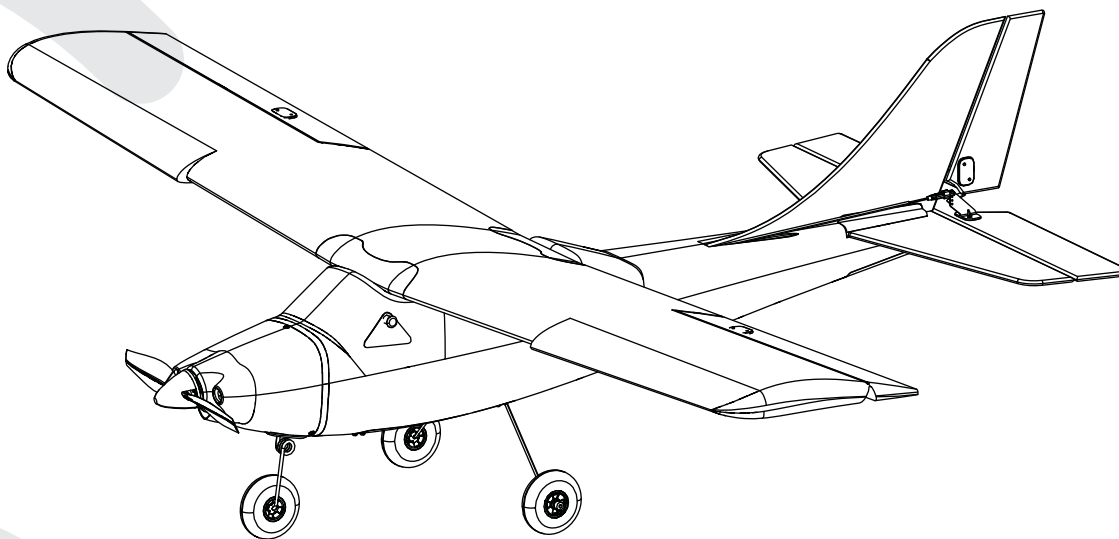


Mini Apprentice[®] S

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



SAFE[®] 

RTF
READY-TO-FLY


hobbyzone[®]

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:

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

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

WARNING: Procedures, which if not properly followed, create the probability of property damage, collateral damage, and serious injury OR create a high probability of superficial injury.



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

This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not 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.

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.

Charging Warnings

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

- **NEVER LEAVE CHARGING BATTERIES UNATTENDED.**
- **NEVER CHARGE BATTERIES OVERNIGHT.**
- By handling, charging or using the included Li-Po battery, you assume all risks associated with lithium batteries.
- If at any time the battery begins to balloon or swell, discontinue use immediately. If charging or discharging, discontinue and disconnect. Continuing to use, charge or discharge a battery that is ballooning or swelling can result in fire.
- Always store the battery at room temperature in a dry area for best results.
- Always transport or temporarily store the battery in a temperature range of 40–120° F (5–49° C). Do not store battery or aircraft in a car or direct sun-

light. If stored in a hot car, the battery can be damaged or even catch fire.

- Always charge batteries away from flammable materials.
- Always inspect the battery before charging and never charge dead or damaged batteries.
- Always disconnect the battery after charging, and let the charger cool between charges.
- Always constantly monitor the temperature of the battery pack while charging.
- **ONLY USE A CHARGER SPECIFICALLY DESIGNED TO CHARGE LI-PO BATTERIES.** Failure to charge the battery with a compatible charger may cause fire resulting in personal injury and/or property damage.
- Never discharge Li-Po cells to below 3V under load.
- Never cover warning labels with hook and loop strips.
- Never charge batteries outside recommended levels.
- Never attempt to dismantle or alter the charger.
- Never allow minors under the age of 14 to charge battery packs.
- Never charge batteries in extremely hot or cold places (recommended between 40–120° F or 5–49° C) or place in direct sunlight.

Included in the Box

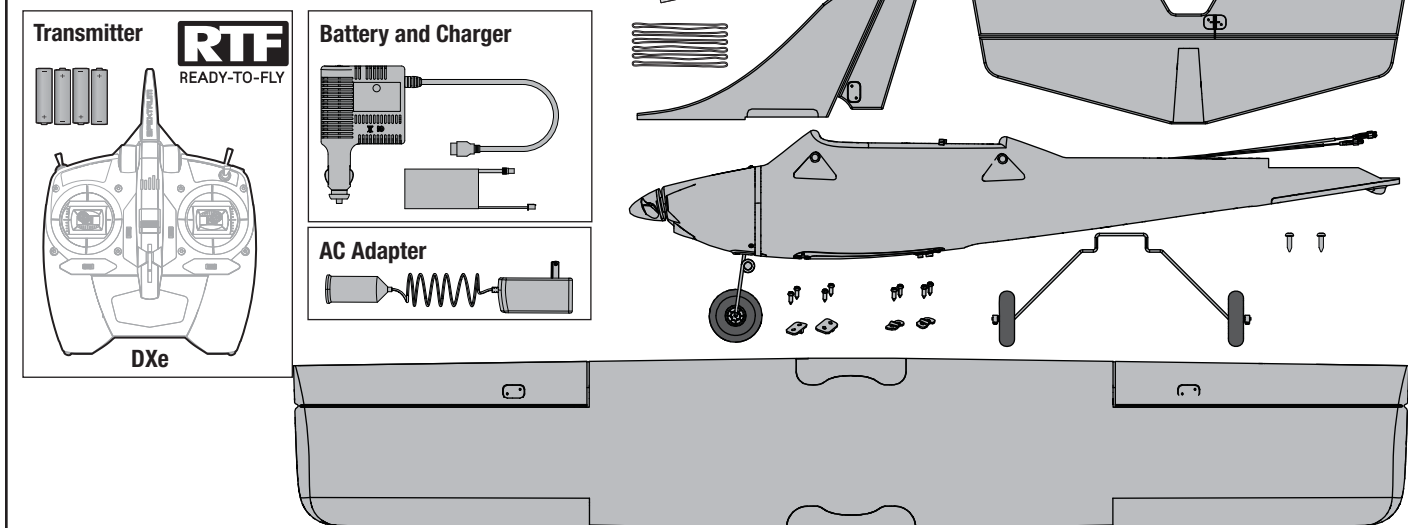


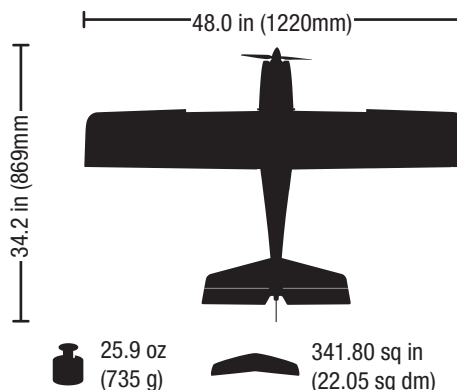
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Specifications

	Motor: 370 BL Motor, 1300Kv with 3.5mm Bullet Connectors (PKZ6316)	Installed
	ESC: 18A BL (PKZ1814)	Installed
	Servos: (2) Ailerons (PKZ1081), (2) Rudder and Elevator (PKZ1090)	Installed
	Receiver: SPMAR636A	Installed
	Battery: 3S 1300mAh Li-Po (EFLB13003S20)	Included
	Battery Charger: 3S Li-Po DC balancing charger V2r (HBZ1003B)	Included
	AC Adapter: (EFLA109)	Included
	Transmitter: Spektrum™ DXe with full range DSMX® technology	Included

For more information and to register your product online, visit www.hobbyzonerc.com



As of this printing, you are required to register with the FAA if you own this product.

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/.

Charging the Flight Battery

CAUTION: When connecting the battery to the battery charger, make sure the connectors are aligned as shown. Failure to connect the battery properly could cause the terminals to short and result in fire, personal injury and/or property damage.

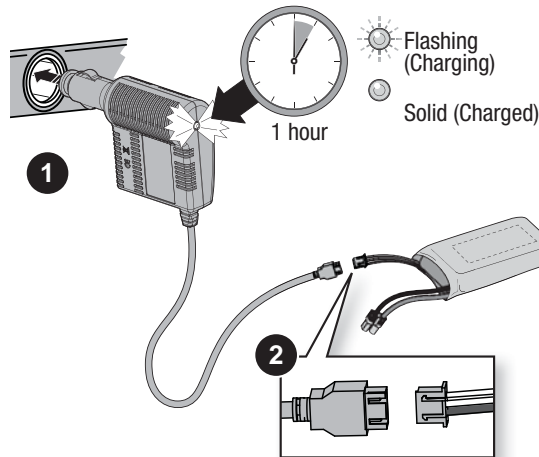
Charger Features

- Charges 3-cell lithium polymer battery packs
- LED charge status indicator

Charger Specifications

- Input power: 10–14V
- Max output voltage: 11.1V
- Fixed charge current: 1.3A
- Balances and charges 3S Li-Po cells with a minimum capacity of 1250mAh

This charger may be connected to the AC adapter (included with your model).



Transmitter

Installing the Transmitter Batteries

Your Spektrum DXe comes pre bound to the aircraft.

Remove the battery cover, install the four included batteries (noting proper polarity) and reinstall the battery cover.

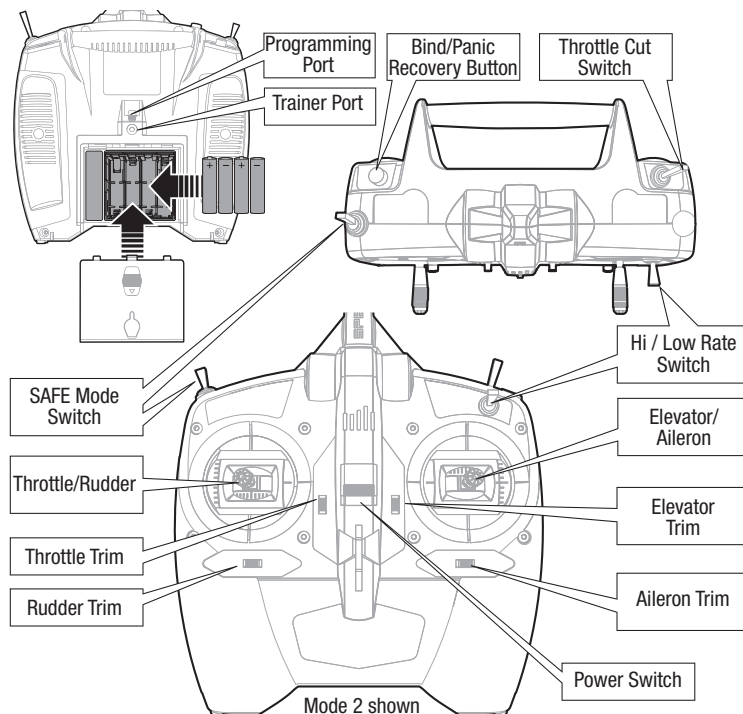
Low Battery Alarm

When the battery voltage drops below 4.7 volts, an alarm sounds and the voltage LEDs flash. The batteries must be replaced immediately. If this happens while flying, land your aircraft as soon and as safely as possible.

CAUTION: If using rechargeable batteries, charge only rechargeable batteries. Charging non-rechargeable batteries may cause the batteries to burst, resulting in injury to persons and/or damage to property.

WARNING: Do not pick up the transmitter by the antenna. Do not alter or put weight on the antenna. Damage to antenna parts can decrease transmitter signal strength, which can result in loss of model control, injury or property damage.

For more information on the transmitter, go to www.horizon-hobby.com/products/SPMR1000 and click on the support tab for the Spektrum DXe to download the instruction manual.



Explanation of DXe Transmitter LEDs, Switches and Modes for the Apprentice.

Trainer/Bind/Panic Button : This button is used as both the trainer and bind button as well as the Panic button for your Mini Apprentice S. For complete binding instructions, refer to the binding section below. When using the trainer function, connect the trainer cord (SPM6805) into the trainer port in both the master (instructor) and the slave (student) transmitters. The master transmitter must be powered ON and bound to the receiver. The slave transmitter must be powered OFF. Any time you press and hold the trainer button on the master, it will give control authority to the slave. Releasing the trainer button returns control to the master.

IMPORTANT: The slave transmitter must always have the same settings as the master. See Flight Training section for setup of other Spektrum Transmitters.

IMPORTANT: The DX4e and DX5e cannot be used as a slave transmitter when using a DXe as a master transmitter. See your transmitters instruction manual for further information regarding buddy box setup.

Hi/Lo Rate Switch :

This switch supports high and low rate functions on aileron, elevator and rudder channels. In the upper, or "HI" position, servo travel is 100% on these channels. In the lower, or "LO," position, servo travel decreases to 70%. This switch lets you quickly change control rates from high for aggressive maneuvers to low for smooth, precise maneuvers. When learning to fly, use low rate.

Flight Mode Switch :

This switch is used to select the SAFE Flight mode. For other conventional receivers, this switch controls a servo connected to the Channel 5/Gear port.

Throttle Cut Switch :

This switch is used to arm and disarm the throttle control.

LEDs :

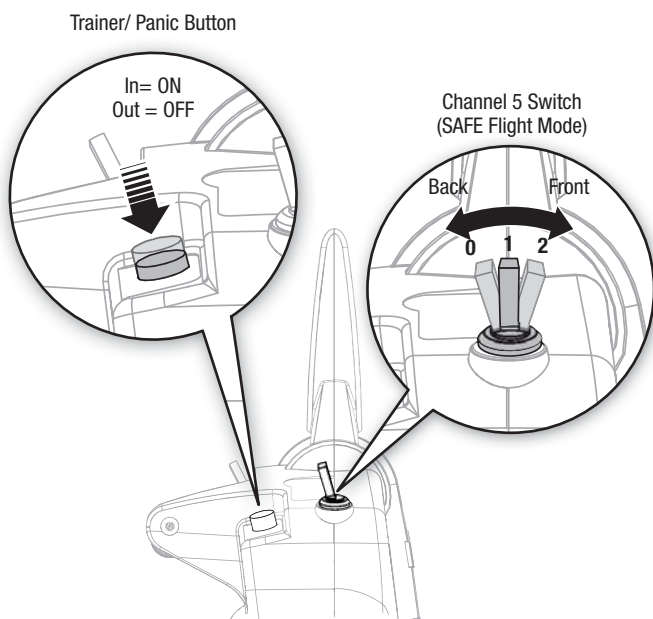
Flashing with beeps Bind mode when Trainer (Bind) switch is held and the transmitter is powered on (see Binding instructions). Pulsates with one low tone beep every 2 seconds (when transmitter battery voltage drops below 4.7 volts). Replace the batteries immediately. If this happens while flying, land your aircraft as soon and as safely as possible.

Sensor Assisted Flight Envelope (SAFE) Technology

You control the help SAFE® technology provides while you learn to fly. As your flying skills grow, decrease SAFE technology assistance. Change aircraft response at any time by moving the Channel 5 (SAFE Flight mode) switch on your transmitter.

IMPORTANT: These instructions are for the included DXe transmitter (or similar transmitters) with a 3-position switch for Channel 5. If you fly this aircraft with a Spektrum transmitter other than the included DXe, refer to Optional Transmitter Setup and Receiver Setup.

SAFE Flight Modes	Channel 5 Switch Position
Beginner Mode	Position 0
Intermediate Mode	Position 1
Experienced Mode	Position 2



Panic Recovery Mode

If you get into distress while flying in any mode, press and hold the Panic / Trainer Button and move the control sticks to their neutral position. The SAFE technology will return the aircraft to a stable attitude, if the aircraft is at a sufficient height with no obstacles in its path. Release the Panic Button to turn off Panic mode and return the current SAFE flight mode. If you get into trouble and need to go back to Beginner mode for maximum stability, remember to fully move back the Channel 5 switch.

SAFE Technology makes this aircraft a better learning tool, but you must set yourself up for success in flying:

- SAFE technology is designed as flight assistance, not an autopilot. The pilot is always in control and required to fly the aircraft at all times
- Follow the instructions provided in this manual to maintain your aircraft in top flying condition
- Seek qualified model flying instruction through your local model flying club. A qualified flight instructor can propel your advancement in this hobby
- Wind and environment can affect SAFE technology flight performance
- Ensure you have no distractions so you benefit from every moment of flight time
- You must still fly the aircraft away from obstacles and at an altitude that will allow for a safe recovery

Activating SAFE Technology

SAFE technology is not active until you advance the throttle past 25%. Once the SAFE technology is active, the control surfaces may move on the aircraft. This is normal. The SAFE technology will remain active until the ESC is turned off.

Understanding Oscillation

In some flight conditions, you may see oscillation. If oscillation occurs, decrease the airspeed. If oscillation still persists, refer to the Troubleshooting Guide for more information.

CAUTION: Flying in level forward flight and calm wind conditions at full throttle in any mode or long high-speed dives may result in strong oscillation that can damage the aircraft. If there is oscillation in any mode, decrease throttle immediately. If oscillation persists, refer to the Troubleshooting Guide.

CAUTION: Beginner, Intermediate, and Panic modes are intended for the training environment. Flying continuous high-G maneuvers (such as loops) in Experienced mode for an extended period of time may lead to inconsistent flight envelope and Panic mode behavior. If this occurs, land in Experienced mode and power cycle the receiver before flying again.



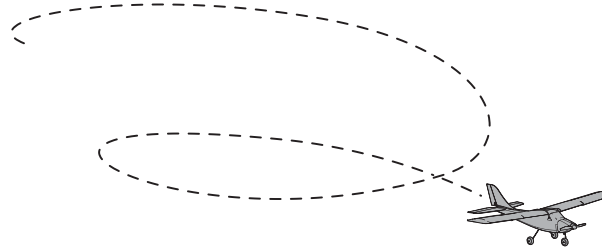
Launch and Landing Assistance

Take off and landings can be better managed by using the Beginner mode. If the model is launched incorrectly, or is landing at a less than perfect attitude, pull and hold the Panic Switch. The model can correct and help to prevent a crash. See the Take Off and Landing sections in this manual.

IMPORTANT: A level runway is required for takeoffs in Beginner mode due to throttle climb assistance.

Failsafe

In the unlikely loss of radio connection, failsafe will turn the aircraft in a descending circle to the ground, unless the radio connection is restored.



Sensor Assisted Flight Envelope (SAFE) Technology

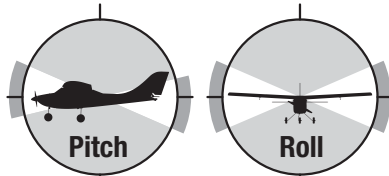


Sensor Assisted Flight Envelope (SAFE) Technology

SAFE technology is a revolutionary flight training system designed to give you a stable platform for safely developing your flying skills. This is not an autopilot or self-guiding robot. The sensors and software in this system help you fly the aircraft where you want to go while decreasing the risk of an out-of-control crash. You can progress through the Beginner, Intermediate and Experienced flight modes as your skills increase, all with the confidence of an optional Panic recovery mode. At any time during a flight you can switch between the 3 flight modes or use Panic recovery to get your aircraft to a safe flying attitude.

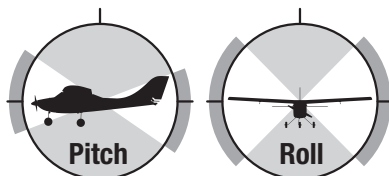
SAFE Flight Modes

Beginner Mode



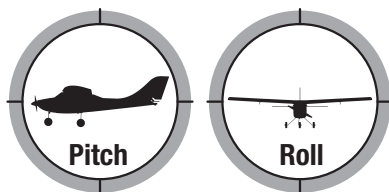
- Envelope limit: Pitch (nose up and down) and Roll (wing tips up and down) angles are limited to help you keep the aircraft airborne
- Self-leveling: when the pitch and roll controls are returned to neutral, the aircraft returns to level flight
- Stability assisted takeoff and landing
- Throttle based climb and descent

Intermediate Mode



- Natural Flight Experience: In normal training flight conditions, the pilot experiences natural AS3X® flight for smooth handling and outstanding precision
- Large Flight Envelope: The pilot is only prevented from entering extreme flight conditions outside the training flight envelope

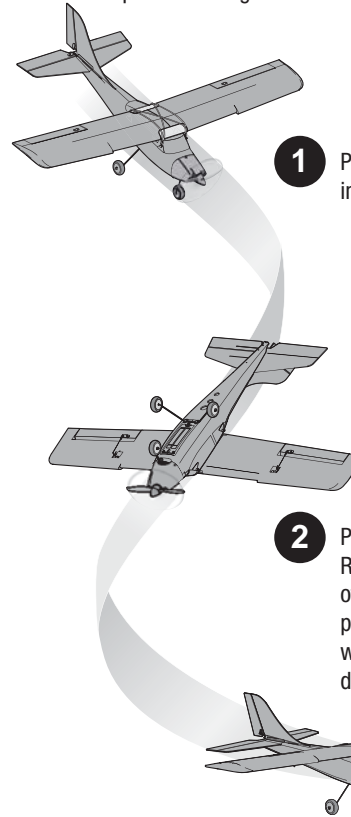
Experienced Mode



- Natural Flight Experience: The pilot experiences natural AS3X flight for smooth handling and outstanding precision
- Unlimited Flight Envelope: No limit on Pitch and Roll angles (airframe limited)

Panic Recovery

- Immediate recovery to a safe flying attitude
- Return all transmitter controls to neutral for the quickest recovery
- This mode is intended to provide the pilot with the confidence to continue to improve their flight skills



1 Pilot loses control of the aircraft in any flight mode.

2 Pilot presses and holds the Panic Recovery button and returns all other controls to their neutral position. The aircraft will roll wings level and pull out of a dive...

3 ...once the aircraft is flying straight and level, the pilot releases the Panic Recovery button and continues a gentle climb to a safe altitude.

IMPORTANT: Aircraft will recover to a safer attitude even if sticks are held. Some control input is still used with panic activated.

AS3X® technology

Horizon Hobby has always made RC sport, scale and unique aircraft with the kind of performance experts appreciate. Now the exclusive Artificial Stability 3 axis (AS3X) system helps take performance expectations in aircraft a quantum leap higher. Based on the successful use of MEMS sensor technology within the AS3X Stabilization System essential to Blade® ultra micro flybarless helicopters, the specifically tuned AS3X System for airplanes helps invisibly correct for turbulence, torque and tip stalls when encountered. Furthermore, the outstanding control agility delivers an ultra smooth, locked-in feel that obeys your every command with performance that's natural feeling. It's so gratifying, in fact, that it's as though you're the RC pilot of an expertly tuned, giant-scale aircraft. AS3X will change the way you'll want to fly now and in the future. To see what we mean, go to www.E-fliteRC.com/AS3X.

Hi/Low Rate Switch (Dual Rates)

The included DSMX full range transmitter features a dual rates switch which lets you change between high and low control rates for the aileron, elevator and rudder.

When powered ON, this transmitter is automatically set to high-rate mode.

High-rate mode

In high-rate mode, the controls can reach their maximum values. This mode is typically preferred by experienced pilots for maximum control authority.

Low-rate mode

In low-rate mode, the controls are reduced to approximately 70% of their maximum values. This mode is typically preferred by (and best for) beginner pilots or others interested in smoother and more easily controlled flight.

Transmitter and Receiver Binding

IMPORTANT: The included receiver has been programmed for operation only in this aircraft.

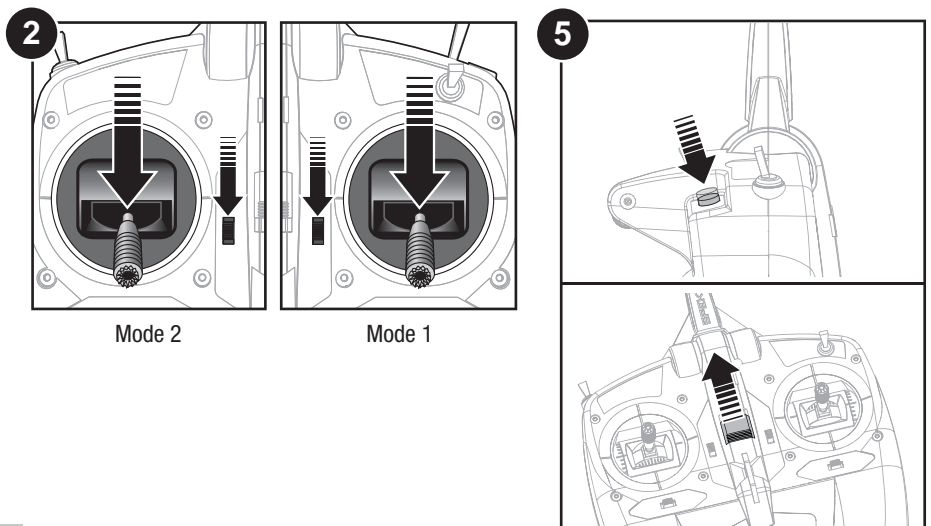
The included RTF transmitter should be bound to the aircraft at the factory, but if you need to re-bind, follow the binding procedure as shown.

* 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.

IMPORTANT: Ensure the throttle cut switch is not in the "ARM" position.

✓ Binding Procedure Reference Table	
1.	Make sure the transmitter is powered off.
2.	Make sure the transmitter controls are neutral, the throttle and throttle trim are in the low position, and the aircraft is immobile.
3.	Install a bind plug in the receiver bind port.
4.	Connect the flight battery in the aircraft, then place the aircraft upright and on its wheels. The receiver LED will begin to flash.
5.	Press and hold the trainer button on the top of the transmitter while turning on the power switch.
6.	When the receiver binds to the transmitter, the light on the receiver will turn solid and the ESC will produce a series of three ascending tones. The tones will 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.
8.	Safely store the bind plug (some owners attach the bind plug to their transmitter using two-part loops and clips).

The receiver should retain the binding instructions received from the transmitter until another binding is done.



Assembly

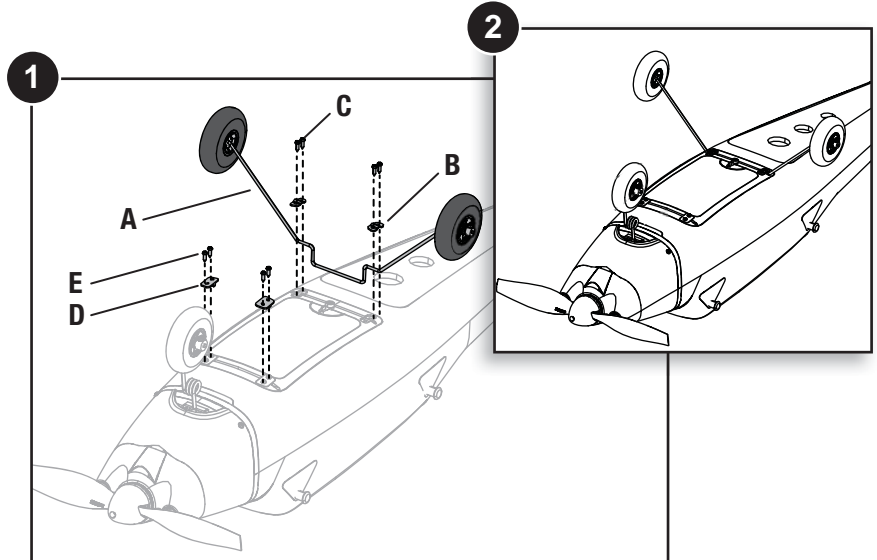


For video assistance regarding assembly, visit the Mini Apprentice product page at www.Horizonhobby.com

Landing Gear Installation

1. Install the main landing gear assembly (A) into the slot on the bottom of the fuselage.
2. Place the 2 landing gear brackets (B) into location as shown, noting the Right and Left indicators.
3. Secure the landing gear assembly into place using 4 screws (C).
4. Install the front straps (D) using the 4 screws (E) to ensure that they do not become lost. The front straps are required to install the Optional Float set (HBZ7390) and Float Mounting wires (HBZ3113).

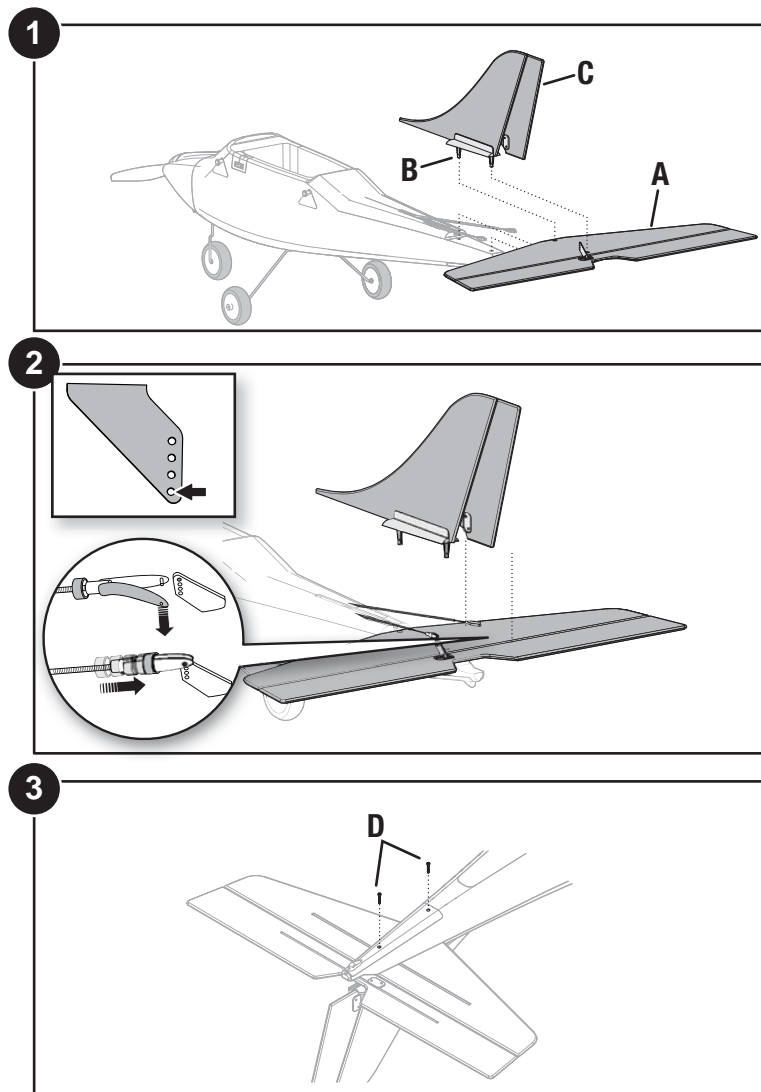
IMPORTANT: Do Not use the propeller that is included with the float set.



Tail Installation

1. Install the horizontal tail (A) on the fuselage under the linkages as shown.
2. Carefully insert the 2 pins (B) of the vertical fin (C) through the horizontal tail holes into the fuselage holes.
3. Under the fuselage, install the 2 screws (D) into the fuselage and the vertical fin pins. Tighten the screws, but do not break the plastic.
4. Connect the respective clevises in the outermost holes in the rudder and elevator control horns. Refer to the clevis adjustment instructions to center the rudder and elevators.

Disassemble in reverse order.



Wing Installation

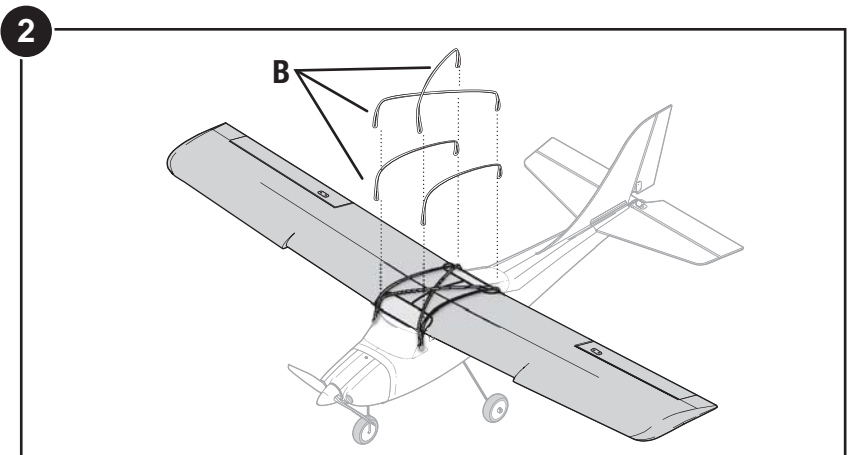
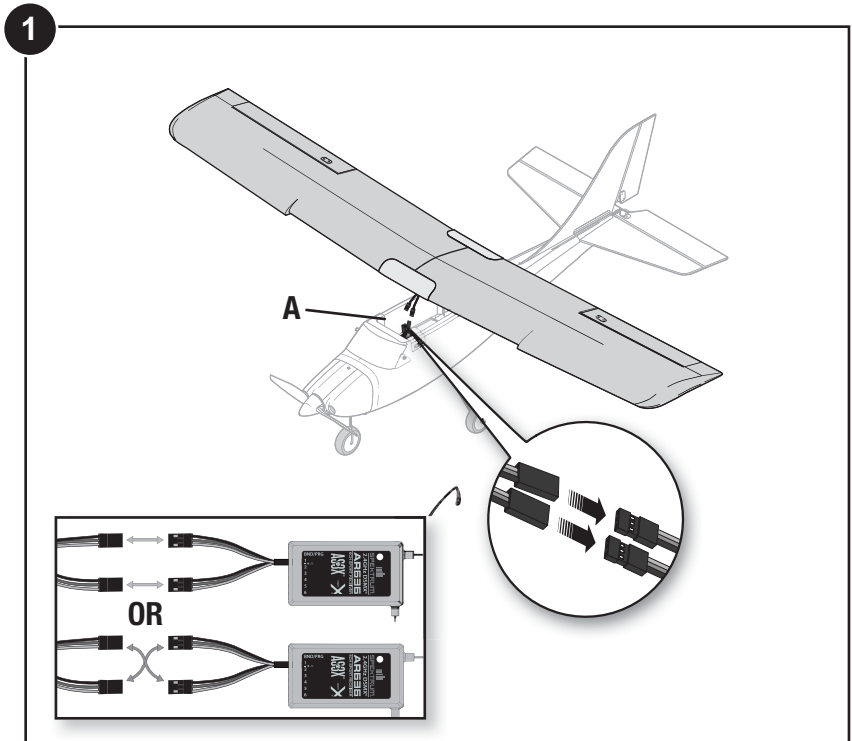
1. Connect the aileron servo connectors to the included Y-harness (A) in the fuselage. The left and right servos can be connected to either side of the Y-harness. Ensure the Y-harness is connected to the Port 2 of the receiver.
2. Install the wing on the fuselage.

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

3. Install 6 rubber bands (B) on the front and back rods to complete the installation.

Disassemble in reverse order.

IMPORTANT: Correct operation of the SAFE system requires connection of both ailerons to the included Y-harness and the Port 2 of the receiver.



Control horn and servo arm settings

NOTICE: Moving a linkage to another position may block the servo arm or affect SAFE technology functionality.

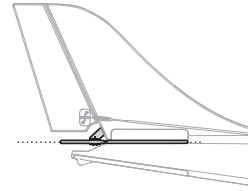
The Illustration shows the factory hole settings in servo arms and control horns.

	Elevator	Ailerons	Rudder
Arms			
Horns			

Control Surface Centering and Clevis Installation on a Control Horn

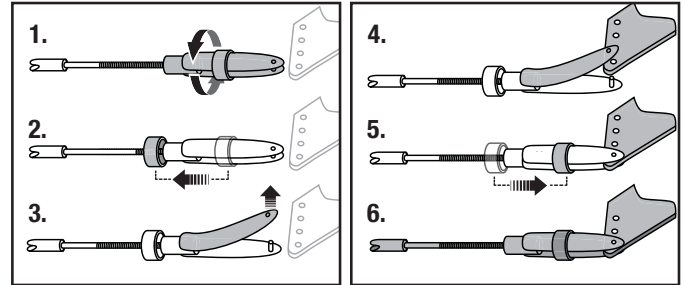
Always check to ensure your control surfaces (Rudder, Elevator and Ailerons) are centered with the rest of the surface before every flight.. If the control surfaces are not centered, centering can be achieved by following the steps below:

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



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

IMPORTANT: All trimming and Control test should be done before throttle is advanced and in Experienced Mode.



Installing the Flight Battery and Arming Electronic Speed Control (ESC)

CAUTION: Always disconnect the Li-Po flight battery from the aircraft receiver when not flying to avoid over-discharging the battery.

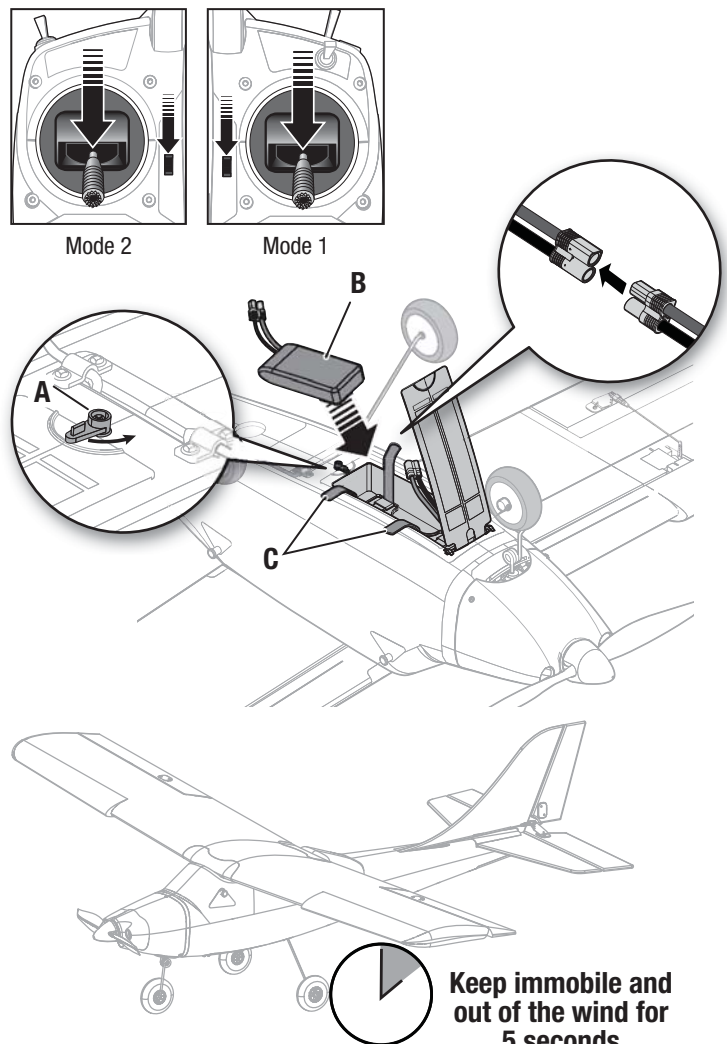
CAUTION: Always keep hands away from the propeller. When armed, the motor will turn the propeller in response to any throttle movement.

1. Rest the aircraft on a flat surface with the landing gear facing up.
2. Turn the latch (A) and open the battery hatch.
3. Lower the throttle and throttle trim, then power on the transmitter for at least 5 seconds.
4. Center and secure the flight battery (B) in the battery compartment using the hook and loop straps (C) so that the aircraft has a balanced Center of Gravity (CG).

IMPORTANT: Before flying, refer to the "Verifying Your Aircraft's Center of Gravity (CG)" section for details about final battery placement.

5. Connect the flight battery in the aircraft, then replace the battery hatch and turn the latch.
6. Put the aircraft on its landing gear, on level ground and must be kept immobile while the SAFE system initializes.
7. After the SAFE system initializes, the control surfaces will move back and forth, then come to neutral to indicate the SAFE system has initialized and is ready to operate.

IMPORTANT: All trimming and Control test should be done before throttle is advanced and in Experienced Mode.



LVC (Low Voltage Cutoff)

LVC is a feature 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 motor pulse. When the motor power decreases, land the aircraft immediately and recharge the flight battery.

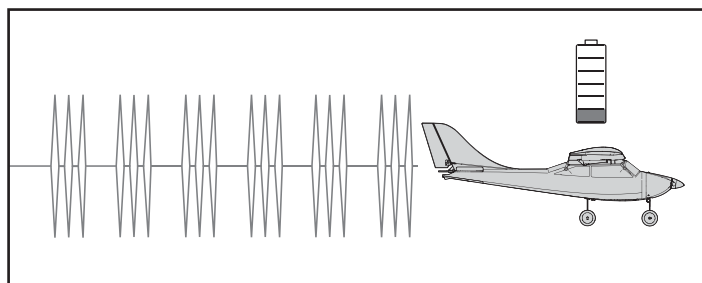
Disconnect and remove the Li-Po battery from the aircraft after use to prevent trickle discharge. Charge your Li-Po battery to about half capacity before storage. During storage, make sure the battery charge does not fall below 3V per cell.

NOTICE: Repeated flying to LVC will damage the battery.

Battery Precautions for Flight

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

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



Center of Gravity (CG) Verification

An aircraft with a correct CG has its weight balanced at a calculated point where the entire airframe will balance when suspended at that point. After installing the battery (in the recommended position) and before powering on the ESC switch, verify the CG by supporting the aircraft 75.0mm (approximately 2.95 inches) back from the front edge of the wing, as shown.

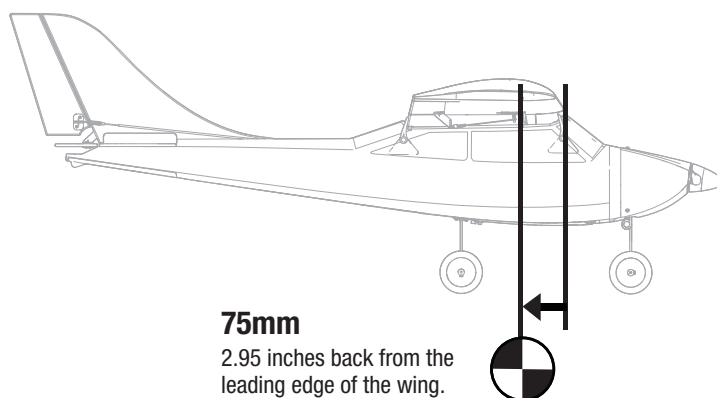
Tip: Balance the aircraft on your fingertips near the fuselage under the wings.

- If the nose goes down, move the flight battery back until the aircraft balances.
- If the nose goes up, move the flight battery forward until the aircraft balances.

When flying with correct CG in beginner mode, the aircraft should climb gradually at full power and fly level at 50%–60% power with no elevator input.

If the aircraft CG is too far forward (nose heavy), up elevator is required to fly level at 50%–60% power. If the aircraft CG is too far aft (tail heavy), down elevator is required to fly level.

Adjust the battery position as needed.

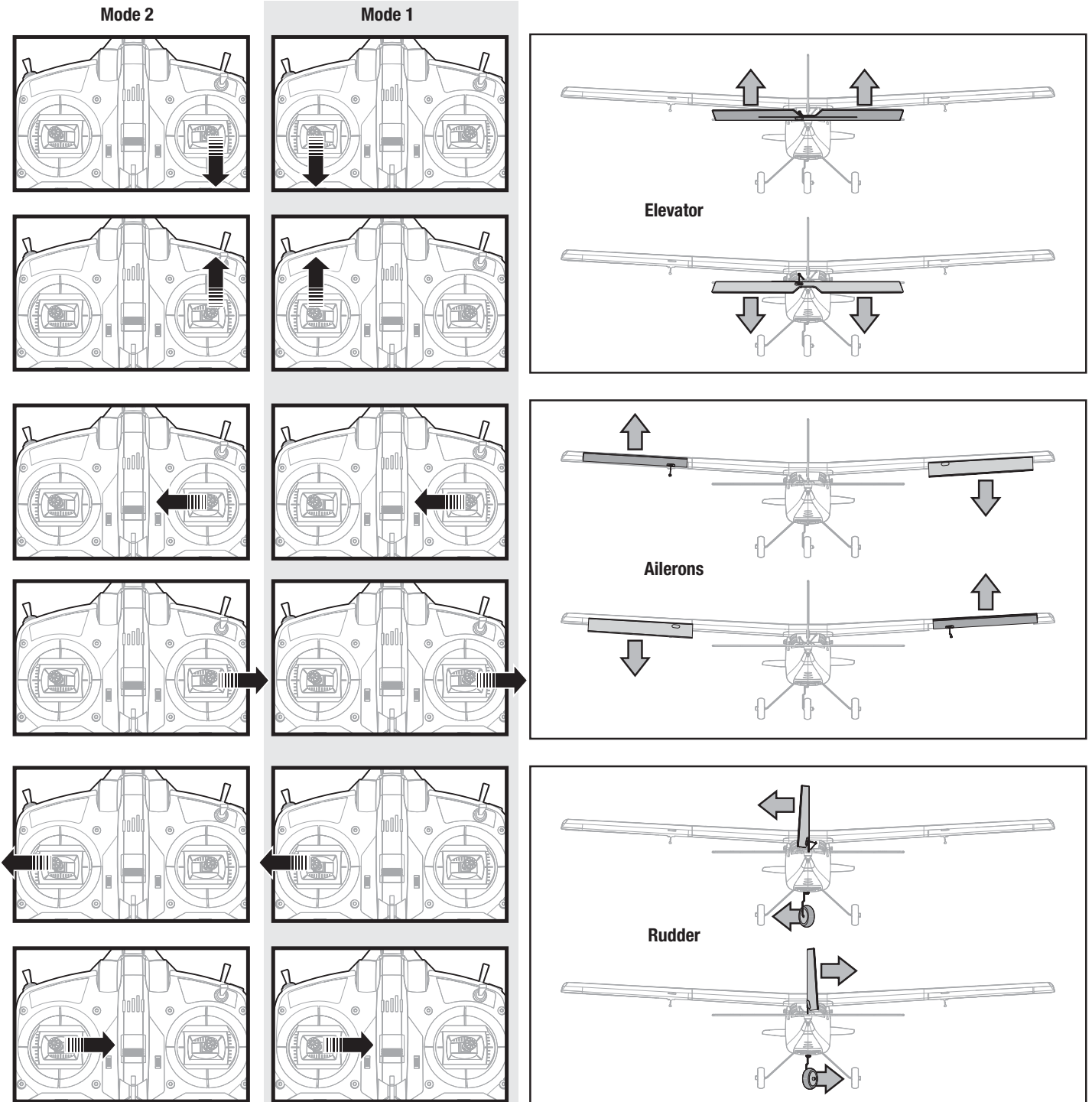


Control Direction Test (Perform this test in Experienced Mode)

Power on the transmitter. Make sure the throttle is at 0% and that throttle trim is fully lowered on the transmitter. Power on the model. Make sure the control surfaces (rudder, elevator and ailerons) are at neutral or 0 degrees. Ideally, centering trim will center the surfaces. Refer to Control Centering instructions to adjust control surfaces. Move the transmitter control sticks so the model's rudder, elevator and ailerons move as shown (illustrations show a view from the rear of the aircraft). If your model does not respond correctly, DO NOT FLY! See the Troubleshooting Guide in this manual for more information. If you need more assistance, contact the appropriate Horizon Product Support department.

Mode 2 is the most common control mode used worldwide. However, if you want to change the Mode of your DXe transmitter, refer to the DXe transmitter manual for full step-by-step instructions to achieve the desired mode change.

IMPORTANT: All trimming and Control test should be done before throttle is advanced and in Experienced Mode.



Flight Control

For smooth control of your aircraft, always make small control moves. All directions are described as if you were sitting in the aircraft.

For example, when the aircraft's nose is pointing toward you, left steering (rudder) will turn the aircraft left (your right while holding the transmitter).

- *Flying faster or slower:* When your aircraft is stable in the air, push the throttle stick up to make the aircraft go faster, and pull the throttle stick back to slow down. The aircraft will climb when the throttle is increased.
- *Elevator up and down:* Push the elevator stick forward to make the aircraft go down and pull the elevator stick back to go up.

- *Banking right and left:* Move the aileron stick right to make the aircraft drop the wing (bank) to the right and move the aileron stick left to bank left.
- *Steering right and left:* Move the rudder stick right to make the aircraft go right and move the rudder stick left to go left.



TIP

For the first flights, make sure Flight Mode switch is set to Beginner mode, the best flight mode to help you learn to fly.

	Mode 2	Mode 1	
Throttle			
Elevator			
Ailerons			
Rudder			

Trimming the Aircraft

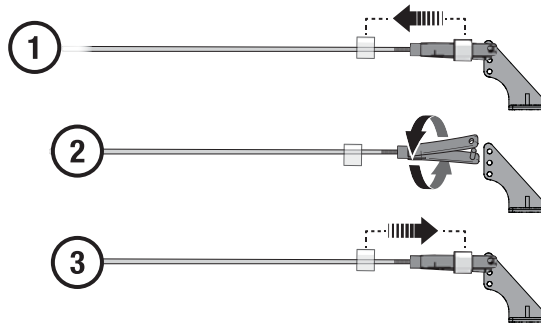
Manually Adjusting Trim

It is recommended that the SAFE flight mode switch is set to **Experienced mode** (position 2) before manually adjusting trim.

Perform manual adjustment of trim before increasing the throttle above 25% or the control surfaces will move when the aircraft is moved.

Return any trim setting on the transmitter to neutral by pushing the trim slider to the middle position, then adjusting the clevis on that control surface to position it the same as it was with the trim slider offset.

1. Remove the clevis from the control horn.
2. Turn the clevis (as shown) to lengthen or shorten the pushrod.
3. Close the clevis onto the control horn and slide the tube towards the horn to secure the clevis.



Adjusting Trim in flight

If your aircraft does not fly straight and level at half throttle with the sticks at center, fly into the wind and adjust the aircraft's trim by moving the digital trim buttons.

IMPORTANT: All trimming and Control test should be performed when in Experienced Mode.

	Aircraft drift	Required Trim
Elevator		

	Aircraft drift	Required Trim
Rudder		

	Aircraft drift	Required Trim
Ailerons		

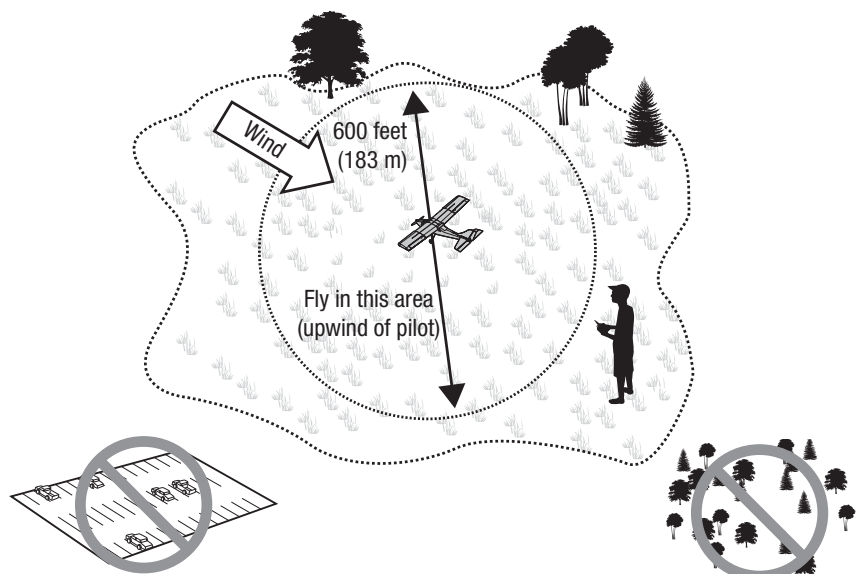
Choose a Flying Field

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 approximately 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 significant speeds when flying and 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 each flying session, and especially with a new model, you should perform a range check. The DXe incorporates a range testing system. Placing the transmitter in RANGE CHECK mode reduces the output power, allowing a range check.

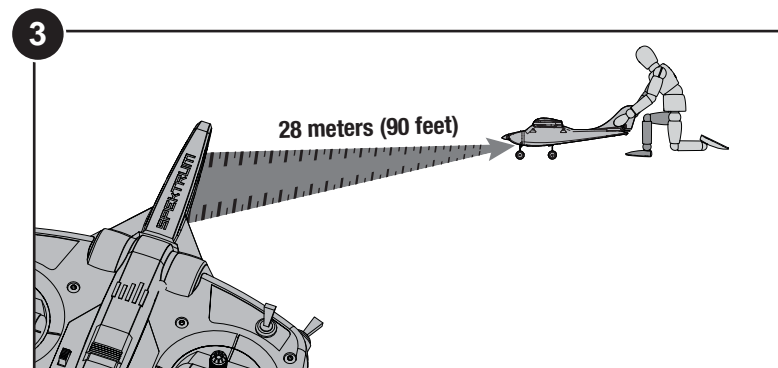
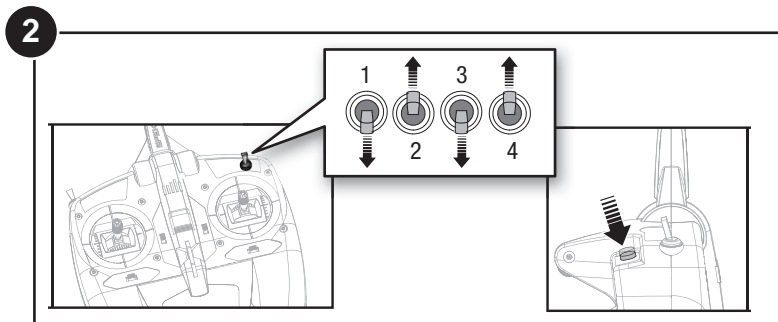
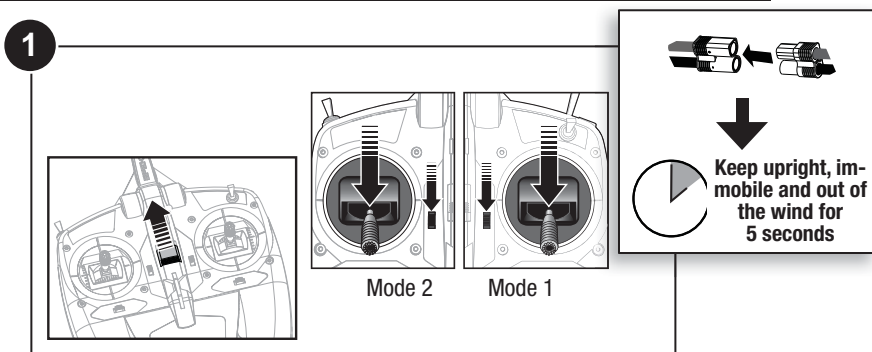
1. Power on the transmitter for 5 seconds or more with the throttle stick and trim low. Plug in the aircraft battery and keep the aircraft immobile for 5 seconds.
2. Face the model with the transmitter in your normal flying position. **Toggle the HI/LO Rate switch four times then press and hold the BIND/Panic button.** The LEDs will flash and the alarm will sound. The system is in range check mode.

IMPORTANT: You must hold the BIND/Panic button during the entire range check process. Releasing the button will exit the range check mode.

3. With the system powered on and the model restrained on the ground*, stand 28 meters (90 feet) away from the model.

CAUTION: In some aircraft, when the model is placed on the ground, the antenna(s) can be within inches of the ground. Close proximity of the antenna(s) to the ground can reduce the effectiveness of the range check. If you experience issues during the range check, restrain the model on a non-conductive stand or table up to 2ft (60cm) above the ground, then range check the system again.

4. Move the transmitter rudder, elevator, aileron and throttle controls to ensure they operate smoothly at 28 meters (90 feet).
5. If control issues exist, do not attempt to fly. Refer to the contact table at the end of this manual to contact Horizon Hobby product support. Also, see the Spektrum website for more information.



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.

Flying Tips

- Start in beginner mode. As you learn and become more confident, change modes to advance.
- Resist the desire to fly at full throttle. Flying slowly at first allows for greater response time should anything go wrong.
- Always keep your aircraft in plain sight and up wind from you.
- Gain experience by first flying in large circles high off the ground. Once you feel comfortable, gradually progress to more advanced maneuvers.
- Do not attempt your first turn at low altitude. Higher altitudes allow for greater possibility of correction.
- Control stick movements are quite sensitive. Avoid pushing the control sticks to their endpoints until you become more familiar with your aircraft.
- To recover from a nose dive, decrease throttle and release the aileron stick. Pull the elevator stick back a small amount to pull up the nose of the aircraft.
- If you feel you have lost control press and hold the Panic Button.

Preflight Checklist

Task	✓
1. Find a safe and open area.	
2. Charge flight battery.	
3. Install fully charged flight battery in aircraft.	
4. Make sure linkages move freely.	
5. Perform Control Direction Test.	
6. Perform a Range Check.	
7. Plan flight for flying field conditions.	
8. Set a flight timer for 6-8 Min.	
9. Have fun!	

Takeoff



For video assistance regarding first flight, visit the Mini Apprentice product page at www.Horizonhobby.com

Ground Launch

Take off from the ground in Beginner mode is recommended for first flights, however, if the ground is not hard and level, get help to hand launch your aircraft.

1. Place the aircraft on its landing gear in a large, open area with smooth asphalt or concrete. The aircraft's nose should point into the wind (in no greater than 5–7 mph (8–11 km/hr) wind).
2. Stand behind your aircraft so you can see the rudder, ailerons and elevator.
3. Slowly move the throttle stick to FULL (100%) while gently pulling back on the elevator stick. Use the rudder to keep the aircraft's nose pointed into the wind while it leaves the ground.
4. With a full battery in calm wind, your aircraft should rise off the ground in approximately 20 feet (7 meters).



TIP

Take off in Beginner mode, increase throttle and keep the aircraft straight with the rudder control. The aircraft will rise from a level runway in a short distance. Obtain a steady climb to a safe altitude. Use Panic Switch if needed.



Flying Conditions

A good flying day is calm, with winds that are less than 5–7 mph (8–11 km/h). Flying in faster winds than this could make flying difficult and result in a crash.

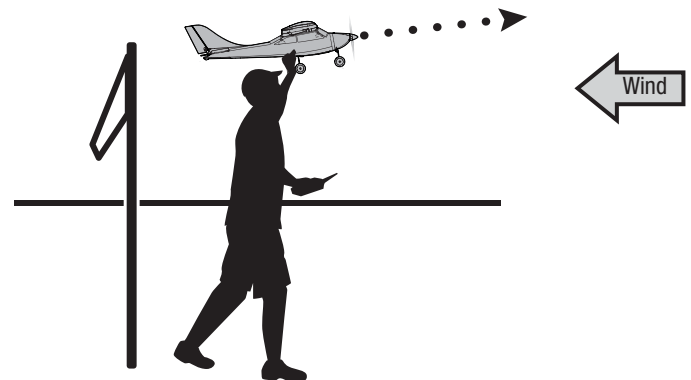
Wind near the ground can be less than the wind at the elevation where your aircraft flies.



Hand Launch

When learning to fly, get help to hand-launch your aircraft so you can concentrate on flying. If you must hand-launch the aircraft alone, hold the model in your dominant hand and the transmitter in your other hand. An optional neck strap (SPMP610, sold separately) can help you hold the transmitter.

1. Grip the aircraft under the fuselage, behind the rear landing gear.
2. Carefully increase transmitter throttle control to FULL (100%).
3. Throw the aircraft slightly nose up and directly into the wind while keeping the wings parallel to the ground.



TIP

Hand launch in Beginner mode with Panic mode active. The technology will keep the aircraft level and in a climb. Obtain a safe and steady climb, then release the Panic Switch and climb to a safe altitude.



TIP

If the model is launched incorrectly, or is landing at a less than perfect attitude, pull and hold the Panic Switch. The SAFE technology can correct and help prevent a crash.

Flying

Let the aircraft climb at full throttle, into the wind, until the aircraft gets about 200 feet (61 meters) above the ground, then decrease the throttle to half (50%).

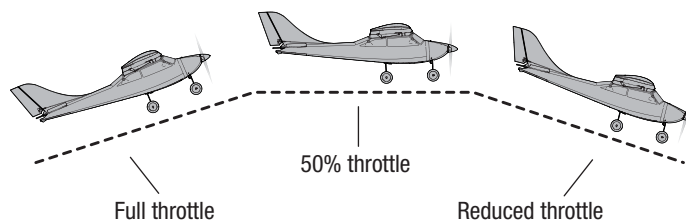


TIP

In Beginner mode, when properly trimmed, your aircraft will climb at full throttle without use of elevator.

Try to make only small and gentle movements of the control sticks so you can see how the aircraft responds. Your aircraft is designed to climb and turn well.

Flying with the nose pointed toward you is one of the hardest things to do when learning to fly. To practice piloting the aircraft with the nose pointed toward you, try flying in large circles high off the ground.



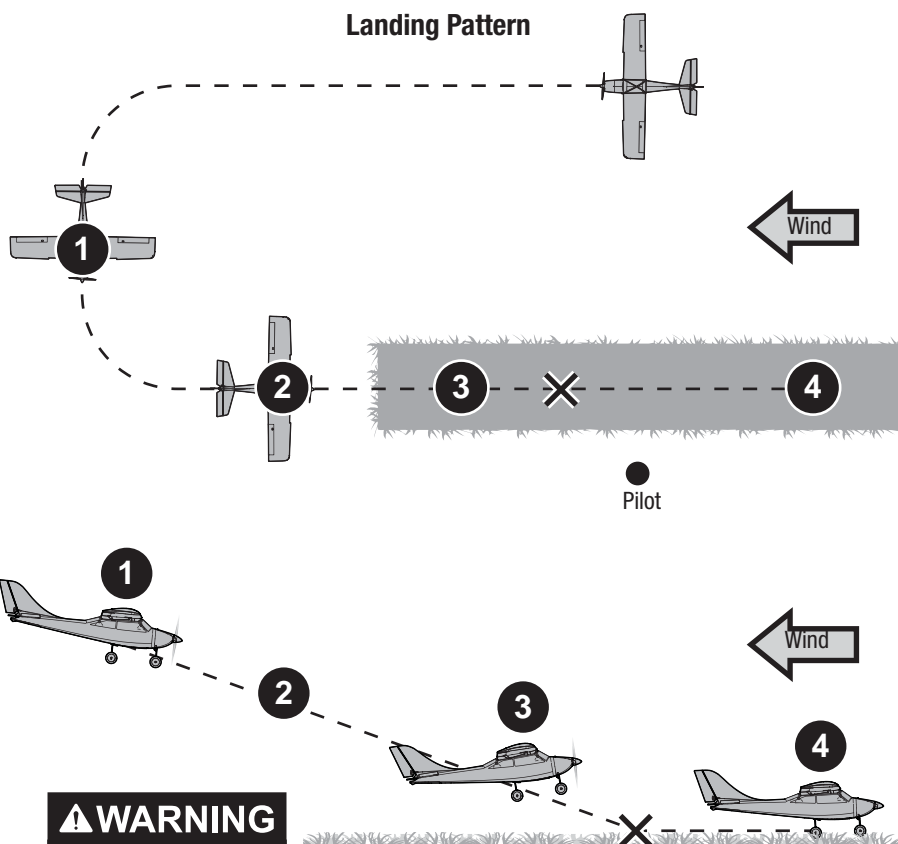
Landing

The aircraft can fly for approximately 6 or more minutes on one battery charge. This flight time is based on the recommended flying style shown in this manual.

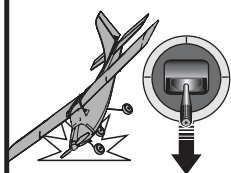
If the motor begins to pulse, the battery is getting low and you must land immediately.

1. Start your landing procedure by switching the flight mode switch to Beginner Mode.
2. Decrease the throttle and bring the aircraft's nose into the wind. Do not be afraid to fully reduce the throttle and let the aircraft glide unpowered.
3. While gliding into the wind, little or no elevator, aileron and rudder should be required. If you think the aircraft will land short of your target area, gently add a small amount of throttle.
4. Once the aircraft is 1 meter (3–4 feet) above ground, slowly pull back the elevator stick. At this speed, this should result in a "flare", causing the nose to rise without increasing altitude. The aircraft will lose speed so that the main gear lands first before the nose gear touches down.
5. Allow the aircraft to come to a stop.

Landing Pattern



⚠ WARNING



Always decrease throttle at propeller strike.

CAUTION: Never catch a flying aircraft in your hands. Doing so could cause personal injury and damage to the aircraft.

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.

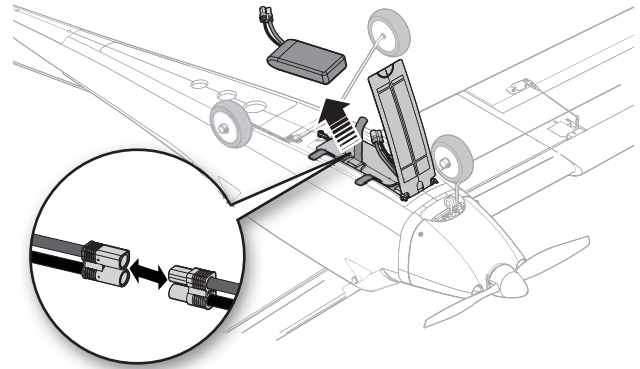
NOTICE: Crash damage is not covered under warranty.

Post Flight

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

✓ Post Flight Checklist

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

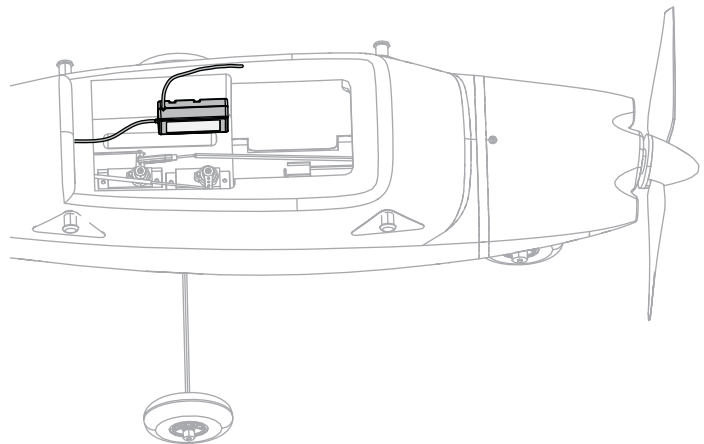


Service and Repairs

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

Thanks to the Z-Foam™ material in the wing and fuselage of this aircraft, repairs to the foam can be made using virtually any adhesive (hot glue, regular CA (cyanoacrylate adhesive), epoxy, etc). However, use only foam-compatible CA, foam-compatible accelerant or epoxy on the vertical and horizontal tail material.

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 back of this manual.



Service of Power Components

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

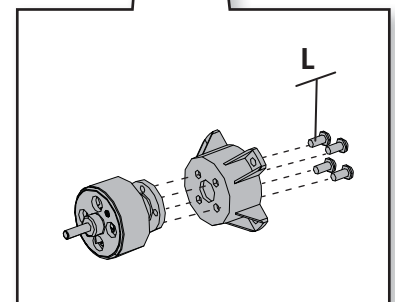
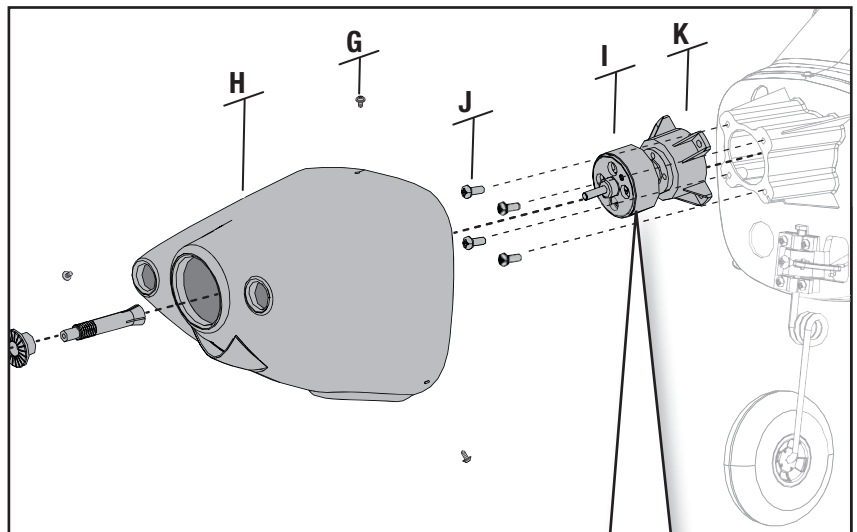
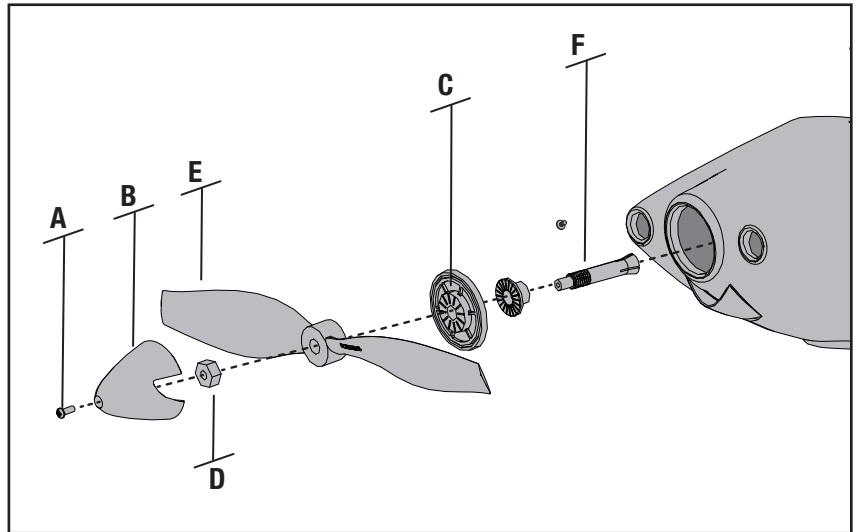
Disassembly

1. Remove the screw (A) and spinner (B) from the spinner backplate (C).
2. Remove the hex nut (D), propeller (E), and the spinner backplate from the collet (F). A tool will be required to remove the hex nut.
3. Carefully remove 3 screws (G) and the cowling (H) from the fuselage.
4. Remove the collet from the motor (I).
5. Remove 4 screws (J) from the motor mount (K) and the fuselage.
6. Disconnect the motor connectors from the ESC connectors.
7. Remove 4 screws (L) to remove the motor from the motor mount.

Assembly Tips

Assemble in reverse order.

- Correctly align and connect the motor wire colors with the ESC wires.
- The propeller size numbers (8.25 x 5.5) must face out from the motor for correct propeller operation.
- A tool is required to tighten the hex nut on the collet.
- Ensure the spinner is fully connected to the spinner backplate for safe operation.



Optional Floats (Water Takeoff and Landings)

IMPORTANT: We recommend flying with floats only once you have become able to fly comfortably in Experienced flight mode.

Only use the floats if you are comfortable flying your aircraft and have repeatedly taken off, flown and landed with success. Flying off water poses a higher risk to the airplane because the electronics can fail if fully immersed in water.

Optional Floats (HBZ7390) and Float mounting wires (HBZ3113) sold separately.

Always ensure the optional floats are secure on the fuselage before putting the aircraft in water.

To take off on water, steer with the rudder and slowly increase the throttle. Keep the wings level on takeoff. Hold a small amount (1/4–1/3) of up elevator and the aircraft will lift off once flying speed is reached. Avoid rapidly increasing the throttle as torque from the motor may cause the aircraft to roll to the left when on water.

To land this aircraft on water, fly the aircraft to a couple of feet off the surface of the water. Reduce throttle and add up elevator to flare the aircraft. When taxiing, you must use throttle to move the aircraft forward, but steer with the rudder stick. The stick will turn both the aircraft rudder and a small rudder attached to the left float.

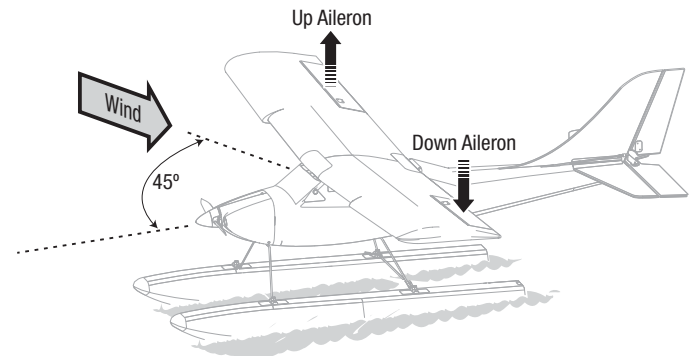
Avoid taxiing cross wind if there is a breeze, as this can cause the aircraft to flip over if wind gets under the upwind wing. Taxi 45 degrees into the direction of the wind (not perpendicular to the wind) and use aileron to hold the upwind wing down. The aircraft will naturally try to face into the wind when taxiing.

Always fully dry the aircraft after landing on water.

CAUTION: Never go alone to get a downed model in the water.



CAUTION: If at any time water splashes in the fuselage while flying from water, bring the airplane to shore, open the battery hatch and immediately remove any water that may have gotten in the fuselage. Leave the battery hatch open overnight to let the inside dry out and to prevent moisture damage to the electronic components. Failure to do so could cause the electronic components to fail, which could result in a crash.



Taxi 45 degrees into the direction of the wind.

Optional Transmitter Setup

If using any DSMX transmitter other than the included DXe (3 pos gear switch) the radio will have to be configured correctly for the SAFE system to work properly.

- SAFE Flight mode is selected using Channel 5 signal (high, middle, low)
- Panic mode is selected with Channel 6 signal (high, low)

Refer to your transmitter's manual for more information about transmitter setup.

If using a 2 pos switch for Safe flight modes only Beginner and Experienced modes will be active.

Transmitter	Gear/Ch 5		SAFE Flight Modes Supported	Panic Recovery Switch	SAFE Flight Mode Switch
Throttle, Aileron, Elevator and Rudder are in Normal position. Set Dual Rates to Hi =100% and Low =70%					
DX4e (2pos)	N	Reverse Aux 1 Position sticks as shown and toggle panic switch 5 times 	2 pos	Trainer	ACT / AUX
DX4e (3pos)	N		3 pos	Trainer	Ch 5
DX5e (2pos)	N		2 pos	Trainer	Ch 5
DX5e (3pos)	N		3 pos	Trainer	Ch 5
Transmitter	Gear/Ch 5	Aux 1 Flight Mode/ Panic Switch	SAFE Flight Modes Supported	Panic Recovery Switch	SAFE Flight Mode Switch
DXe	Any DXe Transmitter that was not included with a Mini Apprentice will need to be correctly programmed to function correctly for this aircraft. Visit www.spektrumRC.com to download the correct program for this aircraft.				
DX6i	R	R	2 pos	Flaps	GEAR / F MODE
DX7	N	R	2 pos	Flap	GEAR
DX7s	N	N	3 pos	Trainer	Flap
DX8	N	N	3 pos	Trainer	F MODE
DX6 DX7(G2) DX8(G2) DX9 DX18 DX20	N	N	3 pos	Bind / i	B
DX10t	N	N	3 pos	R-Tip	A

N = Normal R = Reverse

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, heli port 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.

Trouble Shooting Guide for SAFE Technology

Problem	Possible Cause	Solution
Oscillation	Flying over recommended airspeed	Reduce air speed
	Damaged propeller or spinner	Replace propeller or spinner
	Imbalanced propeller	Balance the propeller. For more information, view John Redman's propeller balancing video at www.horizonhobby.com
	Motor vibration	Replace parts or correctly align all parts and tighten fasteners as needed
	Loose receiver	Total system failure. Align and secure receiver in fuselage
	Loose aircraft controls	Tighten or otherwise secure parts (servo, arm, linkage, horn and control surface)
	Worn parts	Adjust gain to compensate for parts wear or replace worn parts (especially propeller, pivot points or servo)
	Irregular servo rotation	Replace servo
Trim is at extreme and aircraft does not fly straight or level	Trim is not at neutral	If you adjust trim more than 4 clicks, adjust the clevis to mechanically remove trim

Trouble Shooting Guide

Problem	Possible Cause	Solution
Aircraft will not respond to throttle but responds to other controls	Throttle not at lowest position 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
	Spinner is not tight or fully seated in place	Tighten the spinner or remove the spinner and turn it 180 degrees
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

Continued 

Trouble Shooting Guide

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
Control surface does not move	Transmitter may have been bound using different DSM protocol	Bind aircraft to transmitter
	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 model was selected	Re-bind or select correct model 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
Aircraft control surfaces do not move after switch is turned on	Battery C rating might be too small	Use recommended battery
	Aircraft was moving during initialization	Keep aircraft still during initialization

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.

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Contact Information

Country of Purchase	Horizon Hobby	Phone Number/Email Address	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	
United Kingdom	Service/Parts/Sales: Horizon Hobby Limited	sales@horizonhobby.co.uk +44 (0) 1279 641 097	Units 1-4 , Ployters Rd, Staple Tye Harlow, Essex, CM18 7NS, United Kingdom
Germany	Horizon Technischer Service	service@horizonhobby.de	Christian-Junge-Straße 1 25337 Elmshorn, Germany
	Sales: Horizon Hobby GmbH	+49 (0) 4121 2655 100	
France	Service/Parts/Sales: Horizon Hobby SAS	infofrance@horizonhobby.com +33 (0) 1 60 18 34 90	11 Rue Georges Charpak 77127 Lieusaint, France



FCC Information

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.

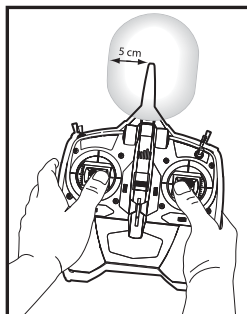
This device complies with part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

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

Antenna Separation Distance

When operating your transmitter, please be sure to maintain a separation distance of at least 5 cm between your body (excluding fingers, hands, wrists, ankles and feet) and the antenna to meet RF exposure safety requirements as determined by FCC regulations.

This illustration show the approximate 5 cm RF exposure area and typical hand placement when operating your transmitter.



IC Statement:

Under Industry Canada regulations, this radio transmitter may only operate using an antenna of a type and maximum (or lesser) gain approved for the transmitter by Industry Canada. To reduce potential radio interference to other users, the antenna type and its gain should be so chosen that the equivalent isotropically radiated power (e.i.r.p.) is not more than that necessary for successful communication.

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."

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 ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product.

Compliance Information for the European Union



HBZ Mini Apprentice S RTF (HBZ3100)

EU Compliance Statement: Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the R&TTE, EMC and LVD Directives.


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

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

Part # Number Numéro Codice	Description	Beschreibung	Description	Descrizione
HBZ1003B	3S Li-Po DC balancing charger V2	Hobbyzone 3S Lipo Balance Lader	Chargeur équilibreur Li-Po 3S DC V2	Caricatore 3S Li-Po DC con bilanciamento V2
HBZ3101	Wing Set: Mini Apprentice S	Tragflächen Set: Mini Apprentice S	Mini Apprentice S - Ailes	Set ala: Mini Apprentice S
HBZ3102	Fuselage: Mini Apprentice S	Rumpf ohne Einbauten: Mini Apprentice S	Mini Apprentice S - Fuselage	Fusoliera: Mini Apprentice S
HBZ3103	Tail Set: Mini Apprentice S	Leitwerksset: Mini Apprentice S	Mini Apprentice S - Empennage	Set coda: Mini Apprentice S
HBZ3104	Cowl: Mini Apprentice S	Motorhaube: Mini Apprentice S	Mini Apprentice S - Capot	Capottina motore: Mini Apprentice S
HBZ3105	Pushrod Set: Mini Apprentice S	Gestängeset: Mini Apprentice S	Mini Apprentice S - Tringlerie	Set aste comandi: Mini Apprentice S
HBZ3106	Nose Gear: Mini Apprentice S	Bugrad: Mini Apprentice S	Mini Apprentice S - Jambe de train avant	Carrello anteriore: Mini Apprentice S
HBZ3107	Main Landing Gear: Mini Apprentice S	Hauptfahrwerk: Mini Apprentice S	Mini Apprentice S - Train d'atterrissage principal	Carrello principale: Mini Apprentice S
HBZ3108	Firewall and Motor Mount: Mini Apprentice S	Motorspant und Motorhalter: Mini Apprentice S	Mini Apprentice S - Cloison pare feu et support moteur	Ordinata e supporto motore: Mini Apprentice S
HBZ3109	Nose Gear Arm & Mounting Strap: Mini Apprentice S	Bugrad und Montagestreifen: Mini Apprentice S	Mini Apprentice S - Bras et bride de fixation pour jambe de train avant	Bracci carrello anter. e supporti: Mini Apprentice S
HBZ3110	Battery Door: Mini Apprentice S	Akkuklappe: Mini Apprentice S	Mini Apprentice S - Trappe batterie	Sportello batteria: Mini Apprentice S
HBZ3111	Wheels 58mm (3): Mini Apprentice S	Räder 58mm (3)	Mini Apprentice S - Roues 58mm (3)	Ruote 58mm (3): Mini Apprentice S
HBZ3112	Decal Set: Mini Apprentice S	Dekorbogenset: Mini Apprentice S	Mini Apprentice S - Planche de décoration	Set adesivi: Mini Apprentice S
HBZ3114	Spinner 34mm: Mini Apprentice S	Spinner 34mm: Mini Apprentice S	Mini Apprentice S - Planche de décoration	Ogiva 34mm: Mini Apprentice S
HBZ3115	Hardware Set: Mini	Kleinteile Set: Mini Apprentice S	Mini Apprentice S - Visserie	Set viteria: Mini
PKZ1081	SV80 Long Lead Servo: Ailerons	SV80 Querruderservo mit langen Kabel	Servo SV80 câbles longs 3-fils : Ailerons	Servo SV80 a filo lungo: Alettoni
PKZ1090	ParkZone DSV130 3-Wire Digital Servo Metal Gear: Rudder and Elevator	Parkzone Digitalservo DSV130 m. Metallgetriebe	Servo ParkZone pignons métal Digital DSV130 3-fils : Dérive et profondeur	Servo digitale ParkZone DSV130 3-fili Ingran. metallo: per Timone ed Elevatore
PKZ1022	ParkZone Propeller: 8.25 x 5.5	Parkzone Luftschraube 8,25 x 5,5	Hélice 8,25 x 5,5	Elica ParkZone: 8.25 x 5.5
PKZ6111	Prop Adapter: Archer	Parkzone Luftschraubenadapter: Archer	Mosquito - Adaptateur d'hélice	Adattatore elica: Mosquito
PKZ6316	370 BL Motor, 1300Kv with 3.5mm Bullet Connectors	Parkzone 1300kV 370 BL-Motor m. 3,5 mm Goldkontaktstecker: Mosquito	Moteur Brushless 370 BL, 1300Kv, connecteurs cylindriques 3,5mm	Motore 370 BL, 1300Kv con connettori Bullet 3,5mm
PKZ6118	Motor Shaft: Metal 370 Outrunner	Parkzone Motorwelle f. 370 Außenläufermotor	Bl 370 -Axe moteur	Albero motore: Metal 370 Outrunner
PKZ1814	18A Brushless ESC	Parkzone 18A-Regler: P51-D	Contrôleur Brushless 18A	Regolatore ESC 18A Brushless
SPMAR636A	Spektrum AR636 6-Channel AS3X Sport Receiver	Spektrum 6 Kanal AS3X Sport Empfänger	Récepteur Spektrum 6 voies avec AS3X	Ricevitore sport AS3X Spektrum 6 canali
EFLA109	2.2A AC Power Supply	E-flite 2,2A Netzteil AC	Alimentation secteur AC 2,2A	AC, 2,2-Amp Alimentatore
SPMR1000	DXe Transmitter	Spektrum DXe DSMX 6-Kanal Sender	Emetteur DXe DSMX 6 voies	DXe DSMX Trasmettitore 6 canali
EFLB13003S20	1300mAh 3S 11.1V 20C LiPo with EC3 Connector	E-flite 1300mAh 3S 11.1V 20C Li-Po; EC3	1300mAh 3S 11.1V 20C Li-Po, EC3	1300mAh 3S 11.1V 20C Li-Po, EC3

Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

Part # Number Numéro Codice	Description	Beschreibung	Description	Descrizione
HBZ7390	Super Cub LP Floats	Hobbyzone Schwimmersatz für Super Cub LP	Flotteurs	Super Cub LP Floats
HBZ3113	Float Mounting Wires: MiniApprentice S	Schwimmerstreben: Mini Apprentice S	Mini Apprentice S - Câbles d'installation flotteurs	Supporti galleggianti: Mini Apprentice S
EFLAEC302	EC3™ Battery Connector, Female (2)	EC3 Akkukabel, Buchse (2)	Prise EC3 femelle (2pc)	EC3 Connettore femmina x batteria (2)
EFLAEC303	EC3 Device/Battery Connector, Male/Female	EC3 Kabelsatz, Stecker/Buchse	Prise EC3 male/femelle	EC3 Connettore batteria maschio/femmina
EFLAEC312	EC3 Charge Lead w/12" Wire & Jacks, 16AWG	EC3 Ladekabel mit Stecker	Prise de charge EC3, long 30cm	Cavo di carica EC3 da 30cm con jacks, 16AWG
DYNC2015	Prophet Precept 80W LCD AC/DC Battery Charger	Dynamite Prophet Precept 80W LCD Gleich- und Wechselstrom-Ladegerät	Chargeur Prophet Precept 80W LCD AC/DC - EU	Carica batterie Prophet Precept 80W LCD AC/DC
DYNC2010CA	Prophet Sport Plus 50W AC DC Charger	Prophet Sport Plus 50W AC DC Ladegerät	Chargeur Prophet Sport Plus 50W AC DC	Caricatore Prophet Sport Plus 50W AC DC
EFLA250	Park Flyer Tool Assortment, 5 pc	E-flite Park Flyer Werkzeugsortiment, 5 teilig	Assortiment d'outils pour parkflyer, 5 pièces	Assortimento attrezzi per Park Flyer
EFLA111	Li-Po Cell Voltage Checker	E-flite Li-Po Cell Volt Checker	Testeur de tension pour batterie li-Po	Voltmetro per celle LiPo
RTM5500	Phoenix R/C Pro Simulator V5.5	Phoenix R/C Pro Simulator V5.5	Simulateur Phoenix V5.5	Phoenix R/C Pro simulatore V5.5
	DXe DSMX 6-Channel Transmitter	Spektrum DXe DSMX 6-Kanal Sender	Emetteur DXe DSMX 6 voies	DXe 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 DX7G2 DSMX 7 Kanal Sender	Emetteur DX7G2 DSMX 7 voies	DX7G2 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 DX 20 DSMX 20 voies	DX 20 DSMX Trasmettitore 20 canali



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US 9,056,667. Other patents pending.

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