Micro Digital 9g Servo
SPMSA335R	A335R Sub-Micro Digital 9g Servo Reverse
SPMSA450	A450 Servo: 13g Digital Metal Gear
SPMSA450R	A450R Servo: 13g Digital Metal Gear Reverse
SPMXAE1100A	Avian 100 Amp Brushless Smart ESC, 3S-6S 80mm EDF version
SPMXAM1500	Motor: 3280-2100kV BL Inrunner

## Optional Parts

Part #	Description
EFLA250	Park Flyer Tool Assortment, 5 pc
SPMXBC100	SMART Battery Checker and Servo Driver (IC3 - use SPMXCA507)
DYN1405	Li-Po Charge Protection Bag, Large
SPMR12000	iX12 12 Channel Transmitter Only
SPMR6750	DX6 Transmitter Only MD2 G3
SPMR8000	DX8 Transmitter Only MD2
SPMR8100	DX8e 8CH Transmitter Only
SPMR9910	DX9 Black Transmitter Only MD2
SPMX50006S30	22.2V 5000mAh 6S 30C Smart LiPo, IC5
SPMX70006S30	22.2V 7000mAh 6S 30C Smart LiPo, IC5
SPMXC1000	Smart S1200 DC Charger, 1x200W (IC3 - use SPMXCA507)
SPMXC1010	Smart S2100 AC Charger, 2x100W (IC3 - use SPMXCA507)
SPMXCA507	Spektrum IC3 Battery to IC5 Device
EFL87897	Afterburner LED Ring: F-16 Falcon 80mm EDF.

## Recommended Receivers (ARF Plus)

Part Number	Description
Telemetry Equipped Receivers	
SPMAR620	AR620 6-Channel Sport Air Receiver
SPMAR6610T	AR6610T 6-Channel Air Integrated Telemetry Receiver
SPMAR8020T	AR8020T 8-Channel Air Integrated Telemetry Receiver
AS3X and Telemetry Equipped Receivers	
SPMAR637T	AR637T DSMX 6-Channel AS3X Telemetry Receiver
SPMAR8360T	AR9350 8-Channel SAFE AS3X Receiver with Integrated Telemetry

Part Number	Description
Telemetry Sensors*	
SPMA9574	Aircraft Telemetry Airspeed Indicator
SPMA9589	Aircraft Telemetry Altitude and Variometer Sensor
SPMA9558	Brushless RPM Sensor
SPMA9605	Aircraft Telemetry Flight Pack Battery Energy Sensor
SPMA9587	Aircraft Telemetry GPS Sensor

\*Not compatible with BNF, Telemetry receiver required

# AMA National Model Aircraft Safety Code

## Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). 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 related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

## 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, (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](http://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](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](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.**

## 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/	2904 Research 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 Sales: Horizon Hobby GmbH	service@horizonhobby.eu +49 (0) 4121 2655 100	Hanskampring 9 D 22885 Barsbüttel, Germany

## FCC Information

### FCC ID: BRWTIARLTNG1

This equipment complies with FCC and IC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance 20cm between the radiator and/or antenna and your body (excluding fingers, hands, wrists, ankles and feet). This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

### Supplier's Declaration of Conformity

#### F-16 Falcon 80mm EDF BNF Basic and PNP (EFL87850/EFL87870)

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

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

**NOTE:** This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to 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 into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Horizon Hobby, LLC  
2904 Research Rd.,  
Champaign, IL 61822  
Email: [compliance@horizonhobby.com](mailto:compliance@horizonhobby.com)  
Web: [HorizonHobby.com](http://HorizonHobby.com)

## IC Information

### IC: 6157A-TIARLTNG1

#### CAN ICES-3 (B)/NMB-3(B)

This device contains license-exempt transmitter(s)/receivers(s) that comply with Innovation, Science, and Economic Development Canada's license-exempt RSS(s). Operation is subject to the following 2 conditions:

1. This device may not cause interference.
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:**  
**EFL F-16 Falcon 80mm ARF Plus (EFL87870);** Hereby, Horizon Hobby, LLC declares that the device is in compliance with the following: EU EMC Directive 2014/30/EU, RoHS 2 Directive 2011/65/EU, RoHS 3 Directive - Amending 2011/65/EU Annex II 2015/863

**EFL F-16 Falcon 80mm BNF Basic (EFL87850);** Hereby, Horizon Hobby, LLC declares that the device is in compliance with the following: EU Radio Equipment Directive 2014/53/EU, RoHS 2 Directive 2011/65/EU, RoHS 3 Directive - Amending 2011/65/EU Annex II 2015/863

The full text of the EU declaration of conformity is available at the following internet address: <https://www.horizonhobby.com/content/support-render-compliance>.

#### Wireless Frequency Range and Wireless Output Power:

2402 – 2478 MHz  
19.95dBm

#### WEEE NOTICE:



This appliance is labeled in accordance with European Directive 2012/19/EU concerning waste of electrical and electronic equipment (WEEE). This label indicates that this product should not be disposed of with household waste. It should be deposited at an appropriate facility to enable recovery and recycling.

#### EU Manufacturer of Record:

Horizon Hobby, LLC  
2904 Research Road  
Champaign, IL 61822 USA

#### EU Importer of Record:

Horizon Hobby, GmbH  
Hanskampring 9  
22885 Barsbüttel Germany

Australia/New Zealand:





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<https://www.horizonhobby.com>