



PKZ1415



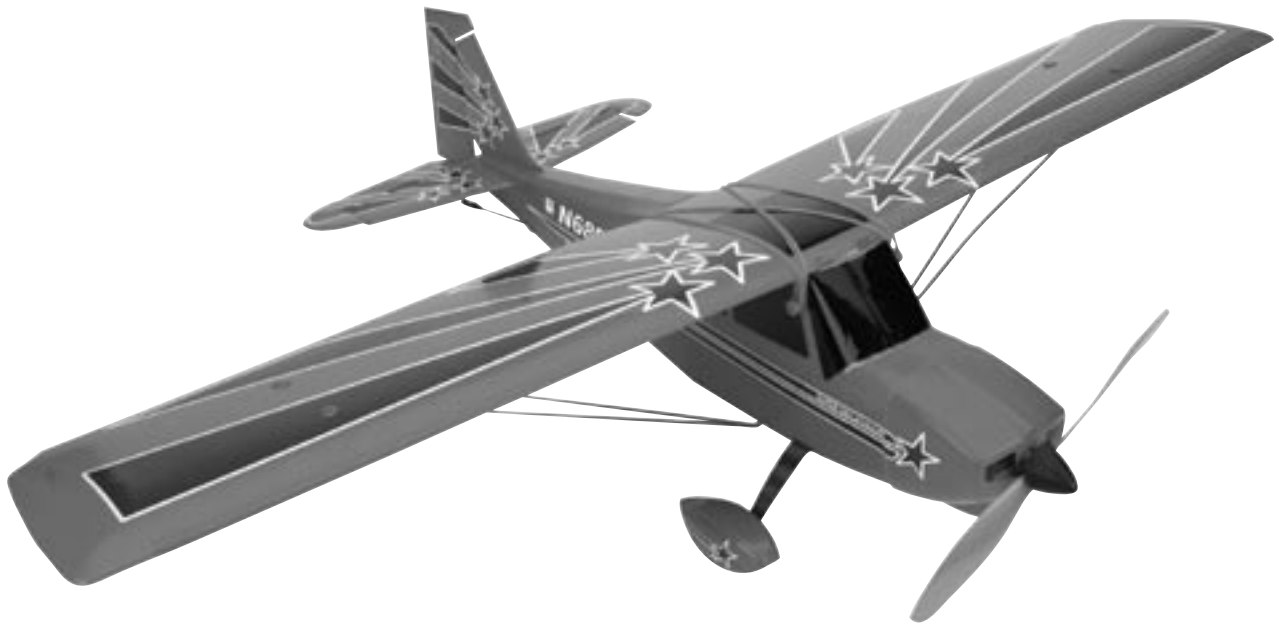
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parkzone™



Super Decathlon Instruction Manual



Charge-and-Fly™ Park Flyer

Wingspan: 35.4" (900mm)
Overall Length: 25.3" (640mm)
Weight: 16 oz. (450g)
Motor: 370 class with gear reduction

Radio: Proportional 3 ch. FM
Battery: 8.4V 600mAh Ni-MH
Charger: DC peak detect

Super Decathlon Instruction Manual

Congratulations on your purchase of the ParkZone™ Super Decathlon. Your Super Decathlon has come with everything to get you in the air – all in one box! You will only need to attach the wing and landing gear, as well as charge the battery prior to flight.

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

Your Super Decathlon 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 recommend that you seek the help of an experienced radio control pilot during your beginning flights. Crash damage is not covered under the warranty!

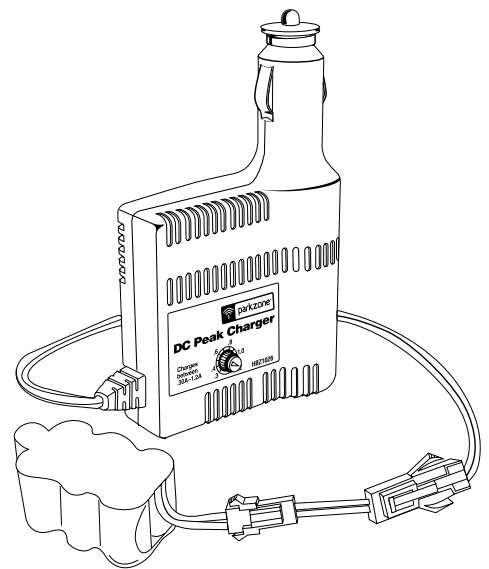
Your Super Decathlon comes with 2 modes that are selectable on the transmitter. Mode A limits the travel of the control surfaces for your first several flights. Mode B no longer limits the control so you can perform more aerobatic maneuvers such as loops. Your receiver also allows you to add or remove jumper to better customize your flight, or re-use this radio equipment in another aircraft if you so choose.

Step 1

Charging the Aircraft Battery

This 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. This charger continually monitors the battery's charge curve and automatically stops charging when the peak charge is detected. The peak detection charger will help avoid damaging Ni-Cd and Ni-MH cells.

Important: The 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.



BATTERY CAPACITY	MAX. CHARGE RATE	CHARGE TIME
600mAh 8.4V Ni-MH	0.9 amp	40 minutes

Note: Charge time is an estimate only of fully discharged battery pack. Actual charge times may vary.

Step 1 *continued*

DC Peak Detection Charger Features:

- Variable charge rate from 0.3–1.2 amps
- Trickle charge
- Uses automobile 12V power outlet
- Charges 4–7-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 .9 amps.
Battery Capacity: 8.4V 600mAh Ni-MH
Max. Charge Rate: 0.9 amps
Typical Charge Time: 40 minutes
2. Connect the battery pack to the charger using the included adapter.
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.

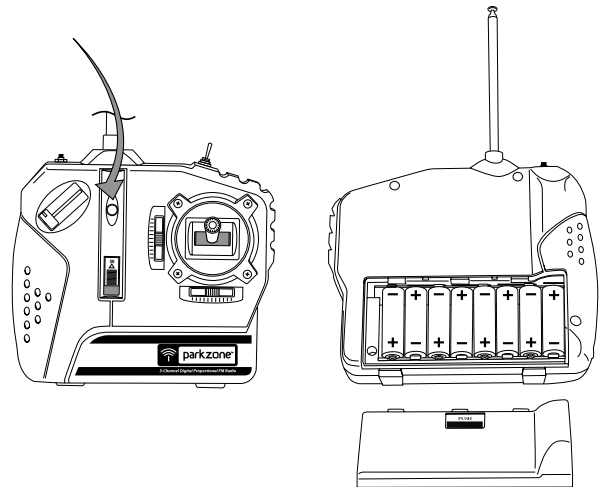
Note: Damage to the charger and battery will occur if you exceed the maximum charge rate recommended.

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 2

Transmitter

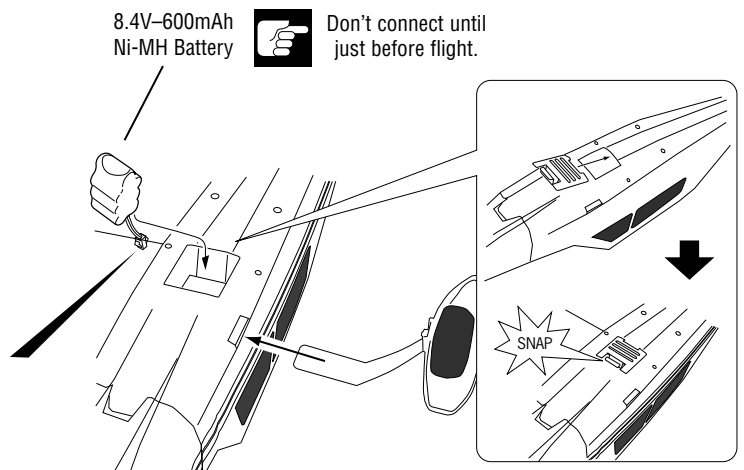
1. Insert 8 new “AA” batteries (supplied) into the transmitter, observing proper polarity.
2. Turn switch on to ensure the batteries have been installed correctly. Once this is confirmed, turn radio off.



Step 3

Installation of Landing Gear

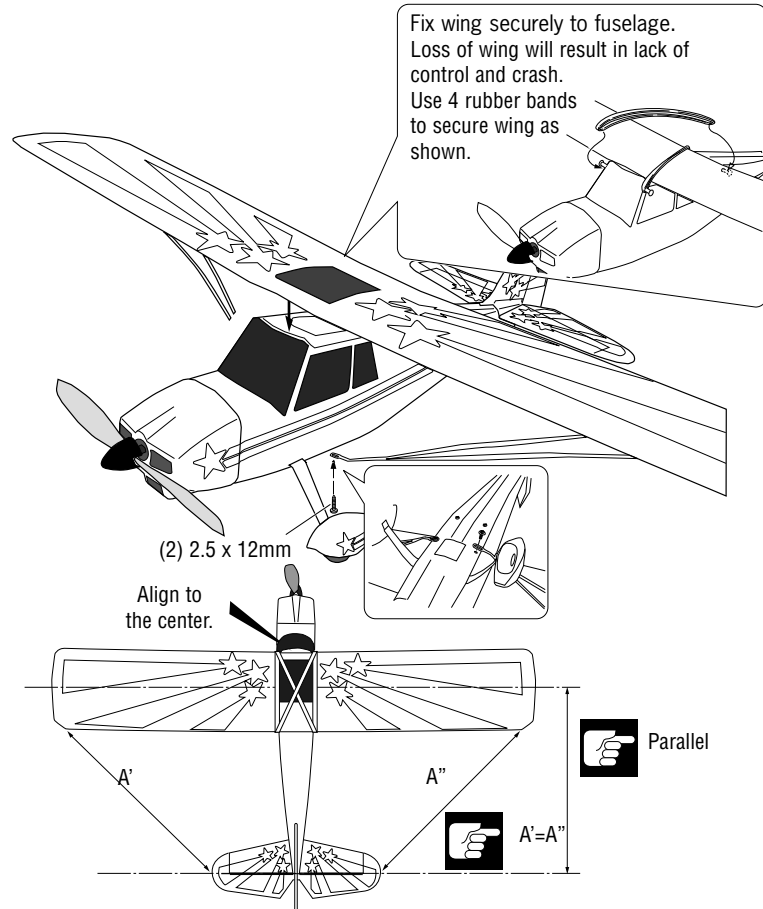
1. Locate the landing gear within packaging.
2. Slide one half of landing gear into allotted slot in fuse until it “locks” into place. Slide the other half of the landing gear into fuse as you have done with the previous one. Look into the fuselage to make sure the two gear halves are pressed in snug against the center of the landing gear support.
3. Make sure both parts of the landing gear are secure and properly in place. They should feel “snug” inside the fuse when attached properly.



Step 4

Attaching the Wing

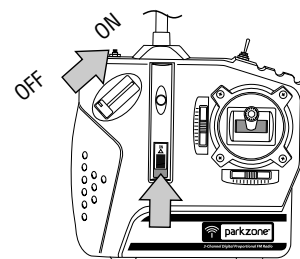
1. Locate wing.
2. Locate wing strut screws.
3. Place the wing on the top of the fuselage, making certain it is centered properly. Attach the wing with four rubber bands that are included. Stretch two of the rubber bands from the front to the rear attach points. Stretch the last two diagonally across the middle to the attach points.
4. Once this is done, it is time to attach the wing struts to the fuselage. Locate the two washers and small Phillips screws and attach strut to fuselage as shown. Once the screw is tightened into the fuse, you can loosen it slightly to allow the slack of the strut to be adjusted as needed.
5. Make sure that prior to each flight the wing is properly centered on the fuselage. If the wing is not centered properly, it is impossible to have correct flight.



Step 5

Motor Test

1. Make sure the throttle slider is in the "off" position.
2. Turn on transmitter.
3. Remove battery cap from bottom of the fuselage.
4. Plug the flight battery into the black lead inside the fuselage.
5. Secure battery inside fuselage cavity and replace battery cap.
6. Your Super Decathlon has a built-in throttle-arming feature that needs to "see" the throttle slider in the off position before it will spin the propeller. (CAUTION: Make sure that you, as well as loose clothing and hair, are away from propeller at all times!) 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.
7. When finished with the motor test, be sure to disconnect the battery first, then turn off the transmitter. This step should be followed each time you need to turn the airplane off.



Adult Supervision Required

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

Step 6

Tail Control Test

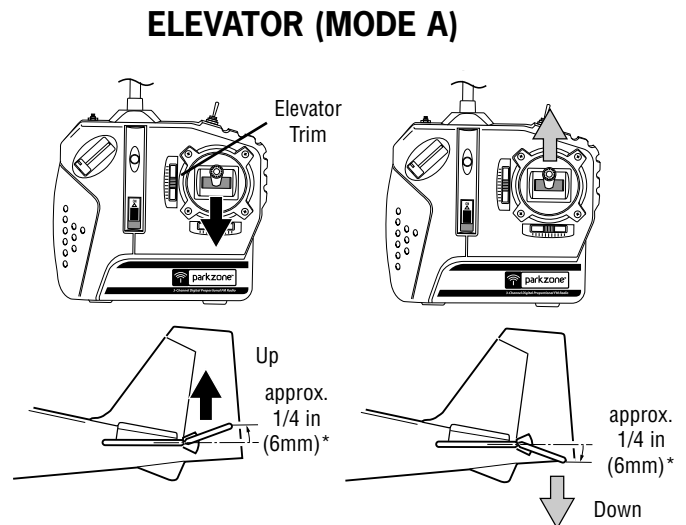
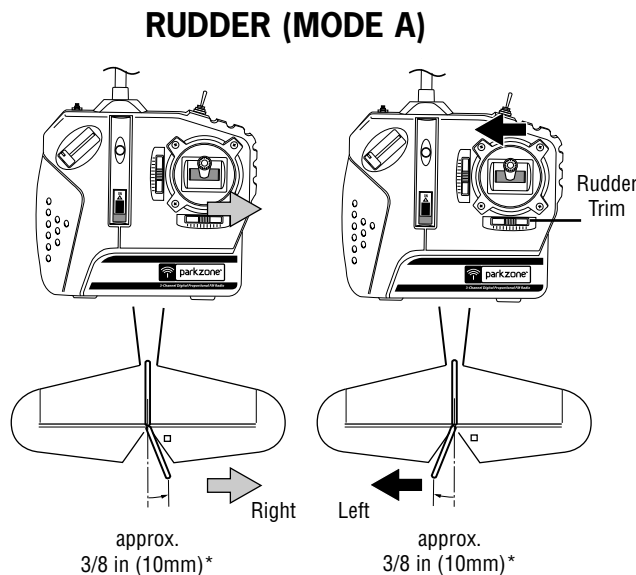
Warning: Keep everything clear of the propeller before starting the control test in the event that you accidentally turn on the motor.

1. Be certain that the throttle slider is in the "Off" position. Make certain both trim levers are centered.
2. Switch on the transmitter-check to make sure the LED is lit indicating the TX has power. Make certain that both trim levers are centered.
3. The flight battery should already be installed in the fuse. Plug the battery to the connector.
4. Move the stick from side to side. The rudder should move per your transmitter input.
5. Pull the stick back and the elevator control surface should move upward (as shown).
6. Move the stick full forward. When this is done, the elevator control surface should move down (as shown).

If your airplane is not responding correctly to the transmitter input, do not fly! Some correction is needed. Call the Horizon Product Support Group at 1-877-504-0233.

7. When the test is complete, be sure to disconnect the flight battery first, then turn off the transmitter. This should be done each time you turn off the airplane.

Note: It is very important to make sure that the control surfaces (rudder and elevator) are at 0 degrees when the transmitter control stick and trim levers are centered.



If rudder or elevator do not move per control stick, do not fly. Call Product Support at 1-877-504-0233

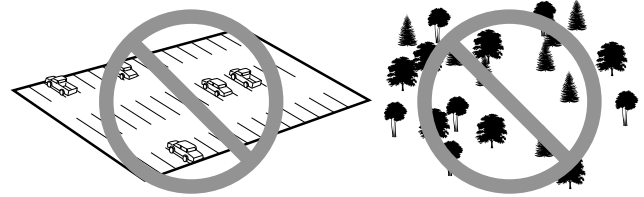
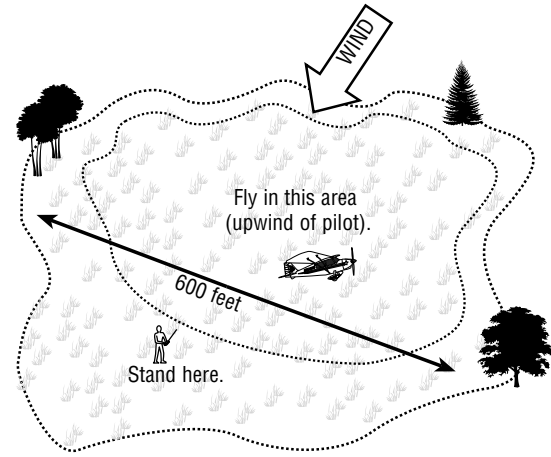


* All throws measured in Mode A

Step 7

Choose a Large, Open Grassy Field

- A large, open grassy field is required to fly your Super Decathlon. The Super Decathlon flies about 15-20 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 regret it.
- Make certain that you do not fly near trees, buildings, or other areas that can restrict your view or interfere with your flying.
- Always keep the Super Decathlon upwind from you to avoid fly-aways.



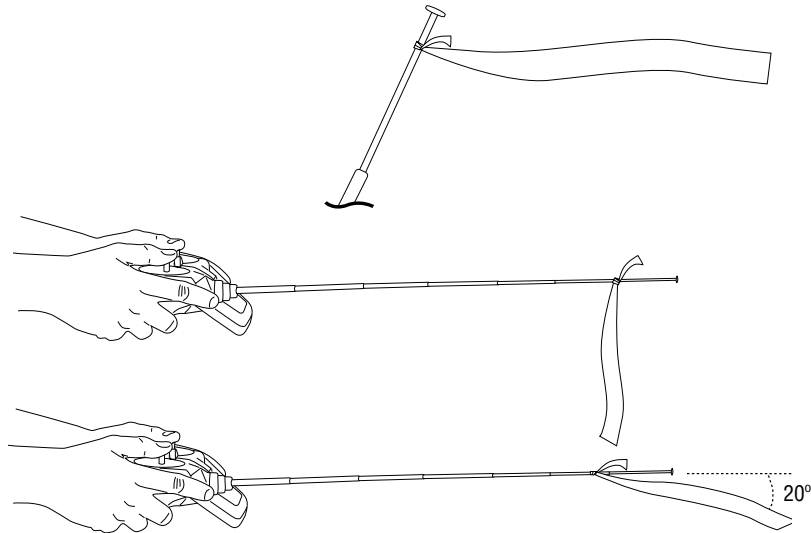
Step 8

Choose a Calm Day

You want to fly! However, you need to make sure that you fly in the conditions that will allow you to have the best success. This is when there is little to no wind (less than 7 mph).

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 9

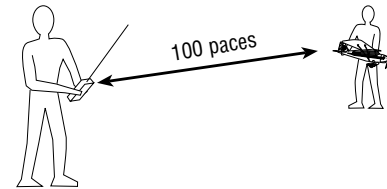
Range Test

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

Warning: The person holding the plane should hold it in such a way that 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, the other person watches to be sure the airplane's motor and tail controls operate smoothly.



Step 10

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. If you have successfully flown the Zone 2 HobbyZone® airplanes, then you should be ready for the ParkZone™ Super Decathlon. However, first-time pilots of the ParkZone™ Super Decathlon 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.

Important: Initial flights should always be done with the airplane in Low Rate (Mode A). In this mode, there is some limitation to the travel allowed, helping to prevent you from over-control. After you have made several safe flights in Mode A, you can move on to Mode B which will no longer limit the travel of the control surfaces. (See next step.)

Note: It is possible to change flight modes in flight. However, it is important that you have enough altitude prior to attempting to change the flight mode.

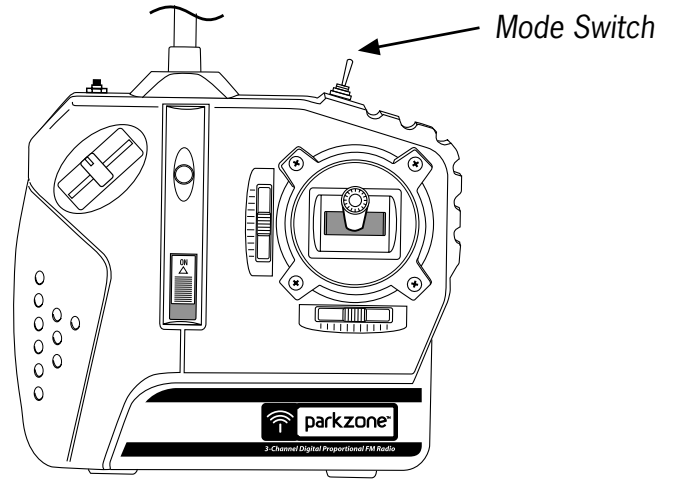
Step 11

Mode Change Flight Control System

Your Super Decathlon comes with the ability to change flight modes as you gain more experience and become more familiar with it. There are two modes that are selectable from the transmitter switch that you can choose from:

Mode A (Low Rate): Mode A is recommended for all first flights. The control travel will be limited in this mode, allowing you to become more familiar with your plane. The switch on the back of the transmitter will be back when you are in this mode.

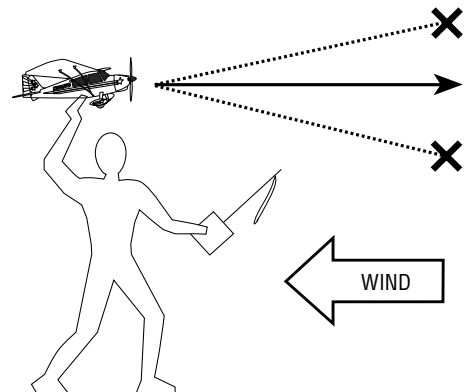
Mode B (High Rate): Mode B no longer limits your control surface travel, allowing more aggressive flying and aerobatics. However, your Super Decathlon will also be more prone to crashes due to over-control if you are not careful. The switch on the transmitter will be toward the pilot when in this mode.



Step 12

Hand Launching the Super Decathlon

1. Make certain that the aircraft battery is fully charged.
2. Turn on transmitter.
3. Plug in aircraft battery.
4. While holding the transmitter in one hand, push throttle slider to full on (up) with thumb.
5. Take a couple of steps back and launch directly into the wind. Keep the wings level. Use medium force, do not throw it up or down. Point it level (parallel) with the ground when releasing.
6. Keep steering into the wind and hold at full throttle in a slight climb until you have reached an altitude of at least 50 feet.
7. When you have reached this altitude, it is safe to steer in the desired direction as well as adjust the throttle input to help control altitude and speed.



Step 13

Receiver/ESC

Your Super Decathlon comes with a specially designed receiver/ESC unit that allows you great flexibility. There are three jumpers that are located in the receiver that can be changed (added/removed) that allow you make changes (if you so choose) from the stock configuration that your Super Decathlon comes in.

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 used to pitch control.

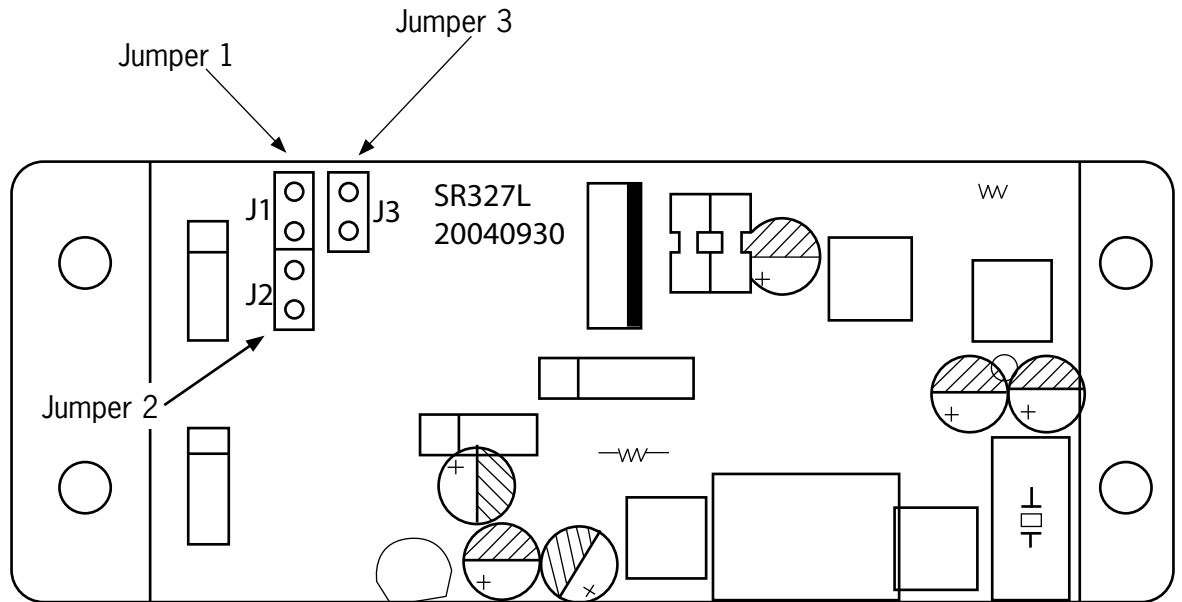
Jumper 2 - V-Tail/Standard Tail:

Tail control: Your Super Decathlon comes with the plane set for conventional “T” tail control. If you remove the jumper, you will switch the control to “V” tail function. This would allow you to transfer the radio system to a “V” tailed aircraft, such as the ParkZone™ Slo-V™, or elevon equipped aircraft such as the ParkZone™ F-27 Stryker™.

Jumper 3 - Auto Cutoff:

Auto Cut-Off: Your Super Decathlon comes with the jumper included in the third port. This sets the auto cut-off to function with 6-8 cell Ni-MH battery packs. If you remove the jumper, the auto cut-off will function with a 9 cell Ni-MH battery pack or a 3S LiPo battery pack.

When your Super Decathlon goes into auto cut-off, prepare to land immediately. You will maintain control of steering and pitch, but 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.



Functions of RX Jumpers

	Jumper Present	Jumper Absent
Jumper 1	* Flight Trak On	<i>Flight Trak Off</i>
Jumper 2	<i>“T” tail control (Decathlon)</i>	“V” tail control
Jumper 3	<i>6-8 cell Ni-MH</i>	9-cell Ni-MH/3S LiPo

* Flight Trak gives some up elevator when directional input (rudder) is given. This helps hold the nose up during turns for those pilots that are transitioning to using a 3 channel radio system.

Note: Default positions of jumpers of Super Decathlon are shown above in bold italics.

Step 14

Runway Take-off

Runway (ROG) take-offs are recommended only for advanced pilots. All initial flight should be done by hand-launch.

Note: You must have a long and smooth surface in order to successfully take off by way of runway. If you do not have a long or smooth enough runway, you will likely cause damage to your aircraft.

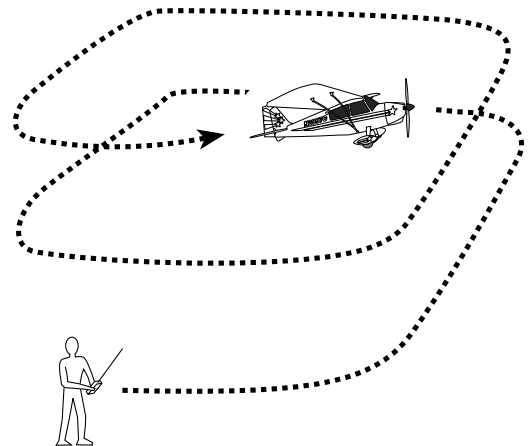
1. Prior to attempting a runway takeoff, you should have had several successful flights of hand-launching the Super Decathlon.
2. Make certain the aircraft battery is fully charged.
3. Turn on transmitter.
4. Plug in aircraft battery.

5. Stand behind the Super Decathlon and take note of the wind so that you can take off directly into it. Make certain you are on smooth asphalt or concrete.
6. Apply full throttle and adjust the stick so that you keep your Super Decathlon headed directly into the wind.
7. If the battery is fully charged, you should be able to lift off the ground in approximately 15–20 feet. As you notice the back of the plane beginning to lift a bit off the ground, apply some “up” elevator by pulling back on the stick. Do not give too much “up” elevator, or you can cause the airplane to stall.

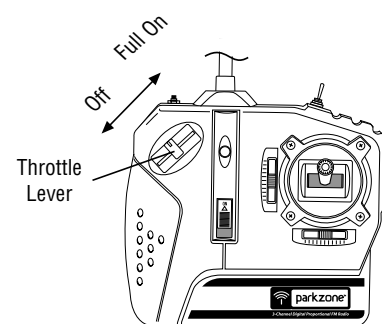
Step 15

Flying

1. After launching, your Super Decathlon will climb at full throttle. Keep the throttle full on until you have reached an altitude of about 50 feet. At this same time, make sure that you continue 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. Remember—control range is 2,500 feet. Do not allow the plane to get too far away from you. When the plane is farther away it is harder to see and the winds are stronger as well.
4. Always keep the plane upwind from you. This way, the airplane will not be carried away from you by the wind.
5. Flying in too much wind is by far the number one reason for those who are inexperienced to crash or have fly-aways.
6. Avoid holding the stick full right or left for more than two seconds, as this will cause the plane to enter a spiral and could threaten your plane.
7. Do not try to climb too fast by pulling all the way back on the stick (up elevator), or your plane may stall. Instead, climb by giving small amounts of elevator.
8. Damage/bends to the wings or tail can greatly affect flight control. Replace damaged parts immediately.



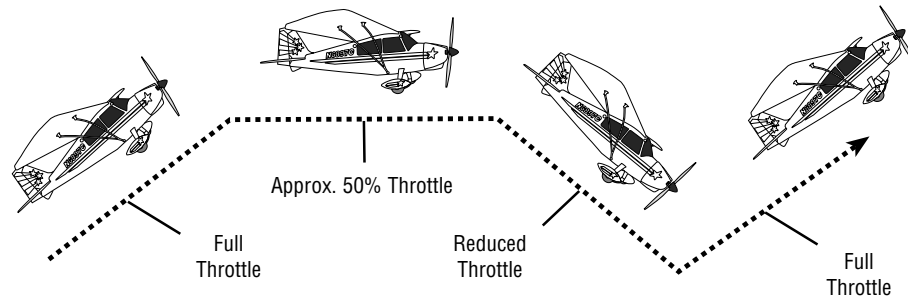
NOTE: With the throttle stick set at low or off (gliding), the plane will not turn as fast as when the throttle is set on high.



Step 16

Throttle Adjustment

1. Climb to an altitude of 100 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 17

Using Elevator

Your Super Decathlon is equipped with a third channel for elevator (pitch control). Pulling back on the stick provides up elevator. This allows for shorter takeoffs, better flares for landing, better climb rates, and more effective turns. However, pulling too far back on the elevator to climb too quickly will 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 Super Decathlon 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 18

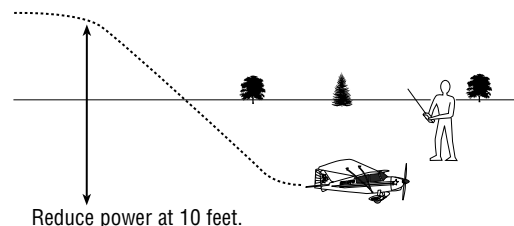
Landing Your Super Decathlon

When you begin to notice that your Super Decathlon no longer climbs well under full power (normally after approximately 12–15 minutes), the battery is getting low and it is time to land. Bring in your Super Decathlon directly into the wind and toward the desired landing spot. Gradually reduce throttle (as well as giving a small amount of down elevator if you choose) to reach an altitude of approximately 10 feet. At this point, reduce even more throttle and your Super Decathlon should glide in softly for a landing.

Note: Your Super Decathlon should be landed on a smooth surface (such as asphalt or concrete) so that the landing gear can work effectively. You can land in short grass, but it is less ideal. If you land on grass that's too tall, the tail will want to flip over as the landing gear catches on the grass. This could cause damage to the prop or propshaft.

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 front of the plane that can cause injury! Also, remember to cut power to the motor right before landing to prevent damage to the propeller.



Step 19

Aerobatic Flight

Your Super Decathlon 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. This makes the airplane much less forgiving and easier to stall. Remember, crash damage is not covered under the warranty.

Step 20

Repairing Minor Damage

If you happen to crash and part of the tail or wing breaks, it can be repaired by using packing tape to cover the missing pieces. However, if the damage is severe, or if the wings and/or tail are bent, replace the damaged parts prior to flying again. See this manual for a complete list of replacement parts for your Super Decathlon.

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 it could be turned on by accident. Beware of hair becoming entangled in the propeller, especially while launching your plane.
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. This will help prevent overcharging. While charging, 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 Super Decathlon, 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 Super Decathlon is shown on stickers on the back of the transmitter.

Success Tips

1. Don't fly in winds over 10 mph! First-time pilots should get help from an experienced radio control pilot during first flights.
2. Choose your flying field carefully—grass and soft ground with 600-foot diameter of open space is optimal for flying and will lengthen the life of the Super Decathlon. 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 there are pedestrians who could be hurt by the airplane.
3. 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 plane beginning to spiral down, immediately release the stick and give the opposite turn control to the spiral, then pull back on the elevator gently to level flight and level the wings.
4. Don't attempt to fly or do maneuvers beyond your flying abilities without seeking the assistance of an experienced pilot.
5. If you're gliding with the motor off, allow the Super Decathlon more area for turns.
6. Position yourself at your flying field to keep the sun at your back and out of your eyes. Wear sunglasses on bright days.
7. Keep the Super Decathlon upwind, especially on windier days, to prevent it from "flying away." The wind is normally stronger at higher altitudes than it is on the ground.
8. 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. 4. Crash has damaged the radio inside. 	<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. 4. Replace the fuselage or receiver.
Aircraft keeps turning in one direction	<ol style="list-style-type: none"> 1. Rudder or rudder trim is not adjusted correctly. 2. Wing is not centered over the fuselage. 	<ol style="list-style-type: none"> 1. Adjust rudder and/or rudder trim. 2. Center wing prior to each flight.
Aircraft is difficult to control	<ol style="list-style-type: none"> 1. Wing or tail is damaged. 	<ol style="list-style-type: none"> 1. Replace damaged part.
Aircraft will not climb	<ol style="list-style-type: none"> 1. Battery is not fully charged. 2. Elevator 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. 2. Elevator trim may have raised too much 	<ol style="list-style-type: none"> 1. Postpone flying until the wind calms down. 2. Trim elevator down with the transmitter trim or threaded linkage

Warranty and Follow-up Procedures

Due to the nature and operation of this product, the warranty does not extend beyond initial preflight testing. Carefully check the parts and operation BEFORE your first flight. Damage incurred during flying, landing, crashing or modification is not covered under the warranty.

Warranty: Horizon Hobby, Inc. guarantees this product to be free of defects in material and workmanship. If you discover defects during the very first preflight testing (Steps 1-6 & 9), please call our Product Support staff toll-free at 1-877-504-0233. If you are directed by them to return the product to our Service Center, you will be provided with a RA (Return Authorization) number. If, in our opinion, after inspecting the product, we determine it to be defective, we will repair or replace it at our discretion.

If you are directed by our Product Support staff to return the airplane, please follow these instructions.

1. Unplug the battery from the airplane.
2. Pack the complete ParkZone™ Super Decathlon (all components in the original box) and put into a sturdy shipping carton for protection.

3. Include your complete name and address information inside the carton, as well as clearly writing it on the outer label/return address area. Include detailed information explaining the nature of the problem(s) encountered.
4. Please date your correspondence and be sure your complete name, address and daytime phone number appear on this enclosure. Please include your original dated sales receipt.

Mail to the address below.

Horizon Service Center
Attn: ParkZone Dept.
4105 Fieldstone Rd.
Champaign, IL 61822

Replacement Parts

Make sure that you keep your Super Decathlon in the air. Replacement parts are available at your local hobby shop or from Horizon Hobby (www.horizonhobby.com). Please try your local retailer first. By supporting your local hobby shop, they will be there when you need them!

ITEM #	DESCRIPTION	RETAIL
HBZ1026	DC Peak Charger	\$19.99
HBZ1058	Tx Antenna	\$4.99
HBZ6057	Tx Battery Cover: All HBZ/PKZ 3 CH Aircraft	\$2.50
PKZ1001	Prop w/Spinner: J-3, Super Decathlon	\$3.99
PKZ1021	Battery: 8.4V 600mAh Ni-MH: J-3, Super Decathlon	\$24.99
PKZ1104	Prop Shaft w/Hardware: J-3, Super Decathlon	\$1.99
PKZ1116	370 Motor w/Pinion: J-3, Super Decathlon	\$9.99
PKZ1128	Complete Gearbox: J-3, Super Decathlon	\$7.99
PKZ1130	Mini Servo (5-Wire) w/Arms	\$9.99
PKZ1131	Servo Gear Set w/Accessories	\$2.49
PKZ1241	TX: CH 1, 26.995: F-27, Slo-V, Super Decathlon	\$32.99
PKZ1242	TX: CH 2, 27.045: F-27, Slo-V, Super Decathlon	\$32.99
PKZ1243	TX: CH 3, 27.095: F-27, Slo-V, Super Decathlon	\$32.99
PKZ1244	TX: CH 4, 27.145: F-27, Slo-V, Super Decathlon	\$32.99
PKZ1245	TX: CH 5, 27.195: F-27, Slo-V, Super Decathlon	\$32.99
PKZ1246	TX: CH 6, 27.255: F-27, Slo-V, Super Decathlon	\$32.99
PKZ1402	Decal Sheet: Super Decathlon	\$4.99
PKZ1406	Landing Gear w/Tires: Super Decathlon	\$5.99
PKZ1408	Wing Hold Down Rods w/Caps (2): Super Decathlon	\$1.49
PKZ1410	Rubber Bands (5): Super Decathlon	\$0.99
PKZ1412	Battery Door w/Latch: Super Decathlon	\$1.79
PKZ1414	Firewall w/Screws: Super Decathlon	\$1.79
PKZ1415	Manual: Super Decathlon	\$0.99
PKZ1420	Standard Wing: Super Decathlon	\$19.99
PKZ1422	Wing Struts w/Screws: Super Decathlon	\$1.99
PKZ1424	Complete Tail w/Accessories: Super Decathlon	\$9.99
PKZ1426	Cowl: Super Decathlon	\$1.99
PKZ1451	RX (SR-327LS): CH 1, 26.995: Super Decathlon	\$28.99
PKZ1452	RX (SR-327LS): CH 2, 27.045: Super Decathlon	\$28.99
PKZ1453	RX (SR-327LS): CH 3, 27.095: Super Decathlon	\$28.99
PKZ1454	RX (SR-327LS): CH 4, 27.145: Super Decathlon	\$28.99
PKZ1455	RX (SR-327LS): CH 5, 27.195: Super Decathlon	\$28.99
PKZ1456	RX (SR-327LS): CH 6, 27.255: Super Decathlon	\$28.99
PKZ1461	Fuselage w/Electronics CH 1: Super Decathlon	\$69.99
PKZ1462	Fuselage w/Electronics CH 2: Super Decathlon	\$69.99
PKZ1463	Fuselage w/Electronics CH 3: Super Decathlon	\$69.99
PKZ1464	Fuselage w/Electronics CH 4: Super Decathlon	\$69.99
PKZ1465	Fuselage w/Electronics CH 5: Super Decathlon	\$69.99
PKZ1466	Fuselage w/Electronics CH 6: Super Decathlon	\$69.99
PKZ1467	Bare Fuselage: Super Decathlon	\$14.99

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