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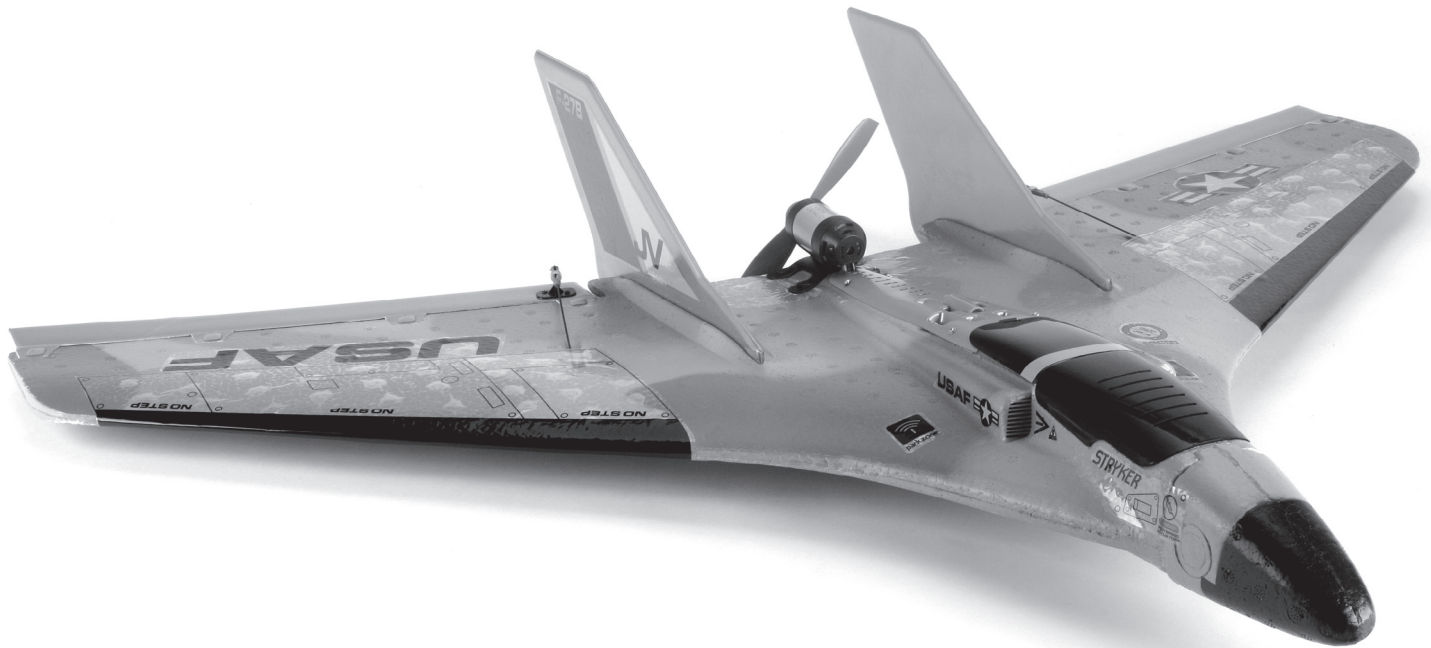
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www.parkzone.com



parkzone™



F-27B **STRYKER**TM *Instruction Manual*



Charge-and-Fly Park Flyer

Wingspan: 37 in (950mm)
Length: 27 in (700mm)
Weight: 21 oz (580 g)
Motor: 480 Power direct drive

FM Radio: 3 proportional channels
Battery: 8.4V 900mAh Ni-MH
Charger: Variable rate DC peak detect
Wing: Z-FoamTM

F-27B Stryker Instruction Manual

Congratulations on your purchase of the ParkZone™ F-27B Stryker™. Your Stryker has come with everything needed to get you in the air—all in one box! You will only need to attach the vertical fins, attach the nose, and charge the battery prior to flight.

Everyone at ParkZone is committed to giving you the most enjoyable flight experience you can have. In order to ensure a safe and successful flight, we ask that you do not fly until you have read these instructions thoroughly.

Your F-27B Stryker comes with a fully proportional 3-channel FM radio system with full control of throttle, steering and pitch. If you have not successfully flown one of HobbyZone's Zone 1 or 2 aircraft, or any other radio controlled aircraft, we strongly recommend that you seek the help of an experienced radio control pilot during your beginning flights.

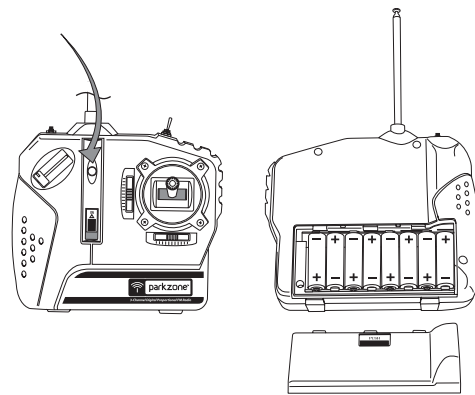
Crash damage is not covered under the warranty!

Your F-27B Stryker comes with special software that gives you the ability to change flight modes as you gain more experience and become more advanced in your flying. There are two independent modes to select from. This is done easily with a switch on the transmitter.

Step 1

Transmitter

1. Insert 8 new "AA" batteries (supplied) into the transmitter, observing proper polarity.
2. Turn switch on to ensure the batteries have been installed correctly. Once this is confirmed, turn radio off.

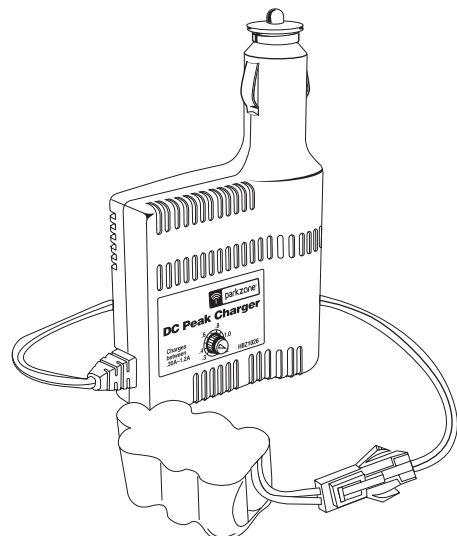


Step 2

Charging the Aircraft Battery

Your ParkZone charger uses unique peak detection circuitry that ensures an accurate charge every time and protects your Ni-Cd and Ni-MH batteries from the dangers of over-charging. During the charge cycle, it continuously monitors the charge curve and automatically switches to trickle charge when the peak is detected.

Important: The F-27B Stryker airplane battery should be charged shortly before flying. If you charge the battery 12 to 24 hours prior to flying, you will need to "re-peak" the battery before you fly by repeating the charging steps.



Step 2 *continued*

BATTERY CAPACITY	MAX. CHARGE RATE	CHARGE TIME
300mAh 6V Ni-MH	.4 amps	40 minutes
600mAh 4.8V–8.4V Ni-MH	.8 amps	40 minutes
900mAh 7.2V–8.4V Ni-MH	1.2 amps	40 minutes

Note: Charge times are estimates only for fully discharged battery packs. Actual charge times may vary.

DC Peak Detection Charger Features:

- Variable charge rate from 0.3–1.2 amps
- Trickle charge
- Uses automobile 12V power outlet
- Charges 4- to 7-cell Ni-Cd and Ni-MH battery packs
- LED charge indicator

Charging the Aircraft Battery:

1. Using the dial on the side of the charger, select the charge rate to 1.2 amps.
Battery Capacity: 8.4V 900mAh Ni-MH
Typical Charge Time: 40 minutes
2. Connect the battery pack to the charger.
3. Connect the charger to the 12V power outlet in your automobile. The LED will continually blink while the battery charges.
4. Charging is finished when the LED indicator glows steadily. You should also notice at this time that the battery is warm to the touch.

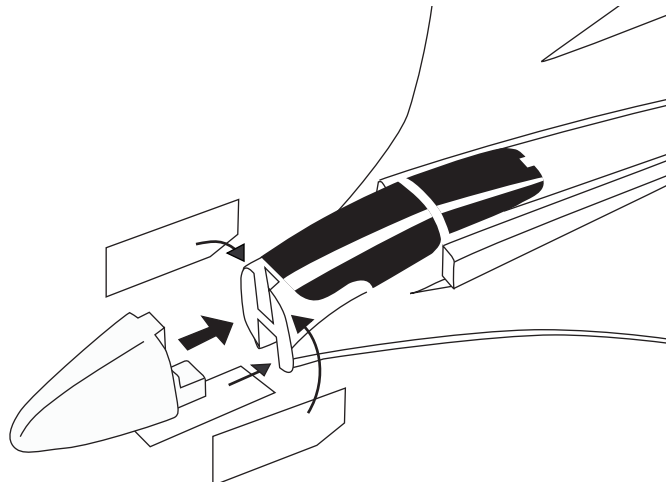
Note: Damage to the charger and battery will occur if you exceed the maximum charge rate recommended.

Note: Do not leave the charger and battery unattended during the charge process. While charging, place the battery on a heat-resistant surface and constantly monitor the temperature of the battery pack. If the battery becomes hot at any time during the charge process, discontinue charging immediately. Do not allow children to charge battery packs without adult supervision.

Step 3

Attaching the nose

1. Locate the nose inside the box.
2. Trial fit the nose without peeling the paper off of the tape. This will give you a good idea of what the fit will be like.
3. Peel the paper off the tape and carefully attach the nose.
4. To add support, apply the included decals to the side and bottom of the nose/fuselage

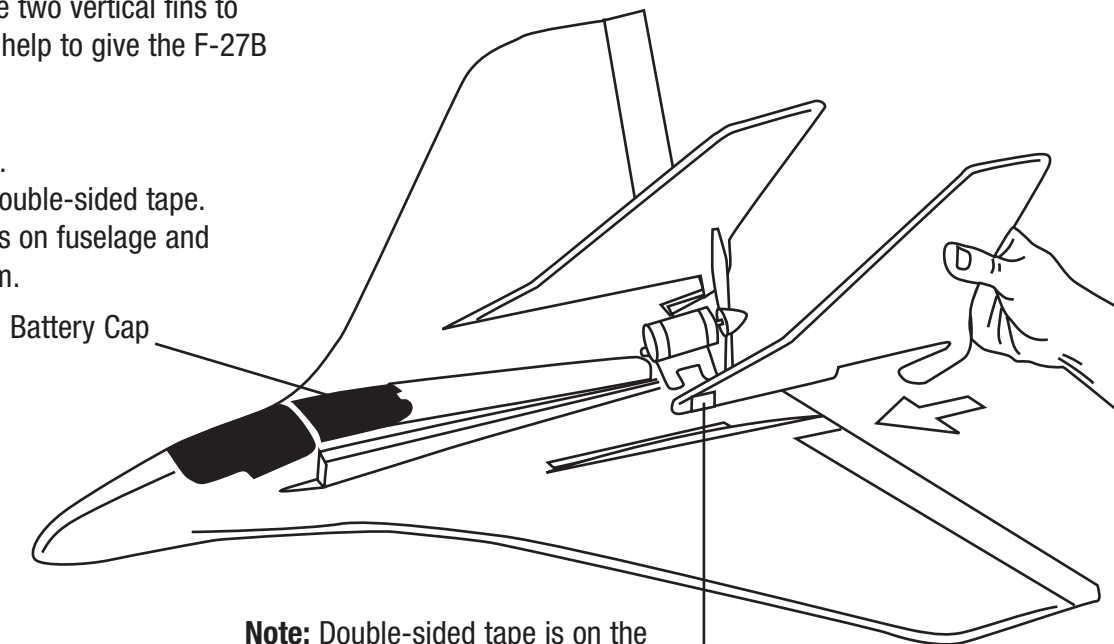


Step 4

Attaching the vertical fins

You will need to attach the two vertical fins to the fuselage. These fins will help to give the F-27B Stryker™ stability.

1. Locate both fins from box.
2. Peel the paper from the double-sided tape.
3. Slide the fins into the slots on fuselage and push down to secure them.

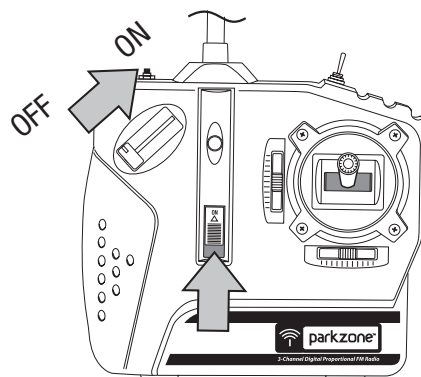


Note: Double-sided tape is on the front edge of both fins. Peel the paper from the tape in order to secure the vertical fins into the fuselage.

Step 5

Motor Test

1. Make sure the throttle slider is in the “off” position.
2. Turn on transmitter.
3. Remove battery cap from top of the fuselage (see above).
4. Plug the flight battery into the connector inside the fuselage.
5. Secure battery inside fuselage cavity and replace the battery cap.
6. Your F-27B Stryker has a built-in throttle-arming feature which needs to “see” the throttle slider in the off position before it will spin the propeller. Be sure the propeller is clear of obstructions before arming the throttle in order to avoid injury or damage. Advance the throttle forward and the propeller should spin at a high speed. The throttle-arming feature will need to be activated each time the battery is plugged into the airplane.



Adult Supervision Required

WARNING: Keep everything clear of the propeller and hold the plane securely. A moving propeller can cause severe injury.

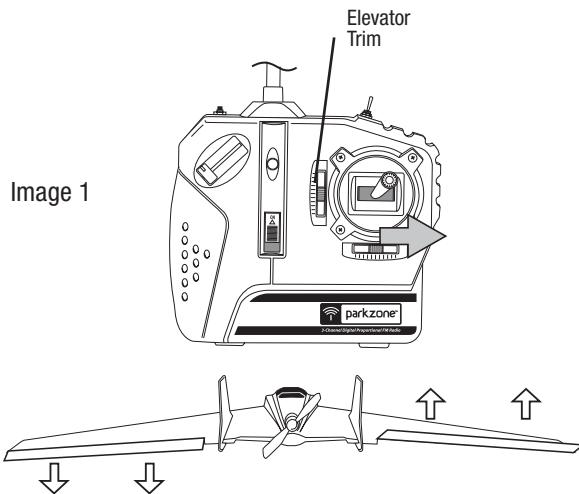
Step 6

Elevon Test

Warning: Keep everything clear of the propeller before starting the control test in the event that you accidentally turn on the motor.

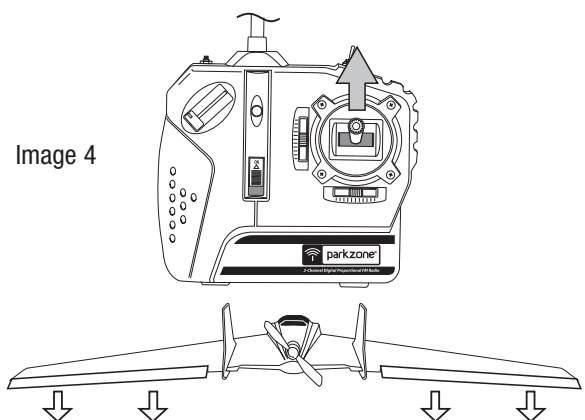
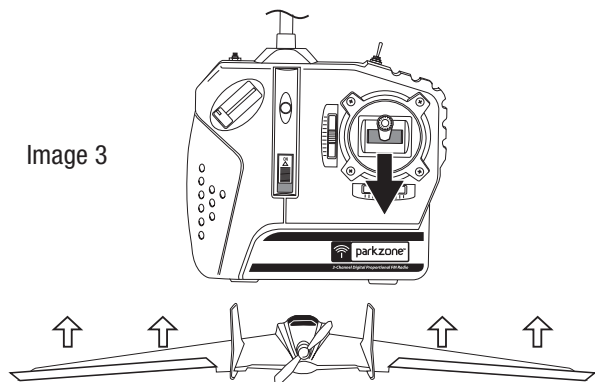
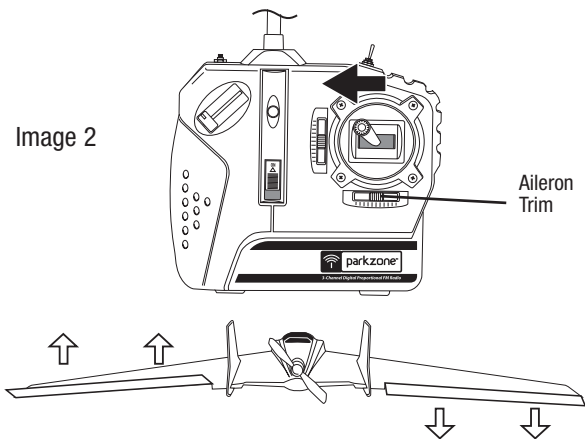
Your F-27B Stryker™ features two large elevons that provide directional control. To test the elevons to ensure they function correctly, follow these simple steps:

1. Turn on transmitter.
2. Install and plug in fully charged aircraft battery. With the stick at neutral and both trim levers centered, the elevons should be at neutral. If this is not the case, you can make small adjustments to the trim levers.
3. Give the transmitter full right on the stick. As you are looking from the tail of the aircraft, the right elevon should deflect upward, and the left downward (in Image 1).



4. Give the transmitter full left on the stick. The left elevon should deflect upward and the right downward (in Image 2).
5. Pull back on the stick and the elevons should both deflect equally upward (in Image 3).
6. Push forward on the stick and the elevons should deflect equally downward (in Image 4).

If you encounter any problems with your F-27B Stryker responding properly to the transmitter, do not fly. Call Horizon Hobby's Product Support staff at 1-877-504-0233.

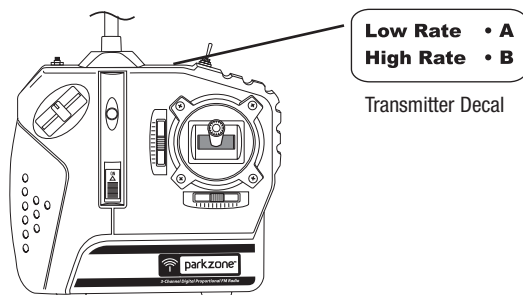


Step 7

Mode Change Flight Control System

Your F-27B Stryker™ is equipped with Mode Change Flight Control™ software that allows you to choose two ways to fly. A switch on top of the transmitter allows you to easily select the desired mode.

Mode A: In this mode, you will be limited in the amount of travel of the control surfaces (elevons), allowing for smooth and more manageable control. We recommend that you begin flying in this mode until you become more familiar with the F-27B Stryker. A label on the transmitter will show the position of the switch (pushed back away from pilot) when in Mode A.



Mode B: The travel of the elevons are no longer limited. This mode is absolutely ideal for extreme aerial combat with an optional Sonic Combat Module™ (HBZ4020), pylon racing, inverted flight and other outrageous flying maneuvers. However, your F-27B Stryker will also be much easier to crash in Mode B as well. This mode is recommended for advanced pilots only. The transmitter label will show the position of the switch (all the way toward pilot when holding transmitter) when in Mode B.

Note: It is possible to change the flight modes during flight. This should be done at higher altitudes to minimize the risk of crashing.

Step 8

Receiver/ESC

Your F-27B Stryker comes with a specially-designed receiver/ESC unit that allows you great flexibility in the event that you choose to reuse the radio system in another model. There are three jumpers that are located in the receiver that can be changed (added/removed) that allow you to make changes if you so choose.

Jumper 1—Mix of Elevator and Rudder

You can add the jumper to utilize software that will allow a slight mix of elevator and rudder. In this mode, when rudder input is given, a slight amount of up elevator is added. By doing this, the nose of the airplane will be more likely to “stay up” when rudder input is given. This can be of great help to pilots that are transitioning from 2- to 3-channel aircraft and are not experienced with pitch control.

Jumper 2—V-Tail/Standard Tail

Tail control: Your F-27B Stryker comes with the plane set for V-tail/elevon function. However, you can add this jumper and switch the function to conventional “T” tail. Again, this allows for great flexibility in the event you want to reuse the radio system.

Jumper 3—Auto Cutoff

Your F-27B Stryker comes with the jumper included in the third port. This sets the auto cutoff to function with 6- to 9-cell Ni-MH battery packs. If you remove the jumper, the auto cutoff will function with a 3S Li-Po battery pack.

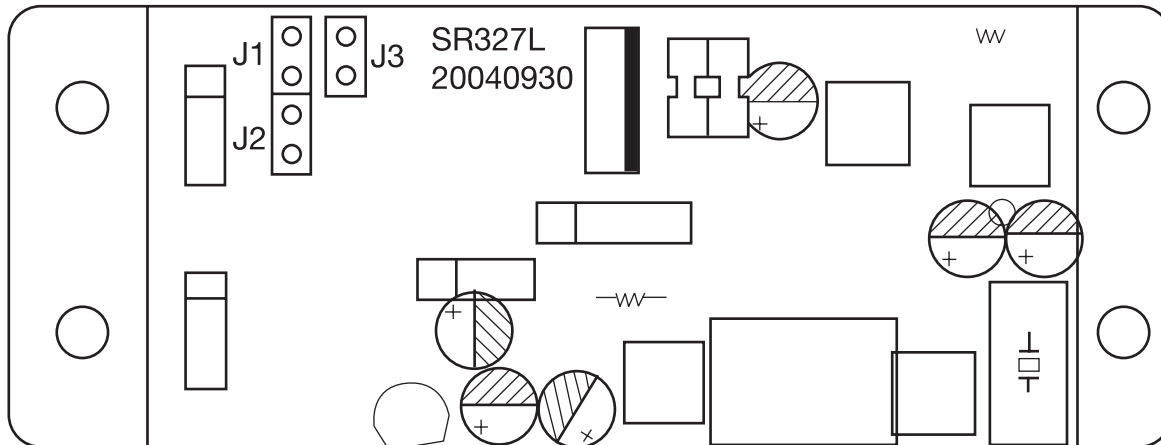
When your F-27B Stryker goes into auto cutoff, prepare to land your aircraft immediately. You will maintain control of steering and pitch, but you will not have access to throttle at this time. You can “blip” the throttle to try to re-arm, but only attempt this once as you are preparing to land.

Step 8 *continued*

Functions of Rx Jumpers

Default positions of jumpers for F-27B Stryker™ are shown in bold.

	Jumper Present	Jumper Absent
Jumper 1	Flight-Trak™ On	Flight-Trak Off
Jumper 2	"T" tail control	"V" tail/Elevon control
Jumper 3	6-9 cell Ni-MH	3S Li-Po



Propellers

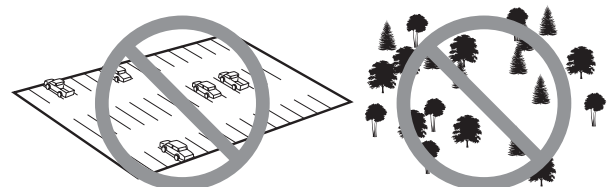
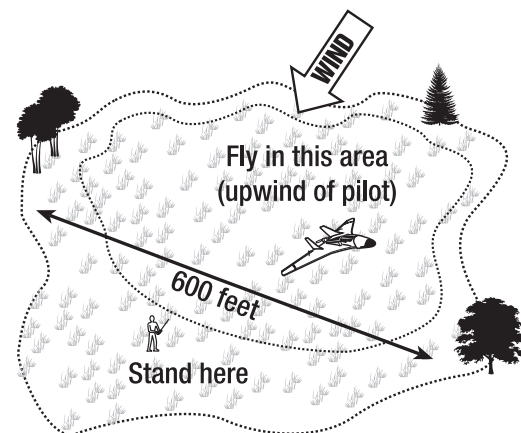
Your F-27B Stryker comes with the propeller installed that should be used with the stock 7-cell Ni-MH battery or the optional 8-cell Ni-MH battery pack. However, there is an additional propeller that is included for use when you choose to power your F-27B with a 3S Li-Po battery.

The Li-Po prop (5 x 3) will prevent excessive current draw on the electronics, which will lead to permanent damage to the ESC, motor and your Li-Po battery pack. When deciding to power your F-27B Stryker with a 3S Li-Po, **always** replace the stock prop with the 5 x 3 propeller.

Step 9

Choose a Large, Open Grassy Field

- A large, open grassy field is required to fly your F-27B Stryker. The Stryker can achieve speeds of up to 50 mph, so it covers ground fast. The bigger the field, the better.
- It is essential to have a minimum of 300 feet of clear space in all directions from the pilot. If you ignore this direction, you will have problems.
- Make certain that you do not fly near trees, buildings, or other areas that can restrict your view or interfere with your flying.



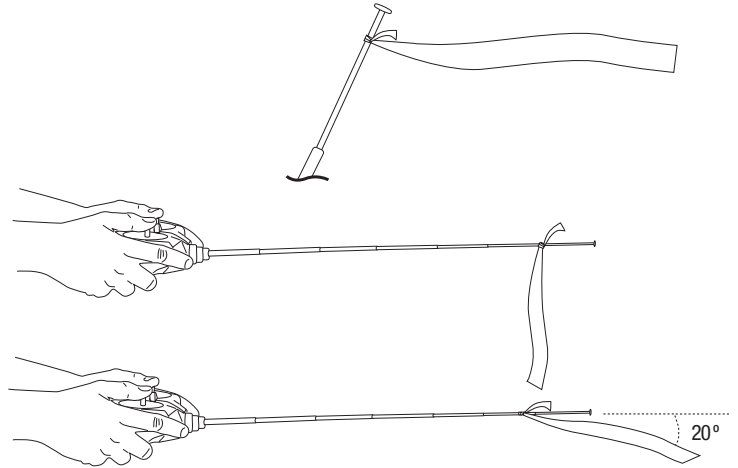
Step 10

Choose a Calm Day

You want to fly! However, you need to make sure that your flights, especially the initial ones, are done with little to no wind (less than 7mph).

To check wind conditions:

1. Tie the included red ribbon to the transmitter antenna.
2. Hold the transmitter antenna so that it is parallel to the ground and note how much the ribbon moves in the wind. If the ribbon hangs down, conditions are right to fly. However, if the angle between the antenna and the ribbon is less than 20 degrees, it is too windy to fly.

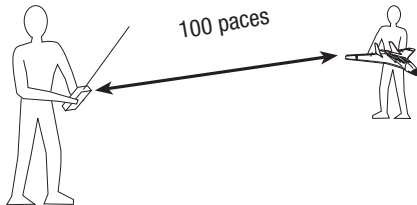


Step 11

Range Test

You will need two people to perform the range test: one to hold the plane and the other to give input to the transmitter.

Warning: The person holding the plane should be sure the propeller does not come into contact with any part of their clothing or body.



1. One person holds the transmitter, while the other person walks 100 paces away with the airplane.
2. Be sure the throttle slider is in the “off” position.
3. Extend the transmitter antenna completely and turn the transmitter on.
4. Plug the airplane battery into the fuselage.
5. As soon as the throttle slider is advanced, the propeller should spin quickly.
6. As the first person moves the transmitter controls at the same time, the other person watches to be sure the airplane’s motor and tail controls operate smoothly.

Step 12

Seek Assistance from an Experienced Radio Control Pilot

VERY IMPORTANT: The 3-channel control system is designed for the experienced radio control pilot and is not intended for the first-time flyer. It is best to have, at the very least, HobbyZone® Zone 2 experience. First-time pilots of the ParkZone™ F-27B Stryker™ should seek the assistance of an experienced RC flyer until the additional third channel (pitch control) has been competently mastered.

Crash damage is not covered under the warranty.

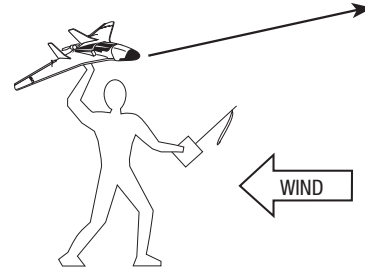
Step 13

Hand Launching the F-27B Stryker™

1. Make certain that the aircraft battery is fully charged.
2. Make sure the throttle slider is in the “off” position before turning on the transmitter.
3. Turn on the transmitter. Make certain transmitter switch is on correct mode.
4. Plug in aircraft battery.
5. Place the fingers of your launching hand into the molded place on the bottom of the aircraft.
6. With the power off, throw your F-27B Stryker firmly with a slight angle upwards, directly into the wind.
7. After throwing, immediately give full throttle.

Warning: If you give throttle before you throw your F-27B into the air, you could cause yourself severe physical harm. Please use caution.

8. Keep steering into the wind and hold at full throttle until you have reached an altitude of at least 50 feet.
9. When you have reached this safe altitude, it is safe to steer in the desired direction as well as adjust the throttle input to help control altitude and speed.

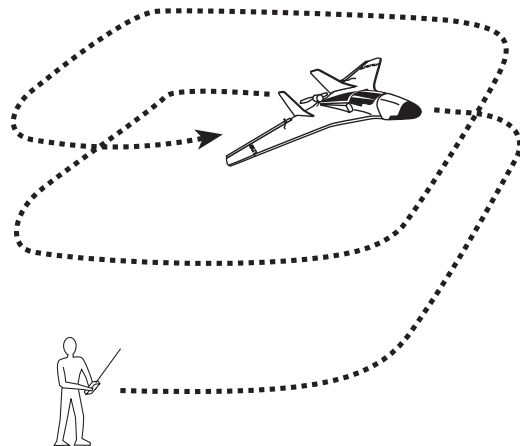


Step 14

Flying the F-27B Stryker

1. After launching, your F-27B Stryker will climb at full throttle. Keep the throttle full on until you have reached an altitude of about 50 feet. At the same time, make sure that you are continuing to keep the airplane directed into the wind.
2. Make right and left adjustments as necessary to keep the plane headed directly into the wind. After you have reached 50 feet of altitude, you can begin to make directional changes that you desire.
3. Use the trim levers on the transmitter to help with trimming for level flight. If you still need some additional trim adjustment to the elevons, you can detach the clevis from the control surface horn and turn the clevis in or out to raise or lower the elevon until the desired adjustment is made.
4. Remember—control range is 2,500 feet. Do not allow the plane to get too far away from you. When the plane is further in the air, it is harder to see and the winds are stronger.
5. Always keep the plane upwind from you, so it will not be carried away from you by the wind.

6. Flying in too much wind is by far the number one reason for those who are inexperienced to crash or have fly-aways.
7. Do not try to climb too fast by pulling all the way back on the stick (up elevator), or your plane may enter into a stall. Climb by giving small amounts of elevator.
8. Damage/bends to the wings or tails can greatly affect flight control. Replace the damaged parts immediately.

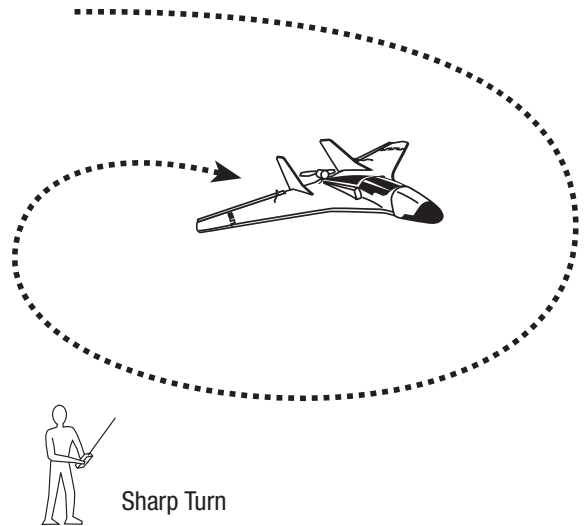
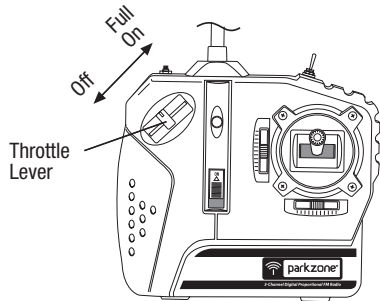


Step 14 *continued*

Sharp Turns

In order to make a sharper turn, move the stick in the desired direction and add some elevator (pull back on stick). The plane will make a sharper banking turn.

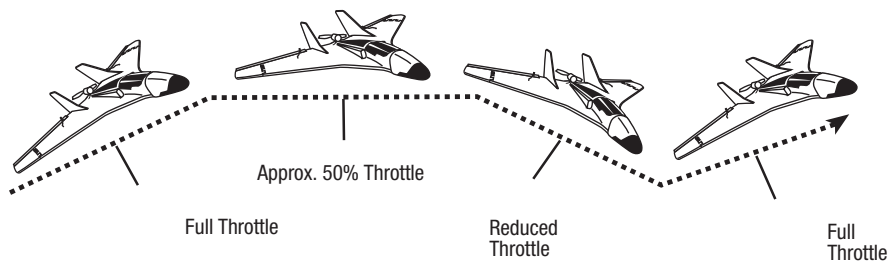
Note: With the throttle slider set at low or off (gliding), the plane will not turn as fast as when you are flying at or near full throttle.



Step 15

Throttle Adjustment

1. Climb to an altitude of 150 feet or more with full throttle.
2. To achieve and maintain a level "cruising" altitude, reduce the power by moving the throttle slider down to approximately 50% of full-on. The throttle slider is proportional, so you can add or reduce throttle in small increments, as needed, to maintain the altitude that you desire.
3. To reduce altitude, reduce throttle.
4. To increase altitude, increase throttle.



Step 16

Using Elevator

Your F-27B Stryker™ is equipped with a third channel for elevator (pitch control). Pulling back on the stick provides up elevator. This allows for better flares for landing, better climb rates, more effective turns, and better aerobatics. However, pulling too far back on the elevator to climb too quickly could cause the airplane to enter a stall (make the nose of the plane come down). To avoid crashing from a stall, always maintain enough altitude to recover.

Just after a stall has occurred, the nose of the airplane will fall and the plane will look like it is diving. To pull out of a stall, simply pull back slowly on the stick (partial up elevator) once your F-27B Stryker has built up airspeed. Remember, pulling back too quickly or for too long will once again cause the airplane to enter a stall. Effectively avoiding and recovering from stalls requires experience. Always seek the help of an experienced radio control pilot if you are not familiar with pitch control. Failure to do so, could result in a crash and significant damage to your airplane.

Step 17

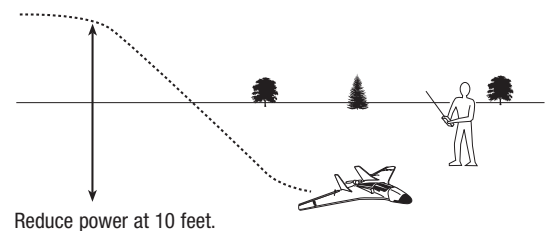
Landing Your F-27B Stryker

When you begin to notice that your F-27B Stryker no longer climbs well under full power (normally after approximately 10–15 minutes), the battery is getting low and it is time to land. Bring in your Stryker directly into the wind and toward the desired landing spot. Gradually reduce throttle to reach an altitude of approximately 10 feet. At this point, reduce the throttle even more and your plane should glide in for a soft landing.

Note: Your F-27B Stryker should be landed on a smooth surface (such as grass) since there is no landing gear. Landing on rough surfaces such as asphalt or concrete can damage your Stryker and is not recommended.

Expert Tip: As you get better and more experienced at flying, try adding a bit of “up” elevator just prior to landing to “flare” the plane. With some practice, your landings should become smooth and on target.

WARNING: Do not attempt to catch the airplane or injury may occur. Remember, there is a spinning propeller on the plane that can cause injury! Also, be sure to cut power to the motor right before you land to prevent damage to the propeller.



Step 18

Aerobatic Flight

Your F-27B Stryker comes out of the box with the controls set for softer responses and at the outer holes of the control surfaces. However, once you get used to the flight characteristics and want to perform more aerobatic maneuvers you can change the amount of throw that is permitted by moving to the inner holes of the control horns.

After making any adjustments, always turn on the transmitter and center the transmitter trim levers, making sure the control surfaces are adjusted evenly.

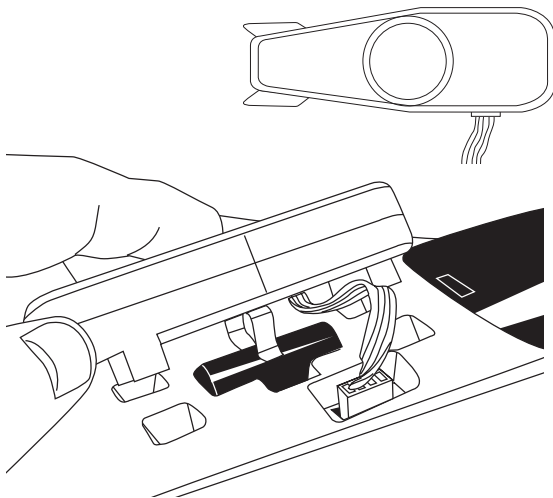
Note: By making these changes, the controls will be much more responsive. But this makes the airplane much less forgiving and easier to stall. Remember, crash damage is not covered under the warranty.

Step 19

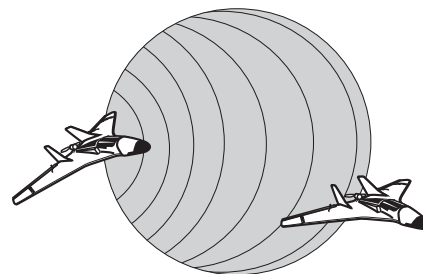
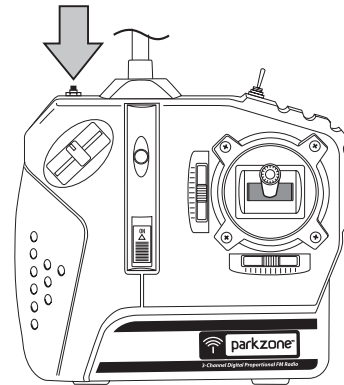
X-Port™

Your F-27B Stryker™ comes equipped with HobbyZone's exclusive X-Port™ feature. This allows you to add the Sonic Combat Module™ (HBZ4020) to your F-27B Stryker for incredible aerial combat.

With the SCM, you can engage in aerial combat with other X-port equipped aircraft. When you successfully "hit" another person's SCM-equipped aircraft, a high-pitched sound is emitted. This signals that their motor is disabled for approximately 10 seconds, while they maintain the ability to steer. This will allow them the opportunity to make a safe landing or position themselves to counterattack. Simply attach the SCM on the designated space on the top of the fuselage.



The firing button is at the top of the transmitter. When the button is pushed, a high-pitched sound will be heard signaling the SCM has been activated.



Range is about 80 feet

Step 20

Repairing Damage

If you happen to crash and your F-27B Stryker is in need of repair, you can use CA or epoxy. The foam will bond quite nicely with careful repair work. However, if damage is severe, or if the wings and/or tail is bent, it is best to replace these parts prior to your next flight. See page 16 of this manual for a detailed listing of replacement parts.

Warnings and Safety

1. Read and follow this manual completely, observing all instructions and safety directions. Otherwise, serious injury and damage can occur. **Think safety first.**
2. Keep propeller away from body parts, even when it isn't spinning, as the transmitter could be turned on accidentally, causing the propeller to spin. Beware of hair becoming entangled in the propeller, especially while launching the F-27B Stryker.™
3. Do not fly when it's too windy or you may lose control and crash, causing injury or damage. Never fly near people, vehicles, train tracks, buildings, power lines, water, hard surfaces, or trees. Never allow anyone to attempt to catch the airplane while it's in flight or serious injury can result.
4. Adult supervision is recommended for pilots ages 14 and under.
5. Battery charging: Only use a battery charger intended for use with the flight battery. Never leave charger unattended while charging, to help prevent overcharging. Place the battery on a heat-resistant surface; do not lay it on carpet or upholstery while charging.
6. Never cut into the battery charger or airplane wires or serious injury can occur. Causing the battery to "short out" (crossing negative and positive bare wires) can cause fire, serious injury, and damage.
7. Hold the plane securely, and keep all body parts away from the propeller when the flight battery is plugged in. When you finish flying the F-27B Stryker, always unplug the battery before you turn off the transmitter.
8. Never fly on the same frequency as another RC vehicle in your area. The frequency of the F-27B Stryker is shown on stickers on the back of the transmitter and on the plane.

Success Tips

1. Don't fly in winds over 7 mph!
2. Less-experienced pilots should always get help from an experienced radio control pilot during first flights, especially if the pilot has only flown a 2-channel aircraft.
3. Choose your flying field carefully—grass and soft ground with 600-foot diameter is optimal for flying and will lengthen the life of the F-27B Stryker. Make sure there are no obstacles that will get in your way when flying, such as trees or buildings. Make sure you do not fly where pedestrians could be hurt by the airplane.
4. Remember that holding the stick full over for too long can cause the airplane to spiral dive and crash. At the very first sign of the F-27B Stryker beginning to spiral down, immediately release the stick, and give the opposite turn control to the spiral. After this is done and you once again have control of the airplane, pull back on the elevator to level flight and level the wings.
5. Don't attempt to fly or do maneuvers beyond your flying abilities without seeking the assistance of an experienced pilot.
6. If you're gliding with the motor off, allow the F-27B Stryker more area for turns.
7. At your flying field, position yourself to keep the sun at your back and out of your eyes. Wear sunglasses on bright days.
8. Keep the F-27B Stryker upwind, especially on windy days, to prevent it from "flying away." The wind is normally stronger at higher altitudes than it is on the ground.
9. Keep your plane in front of you so you don't have to turn in circles as you fly. Try to avoid flying directly overhead.

Troubleshooting

PROBLEM	POSSIBLE CAUSE	SOLUTION
Unit does not operate	<ol style="list-style-type: none"> 1. Transmitter "AA" batteries are depleted or installed incorrectly, indicated by a dim or unlit LED on transmitter or the low battery alarm. 2. No electrical connection. 3. Flight battery not charged. 	<ol style="list-style-type: none"> 1. Check polarity installation or replace with fresh "AA" batteries. 2. Push connectors together until they "click." 3. Charge battery fully.
Aircraft keeps turning in one direction	<ol style="list-style-type: none"> 1. Elevons not set up correctly. 2. Vertical fins have moved/changed. 	<ol style="list-style-type: none"> 1. Check elevons; review control surfaces. 2. Reattach/straighten vertical fins.
Aircraft will not climb	<ol style="list-style-type: none"> 1. Battery is not fully charged. 2. Elevon trim may be incorrect. 	<ol style="list-style-type: none"> 1. Charge battery fully shortly before flying. 2. Adjust elevator trim.
Aircraft keeps pitching up steeply	<ol style="list-style-type: none"> 1. Wind is too gusty or strong. 	<ol style="list-style-type: none"> 1. Postpone flying until the wind calms down.
Aircraft will not trim correctly with levers	<ol style="list-style-type: none"> 1. Trim levers on transmitter not enough to correct. 	<ol style="list-style-type: none"> 1. Remove clevis from control horn and turn clevis in or out to raise or lower elevon to desired position.

Warranty and Follow-Up Procedures

Horizon Hobby, Inc. guarantees your F-27B Stryker™ to be free from defects in material and workmanship at the date of purchase. This warranty does not cover any component parts, or damage by use or modification. In no case shall Horizon Hobby's liability exceed the original purchase cost of this item. Further, Horizon Hobby reserves the right to change or modify this warranty without notice.

This warranty covers only those products purchased from an authorized Horizon Hobby dealer. Third party transactions are not covered by this warranty. Proof of purchase is required for warranty claims. Due to the nature and operation of your F-27B, the warranty does not extend beyond the initial pre-use testing. Carefully check the parts and operation BEFORE your first use. If you discover defects during pre-use testing, please call our Product Support Team toll-free at 877-504-0233 for technical support.

In that Horizon Hobby has no control over the final assembly, or material used for final assembly, no liability shall be assumed nor accepted for any damage resulting from use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability. Please note that once assembly has been started, you must contact Horizon Hobby, Inc. directly regarding any warranty questions. Please do not contact your local hobby shop regarding warranty issues. This will enable Horizon to better answer your questions and service you in the event you need warranty assistance.

Horizon Hobby, Inc. 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 Hobby, Inc. Collateral damage is not covered under this warranty. If you, as the buyer or owner, are not prepared to accept the liability associated with the use of this product, you are advised to return it immediately in new and unused condition to the place of purchase.

If you have any questions concerning your ParkZone™ F-27B Stryker, please contact our Product Support staff toll-free at 1-877-504-0233.

If your product requires inspection, please follow these steps in order to return it to us:

1. Call our Product Support team for return authorization.
2. Use the "Service and Repair Checklist" from www.horizonhobby.com under the support tab or write a detailed letter that includes:
 - Your name, address, home phone number, and daytime phone number;
 - A list of the products being shipped for inspection or repair;

- A detailed account of the type of problems you are incurring; and
 - The payment method you wish to use for any purchases or charges, including credit card type, number, expiration date and your name as it appears on the card.
3. Submit proof of purchase, including purchase date and retailer information.
 4. Make sure that the batteries are unplugged and removed. Please use packing material to separate them from the product.
 5. Pack all components and accessories in the original box, and then pack it in a sturdy box with packing materials for safe shipping.
 6. For inspection and/or repair, please ship your product to:
Horizon Service Center
Attn: ParkZone Department
4105 Fieldstone Road
Champaign, IL 61822

We suggest you ship your product(s) back to us via a carrier that provides package tracking and/or signature required. Horizon Hobby, Inc. is only responsible for product once it arrives and is accepted at our facility. Most carriers require optional insurance to cover damage or loss in transit, so please consider this when shipping merchandise.

Warranty Service

Providing all warranty conditions have been met, defective parts will be repaired or replaced without charge and shipped to you via ground freight prepaid. Again, crash or other collateral damage or expense is not covered under warranty. Proof of purchase date and location is required for all warranty service.

Non-Warranty Service

If our inspection finds the repair cost exceeds \$50 or more than 50% of the value of your product, we will contact you with a repair estimate and advise you of the available options.

If you have any warranty questions that have not been answered by the information listed above, please call our Product Support staff at 1-877-504-0233.

Replacement Parts

Keep your F-27B in the air! Check www.parkzone.com to find your local hobby store, or to buy online, visit horizonhobby.com

Item	Description	Retail
PKZ1002	Propeller (7&8 cell high pitch): F-27B	\$2.99
PKZ1004	5x3 Li-Po Propeller: F-27B	\$2.99
PKZ1130	Mini Servo (5W) w/Arms: F-27B, J-3	\$9.99
PKZ1131	Servo Gear Set w/Accessories	\$2.49
PKZ1203	Decal Sheet: F-27B	\$6.99
PKZ1206	Instruction Manual: F-27B	\$0.99
PKZ1212	Battery Hatch: F-27B	\$3.49
PKZ1213	Complete Hatch Set: F-27B	\$7.99
PKZ1214	Double-Sided Tape (400mm): F-27B	\$1.99
PKZ1215	Painted Nose w/Decal: F-27B	\$3.99
PKZ1216	480 Motor w/Leads: F-27B	\$10.99
PKZ1218	Clevis and Pushrod (2): F-27B	\$2.49
PKZ1220	Vertical Fins (2): F-27B	\$7.99
PKZ1233	Elevons (2) w/Control Horns: F-27B	\$3.99
PKZ1234	Motor Mount w/Hardware: F-27B	\$3.29
PKZ1241	Tx: CH 1, 26.995: F-27B, P-51D	\$32.99
PKZ1242	Tx: CH 2, 27.045: F-27B, P-51D	\$32.99
PKZ1243	Tx: CH 3, 27.095: F-27B, P-51D	\$32.99
PKZ1244	Tx: CH 4, 27.145: F-27B, P-51D	\$32.99
PKZ1245	Tx: CH 5, 27.195: F-27B, P-51D	\$32.99
PKZ1246	Tx: CH 6, 27.255: F-27B, P-51D	\$32.99
PKZ1551	ESC/Rx CH 1, 26.995: F-27B	\$28.99
PKZ1552	ESC/Rx CH 2, 27.045: F-27B	\$28.99
PKZ1553	ESC/Rx CH 3, 27.095: F-27B	\$28.99
PKZ1554	ESC/Rx CH 4, 27.145: F-27B	\$28.99
PKZ1555	ESC/Rx CH 5, 27.195: F-27B	\$28.99
PKZ1556	ESC/Rx CH 6, 27.255: F-27B	\$28.99
PKZ1267	Bare Fuselage (unpainted): F-27B	\$19.99
HBZ1013	8.4V 7C 900mAh Battery Pack Ni-MH	\$29.99
HBZ1026	Variable Rate DC Peak Charger (1.2 Amp)	\$19.99
HBZ1058	Transmitter Antenna	\$4.99
HBZ6057	Transmitter Battery Cover	\$2.50
F-27B Stryker Optional Parts:		
HBZ2004	Propeller (6-cell low pitch)	\$2.99
PKZ1023	*9.6V 8C 900mAh Ni-MH Battery Pack w/Lead	\$29.99
HBZ1012	7.2V 6C 900mAh Ni-MH Battery Pack	\$24.99
HBZ4020	Sonic Combat Module	\$23.99
HBZ4025	Stealth Target w/Sensor	\$23.99
THP21003S	Thunder Power 11.1V 2100mAh Li-Po Battery	\$79.95
EFLC3005	Celectra DC Li-Po Charger (1–3 cell)	\$53.99
PKZ1519	1.8 Amp Variable Rate DC Peak Charger (5–10 cell Ni-MH)	\$29.99
HBZ1081	Charger Connector w/Wire: 900mAh	\$1.00
HBZ1083	Large Battery Connector	\$.79

NOTE: Some replacement parts are also HobbyZone® replacement parts and may reflect that in packaging.

* 9.6V 8-cell battery pack must be charged with a hobby-quality charger. The charger that comes with the F-27B Stryker™ will not properly charge this battery pack. We recommend the ParkZone™ 1.8 amp variable rate DC peak charger for 5- to 10-cell battery packs (PKZ1519).

