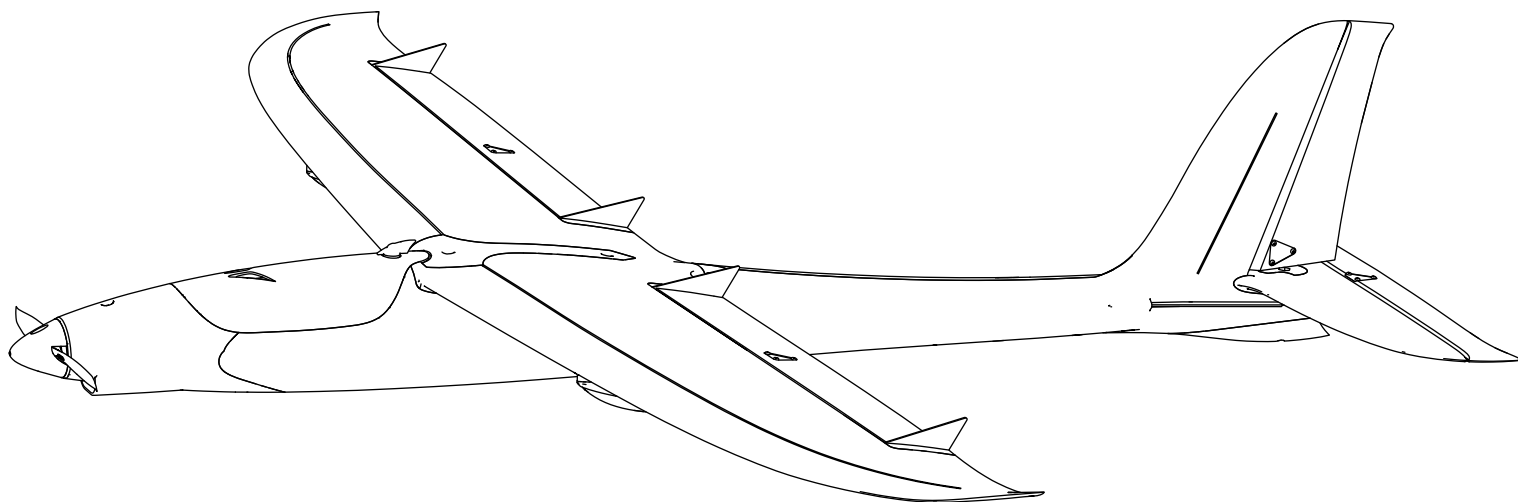


ElectroStreak 1.1m



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 Handbüchern.
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.



EFL13350




EFL13375

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.



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Specifications

Wingspan	43.3" (1100mm)
Length	36.9" (938mm)
Weight	Without Battery: 31.2 oz (885g) With Recommended 4S 2200mAh Battery: 39.3 oz (1118g)

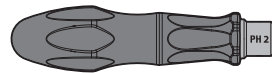
Included Equipment

Receiver	AR631+ DSMX 6-Channel AS3X+ & SAFE Receiver (SPM-1031) (BNF Only)
ESC	Avian™ 45-Amp Smart Lite Brushless ESC, 3S–6S with IC3 Connector (SPMXAE45D)
Motor	Brushless Outrunner Motor, 3542–1000Kv 14-pole (SPMXAM4200)
Servos	(2) Elevator and Rudder: A111 13g Metal-Geared Digital Servo (SPMSA111) (2) Aileron: A112 13g Metal-Geared Digital Servo (SPMSA112)

Required Equipment

Transmitter	Full Range 6+Channel 2.4GHz w/ Spektrum DSM2/DSMX® Technology
Battery	3S-4S 1800-2200mAh 30C LiPo with EC3™ or IC3® Connector
Battery Charger	4-Cell LiPo Battery Balancing Charger
Receiver	5+ Channel (AR631+ Recommended) (PNP Only)

Required Tools



- Phillips Screwdriver (PH#2)

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 AR631+ receiver, included with your ElectroStreak, is programmed with an all-new version of AS3X+/SAFE. This includes a Smart Transmitter File, with the setup developed specifically for the ElectroStreak. This allows you to quickly import the settings for your transmitter, directly from your receiver, during the binding process.

Supported Transmitters and firmware requirements:

- All NX Transmitters (with firmware version 4.0.11+)
- iX14 (with app version 2.0.9+)
- iX20 (with app version 2.0.9+)

Important: iX12 and DX Transmitters do not support Smart Transmitter File transfers at this time.

To Load the Smart Transmitter Files:

1. Power ON the transmitter.
2. Create a new blank model file on your 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 binding is complete the download screen will appear as shown at the right.
7. Select **LOAD** to continue.

The NOTICE screen, as shown at the right, is a warning that downloading will overwrite all the information of the current model. If this a new model it will simply populate the transmitter parameters of the ElectroStreak into the selected model and rename it ElectroStreak.

NOTICE: Confirming will override any previously saved transmitter setups.

8. Press CONFIRM to continue.
 9. Once the download is complete the file will be installed on your transmitter and the telemetry information will be loaded automatically.
- Once loading is complete the radio will return to the home screen, and you will see “ElectroStreak BNF-B EFL13350”.

Transmitter setup is now complete, and you are ready to fly your aircraft.

Flight Timer

There is no flight timer loaded in the transmitter setup file. The voltage monitor provides alerts when the battery voltage has dropped to just above the LVC, indicating it is time to land.

Smart Transmitter File

The receiver contains a pre-loaded Smart Transmitter file.

Rx Version: EFL13350 “Firmware version”

Do you want to load the file from the receiver

SKIP

LOAD

NOTICE

This WILL overwrite ALL current model settings.

If stock BNF model hardware has changed, the receiver’s file may not work properly- Do not use without checking everything.

Do you want to load the file from the receiver

BACK

CONFIRM

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 4 minutes when using a 4S 2200mAh 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%

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%

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.

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%

iX Series Transmitter Setup

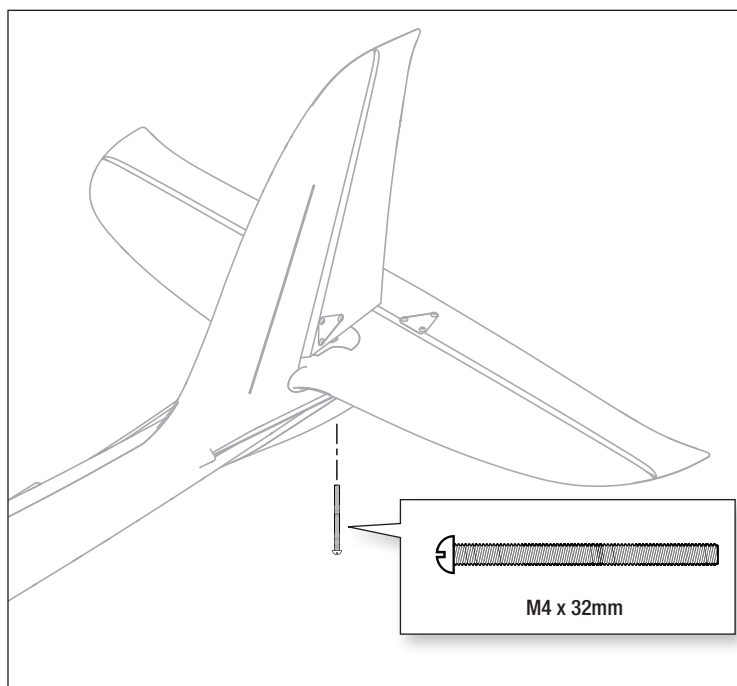
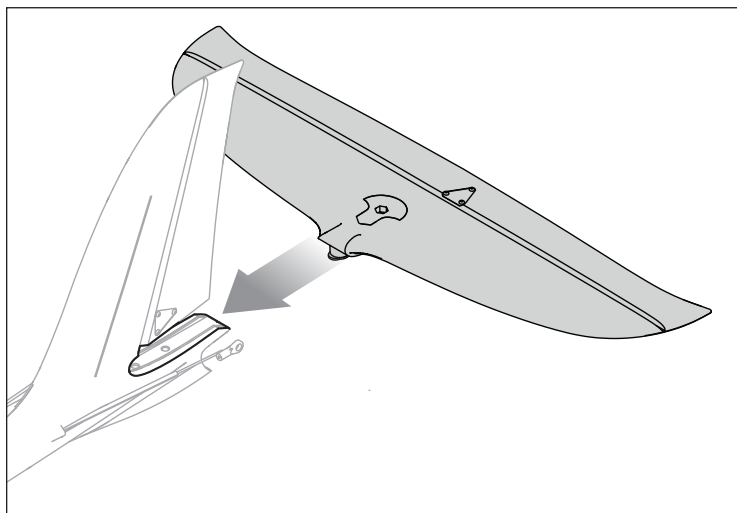
10. Set Dual Rates and Expo: Select Elevator Set Switch: Switch C High Rates: 100%, Expo 10% — Low Rates 70%, Expo 5%
11. Set D/R (Dual Rate) and Expo: Rudder Set Switch: Switch G High Rates: 100%, Expo 10% — Low Rates 70%, Expo 5%
12. Set Throttle Cut; Switch: Switch H, Position: -100%

Model Assembly

Horizontal Stabilizer Installation

1. Slide the horizontal stabilizer into the fuselage.
2. Insert the M4 x 32mm machine screw through the bottom of the fuselage into the horizontal stabilizer.
3. Use a Phillips screwdriver to tighten the screw.
4. Connect the elevator pushrod ball link using ball link pliers.

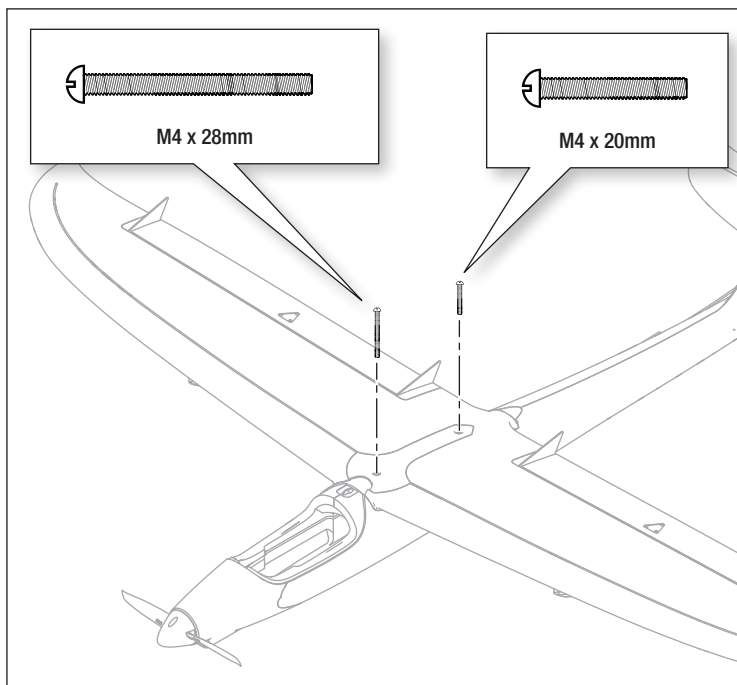
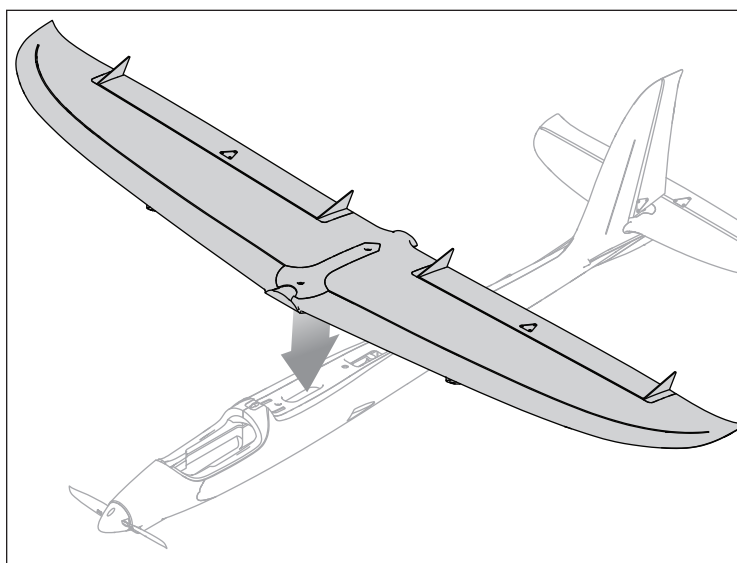
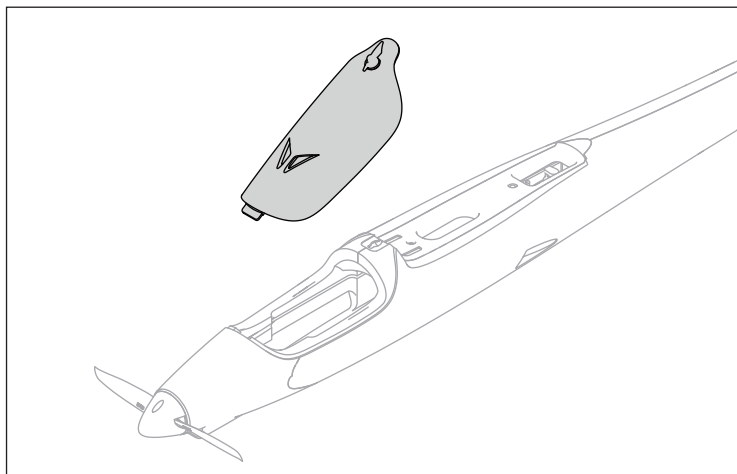
NOTICE: Do not overtighten the screw.



Wing Installation

1. Remove the canopy hatch by turning the latch 90 degrees, and lifting the rear of the hatch.
2. Connect the servo leads from the wing to the provided Y-harness.
3. Connect the Y harness to channel 2 of the receiver.
4. Place the wing on the wing saddle.
5. Ensure that the excess servo wires are tucked into the fuselage and are not pinched between the wing.
6. Use a Phillips screwdriver to attach the wing to the fuselage with two machine screws M4 x 28mm (front), and M4 x 20mm (rear).

NOTICE: Do not overtighten the screws.



Receiver Installation (PNP)

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.

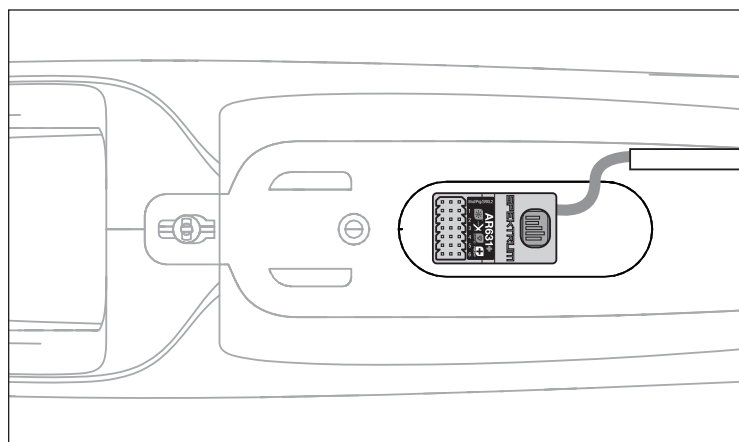
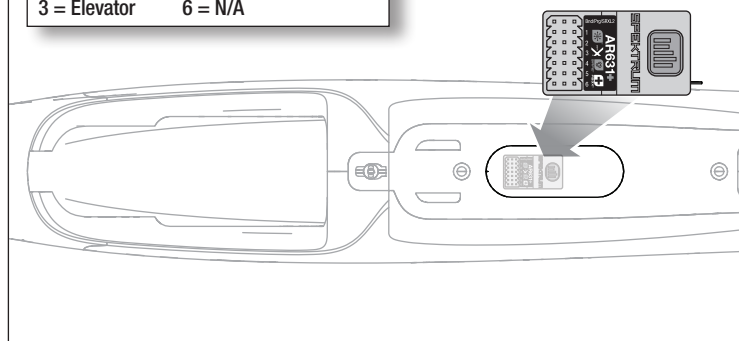
AR631+ Installation

1. Turn the canopy latch and lift the back of the canopy to remove the canopy from the fuselage.
2. Attach the control surfaces to their respective ports on the receiver using the table at the right.
3. Using double-sided adhesive tape, mount the receiver in the compartment under the wing. The receiver should be mounted parallel to the length of the fuselage, with the label facing up and the servo ports towards the front of the aircraft, as shown. The orientation of the receiver is critical for all AS3X®+ and SAFE® technology setups.
4. Route the antenna into the antenna tube.

AR631+ Port Assignments

Bnd/Prg/SRXL2

1 = Throttle	4 = Rudder
2 = Ailerons	5 = N/A
3 = Elevator	6 = N/A

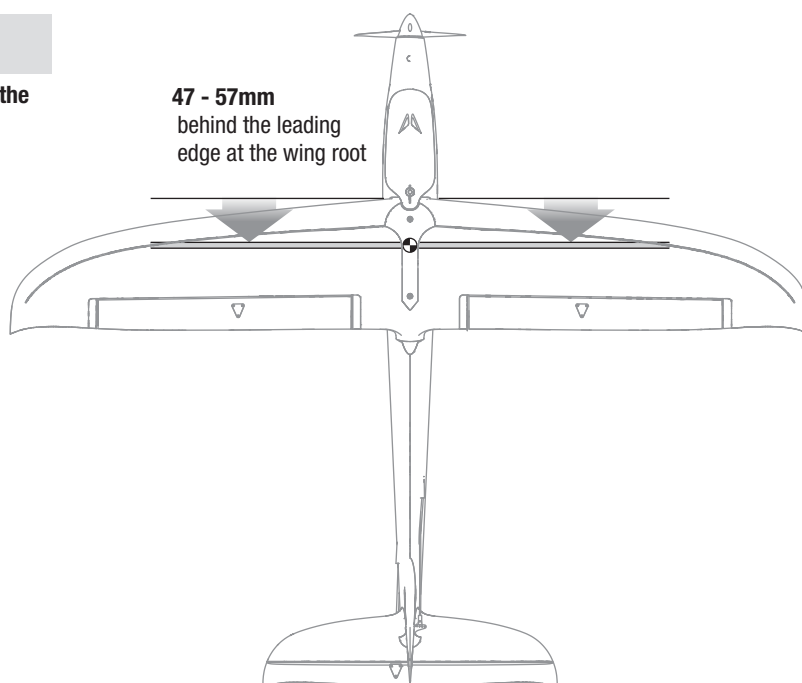


CAUTION: Incorrect installation of the receiver could cause a crash.

Center of Gravity (CG)

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

The CG range is 47 - 57mm behind the leading edge at the wing root. **Check the CG location with model upright.**



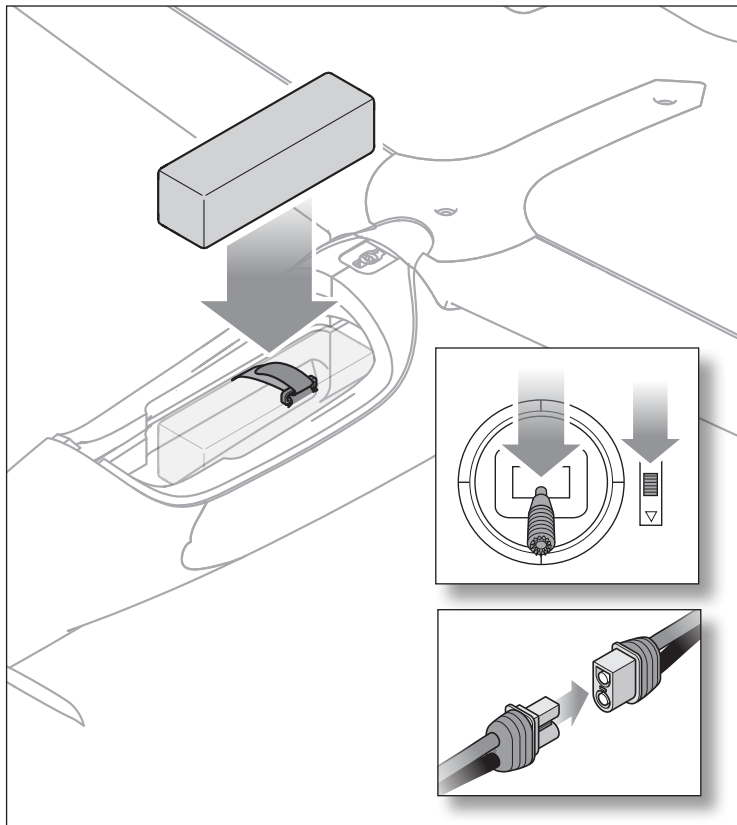
Battery Installation and ESC Arming

We recommend a 4S 2200mAh 30C LiPo battery with IC3 connector. If using a different battery, the battery should be of similar capacity, dimensions and weight. Always be sure the model balances at the recommended CG with the battery chosen.

1. Apply the loop side (soft side) of the hook and loop tape to the bottom of the battery.
2. Turn the canopy hatch latch and lift the back of the canopy to remove it.
3. Power on the transmitter and wait 5 seconds.
4. Lower the throttle to the lowest setting.
5. Install the fully charged battery in the battery compartment as shown.
6. Secure the flight battery with the hook and loop strap.
7. Connect the ESC to the battery power lead IC3 connector, noting the correct polarity. The ESC will emit an opening chime.
 - The first set of tones, 1 beep for each cell in the connected LiPo battery pack.
 - Rising beep for ending chime.

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

8. The ESC is now ready for use.
9. Reinstall the canopy hatch on the fuselage. Turn the latch to secure in place.



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.

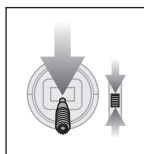
IMPORTANT: Move the transmitter flight controls (rudder, elevators, and ailerons) and the throttle trim to neutral. Move the throttle to low before and during binding. This process defines the failsafe settings.

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

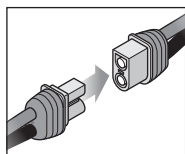
SAFE Select can also be enabled via Forward Programming.

Using The Bind Button...

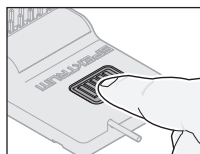
To Enable SAFE Select



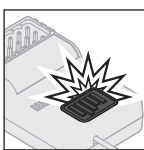
Lower Throttle



Connect Power



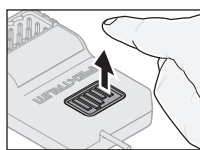
Press and Hold Bind Button



Orange Flashing LED



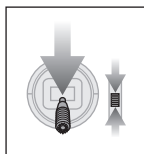
Bind Tx to Rx



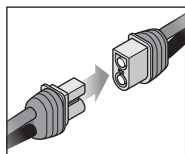
Release Bind Button

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

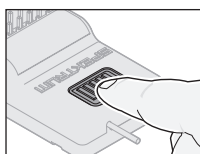
To Disable SAFE Select



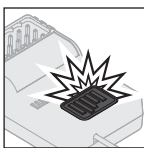
Lower Throttle



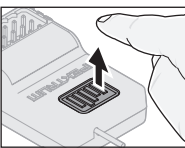
Connect Power



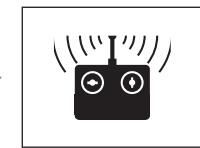
Press and Hold Bind Button



Orange Flashing LED



Release Bind Button

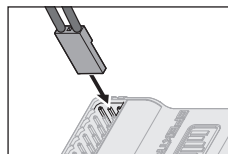


Bind Tx to Rx

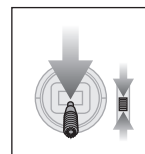
SAFE SELECT DISABLED: The control surfaces cycle back and forth **once** every time the receiver is powered on.

Using The Bind Plug...

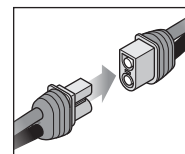
To Enable SAFE Select



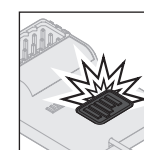
Install Bind Plug



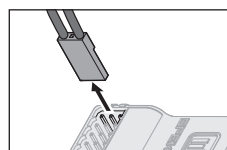
Lower Throttle



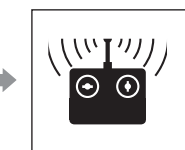
Connect Power



Orange Flashing LED



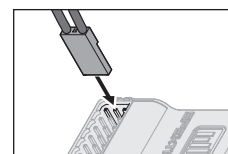
Remove Bind Plug



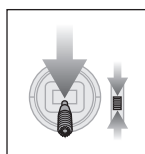
Bind Tx to Rx

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

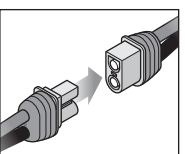
To Disable SAFE Select



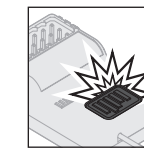
Install Bind Plug



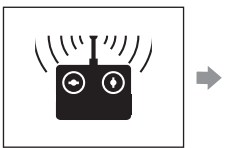
Lower Throttle



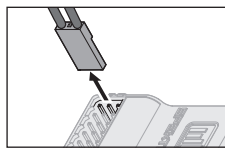
Connect Power



Orange Flashing LED



Bind Tx to Rx



Remove Bind Plug

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

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%. If throttle cut is programmed in the transmitter turn it OFF.

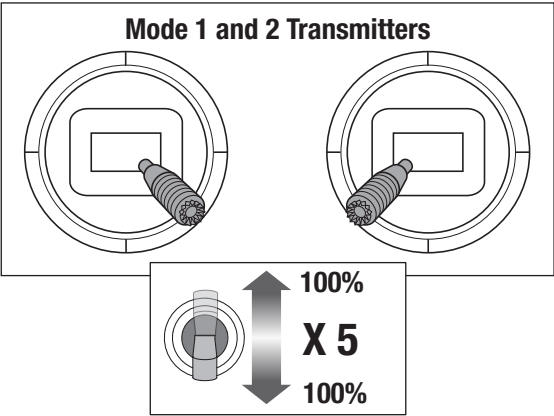

CAUTION: Keep all body parts well clear of the propeller, and keep the aircraft securely restrained in case of accidental throttle activation.

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 5–20.



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

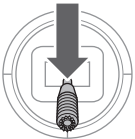
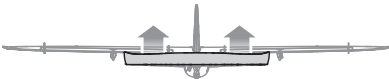

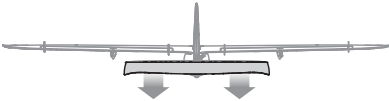
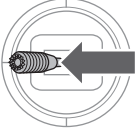
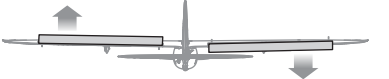
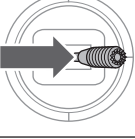
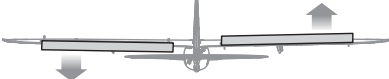
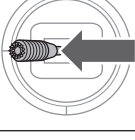
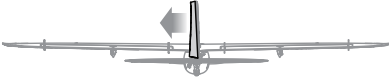
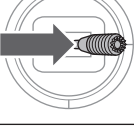
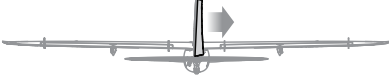
- 1. Pull the elevator stick back. The elevators should move up, which will cause the aircraft to pitch up.
- 2. Push the elevator stick forward. The elevators should move down, which will cause the aircraft to pitch down.

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.

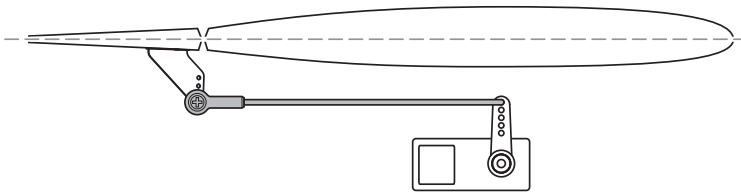
		Transmitter Command	Control Surface Response (viewed from the rear)
Elevator			
			
Aileron			
			
Rudder			
			

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 ball link on the linkage to change the length of the linkage between the servo arm and the control horn. Ball link pliers are recommended for removal and replacement of ball links.

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



Control Horn and Servo Arm Settings

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

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.

Factory Setting	Control Horns	Servo Arms
Aileron		
Elevator		
Rudder		

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	▲ = 9mm ▼ = 6mm	▲ = 11mm ▼ = 8mm
Elevator	▲ = 12mm ▼ = 12mm	▲ = 17mm ▼ = 17mm
Rudder	► = 25mm ◄ = 25mm	► = 32mm ◄ = 32mm

Low Voltage Cutoff (LVC)

When a LiPo 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 LiPo battery from the aircraft after each flight. Charge your LiPo 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 4 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

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.

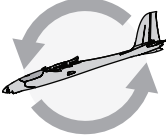
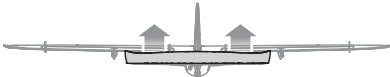
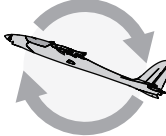
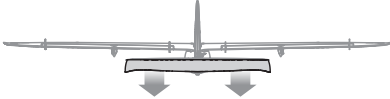

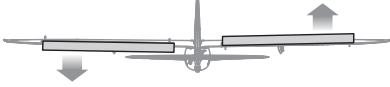



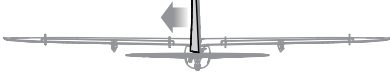

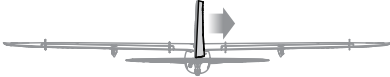
- 1. Raise the throttle just above 25%, then lower the throttle to activate AS3X+.

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

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

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

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.

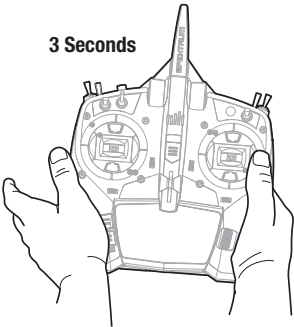
Aircraft Movement		AS3X+ Reaction
Elevator		
		
Aileron		
		
Rudder		
		

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.

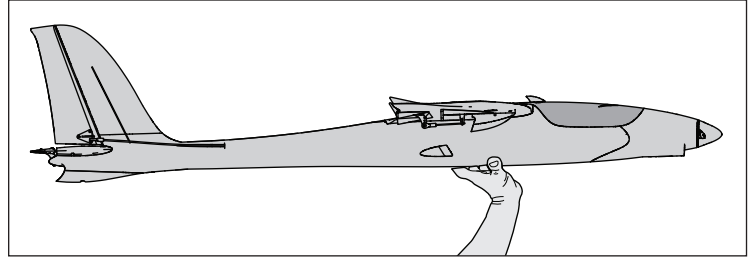


Hand Launch Assist Mode

The BNF Basic version of the ElectroStreak is equipped with Hand Launch Assist Mode which takes the stress out of hand launching your aircraft. The system works to level the wings and set the model in a positive climb attitude, even after a less than perfect hand launch.

To activate Hand Launch Assist Mode:

1. Make sure SAFE Select is enabled.
2. Place the model in SAFE mode.
3. Advance the throttle above 70%.
4. Hand launch the model as you normally would. The acceleration of throwing the model automatically activates the assist mode, leveling the wings and setting the model in a positive climb attitude.
5. After a few seconds of flight the system automatically disengages and reverts to SAFE mode.
6. The system automatically resets after landing when the throttle is reduced below 5%, and the model is stationary for more than 5 seconds.



Hand Launch Assist Mode Settings (BNF-Basic Only)

Threshold Gs	0.5
Threshold Throttle	70%
Duration	4 seconds
Pitch Offset	12 degrees

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

Select low rates. Hold the aircraft fuselage under the wing, and gradually increase the throttle to full. Launch the aircraft into the wind with the wings level. 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. Due to the higher speeds of this aircraft, it does require more room to fly than most foam models. It is ideal for you 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 many people, such as busy parks, schoolyards, or soccer fields.

Landing

For your first few flights with the recommended battery pack (SPMX224S30), set your transmitter timer or a stopwatch to 4 minutes (4:00), 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.

Turn the aircraft into the wind and reduce the throttle. Use the throttle during the landing approach to control the rate of descent. Keep the wings level and the aircraft pointed into the wind. As you approach approximately 1 meter altitude, decrease the throttle and begin your flare by easing back on the elevator. Continue back pressure on the elevator to bring the aircraft down gently on the landing surface.

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

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

NOTICE: Crash damage is not covered under warranty.

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

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

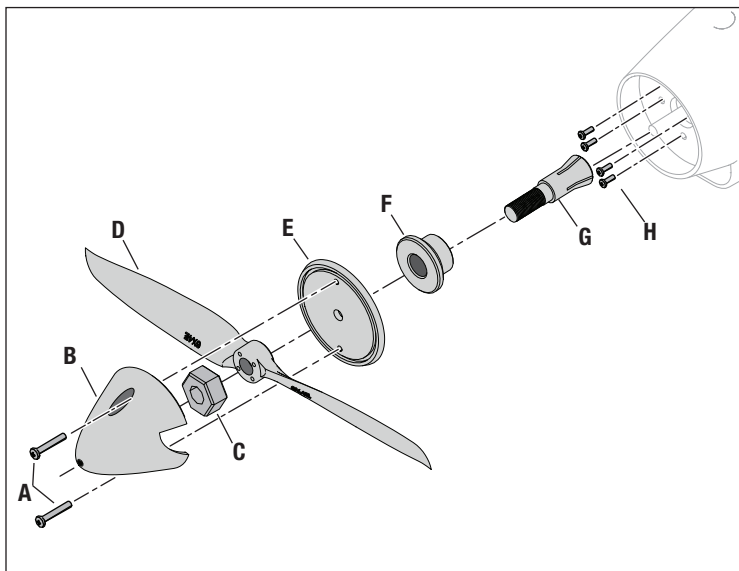
1. Remove the canopy to access all of the power system components.
2. Remove the two M2.5 x 6mm machine screws (Phillips head) **(A)** and the spinner **(B)**.
3. Use a wrench to remove the spinner nut **(C)**, and then remove the propeller **(D)**, spinner backplate **(E)**, hub **(F)** and Collet **(G)**, from the motor shaft.
4. Remove the four M3 x 8mm machine screws **(H)** and the motor from the fuselage.
5. Carefully slide the ESC from the top of the fuselage.
6. Disconnect the throttle lead from the receiver and lift the ESC from the fuselage, taking note of the routing of the power and throttle leads through the fuselage.

Assembly

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 (8 x 8E) is facing forwards.
- Ensure the spinner is fully secured for safe operation.

IMPORTANT: Allow the aircraft components to cool between flights.



Optional Spoileron and Flaperon Setup

The aircraft is provided with a Y harness for the ailerons, which allows the standard setup. Also provided with the model are two short (3-inch) extension leads. These extension leads can be used to separate the aileron channels. With a suitable transmitter, this permits the setup of spoilerons, flaperons, and other features such as differential, and independent adjustment of each aileron surface.

Spoilerons and flaperons are optional-use features that modify the performance of an aircraft. A flaperon combines the function of both flaps and ailerons. A spoileron combines the functions of spoilers and ailerons.

Spoilerons

Both aileron surfaces can deflect upwards to 'spoil' lift and increase drag, while retaining aileron function for roll control.

Benefits: effective aileron control is maintained, spoilerons can be used to reduce speed and establish a more predictable landing approach.

Drawbacks: when deployed, more power/speed is required to maintain level flight

Flaperons

Both aileron surfaces deflect downwards to increase lift and drag, while retaining aileron function for roll control.

Benefits: ability to fly more slowly, possibly at the expense of some stability.

Drawbacks: decreased roll authority, tendency to stall unpredictably and at lower speeds than usual.

The optional spoileron and flaperon conversion process:

1. Remove the wing.
2. Remove the Y harness connecting the two aileron servos to Channel 2.
3. Using the two short extension leads, connect the right aileron to Channel 6, and the left aileron to channel 2.
4. Reinstall the wing.
5. Enter the System Setup menu in the transmitter.
6. In Aircraft Type, change Normal to Flaperon.
7. Exit the System Setup menu.
8. Enter the Flap System menu, and assign a switch.
9. Enter flap values to establish the desired aileron travel at each switch position. Positive values will function as spoilerons, negative values as flaperons. Slowing deployment to 2 seconds is recommended.

NOTE: AS3X+ and SAFE Select will function only on the right aileron when using this setup.

Troubleshooting Guide AS3X+

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

Troubleshooting Guide

Problem	Possible Cause	Solution
Aircraft will not respond to throttle but responds to other controls	Throttle not at idle and/or throttle trim too high	Reset controls with throttle stick and throttle trim at lowest setting
	Throttle servo travel is lower than 100%	Make sure throttle servo travel is 100% or greater
	Throttle channel is reversed	Reverse throttle channel on transmitter
	Motor disconnected from ESC	Make sure motor is connected to the ESC
Extra propeller noise or extra vibration	Damaged propeller and spinner, collet or motor	Replace damaged parts
	Propeller is out of balance	Balance or replace propeller
	Propeller screw is loose	Tighten the propeller screw
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 might be too cold	Postpone flight until weather is warmer
	Battery is old, worn out, or damaged	Replace battery
	Battery C rating might be too low	Use recommended battery

Replacement Parts

Part Number	Description
APCLP08010E	Electric Propeller, 8 x 10E
EFL1335001	Fuselage : ElectroStreak 1.1m
EFL1335002	Wing : ElectroStreak 1.1m
EFL1335003	Stabilizer : ElectroStreak 1.1m
EFL1335004	Hatch : ElectroStreak 1.1m
EFL1335005	Spinner: ElectroStreak 1.1m
EFL1335006	Screw Set : ElectroStreak 1.1m
EFL1335007	Pushrod Set: ElectroStreak 1.1m

Part Number	Description
EFL1335008	Servo Arm Set : ElectroStreak 1.1m
EFL1335009	Propeller Adapter : ElectroStreak 1.1m
SPMSA111	Servo A111 13g MG; Rudder and Elevator : ElectroStreak 1.1m
SPMSA112	Servo A112 13g MG; Aileron : ElectroStreak 1.1m
SPMXAE45D	Avian 45A Smart Lite Brushless ESC
SPMXAM4200	3542-1000Kv Brushless Outrunner Motor 14 Pole
SPM-1031	AR631+ Receiver

Recommended Completion Items

Part Number	Description
SPMR7110	NX7e+ 7CH DSMX Transmitter Only
SPMX224S30	14.8V 2200mAh 4S 30C Smart G2 LiPo Battery: IC3

Part Number	Description
SPMXC2020	Smart S1200 G2 AC Charger, 1x200W

Optional Parts

Part Number	Description
APC08080E	Electric Propeller, 8 x 8E
SPMR8210	NX8+ 20CH DSMX Transmitter Only
SPMX223S30	11.1V 2200mAh 3S 30C Smart LiPo Battery: IC3
SPMX22003S30	11.1V 2200mAh 3S 30C Smart LiPo Battery: IC3
SPMX22004S30	14.8V 2200mAh 4S 30C Smart LiPo Battery: IC3

Part Number	Description
APCLP08010	Sport Propeller, 8 x 10
SPMXBC200	XBC200 Smart LiPo Battery Checker & Servo Driver
SPMXC2040	S1400 G2 AC 1x400W Smart Charger
SPMXC2010	S2200 G2 AC 2x200W Smart Charger
BLH100	Deluxe Ball Link Pliers

Hardware List

Location	Description	Quantity
Wing; Forward Screw	M4 x 28mm Phillips Head Machine Screw	1
Wing; Rear Screw	M4 x 20mm Phillips Head Machine Screw	1
Motor Screws	M3 x 6mm Phillips Head Machine Screw	4
Horizontal Stabilizer Screw	M4 x 32mm Phillips Head Machine Screw	1
Motor Mount Screws	M3 x 8mm Phillips Head Machine Screw	4
Ball Link Nuts	M2	6

Location	Description	Quantity
Ball Link Screws	M2 x 10mm Phillips Head Machine Screw	4
Propeller Nut	M6	1
Propeller Washer	M6 Washer	1
Wing and Stabilizer Captured Nuts	M4	3
Spinner Screws	M2.5 x 4mm	2

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.

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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 ElectroStreak BNF-Basic (EFL13350) and
EFL ElectroStreak PNP (EFL13375)

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:

EFL ElectroStreak PNP (EFL13375): Hereby, Horizon Hobby, LLC declares that the device is in compliance with the following: EU EMC Directive 2014/30/EU, RoHS 2 Directive 2011/65/EU, RoHS 3 Directive - Amending 2011/65/EU Annex II 2015/863

EFL ElectroStreak BNF-Basic (EFL13350): Hereby, Horizon Hobby, LLC declares that the device is in compliance with the following: EU Radio Equipment Directive 2014/53/EU, RoHS 2 Directive 2011/65/EU, RoHS 3 Directive - Amending 2011/65/EU Annex II 2015/863.

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

Wireless Frequency Range and Wireless Output Power:

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.





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