E-flite
ADVANCING ELECTRIC FLIGHT

Gee Bee R-2 1.0m

Instruction Manual
Bedienungsanleitung
Manuel d'utilisation
Manuale di Istruzioni

Scan the QR code and select the Manuals and Support quick links from the product page for the most up-to-date manual information.
Scannen Sie den QR-Code und wählen Sie auf der Produktseite die Quicklinks Handbücher und Unterstützung, um die aktuellsten Informationen zu Handbücher.
Scannez le code QR et sélectionnez les liens rapides Manuals and Support sur la page du produit pour obtenir les informations les plus récentes sur le manuel.
Scannerizzare il codice QR e selezionare i Link veloci Manuali e Supporto dalla pagina del prodotto per le informazioni manuali più aggiornate.

BNF BASIC — EFL020550

PNP PLUG-N-PLAY — EFL020575

868097
Created 09/25

HORIZON HOBBY

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 or 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.

Registration

Register your product today to join our mailing list and keep up to date with product updates, offers and E-flite® news.

Table of Contents

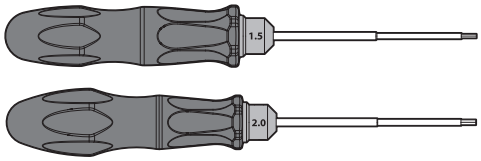
Specifications	
Wingspan	39.37" (1000mm)
Length	27.64" (702mm)
Weight	Without Battery: 49.9 oz (1415g) With Recommended 4S 4000mAh Battery: 63.14 oz (1790g)

Included Equipment	
Receiver	AR631+ DSMX 6-Channel AS3X+ & SAFE Receiver (SPM-1031) (BNF Only)
ESC	Avian™ 70-Amp Smart Lite Brushless ESC, 3S–6S with IC3 Connector (SPMXAE70F)
Motor	3549-1000Kv Outrunner Brushless Motor, 14-Pole (SPMXAM3500)
Servos	(4) A348 13g Sub-Micro Metal-Geared Digital Servo (SPMSA348)

Required Equipment	
Transmitter	Full range 6+Channel 2.4GHz w/ Spektrum DSM2/DSMX® Technology
Battery	4S 4000mAh 30C LiPo with IC3® Connector
Battery Charger	4-Cell Li-Po Battery Balancing Charger
Receiver	5+ Channel (AR631+ Recommended) (PNP Only)

Required Tools

Phillips Screwdriver (PH#1)



Hex Drivers
(1.5mm, 2.0mm)

10mm Wrench
(or Adjustable Wrench)

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 bank angle limits or self leveling any time SAFE Select is disabled or OFF.

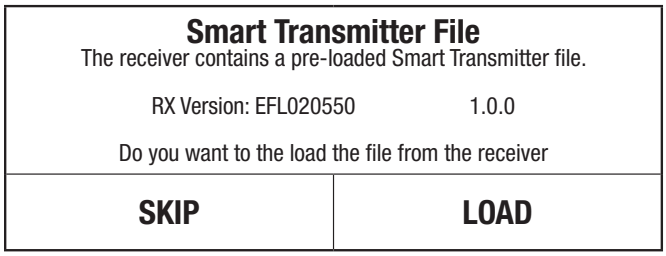
SAFE Select can be configured three ways;
- SAFE Select Off: Always in AS3X+ mode
- SAFE Select On with no switch assigned: Always in SAFE Select mode
- SAFE Select On with a switch assigned: Switch toggles between SAFE Select mode and AS3X+ mode

Auto Transmitter Setup

The receiver installed in the aircraft contains an AS3X+/SAFE setup file developed specifically for this aircraft. This Smart Transmitter File (STF) allows you to quickly import the transmitter settings directly from the receiver during the binding process.

To load the Smart Transmitter File:

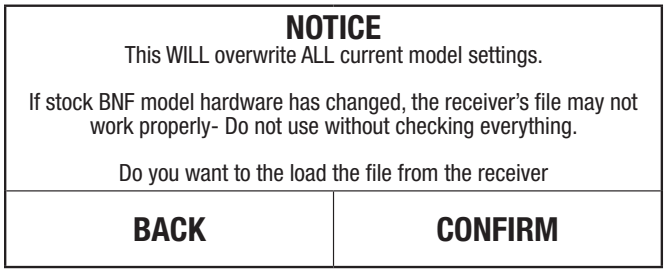
1. Turn on the transmitter.
2. Create a new blank model file on the transmitter.
3. Power on the receiver.
4. Press the bind button on the receiver.
5. Put the transmitter into bind mode: the model will bind normally.
6. Once the bind is complete, the download screen appears:
7. Select **LOAD** to continue.



The following screen is a warning that downloading overwrites all settings of the currently selected model. If this is a new blank model, the file populates the transmitter parameters into the active model and renames it Gee Bee R-2 1.0m.

NOTICE: Confirming will override any previously saved transmitter setups.

8. Press **CONFIRM** to continue.



The file is installed on the transmitter and the telemetry information loads automatically when the download is complete. The radio returns to the home screen, and the new model name is displayed

The transmitter setup is now complete, and the aircraft is ready to fly.

Important Notes

Flight Timer
The STF does not populate a flight timer in the transmitter. The voltage monitor provides transmitter alerts when battery voltage drops to just above the LVC, indicating it is time to land. The transmitter alert is set so there is time to land before the ESC begins to surge (pulse) when LVC is reached. This method takes flying style and throttle use into account and is more precise than a timer alone. If you are not using the STF, set a timer for 3.5 minutes when using the recommended battery. Monitor the battery usage and adjust the timer after the initial flights to best suit your flying style.

Supported Transmitters, and firmware requirements, include the following:
- All NX Radios (with firmware version 4.0.11+)
- iX14 (with app version 2.0.9+)
- iX20 (with app version 2.0.9+)
- iX12 and DX radios do not currently support Smart Transmitter File transfers.

Manual Transmitter Setup

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

For the first flight, set the flight timer to 3.5 minutes when using a 4S 4000mAh battery. Adjust the time after the initial flight.

Telemetry Settings	
Rx V : Min Rx V	4.2V
Smart ESC : Low Voltage Alarm	3.4V
Smart Battery : Startup Volt Minimum	4.0V
Motor Pole Count	14

NX Series Transmitter Setup
1. Power ON your transmitter, click on scroll wheel, roll to **System Setup** and click the scroll wheel. Select ***YES***.
2. Go to **Model Select** and choose ***Add New Model*** near the bottom of the list. Select ***Airplane Model Type*** by choosing airplane image, select ***Create***.
3. Set **Model Name:** Input a name for your model file.
4. Go to **Aircraft Type** and scroll to the wing selection, choose **Wing: *1 Ail*** **Tail: *Normal***
5. Select **Main Screen**, Click the scroll wheel to enter the **Function List**.
6. Go to **D/R (Dual Rate) and Expo** menu to set **D/R** and **Expo**.
7. Set **Rates and Expo: *Aileron*** Set **Switch: *Switch F*** Set **High Rates: *100%*, Expo *10%*** — **Low Rates: *70%*, Expo *5%***
8. Set **Rates and Expo: *Elevator*** Set **Switch: *Switch C*** **High Rates: *100%*, Expo *10%*** — **Low Rates *70%*, Expo *5%***
9. Set **D/R (Dual Rate) and Expo: *Rudder*** Set **Switch**: ***Switch G*** **High Rates: *100%*, Expo *10%*** — **Low Rates *70%*, Expo *5%***
10. Set **Throttle Cut**; **Switch: *Switch H*, Position: *-100%***

DX Series Transmitter Setup
1. Power ON your transmitter, click on scroll wheel, roll to **System Setup** and click the scroll wheel. Select ***YES***.
2. Go to **Model Select** and choose ***Add New Model*** at the bottom of the list. The system asks if you want to create a new model, select ***Create***.
3. Set **Model Type:** Select ***Airplane Model Type*** by choosing the airplane. The system asks you to confirm model type, data will be reset. Select ***YES***.
4. Set **Model Name:** Input a name for your model file.
5. Go to **Aircraft Type** and scroll to the wing selection, choose **Wing: *1 Ail*** **Tail: *Normal***
6. Select **Main Screen**, Click the scroll wheel to enter the **Function List**.
7. Set **D/R (Dual Rate) and Expo: *Aileron*** Set **Switch: *Switch F*** Set **High Rates: *100%*, Expo *10%*** — **Low Rates: *70%*, Expo *5%***
8. Set **D/R (Dual Rate) and Expo: *Elevator*** Set **Switch**: ***Switch C*** **High Rates: *100%*, Expo *10%*** — **Low Rates *70%*, Expo *5%***
9. Set **D/R (Dual Rate) and Expo: *Rudder*** Set **Switch**: ***Switch G*** **High Rates: *100%*, Expo *10%*** — **Low Rates *70%*, Expo *5%***
10. Set **Throttle Cut**; **Switch: *Switch H*, Position: *-100%***

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

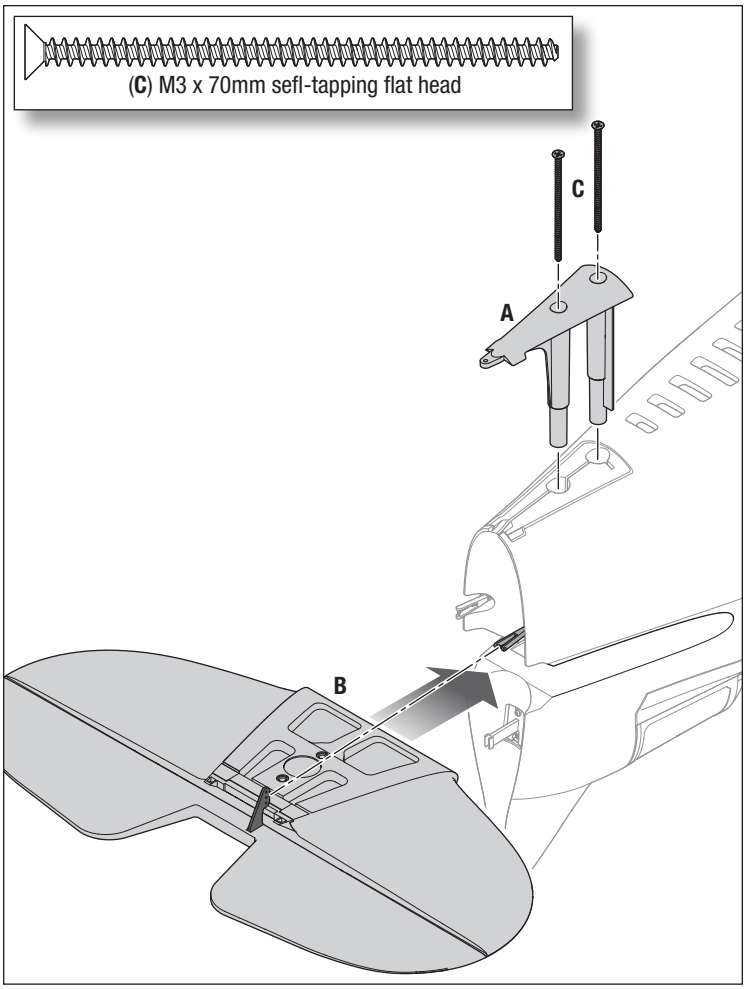
After first flights, you may adjust exponential in your transmitter.

iX Series Transmitter Setup
1. Power ON your transmitter and begin once the Spektrum AirWare app is open. Select the orange pen icon in the screen's upper left corner, the system asks for permission to **Turn Off RF**, select ***PROCEED***.
2. Select the three dots in the upper right corner of the screen, select ***Add a New Model***.
3. Select **Model Option**, choose ***DEFAULT***, select ***Airplane***. The system asks if you want to create a new acro model, select ***Create***.
4. Select the last model on the list, named **Acro**. Tap on the word Acro and rename the file to a name of your choice.
5. Press and hold the back arrow icon in the upper left corner of the screen to return to the main screen.
6. Go to the **Model Setup** menu. Select **Aircraft Type**. The system asks for permission to **Turn Off RF**, select ***PROCEED***. Touch the screen to select wing. Select ***1 Ail***.
7. Press and hold the back arrow icon in the upper left corner of the screen to return to the main screen.
8. Go to the **Model Adjust** menu.
9. Set **Dual Rates and Expo:** Select ***Aileron*** Set **Switch: *Switch F*** Set **High Rates: *100%*, Expo *10%*** — **Low Rates: *70%*, Expo *5%***
10. Set **Dual Rates and Expo:** Select ***Elevator*** Set **Switch: *Switch C*** **High Rates: *100%*, Expo *10%*** — **Low Rates *70%*, Expo *5%***
11. Set **D/R (Dual Rate) and Expo: *Rudder*** Set **Switch**: ***Switch G*** **High Rates: *100%*, Expo *10%*** — **Low Rates *70%*, Expo *5%***
12. Set **Throttle Cut**; **Switch: *Switch H*, Position: *-100%***

Model Assembly

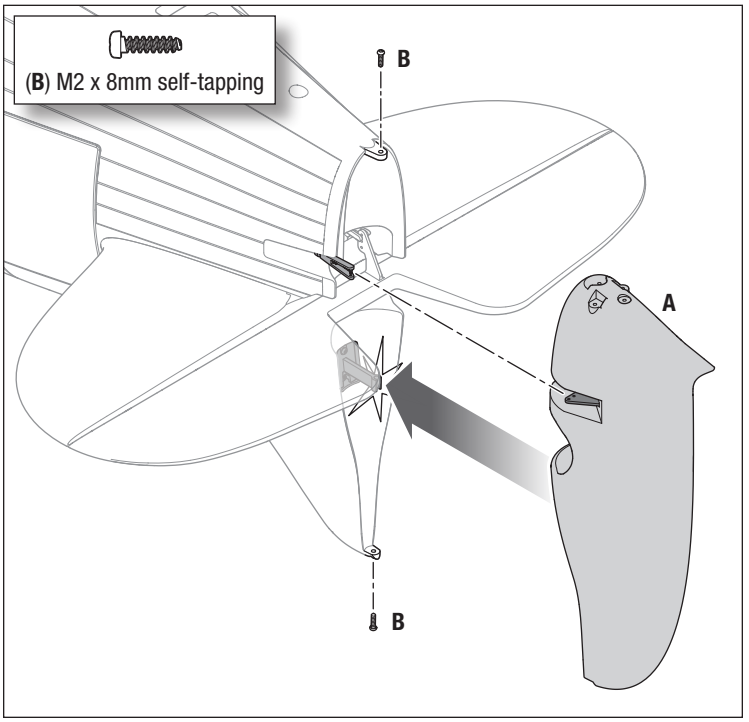
Install the Horizontal Stabilizer

1. Pull the elevator pushrod toward the rear of the aircraft.
2. Install the bottom fuselage plate (**A**) onto the fuselage,
3. Slide the horizontal stabilizer (**B**) fully into the fuselage.
4. Secure the horizontal stabilizer with two M3 x 70mm hex drive flat head self-tapping screws (**C**), through the bottom of the fuselage, using a 2mm hex driver.
5. Connect the elevator clevis to the outermost hole of the elevator control horn.
6. Slide the silicon sleeve over the clevis to keep the clevis from opening during operation.



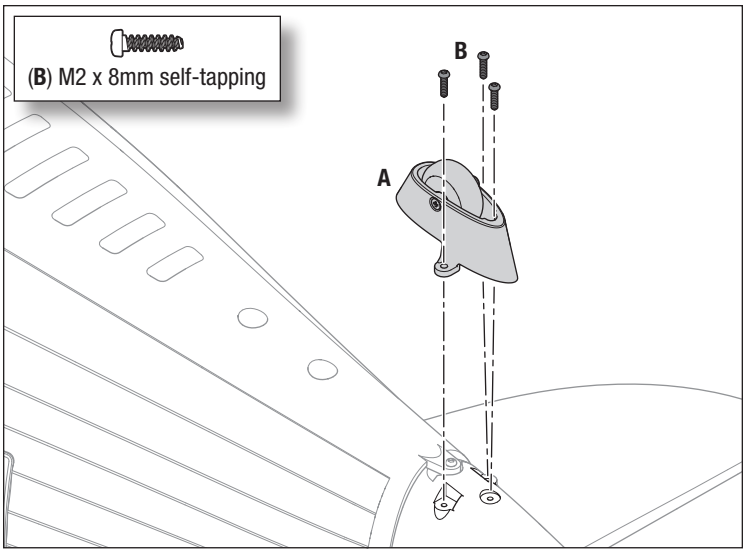
Install the Rudder

1. Pull the rudder pushrod toward the rear of the aircraft.
2. Snap the rudder (**A**) into the center hinge.
3. Secure the rudder at the top and bottom with two M2 x 8mm self-tapping screws (**B**), using a 1.5mm hex driver.
4. Connect the rudder clevis to the outermost hole of the rudder control horn.
5. Slide the silicon sleeve over the clevis to keep the clevis from opening during operation.

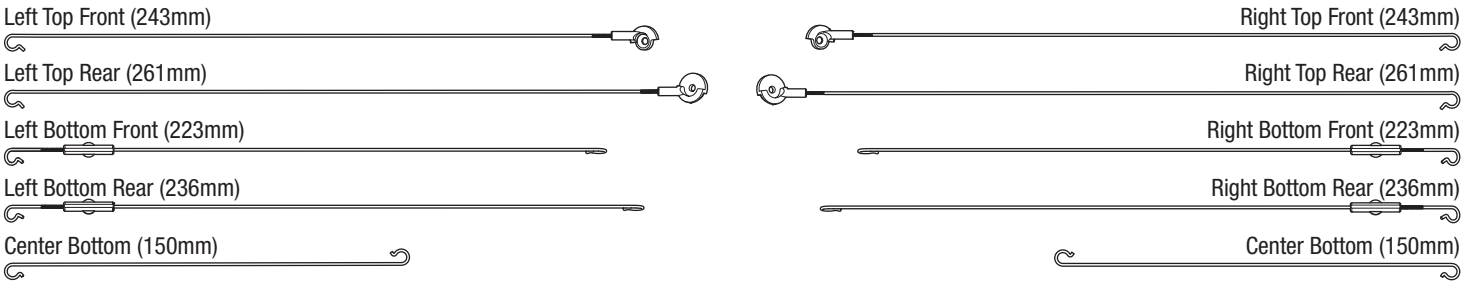


Install the Tailwheel

Attach the tailwheel pant (**A**) to the bottom of the rudder with three M2 x 8mm self-tapping screws (**B**), using a 1.5mm hex driver.

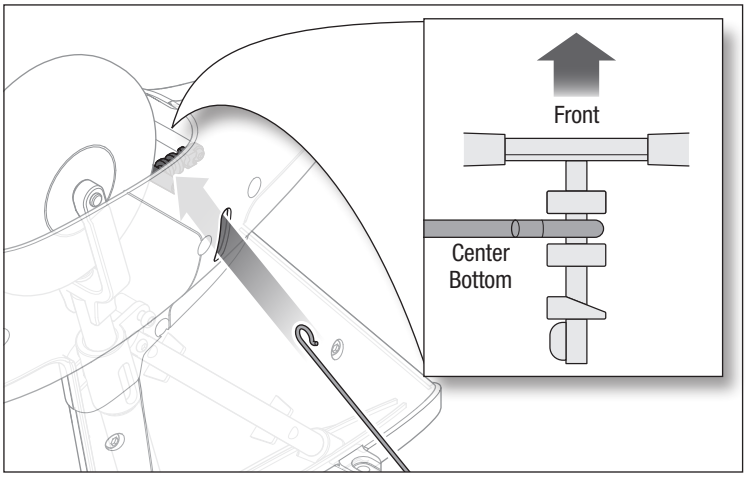


Flying Wire Guide

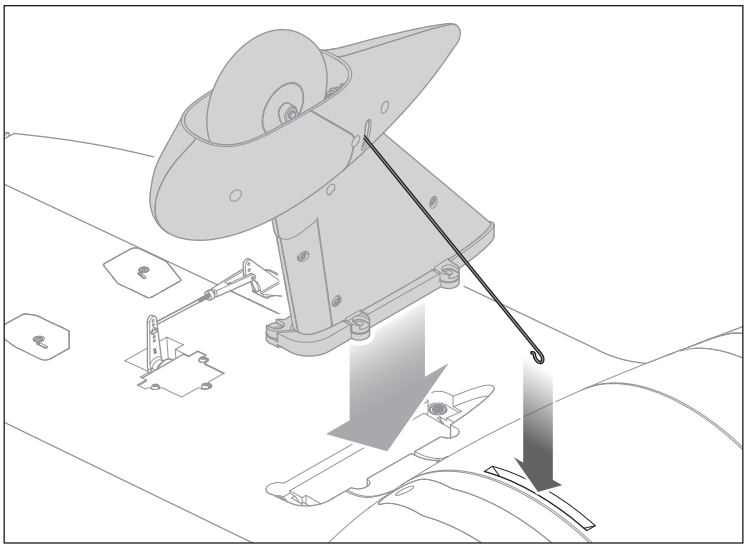


Install the Main Landing Gear

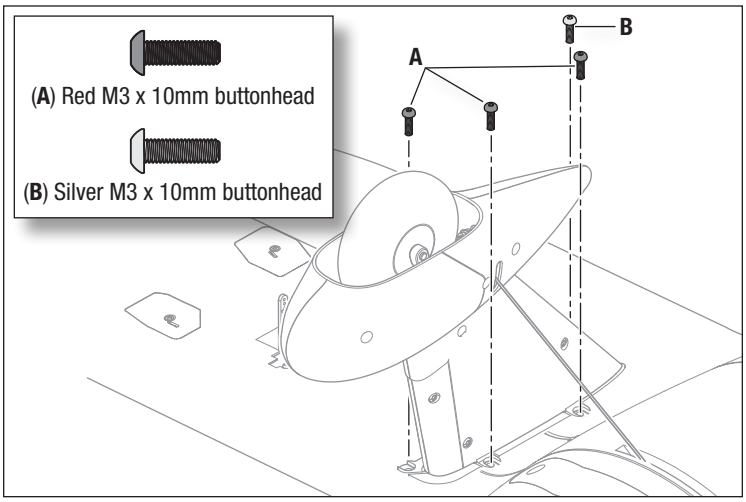
1. Insert the center bottom flying wire through the single hole of the left main gear wheel pant, as shown.
2. Hook the flying wire around the center mounting point inside the wheel pant, as shown in the inset.



3. Hook the other end of the flying wire over the center pin in the slot in the bottom of the wing.
4. With the flying wire in place, insert the left main gear assembly in the wing mounting location.

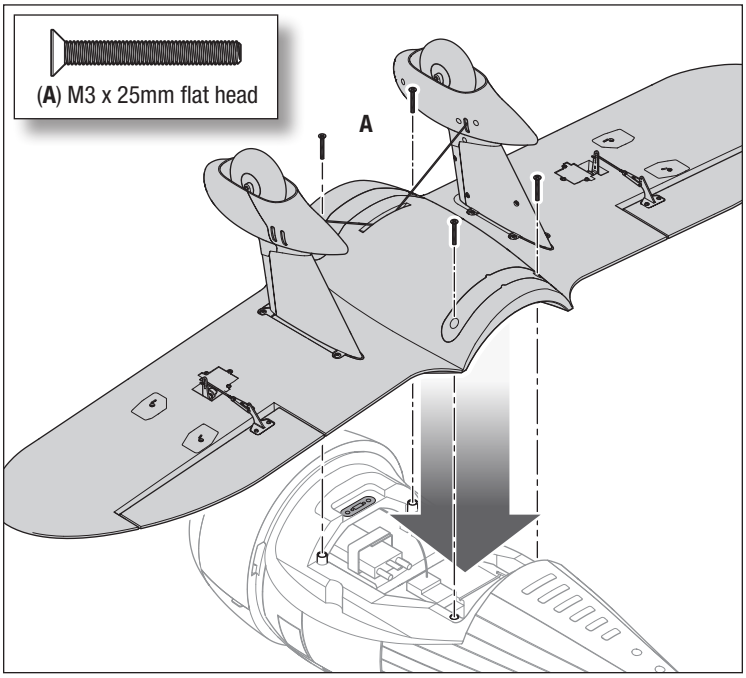


5. Secure the main gear with three red M3 x 10mm buttonhead machine screws (**A**) and one silver M3 x 10mm buttonhead screw (**B**), in the locations shown in the illustration, using a 2mm hex driver.
6. Repeat steps 1-5 for the right main gear.



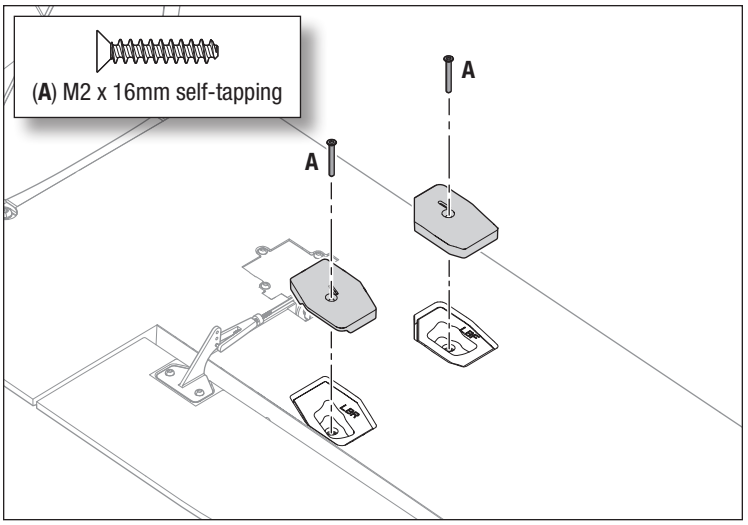
Install the Wing

1. Install the wing on the fuselage wing saddle.
   IMPORTANT: Ensure the wing servo hands-free connector aligns correctly and fully engages.
2. Secure the wing to the fuselage with four M3 x 25mm hex drive flat head machine screws (**A**), using a 2mm hex driver.



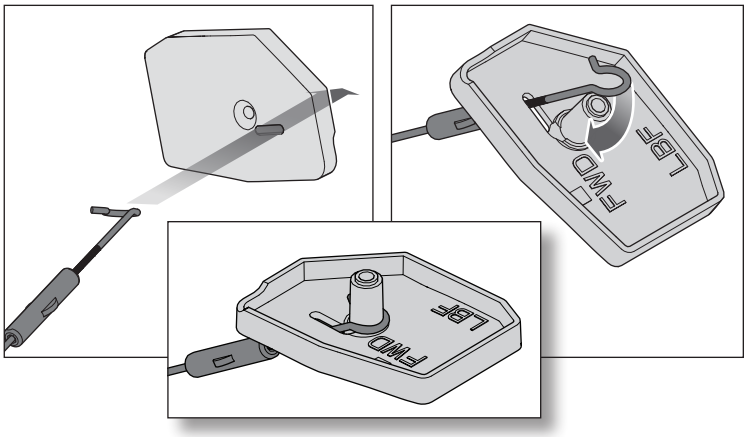
Install the Flying Wires

1. Remove two M2 x 16mm Phillips flat head self-tapping screws (**A**) from the bottom, flying wire plates using a PH#1 driver, and remove the top and bottom plates from the wing.

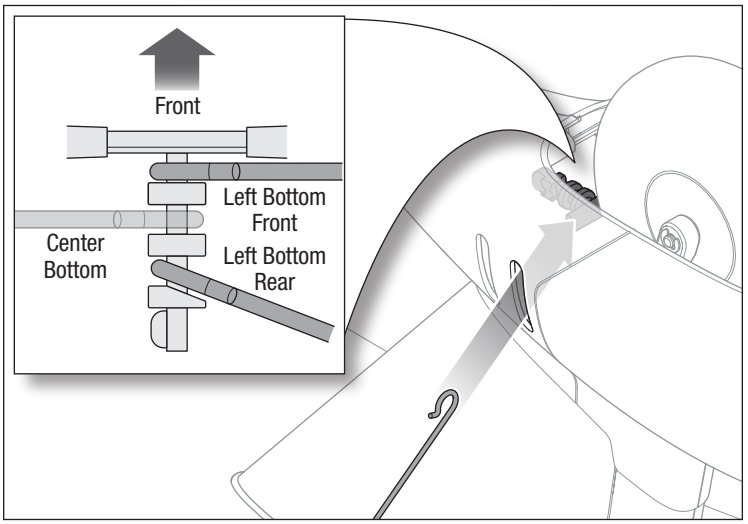


2. Using the 'Flying Wire Guide' section, locate the corresponding flying wire for each of the plates.
3. Insert the hook end of the flying wire, from the outside of the plate, through the slot.
4. Place the hook over the post and press the hook down until it fully seats on the base of the post.

   IMPORTANT: The turnbuckles of the adjustable bottom flying wires should go toward the outer end of the wires, closest to the wing plates.

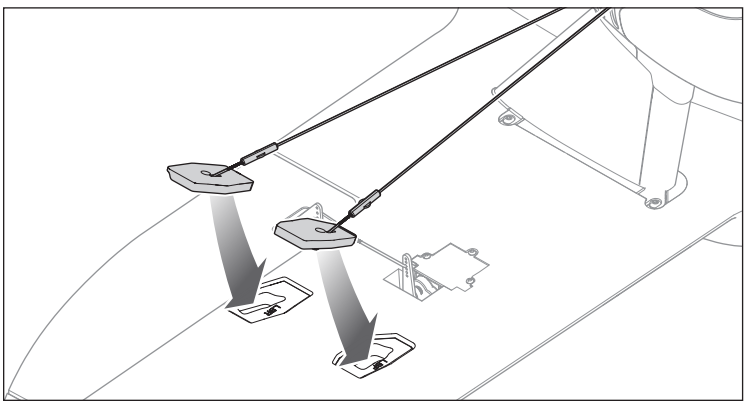


5. Locate the left bottom front flying wire and plate assembly. Insert the long hook end of the wire through the front slot in the left wheelpant, as shown. Hook the wire around the front mounting point inside the wheelpant, as shown in the inset.
6. Repeat step 5 for the left bottom rear flying wire, hooking the wire around the rear mounting point inside the wheelpant.

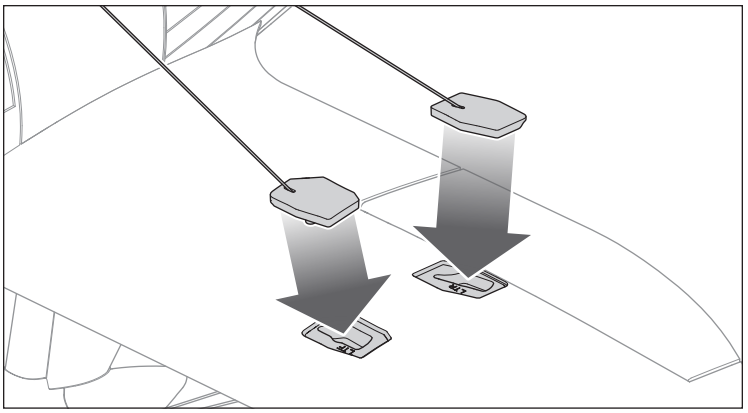


7. Insert the front and rear plates into the wing mounting locations, as shown.

   IMPORTANT: the anchor plates must fit into the wing pockets with no tension or bow in the flying wire.
8. Repeat steps 2-7 to attach the right bottom flying wires.



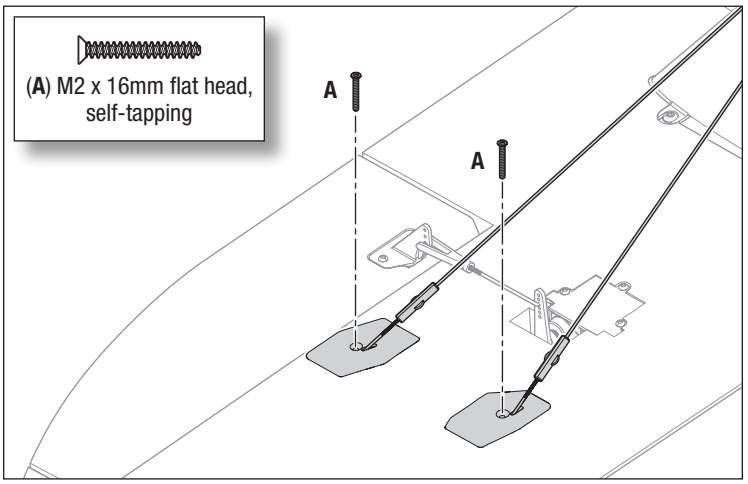
9. Locate the left side front and rear top flying wire assemblies.
10. Insert the top rear flying wire plate into the rear recess in the wing, as shown.
11. Insert the top front flying wire plate into the front recess in the wing.



12. From the bottom of the wing, secure the wire mounting plates with two M2 x 16mm Phillips flat head, self-tapping screws (**A**), using a PH#1 driver.

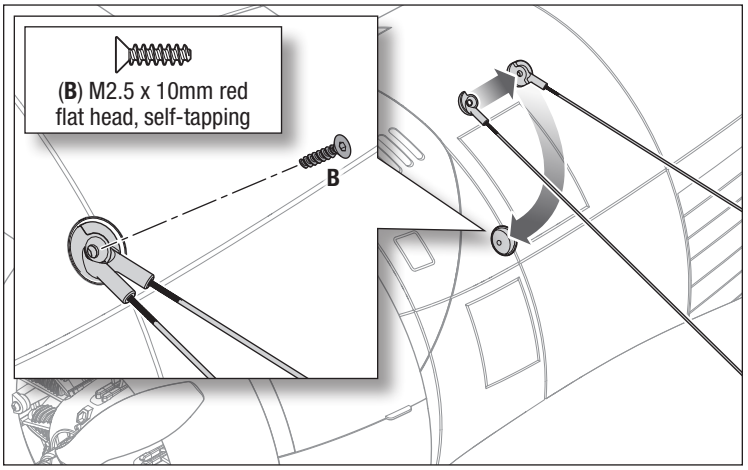
    TIP: Apply light pressure on the top flying wire plate to ensure the plates are securely joined as the screw is inserted.

    TIP: Adjust the turnbuckles on the bottom flying wires until the top flying wires can be inserted in the fuselage socket without tension or wire bow.



13. Insert the rear wire mount into the recess in the fuselage.
14. Insert the front upper wire mount into the recess in the fuselage. The upper wire mounts are molded to fit tightly together to create a single mounting point.

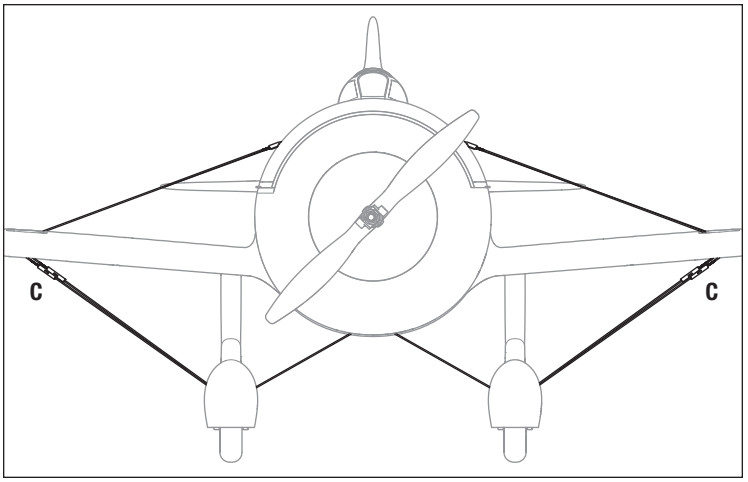
    TIP: Adjust each of the upper wire mounts until they can be inserted into the fuselage socket without pressure or causing the wire to bow.
15. Secure the upper wire mounts using an M2.5 x 10mm red flat head self-tapping screw (**B**), using a 1.5mm hex driver.
16. Repeat steps 9-15 to attach the right side flying wires.



Adjust the Flying Wire Tension

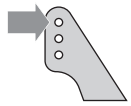
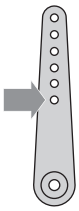
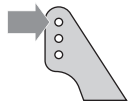
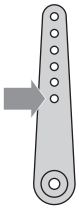
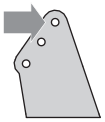
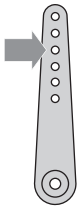
Use the turnbuckles (**C**) on the lower, outside flying wires to adjust the tension of the flying wires. The wires should be just tight enough to not rattle when tapped.

NOTICE: Do not excessively tighten the flying wire tension. Doing so will twist the wing, affecting the flight performance of the aircraft, and may cause a crash.



Control Horn and Servo Arm Settings

The table shows the factory settings for the control horns and servo arms. Fly the aircraft at factory settings before making changes.
Increasing control throws beyond these values should be done with caution. Larger control surface movements can result in unpredictable or erratic flight performance, and may result in a crash.

Control Surface	Control Horns	Servo Arms
Aileron		
Elevator		
Rudder		

PNP Receiver Installation

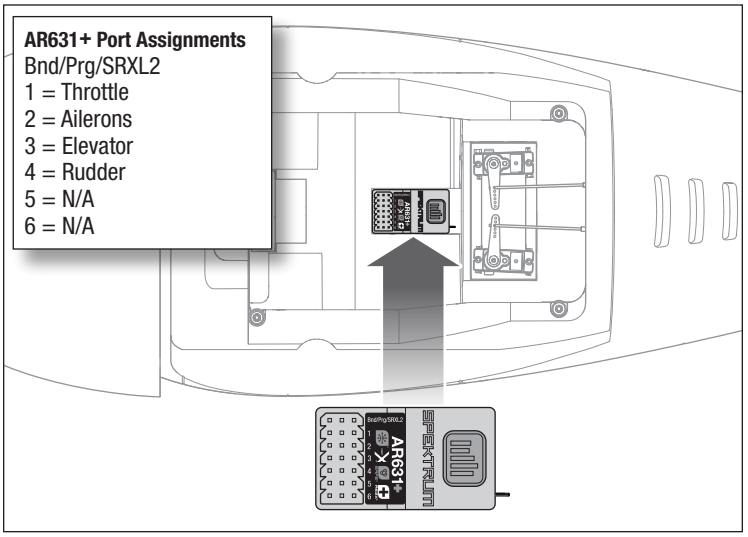
CAUTION: Incorrect installation of the receiver could cause a crash.

The recommended receiver for this aircraft is the Spektrum AR631+. If you choose to install a different receiver, ensure that it is at least a 6-channel full range receiver. Refer to the manual of your chosen receiver for correct installation and operation instructions.

AR631+ Installation

1. With the wing removed from the fuselage, mount the receiver using double sided tape in the location and orientation shown. The receiver should be mounted parallel to the length of the fuselage, with the label facing toward the bottom of the aircraft, and the servo ports toward the front.

   IMPORTANT: The orientation of the receiver is critical for all AS3X+ and SAFE technology setups.
2. Connect the control surface servo leads to the their respective ports on the receiver using the table at the right as a reference.
3. Route the antenna into the antenna tube.



Battery Installation and ESC Arming

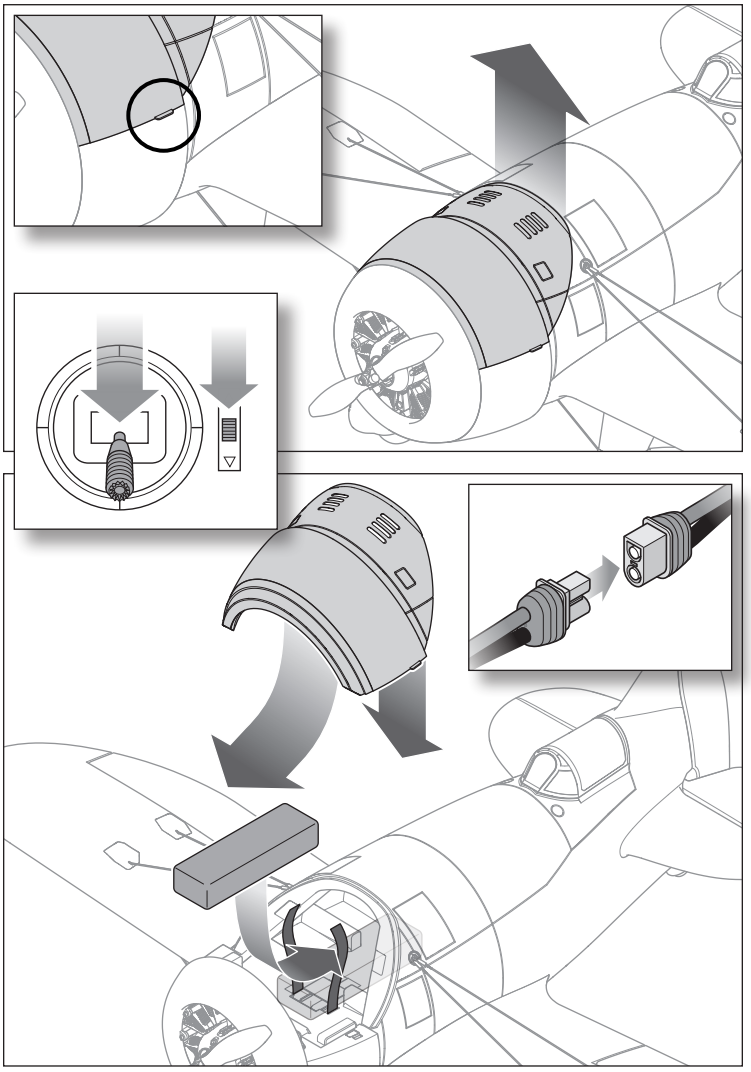
We recommend a 4S 4000mAh 30C LiPo battery with IC3 connector. If using a different battery, the battery should be of similar capacity, dimensions and weight (13.2oz [375g]). Always be sure the model balances at the recommended CG with the chosen battery.

1. Pull up on the molded tab on both sides of the battery hatch, and lift the hatch off the fuselage.

   TIP: The magnets hold the latch very securely. Considerable force may be required to release the hatch.
2. Install the recommended, fully charged battery on the battery tray.
3. Secure the battery with the hook and loop strap.
4. Power on the transmitter and wait 5 seconds.
5. Lower the throttle to the lowest setting.
6. Connect the battery power lead IC3 connector to the electronic speed control (ESC), noting the correct polarity.
   If the aircraft has been previously bound to the transmitter, the motor will emit a series of tones:
   - The first set of tones, 1 beep for each cell in the connected battery.
   - Rising beep for ending chime.

NOTICE: Connecting the battery to the ESC with incorrect polarity will damage the ESC and void the warranty.

7. The ESC is now ready for use.
8. Reinstall the battery hatch on the fuselage.



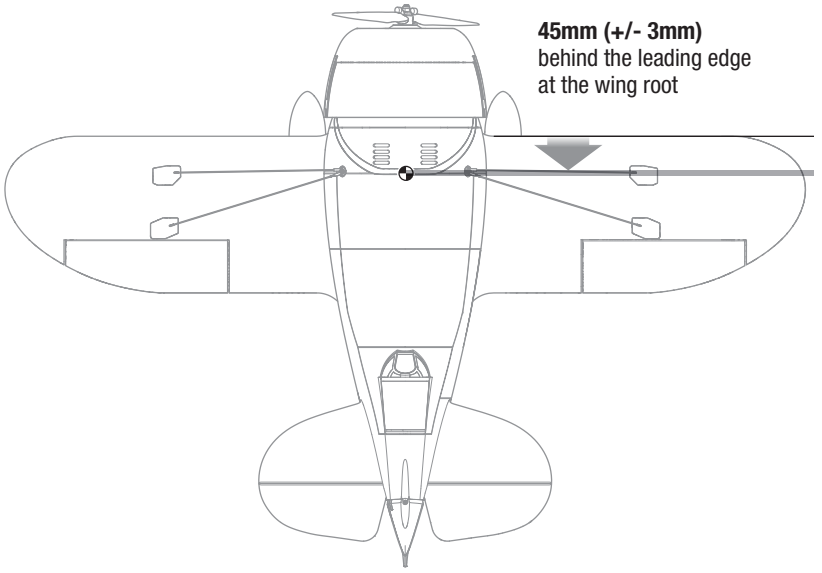
Center of Gravity (CG)

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

⚠ **CAUTION:** Do not attempt to fly the aircraft with the center of gravity aft of the given range. Setting the CG aft of the given range can make the aircraft uncontrollable and may cause a crash.

The CG range is 45mm (+/- 3mm) behind the leading edge at the wing root.
Check the CG location with model inverted.

IMPORTANT: If a lower capacity, lighter weight battery is used, it may be necessary to add weight to the nose of the aircraft to achieve the proper center of gravity.



General Binding Tips and Failsafe

- 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 red 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.

Transmitter and Receiver Binding / Enable or Disable SAFE Select

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.

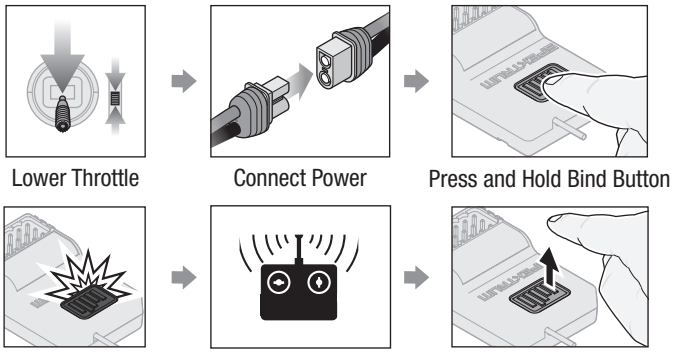
IMPORTANT: Move the transmitter flight controls (rudder, elevators, and ailerons) and the throttle trim to neutral. Move the throttle to low before and during binding. This process defines the failsafe settings.

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

SAFE Select can also be enabled via Forward Programming.

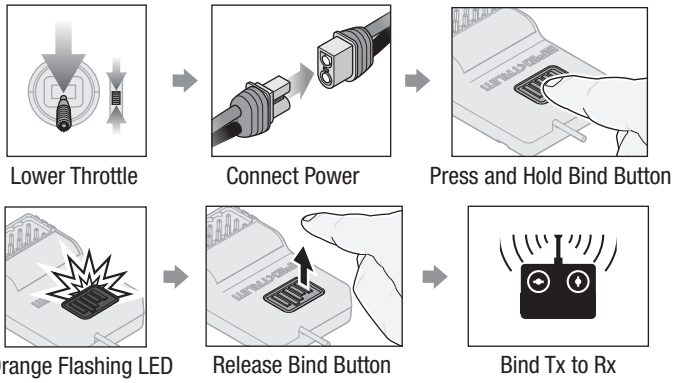
Using The Bind Button...

To Enable SAFE Select



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.

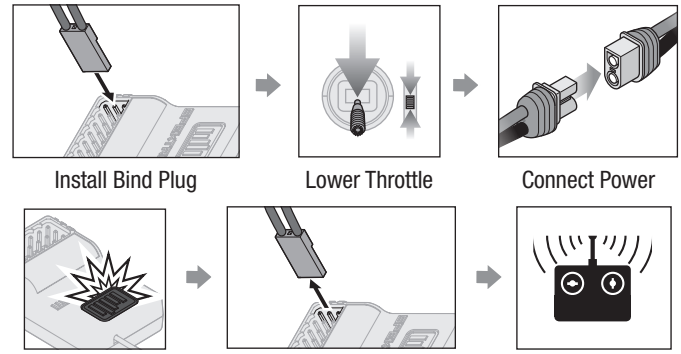
To Disable SAFE Select



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

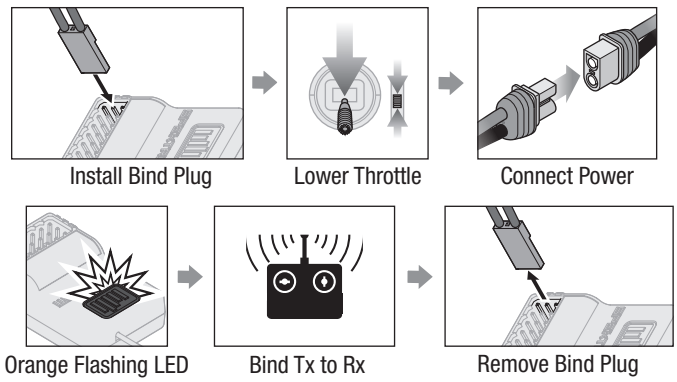
Using The Bind Plug...

To Enable SAFE Select



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.

To Disable SAFE Select



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

Differences Between SAFE and AS3X+ Modes

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

		SAFE Select	AS3X+
Control Input	Control stick is neutralized	Aircraft will self level	Aircraft will continue to fly at its present attitude
	Holding a small amount of control	Aircraft will bank or pitch to a moderate angle and maintain the attitude	Aircraft will continue to pitch or roll slowly
	Holding full control	Aircraft will bank or pitch to the predetermined limits and maintain the attitude	Aircraft will continue to roll or pitch rapidly

SAFE® Select Switch Designation

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

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

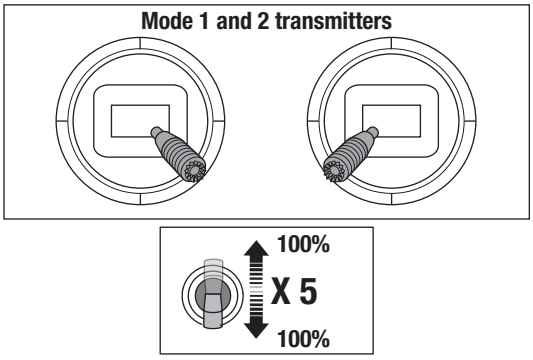
CAUTION: Keep all body parts well clear of the propeller, and keep the aircraft securely restrained in case of accidental throttle activation.

Assigning a switch

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

Repeat the process to assign a different switch or to deactivate the current switch if desired.

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



Control Surface Direction Test

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

Elevator

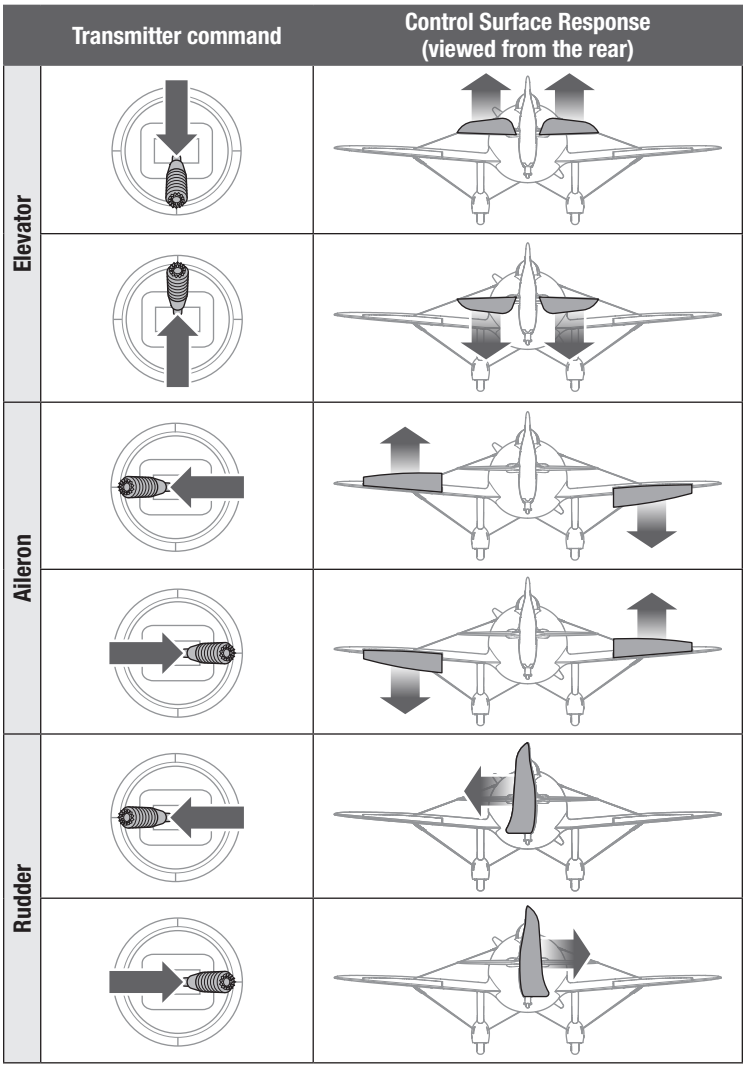
1. Pull the elevator stick back. The elevators should move up, which will cause the aircraft to pitch up.
2. Push the elevator stick forward. The elevators should move down, which will cause the aircraft to pitch down.

Ailerons

1. Move the aileron stick to the left. The left aileron should move up and the right aileron down, 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.

Rudder

1. Move the rudder stick to the left. The rudder should move to the left, which will cause the aircraft to yaw left.
2. Move the rudder stick to the right. The rudder should move to the right, which will cause the aircraft to yaw right.

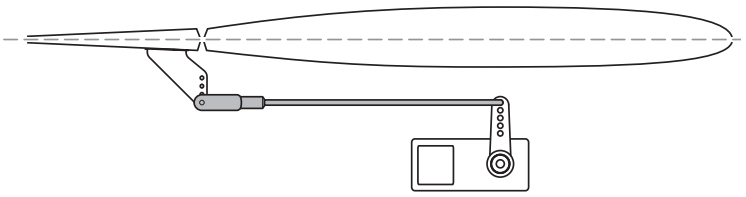


Control Surface Centering

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

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

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



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.
Increasing control throws beyond these values should be done with caution. Larger control surface movements can result in unpredictable or erratic flight performance, and may result in a crash.

	Low Rate	High Rate
Aileron	▲ = 13mm ▼ = 13mm	▲ = 18mm ▼ = 18mm
Elevator	▲ = 15mm ▼ = 15mm	▲ = 21mm ▼ = 21mm
Rudder	▶ = 25mm ◀ = 25mm	▶ = 36mm ◀ = 36mm

Low Voltage Cutoff (LVC)

When a Li-Po battery is discharged below 3V per cell, it will not hold a charge. The aircraft's ESC protects the flight battery from over-discharge using Low Voltage Cutoff (LVC). Once the battery discharges to 3V per cell, the LVC will reduce the power to the motor in order to leave adequate power to the receiver and servos to land the airplane.
When the motor power decreases, land the aircraft immediately and replace or recharge the flight battery.

Always disconnect and remove the Li-Po battery from the aircraft after each flight. Charge your Li-Po battery to about half capacity before storage. Make sure the battery charge does not fall below 3V per cell. Failure to unplug a connected battery will result in trickle discharge.
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.

NOTICE: Repeated flying to LVC will damage the battery.

AS3X+ Response Test

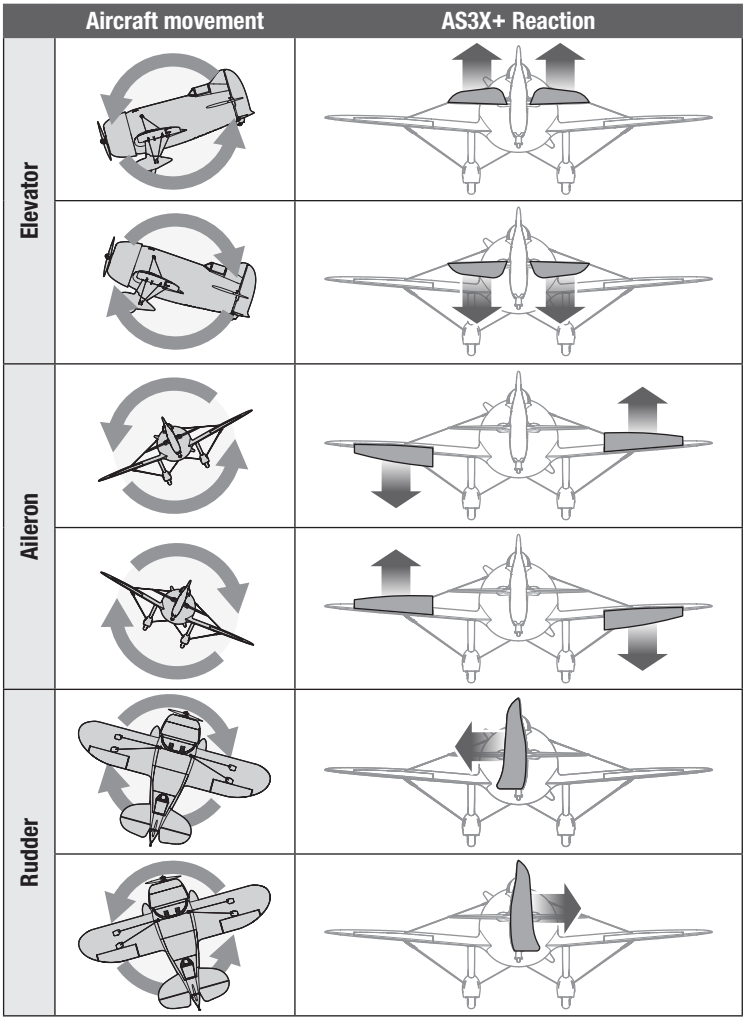
⚠ **CAUTION:** Keep all body parts, hair and loose clothing away from a moving propeller, as these items could become entangled.

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

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

Due to different effects of torque, lift, and drag some aircraft require trim changes with different speeds and throttle settings. Mixes may be preloaded into the receiver to compensate for these changes. The mixes become active the first time the throttle is raised above 25%. The control surfaces may be offset slightly at different throttle settings after the first time throttle is raised. Trimming the plane in flight should be done at 80-100% throttle for best results.

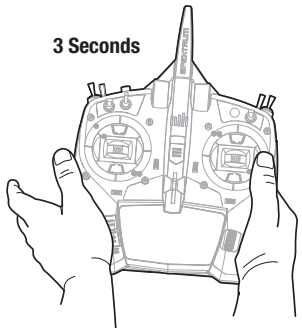


In-Flight Trimming

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.



Flying Tips and Repairs

Consult local laws and ordinances before choosing a flying location.

Range Check your Radio System

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

Oscillation

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

Takeoff

Put the aircraft on the runway, pointed into the wind. Gradually increase the throttle and apply a small amount of down elevator to get the tail 'flying' early to allow for better control until flight speed is achieved. Allow the aircraft to accelerate to flying speed, then pull back gently on the elevator and climb to a comfortable altitude.

Flying

Always choose a wide-open space for flying. It is ideal to fly at a designated RC flying field. Always avoid flying near houses, trees, wires and buildings. You should also be careful to avoid flying in areas where there are people, such as busy parks, schoolyards, or soccer fields.

For your first few flights with the recommended battery pack, set your transmitter timer or a stopwatch to 3.5 minutes, then land. Adjust your timer for longer or shorter flights once you have flown the model. **If at any time the motor pulses, land the aircraft immediately and recharge the flight battery.** See the Low Voltage Cutoff (LVC) section for more details on maximizing battery health and run time.

NOTICE: If a crash is imminent, reduce the throttle 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.

Landing

IMPORTANT: This aircraft is equipped with hard compound tires. The tires are designed to skid, rather than grip when landing, which reduces the chance of a wingtip strike or ground loop. This is especially helpful when landing in a crosswind on hard surfaces.

The landing process should be broken down into the following four elements:

Approach

Set up to land as directly into the wind as possible. As you turn onto final, reduce the throttle to around 25%. Maintain a shallow, steady descent. Set the angle of attack slightly nose up and use power to maintain the descent, staying on glidepath.

IMPORTANT: Maintain air speed. DO NOT allow the model to get too slow, or the wing may drop suddenly.

Throttle Management

Maintain 20–25% throttle until the aircraft is just a few inches off the ground. In the last few inches before touchdown, smoothly ease the throttle down towards idle.

Touchdown

Fly the aircraft all the way down onto the runway. DO NOT flare aggressively or try to hold the model off the runway. Let the main gear settle onto the runway. As the speed reduces, slowly apply up elevator to hold the tail down and ensure the tailwheel is effective.

TIP: Do not cut the throttle early and try to glide the aircraft in to land. This aircraft needs to be flown down to the runway under control, with power on, then the power reduced to idle as the aircraft touches down.

Rollout

Use small rudder corrections to maintain direction. DO NOT attempt to turn until speed has reduced to a slow, walking pace.

IMPORTANT: Allow the aircraft components to cool between flights.

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.

Post Flight

Disconnect the flight battery from the ESC (required for safety and battery life).
Power OFF the transmitter.
Remove the flight battery from the aircraft.
Recharge the flight battery to storage voltage level.

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

Power Components Service

CAUTION: Always disconnect the flight battery before performing service on any of the power system components.

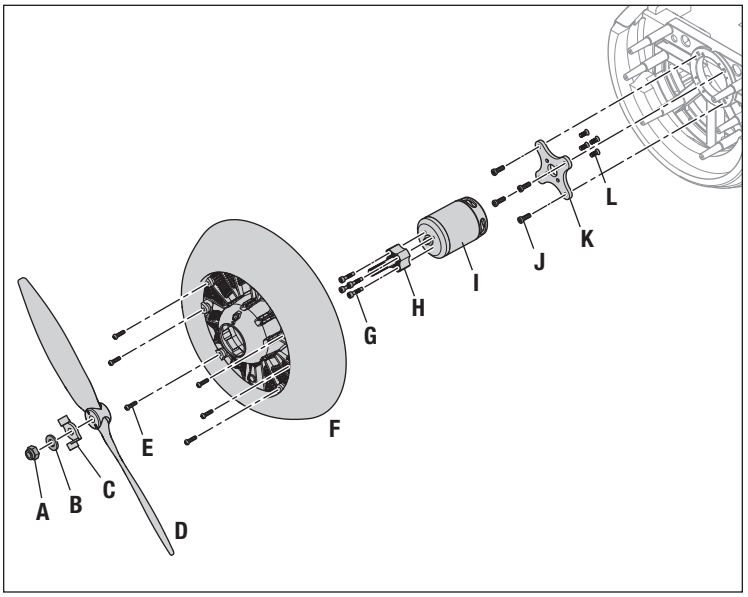
Disassembly

1. Remove the battery hatch.
2. Use a 10mm wrench to remove the M6 propeller nut (**A**) and M6 washer (**B**).
3. Remove the dummy propeller counterbalance (**C**) and propeller (**D**).
4. Remove six M2.5 x 8mm button head self-tapping screws (**E**) to remove the cowl and scale motor assembly (**F**) from the fuselage.
5. Remove four M2.5 x 10mm machine screws (**G**) to remove the propeller adapter (**H**) from the motor (**I**).
6. Remove four M3 x 12mm self-tapping screws (**J**) to remove the motor (**I**) and mount (**K**) assembly from the fuselage. Disconnect the motor leads from the ESC.
7. Remove four M3 x 7mm flat head machine screws (**L**) from the rear of the motor mount (**K**) to remove the mount from the motor (**I**).

Assemble in reverse order.

- Correctly align and connect the motor wire colors with the ESC wires.
- Ensure no wiring is pinched by any of the power components.
- Ensure the propeller is installed with the size numbers facing forwards.
- Ensure the propeller nut (**A**) is fully secured for safe operation.

IMPORTANT: The dummy propeller counterbalance is for scale appearance and is not necessary to fly the Gee Bee. This counterbalance will not fit when using other than the included E-flite propeller.



Troubleshooting Guide AS3X+

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

Troubleshooting Guide

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

Replacement Parts

Part Number	Description
EFL020551	Wing: Gee Bee R-2 1.0m
EFL020552	Fuselage: Gee Bee R-2 1.0m
EFL020553	Rudder: Gee Bee R-2 1.0m
EFL020554	Cowl Hatch: Gee Bee R-2 1.0m
EFL020555	Horizontal Stabilizer: Gee Bee R-2 1.0m
EFL020556	Right Wheel Pant: Gee Bee R-2 1.0m
EFL020557	Left Wheel Pant: Gee Bee R-2 1.0m
EFL020558	Landing Gear Top Mount Set: Gee Bee R-2 1.0m
EFL020559	Right/Left Landing Gear Strut: Gee Bee R-2 1.0m
EFL020560	Pilot: Gee Bee R-2 1.0m
EFL020561	Landing Gear Axles: Gee Bee R-2 1.0m
EFL020562	Linkage Set: Gee Bee R-2 1.0m
EFL020563	Control Horn Set: Gee Bee R-2 1.0m
EFL020564	Wheel Set: Gee Bee R-2 1.0m

Part Number	Description
EFL020565	Screw and Hardware Set: Gee Bee R-2 1.0m
EFL020566	Servo Arm Set: Gee Bee R-2 1.0m
EFL020567	Plastic Parts: Gee Bee R-2 1.0m
EFL020568	Decal Set: Gee Bee R-2 1.0m
EFL020569	Flying Wire Set: Gee Bee R-2 1.0m
EFL020570	Propeller Adapter: Gee Bee R-2 1.0m
EFL020571	Motor Mount: Gee Bee R-2 1.0m
EFL020572	Cowl: Gee Bee R-2 1.0m
EFL020573	Dummy Engine: Gee Bee R-2 1.0m
EFLP10070E	Propeller: 10 x 7E
SPM-1031	AR631+ 6 Channel AS3X+ & SAFE Receiver
SPMSA348	A348 13g Sub-Micro Metal-Geared Digital Servo
SPMXAE70F	Avian 70-Amp Smart Lite Brushless ESC, 3S-6S: IC3 Version F
SPMXAM3500	3549-1000Kv Outrunner Brushless Motor, 14-Pole

Recommended Completion Items

Part Number	Description
SPMX40004S30	4000mAh 4S 14.8V Smart LiPo Battery 30C; IC3
SPMXC2020	Smart S1200 G2 AC Charger; 1x200W
SPMR7110	NX7e+ 14-Channel Transmitter Only

Optional Parts

Part Number	Description
DYN2834	Startup Tool Set: Metric
SPM6730	Smart Charger Case
SPMR8210	NX8+ 20-Channel DSMX Transmitter Only
SPMX50004S30	5000mAh 4S 14.8V Smart LiPo 30C; IC5
SPMXBC100	XBC100 Smart Battery Checker & Servo Driver

Part Number	Description
SPMXC2080	Smart S1100 AC Charger, 1x100W
SPMXCA200	Avian and Firma Smart ESCs Programming Update Box
SPMXCA300	Smart LiPo Bag, 16 x7.5 x 6.5 cm
SPMXCA522	One-Piece Battery Adapter: IC5 Device / IC3 Battery (2)

Hardware List

Location	Description	Quantity
Wheel Pant Screws (Main Gear)	M3 X 10mm Button Head Machine	8
Landing Gear Strut Screws	M3 X 10mm Button Head Machine	4
Tailwheel Cuff Screws	M2 X 8mm Button Head Self-Tapping	3
Rudder Mounting Screws	M2 X 8mm Button Head Self-Tapping	2
Horizontal Stabilizer Screws	M3 X 70mm Button Head Self-Tapping	2
Wing Mounting Screws	M3 X 25mm Flat Head Machine	4
Flying Wire Screws (Fuselage)	M2.5 X 10mm Flat Head Self-Tapping	2
Flying Wire Screws (Wing)	M2 X 16mm Flat Head Self-Tapping	4
Cowl Screws	M2.5 x 8mm Button Head Self-Tapping	6
Propeller Adapter Screws	M2.5 x 12mm Button Head Machine	4
Motor Mount Screws	M3 x 12mm Button Head Self-Tapping	4
Motor To Mount Screws	M3 X 7mm Flat Head Machine	4
Propeller Nut	M6 Hex Nut	1
Propeller Washer	M6 Flat Washer	1

ESC Specifications and Settings

Specifications	
Throttle Lead	200mm 4-wire
Power Lead	220mm 12AWG wires
Power Connector	IC3
Motor Leads	120mm 12AWG wires
Motor Connectors	4mm bullet
Parameter Settings	
Flight Mode	Fixed Wing
Brake	Disabled
Brake Force	0
Cutoff Type	Surge SW
LiPo Cells	Auto Calc
Cutoff Voltage	3.1V
BEC Voltage	6.0V
Startup Time	Soft
Timing	5
Motor Rotation	CW
Activate FW	Disabled
Thrust Reverse	CH7

Important Federal Aviation Administration (FAA) Information

Use the QR code below to learn more about the Recreational UAS Safety Test (TRUST), as was introduced by the 2018 FAA Reauthorization Bill. This free test is required by the FAA for all recreational flyers in the United States. The completed certificate must be presented upon request by any FAA or law enforcement official.

If your model aircraft weighs more than .55lbs or 250 grams, you are required by the FAA to register as a recreational flyer and apply your registration number to the outside of your aircraft. To learn more about registering with the FAA, use the QR code below.

According to FAA regulation, all unmanned aircraft over .55lbs (250 grams) flying in United States airspace are required to either fly within an FAA-Recognized Identification Area (FRIA) or continually transmit an FAA-registered remote identification from a Remote ID broadcast module, such as the Spektrum™ Sky™ Remote ID module (SPMA9500). Use the QR code to learn more about the FAA Remote ID regulations.

AMA 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, submit a Product Support Inquiry, or call the toll free telephone number referenced in the Warranty and Service Contact Information section to speak with a Product Support representative.

Inspection or Services

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

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

Warranty Requirements

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

Non-Warranty Service

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

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

10/15

Warranty and Service 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, IL 61822
	Horizon Product Support (Product Technical Assistance)	productsupport@horizonhobby.com 877-504-0233	
	Sales	websales@horizonhobby.com 800-338-4639	
European Union	Horizon Technischer Service	service@horizonhobby.eu	Hanskampring 9 D 22885 Barsbüttel, Germany
	Sales: Horizon Hobby GmbH	+49 (0) 4121 2655 100	

FCC Information

Contains: FCC ID: BRWSPMSR6200A
Supplier's Declaration of Conformity
EFL Gee Bee R-2 1.0m BNF-Basic (EFL020550) and EFL Gee Bee R-2 1.0m PNP (EFL020575)
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
Web: HorizonHobby.com

IC Information

Contains: CAN ICES-3 (B)/NMB-3(B)
Contains: IC: 6157A-SPMSR6200A
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:
E-flite Gee Bee R-2 1.0m BNF-Basic (EFL020550): 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.
E-flite Gee Bee R-2 1.0m PNP (EFL020575): 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

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:
2404-2476MHz
5.58dBm

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

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.

E328