

SU-26

BNF Instruction Manual *XP*



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PKZU1080

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Product Registration

Register your product online at www.parkzone.com/register.

Introduction

Congratulations on the purchase of your ParkZone® Ultra Micro Series Sukhoi SU-26XP. Please take time to read this manual before you take your first flight. In it you will find battery-saving charging tips, recommended control setups, detailed binding instructions and more.

Specifications

Wingspan	15.75 in (400mm)
Length	14.25 in (362mm)
Weight (with battery)	1.2 oz (35 g)
Battery	150mAh 3.7V 14C Li-Po
Charger	1S 3.7V DC Lithium Polymer Battery Charger (included)
Transmitter	4+ channel 2.4GHz with Spektrum™ DSM2™ technology (required)
On-Board Electronics	Spektrum AR6400L Ultra Micro Receiver and 1.5 g Linear Servo (SPMAS2000)

Sukhoi SU-26XP BNF Contents

- Sukhoi SU-26XP airframe
- Landing Gear
- 150mAh 3.7V 14C Li-Po battery
- 4x AA batteries (for charger)
- 1S 3.7V DC Li-Po battery charger, 0.3A charge rate

A DSM2 compatible aircraft transmitter is required to complete your Sukhoi SU-26XP.



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. We also highly encourage you to seek the help of another experienced pilot if you have little to no RC experience.

This model is controlled by a radio signal subject to interference from many sources outside your control. This interference can cause momentary loss of control so it is advisable to always keep a safe distance in all directions around your model, as this margin will help avoid collisions or injury.

Age Recommendation: 14 years or over. This is not a toy. This product is not intended for use by children without direct adult supervision.

- Never operate your model with low transmitter batteries.
- Always operate your model in an open area away from cars, traffic or people.
- Avoid operating your model in the street where injury or damage can occur.
- Never operate the model in the street or in populated areas for any reason.
- Carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.) you use.

- Keep all chemicals, small parts and anything electrical out of the reach of children.
- Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.
- Never lick or place any portion of your model in your mouth as it could cause serious injury or even death.

Battery Warnings and Guidelines

The 1S 3.7V DC Lithium Polymer Battery Charger (PKZ3240) included with the Sukhoi SU-26XP has been specifically designed to safely charge the included 150mAh 3.7V 14C Li-Po battery. You may also use the E-flite® Celectra™ 4-Port Charger (EFLC1004). You must read the following safety instructions and warnings before handling, charging or using the Li-Po battery.

⚠ CAUTION: Li-Po batteries are significantly more volatile than the alkaline, Ni-Cd or Ni-MH batteries used in RC applications. All instructions and warnings must be followed exactly. Mishandling of Li-Po batteries can result in a fire, personal injury, and/or property damage.

- By handling, charging or using the included Li-Po battery you assume all risks associated with lithium batteries. If you do not agree with these conditions, return your complete Sukhoi SU-26XP model in new, unused condition to the place of purchase immediately.
- You must charge the included Li-Po battery in a safe area away from flammable materials.
- Never charge the battery unattended. When charging the battery you should always remain in constant observation to monitor the charging process and react to potential problems that may occur.
- After flight, the battery must be cooled to ambient temperature before charging.
- **DO NOT USE A Ni-Cd OR Ni-MH CHARGER. Failure to charge the battery with a compatible charger may cause fire resulting in personal injury and/or property damage.**



- If at any time during the charge process the battery begins to balloon or swell, discontinue charging or discharging immediately. Quickly and safely disconnect the battery, then place it in a safe area away from flammable materials to observe it for at least 15 minutes. Continuing to charge or discharge a battery that has begun to balloon or swell can result in a fire.
- A battery that has ballooned or swollen even a small amount must be removed from use immediately.
- Store the battery at room temperature in a dry area for best results.
- When transporting or temporarily storing the battery the temperature range should be from 40–120° F. Do not store battery or model in a car or direct sunlight whenever possible. If stored in a hot car, the battery can be damaged or even catch fire.
- Do not over-discharge the Li-Po flight battery. Discharging the battery too low can cause damage to the battery resulting in reduced power, duration or failure of the battery. (See below for details).

Li-Po cells should not be discharged to below 3V each underload. In the case of the Li-Po battery used for the Sukhoi SU-26XP, you will not want to allow the battery to fall below 3V during flight.

The Sukhoi SU-26XP receiver unit features a soft low voltage cutoff (LVC) that occurs when the battery reaches 3V under load. When the soft cutoff occurs, the ESCs of the receiver unit reduce power to the motor (regardless of the power level set with the throttle

stick) in order to prevent the voltage of the battery from dropping below 3V. This power reduction usually requires you to land the model immediately, at which point you should power down the model and unplug the flight battery. While it is possible to power the model up and to fly again after the soft LVC occurs, this is NOT recommended as this will over-discharge the battery. **Continued discharging to the soft LVC will cause permanent damage to the Li-Po battery resulting in lost power and duration during subsequent flights, or failure of the battery entirely.**

Continued attempts to further discharge the battery may also result in loss of control while the motor is running, as the voltage may drop below the minimum operating voltage of the receiver and the other electronics.

Also, you should not fly to the soft LVC every time you fly. Instead, you should be aware of the power level of the battery/airplane throughout the flight, and if at any time the airplane begins to require more throttle than typical to maintain flight, you should land the airplane immediately. Routinely discharging the battery to the soft LVC can still cause permanent damage to the battery.

Note: Battery performance can suffer greatly in cooler temperatures. It is recommended the batteries are warm before flight.

First Flight Preparation

Please note this checklist is not intended to be a replacement for the content included in this manual. Although it can be used as a quick start guide, we strongly suggest reading through this manual completely before proceeding.

- Remove and inspect contents.
- Install landing gear into the plastic landing gear mount on bottom of the fuselage.
- Install 4 AA batteries into the battery charger.
- Begin charging the flight battery.
- Bind the receiver to your chosen Spektrum™ or JR® DSM2 equipped transmitter.
- Test the controls.
- Familiarize yourself with the controls.
- Confirm or setup control throws.
- Find a suitable area for flying.

Battery Charging

See the Battery Warning and Guidelines section and familiarize yourself thoroughly with it before continuing. Follow these steps to charge the Li-Po battery with the included charger.

Remove the cover on the bottom of the charger and install four of the included AA batteries, noting proper polarity. Replace the cover after the AA batteries are installed.

Slide the battery into the slot on the charger. The end cap of the battery is specifically designed to allow the battery to be slid into the slot easily one way (usually with the label on the battery facing outward) to prevent reverse polarity connection. However, check for proper alignment and polarity before proceeding to the next step.

Gently press the battery and its connector into the charge jack/connector located at the bottom of the slot in the charger.



Note: The hook and loop on the battery will cause it to be tight in the battery slot of the charger.

When you make the connection successfully, the LED light on the charger turns solid red, indicating charging has begun.

Charging a fully discharged (not over-discharged) 150mAh battery takes approximately 30–40 minutes. As the battery nears full charge, the LED light begins to blink. When the battery is fully charged, the LED light blinks approximately every 20 seconds or goes out entirely.

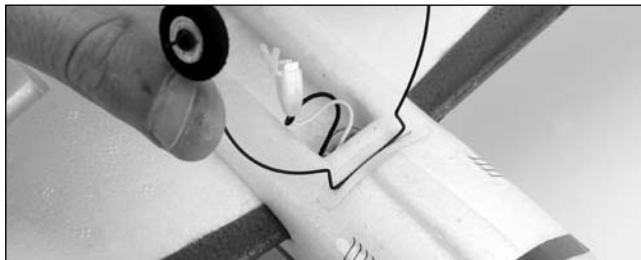
Note: The Li-Po battery included with your Sukhoi SU-26xp arrives partially charged, so the initial charge may only take 15–20 minutes.

Note: You can expect to charge the Li-Po flight battery approximately 10–15 times before needing to replace the AA batteries in the charger. Replacing the included batteries with alkaline batteries results in more charge cycles than with the included batteries.

Note: If the LED remains on for longer than 40 minutes while charging and/or 5 seconds after removing the Li-Po flight battery, replace the AA batteries in the charger.

Installing the Landing Gear

Remove the airplane and landing gear from the box. Slide the landing gear wire into the slot located on the bottom of the fuselage.



Installing the Flight Battery in the Airplane

Once the Li-Po battery is fully charged, you can install it in the airplane.

This is done by placing it into the slot on the bottom of the fuselage. Make sure the plug faces toward the front of the airplane.



Note: The battery cavity is oversized to allow for Center of Gravity adjustment. Start by placing the battery all the way forward in the cavity, and adjust as necessary.

Transmitter Specific Binding Instructions

Binding is the process of programming the receiver of the control unit to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. You need to “bind” your chosen Spektrum DSM2 technology equipped transmitter to the receiver for proper operation. The following is a list of some of the Spektrum DSM2-equipped transmitters and modules we recommend for the Sukhoi SU-26XP.

Spektrum DX5e	JR X9303 2.4
Spektrum DX6i	JR 12X 2.4
Spektrum DX7/se	

DX5e or DX6i

1. To bind your Sukhoi SU-26XP to the DX5e or the DX6i, plug the battery into the receiver of the airplane. The LED on the receiver will flash red.
2. Move the sticks and switches on the transmitter to the desired failsafe positions (low throttle and neutral control positions are recommended).
3. Pull and hold the Trainer Switch on the transmitter while turning the transmitter on. Release the trainer switch once the transmitter beeps.
4. The LED on the receiver will go solid red; the system will connect after several seconds.

DX7, DX7se, X9303, or 12X

1. To bind your Sukhoi SU-26XP to the DX7, DX7se, X9303, or 12X; plug the battery into the receiver of the airplane. The LED on the receiver will flash red.
2. Move the sticks and switches on the transmitter to the desired failsafe positions (low throttle and neutral control positions are recommended).
3. Press the bind button on the back of the transmitter while turning the transmitter on. The bind button on the back of the transmitter will flash. Release the button after 2–3 seconds.
4. The LED on the receiver will go solid red; the system will connect after several seconds.

The transmitter is now bound to the airplane. If you encounter any problems, repeat the binding process again, see the troubleshooting guide.

Additional Binding Information

Prior to each flight, power on your transmitter and wait about five seconds before you plug the flight battery into the receiver. This allows time for the transmitter to scan and secure two open frequencies. If you plug the flight battery in too quickly and miss the link, the receiver may inadvertently enter bind mode. If this occurs leave the transmitter on, then disconnect and reconnect the flight battery.

Control Test

You must test the controls prior to the first flight to ensure none of the servos, linkages, or parts were damaged during shipping and handling and that the controls function in the correct directions.

Turn the transmitter on first and lower the throttle stick and trim completely. Then, plug the battery into the battery lead of the receiver unit.

Note: The connectors on the battery lead are keyed to prevent reverse polarity connection. However, if you force them together in the wrong orientation and with the wrong polarity it is still possible to damage the battery and/or receiver unit.

Move the elevator stick on the transmitter forward and back to check elevator pitch control. When the stick is pushed forward the elevator should move down.



When the elevator stick is pulled back, the elevator should move up.



Move the aileron stick left and right to check aileron roll control. When the stick is pushed to the left, the left aileron should move up and right aileron should move down.



When the aileron stick is pushed to the right, the right aileron should move up and the left aileron should move down.



Move the rudder stick left and right to check yaw control. When the stick is pushed to the right, the rudder should also move right.



With the rudder stick pushed to the left, the rudder should move left.



If at any time during the test the controls respond in the opposite direction of operation of the flight controls, follow your transmitter's instructions to reverse the flight controls.

Once you've confirmed the flight control directions, all controls should be functioning properly. However, if you continue to encounter any problems with your Sukhoi SU-26XP responding properly to the transmitter, do not fly.

Control Centering

In the event of an accident or before your first flight, check to make sure the flight control surfaces are centered. It is much better to do this mechanically due to the mechanical limits of linear servos.

1. Make sure the transmitter trims are centered, and if your transmitter has them, sub-trims are set to 0.
2. Check to see if any flight control surfaces are not centered.
3. If the surface is not centered, use a pair of pliers and carefully lengthen or shorten the pushrod by bending the U-shape in the pushrod.



Control Throws, Expo, and CG

While the SU-26XP can be flown with any full size DSM2 transmitter such as the DX5e, it is preferable to use a transmitter with an EXPO function in addition to Dual Rates for a more precise control feel. The Sukhoi SU-26XP is factory set to standard control throws. We recommended you follow the standard control setup chart and the first flights be done on low rates.

Note: If using a non-computer transmitter such as the DX5e, the low rates are already preset for you. Be sure the rate switch is set to the Lo position for the first flights. If using a programmable DSM2 transmitter, set the rates and Expo settings per the Standard Control Setup chart, and again be sure the rate switches are set to the Lo setting for the first flights.

The Dual Rate and EXPO values on the charts are suggested starting points that are typical for this type of model, however these values are dependant on pilot preference and should be adjusted to personal taste.

Standard Control Setup

	Dual Rates		Expo	
	Lo	High	Lo	High
Aileron	70%	100%	25%	40%
Elevator	70%	100%	25%	35%
Rudder	70%	100%	20%	25%

If you want 3D capable elevator throw and are using a programmable transmitter with EXPO feature, move the elevator pushrod to the inner hole in the control horn and set the Dual Rate and EXPO values in your transmitter per the 3D Control Setup chart. Use the Lo rate setting for normal flying and flip to 3D rates for wild 3D flying.

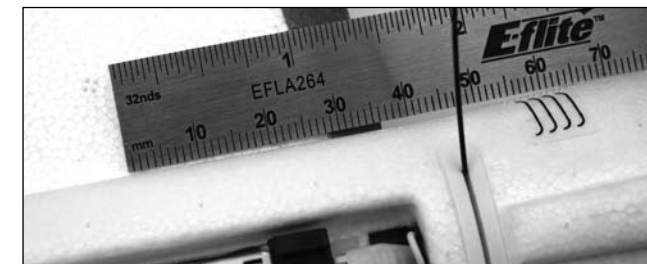


3D Control Setup

	Dual Rates		Expo	
	Lo	3D	Lo	3D
Aileron	70%	100%	25%	40%
Elevator	40%	100%	25%	55%
Rudder	70%	100%	20%	25%

Note: DO NOT SET YOUR TRANSMITTER ATV OVER 100%. If the ATV is set over 100% it will not result in more control movement, and it will overdrive the servo and cause damage.

CG Range: 35–37mm back from the leading edge where the wing meets the fuselage.



Note: After initial flights, the CG can be adjusted to your preferences by moving the battery forward or backward.

Receiver Control Unit Description, Arming and Motor Control Test

The receiver installed on your Sukhoi SU-26XP is a lightweight combination of main motor electronic speed control, servos and Spektrum DSM2 compatible receiver. The receiver unit is also equipped with a status indicator LED.

Before each flight ALWAYS turn the transmitter on before connecting the flight battery to the receiver unit. Never connect the flight battery to the receiver unit before powering the transmitter on. After each flight, always disconnect the flight battery from the receiver unit before powering the transmitter off.

Note: The only time you should connect the flight battery to the receiver unit before powering the transmitter is when binding the receiver to the transmitter. Please see the Transmitter and Receiver Binding section of this manual for more information.

The following checklist contains the steps to ensure proper arming and operation of the receiver unit, as well as the proper motor response.

- The throttle stick **MUST** be set in the lowest possible position, and for most transmitters, the throttle trim must also be set to the lowest possible position in order for the receiver unit to arm. If this is the first test flight, or a test flight following repairs, you should also center the rudder, elevator, and aileron trims.
- When the status LED on the receiver becomes solid red, the receiver unit is initialized and ready for flight. Also, as long as you had the throttle stick in the idle position and the throttle trim in the lowest possible position during the initialization process, the ESC/motor will now be armed. Use caution as the propeller will now spin with throttle stick input.

Note: If the status LED on the receiver does not become solid red, review the following.

- If after blinking red the status LED becomes solid red, but you have no control of the motor, you have a positive Radio Frequency (RF) link between the transmitter and receiver, but the throttle stick and throttle trim may not be set to the correct positions. Check that the throttle stick is in the lowest possible position, and that the throttle trim is set to the middle

or a lower-than-the-middle position. If you now have control of the motor proceed to the next step of the checklist.

If the blinking red status LED keeps flashing, you do not have a positive RF link between the transmitter and receiver. Check to be sure the transmitter has been powered on. If the transmitter is powered on and functioning properly, disconnect the flight battery from the receiver unit, then reconnect it. Now the receiver unit should initialize and arm properly.

Note: In the event you inadvertently enter Bind Mode, the LED on the receiver will flash red continuously. If this occurs, cycle the flight battery while the transmitter is on (if previously bound). If your receiver will not initialize and arm after following the guidelines listed above, then rebind the receiver.

Once you place the airplane in a safe area, free of obstructions, and are clear of the propeller, you can safely begin to power up the model for proper operation of the motor.

- Advance the throttle stick upward slowly, just until the propeller begins to spin, **DO NOT** attempt to fly the airplane at this time. Note the direction the propeller spins. If viewed from the front of the airplane, the propeller will spin counterclockwise. If it is spinning backwards, disconnect the battery and reverse the polarity of the motor's input power leads.

Flying Checklist

- Always turn the transmitter on first.
- Plug the flight battery into the lead from the receiver.
- Allow the receiver to initialize and arm properly.
- Fly the model.
- Land the model.
- Unplug the flight battery from the receiver.
- Always turn the transmitter off last.

Choosing a Flying Area

When you are ready for your first flight, select a relatively open area. Choose an area free of people and obstructions with calm wind (up to 8 mph). Once you have properly trimmed your airplane and become comfortable with its capabilities, you will be able to fly in smaller, less open areas. The Sukhoi SU-26XP can also be flown indoors, in an area the size of a basketball court or larger.

Flying the Sukhoi SU-26XP

Use low rate control settings on the first flight, and become familiar with the capabilities before increasing the control throw.

Place the Sukhoi SU-26XP in position for takeoff (facing into the wind if flying outdoors). Gradually increase the throttle setting to $\frac{3}{4}$ to full and steer with the rudder. Pull back gently with the elevator and climb to check trim. Once the plane is trimmed, you can begin exploring the flight capabilities of the Sukhoi SU-26XP.

IN THE UNFORTUNATE EVENT OF A CRASH OR PROPELLER STRIKE, NO MATTER HOW MINOR OR MAJOR, YOU MUST LOWER THE THROTTLE STICK AND TRIM TO THEIR LOWEST POSSIBLE POSITIONS AS QUICKLY AS POSSIBLE TO PREVENT DAMAGE TO THE ESC OR THE RECEIVER UNIT.

Failure to lower the throttle stick and trim to the lowest possible positions in the event of a crash could result in damage to the ESC in the receiver unit, which may require replacement of the receiver unit.

Note: Crash damage is not covered under the warranty.

Replacing the Propeller

The propeller is threaded onto the shaft of the gearbox.

1. To remove the propeller, use needle-nose pliers or hemostats to grip the prop shaft.



2. Spin the propeller counterclockwise (if viewed from the front) to remove the old propeller.

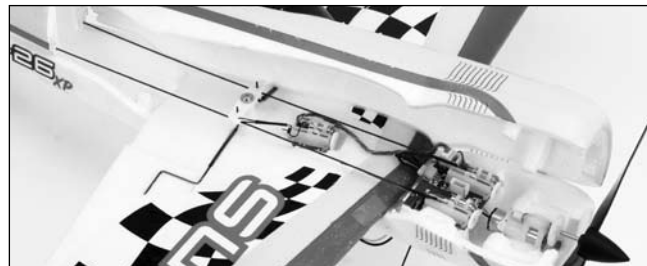


3. Thread the new 130mm x 70mm prop and spinner clockwise onto the gearbox shaft.

Replacing the Prop Shaft

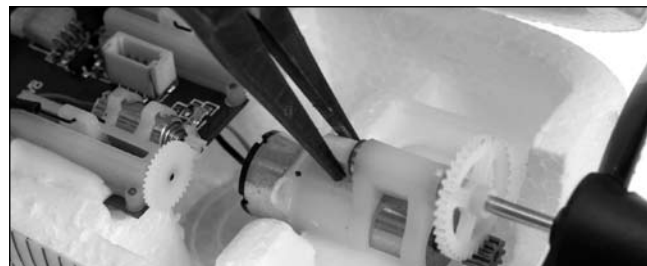
You may need to replace the prop shaft in the gearbox should it become damaged. To replace the prop shaft:

1. Open the fuselage by cutting through the decal on one side of the fuselage, and on the top turtle deck.



Note: Do not pull off the clear tape; it will remove the color from the airframe.

2. Gently grasp the white nylon nut located at the back of the prop shaft, use needle-nose pliers or hemostats.

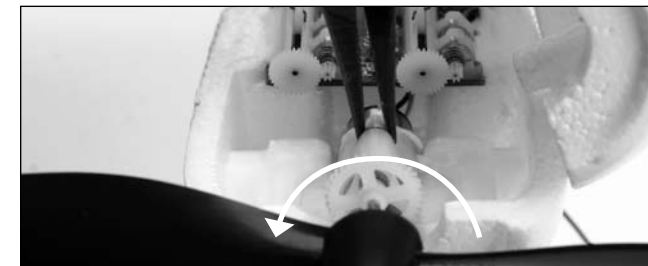


3. While holding the nylon nut, rotate the spur gear clockwise. The prop shaft will thread out of the nut.



4. Gently pull on the spur gear and the prop shaft will slide out of the gearbox.
5. Thread the 130mm x 70mm prop and spinner onto the new prop shaft by holding the spur gear and turning the prop clockwise.
6. Slide the new prop shaft back into the gearbox.

7. Place the nylon nut on the back of the prop shaft. Spin the prop and spur gear counterclockwise. The nylon nut will thread onto the prop shaft.



8. While holding the nylon nut in place, gently turn the spur gear counterclockwise to ensure the nut is snug.
9. Tape the fuselage back together with clear tape.

Replacement Parts

PKZU1003	Decal Sheet
PKZU1006	Landing Gear
PKZU1007	Tailwheel
PKZU1020	Wing with Ailerons
PKZU1022	Aileron Pushrod and Linkages
PKZU1024	Complete Tail with Accessories
PKZU1025	Elevator and Rudder Pushrod Set
PKZU1067	Bare Fuselage
PKZUA1023	Aileron Bellcrank
PKZUM1016	Motor
PKZUM1027	Gearbox without Motor
PKZUM1028	Prop Shaft
EFL9051	130 x 70 Prop with Spinner (2)
EFLB1501S	3.7V 150mAh Li-Po Battery
SPMAR6400L	DSM2 6-channel Ultra Micro Receiver
SPMAS2000	1.5 Gram Linear Servo

Option Parts

PKZ3052	Battery Connector with Wire
EFLC1004	4-Port 3.7V Li-Po Charger
EFLC1005	AC to 6V DC Adapter (United States)
EFLC1005AU	AC to 6V DC Adapter (Australia)
EFLC1005EU	AC to 6V DC Adapter (Europe)
EFLC1005UK	AC to 6V DC Adapter (United Kingdom)
SPM6825	Linear Servo Reverser
SPMR5500	DX5e 5-Channel Transmitter Mode 2
SPMR55001	DX5e 5-Channel Transmitter Mode 1
SPMR6600	DX6i 6-Channel Transmitter Mode 2
SPMR66001	DX6i 6-Channel Transmitter Mode 1
SPMR6600E	DX6i 6-Channel Transmitter Md 2 (Europe)
SPMR66001E	DX6i 6-Channel Transmitter Mode 1 (Europe)
SPMR7700	DX7 7-Channel Transmitter Mode 2
SPMR77001	DX7 7-Channel Transmitter Mode 1
SPMR7700E	DX7 7-Channel Transmitter Mode 2 (Europe)
SPMR77001E	DX7 7-Channel Transmitter Mode 1 (Europe)

Note: For minor repairs use foam-safe CA (EFLA208) or clear tape.

Troubleshooting Guide

If you have any problems with setup or programming that cannot be fixed by the Troubleshooting Guide, please see page 22 and call the appropriate Horizon Product Support office.

Problem	Possible Solutions
Aircraft will not “throttle up” but all other controls seem to function.	Lower throttle trim and/or throttle stick to their lowest settings. Reverse throttle channel on specific transmitter if applicable.
Propeller or motor shaft is broken.	Replace with Prop with Spinner (EFL9051) or Prop Shaft (PKZUM1028).
Aircraft appears to show significant decrease in flight time.	Recharge flight battery completely. Replace AA batteries in charger and recharge flight battery completely. Replace EFLB1501S battery and read the “Battery Warnings and Guidelines” section of manual.
Charger light stays on after Li-Po battery is disconnected, or remains on for longer than 40 minutes when charging.	Replace AA batteries in charger.

Aircraft appears to have less power.	Lubricate the bushings of the gearbox. Lubricate the bushings of the motor. In cold weather, make sure the batteries are warm before flight. Use a larger capacity battery (unless it will not physically fit without modification).
LED on aircraft remains flashing and cannot be controlled by transmitter.	Unplug and reconnect flight battery. Rebind the aircraft to the desired compatible transmitter. Move transmitter (powered on) a few feet from the aircraft prior to reconnecting the flight battery.
Aircraft appears to roll, yaw and pitch towards a certain direction.	Trim control surfaces using the transmitter until the aircraft no longer moves that direction.
Controls appear to be reversed after binding to a different transmitter.	Read the “Control Test” section of manual.
Aircraft does not function after connecting flight battery and the aircraft smells burnt.	Replace the AR6400L board and check for correct polarity when connecting the flight battery.

Warranty

Warranty Period

Exclusive Warranty- Horizon Hobby, Inc., (Horizon) warranties that the Products purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase by the Purchaser.

Limited Warranty

Horizon reserves the right to change or modify this warranty without notice and disclaims all other warranties, express or implied.

(a) This warranty is limited to the original Purchaser ("Purchaser") and is not transferable. REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE EXCLUSIVE REMEDY OF THE PURCHASER. This warranty covers only those Products purchased from an authorized Horizon dealer. Third party transactions are not covered by this warranty. Proof of purchase is required for warranty claims. Further, Horizon reserves the right to change or modify this warranty without notice and disclaims all other warranties, express or implied.

(b) Limitations- HORIZON MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, ABOUT NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE PRODUCT. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

(c) Purchaser Remedy- Horizon's sole obligation hereunder shall be that Horizon will, at its option, (i) repair or (ii) replace, any Product determined by Horizon to be defective. In the event of a defect, these are the Purchaser's exclusive remedies. Horizon reserves the right to inspect any and all equipment involved in a warranty claim. Repair or replacement decisions are at the sole discretion of Horizon. This warranty does not cover cosmetic damage or damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or modification of or to any part of the Product. This warranty does not cover damage due to improper installation, operation, maintenance, or attempted repair by anyone other than Horizon. Return of any goods by Purchaser must be approved in writing by Horizon before shipment.

Damage Limits

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY CONNECTED WITH THE PRODUCT, WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, NEGLIGENCE, OR STRICT LIABILITY. 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 this Product, you are advised to return this 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).

Safety Precautions

This is a sophisticated hobby Product and not a toy. 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. The Product 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 injury.

Questions, Assistance, and Repairs

Your local hobby store and/or place of purchase cannot provide warranty support or repair. Once assembly, setup or use of the Product has been started, you must contact 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 direct your email to productsupport@horizonhobby.com, or call 877.504.0233 toll free to speak to a Product Support representative.

Inspection or Repairs

If this Product needs to be inspected or repaired, please call for a Return Merchandise Authorization (RMA). 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. A Service Repair Request is available at www.horizonhobby.com on the "Support" tab. If you do not have internet access, please include a letter with your complete name, street address, email address and phone number where you can be reached during business days, your RMA number, a list of the included items, method of payment for any non-warranty expenses and a brief summary of the problem. Your original sales receipt must also be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

Warranty Inspection and Repairs

To receive warranty service, you must include your original sales receipt verifying the proof-of-purchase date. Provided warranty conditions have been met, your Product will be repaired or replaced free of charge. Repair or replacement decisions are at the sole discretion of Horizon Hobby.

Non-Warranty Repairs

Should your repair not be covered by warranty the repair 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 repair you are agreeing to payment of the repair without notification. Repair estimates are available upon request. You must include this request with your repair. Non-warranty repair estimates will be billed a minimum of ½ hour of labor. In addition you will be billed for return freight. Please advise us of your preferred method of payment. Horizon accepts money orders and cashiers checks, as well as Visa, MasterCard, American Express, and Discover cards. If you choose to pay by credit card, please include your credit card number and

expiration date. Any repair left unpaid or unclaimed after 90 days will be considered abandoned and will be disposed of accordingly. Please note: non-warranty repair is only available on electronics and model engines.

Country of Purchase	Horizon Hobby	Address	Phone Number/ Email
United States	Horizon Service Center (Electronics and engines)	4105 Fieldstone Rd Champaign, Illinois 61822 USA	877-504-0233 productsupport@horizonhobby.com
	Horizon Product Support (All other products)	4105 Fieldstone Rd Champaign, Illinois 61822 USA	877-504-0233 productsupport@horizonhobby.com
United Kingdom	Horizon Hobby UK	Units 1-4 Ploysters Rd Staple Tye Harlow, Essex CM18 7NS United Kingdom	+44 (0) 1279 641 097 sales@horizonhobby.co.uk
Germany	Horizon Technischer Service	Hamburger Str. 10 25335 Elmshorn Germany	+49 4121 46199 66 service@horizonhobby.de
France	Horizon Hobby SAS	14 Rue Gustave Eiffel Zone d'Activité du Réveil Matin 91230 Montgeron	+33 (0) 1 60 47 44 70

Compliance Information for the European Union

CE Declaration of Conformity
(in accordance with ISO/IEC 17050-1)

No. HH2010012402

Product(s): PKZ Sukhoi SU-26XP BNF

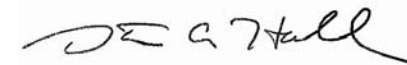
Item Number(s): PKZU1080

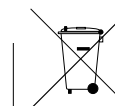
Equipment class: 1

The object of declaration described above is in conformity with the requirements of the specifications listed below, following the provisions of the European R&TTE directive 1999/5/EC:

EN 301 489-1, 301 489-17 General EMC requirements

Signed for and on behalf of:
Horizon Hobby, Inc.
Champaign, IL USA
Jan 24, 2010


Steven A. Hall
Vice President
International Operations and Risk
Management
Horizon Hobby, Inc.



Instructions for Disposal of WEEE by Users in the European Union

This product must not be disposed of with other waste. Instead, it is the user's responsibility to dispose of their waste equipment by handing it over to a designated collection point for the recycling of waste electrical and electronic equipment. The separate collection and recycling of your waste equipment at the time of disposal will help to conserve natural resources and ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product.

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US patent D578,146

PRC patent number ZL 2007 2 0069025.2

Other patents pending

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