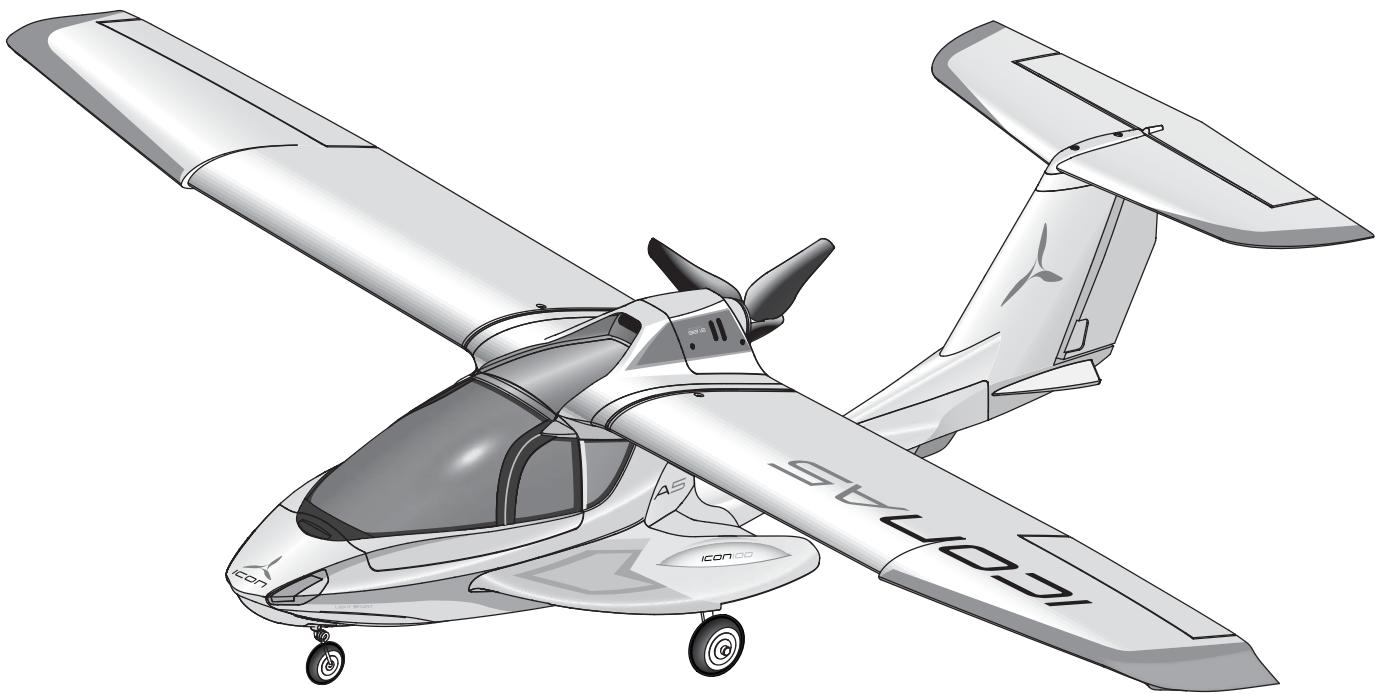




ICON A5



Instruction Manual

SAFE®

SAFE® Select Technology, Optional Flight Envelope Protection

Bind-N-Fly® BASIC

Plug-N-Play®

NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, LLC. For up-to-date product literature, visit www.horizonhobby.com and click on the support tab for this product.

Meaning of Special Language:

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product:

NOTICE: Procedures, which if not properly followed, create a possibility of physical property damage AND little or no possibility of injury.

CAUTION: Procedures, which if not properly followed, create the probability of physical property damage AND a possibility of serious injury.

WARNING: Procedures, which if not properly followed, create the probability of property damage, collateral damage, and serious injury OR create a high probability of superficial injury.



WARNING: Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not use with incompatible components or alter this product in any way outside of the instructions provided by Horizon Hobby, LLC. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

14+

AGE RECOMMENDATION:
Not for children under 14 years. This is not a toy.



WARNING AGAINST COUNTERFEIT PRODUCTS: If you ever need to replace your Spektrum receiver found in a Horizon Hobby product, always purchase from Horizon Hobby, LLC or a Horizon Hobby authorized dealer to ensure authentic high-quality Spektrum product. Horizon Hobby, LLC disclaims all support and warranty with regards, but not limited to, compatibility and performance of counterfeit products or products claiming compatibility with DSM or Spektrum technology.

Safety Precautions and Warnings

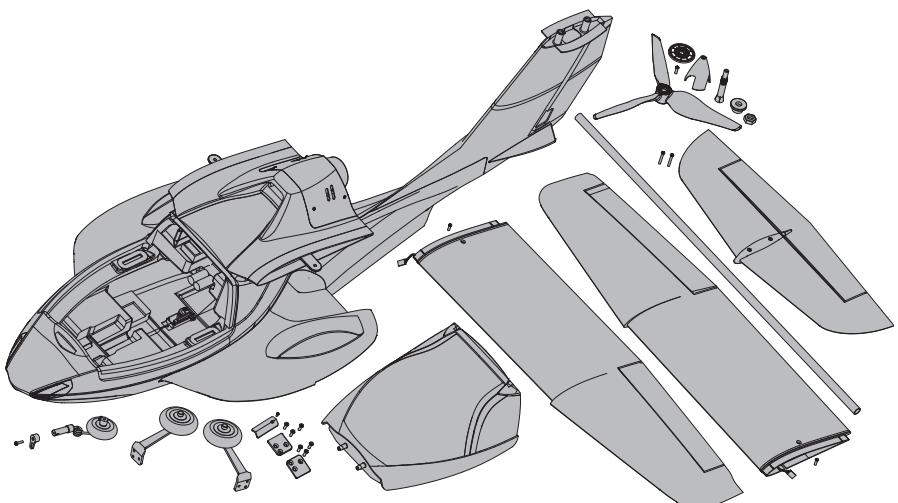
As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others.

- Always keep a safe distance in all directions around your model to avoid collisions or injury. This model is controlled by a radio signal subject to interference from many sources outside your control. Interference can cause momentary loss of control.
- Always operate your model in open spaces away from full-size vehicles, traffic and people.
- Always carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.).
- Always keep all chemicals, small parts and anything electrical out of the reach of children.
- Always avoid water exposure to all equipment not specifically designed and protected for this purpose. Moisture causes damage to electronics.
- Never place any portion of the model in your mouth as it could cause serious injury or even death.

- Never operate your model with low transmitter batteries.
- Always keep aircraft in sight and under control.
- Always use fully charged batteries.
- Always keep transmitter powered on while aircraft is powered.
- Always remove batteries before disassembly.
- Always keep moving parts clean.
- Always keep parts dry.
- Always let parts cool after use before touching.
- Always remove batteries after use.
- Always ensure failsafe is properly set before flying.
- Never operate aircraft with damaged wiring.
- Never touch moving parts.

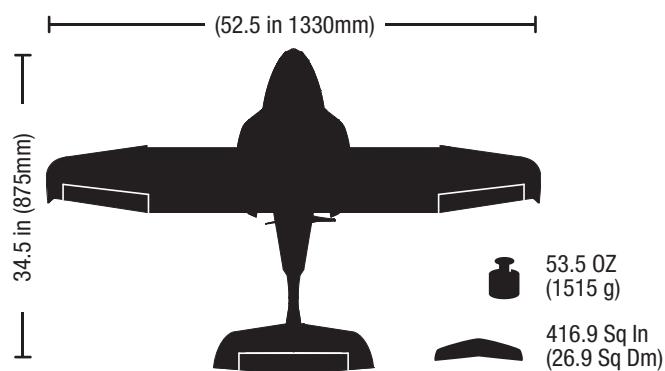
Box Contents

| Quick Start Information | | |
|-------------------------|--|----------------|
| Transmitter Setup | 1. Set up your transmitter using the transmitter setup chart | |
| Dual Rates | Hi Rate | Low Rate |
| | Ail ▲20mm ▼18mm | ▲15mm ▼12mm |
| | Ele 12mm | 9mm |
| | Rud 25mm | 18mm |
| Center of Gravity (CG) | 30-35mm back from leading edge of wing at the fuselage. | |
| Flight Timer Setting | 7 minutes | |



Specifications

| | | BNF BASIC | PNP PLUG-N-PLAY |
|--|--|----------------------|----------------------------|
| | Motor: 480-sized 960Kv brushless outrunner | Installed | Installed |
| | ESC: 30 AMP Brushless ESC | Installed | Installed |
| | (4) Servos | Installed | Installed |
| | Receiver: Spektrum™ AR636A 6-Channel Sport Receiver (SMPAR636) | Installed | Required to Complete |
| | Recommended Battery: 11.1V 3S 2200mAh 30C Li-Po (EFLB22003S30) | Required to Complete | Required to Complete |
| | Recommended Battery Charger: 3-cell Li-Po battery balancing charger | Required to Complete | Required to Complete |
| | Recommended Transmitter: Full-Range 6 channel 2.4GHz with Spektrum DSMX® technology with adjustable Dual Rates. | Required to Complete | Required to Complete |



As of this printing, you are required to register with the FAA if you own this product.
 For up-to-date information on how to register with the FAA, visit <https://registermyuas.faa.gov/>.
 For additional assistance on regulations and guidance on UAS usage, visit knowbeforeyoufly.org/.

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To register your product online, visit www.e-filterc.com

SAFE® Select Technology

The evolutionary SAFE® Select technology can offer an extra level of protection so you can perform the first flight with confidence. No complex transmitter programming is required. Just follow the simple bind process to make the SAFE Select system active. When activated, bank and pitch limitations keep you from over-controlling and automatic self-leveling makes recovery from risky or confusing attitudes as simple as releasing the sticks. In fact, with the aileron, elevator and rudder sticks in the neutral position, SAFE Select will automatically keep the airplane in a straight and level attitude.

Expand the advantage of what SAFE® Select technology offers by assigning it to a switch. No transmitter programming is required and you'll be able to turn the system ON and OFF with the flip of a switch. For example, turn SAFE select ON to help with water takeoffs. Turn it OFF in flight for unrestricted aerobatic performance, and turn it back ON when a buddy wants to try out your cool ICON A5. Turn SAFE Select ON for landings. As you drop the landing gear, SAFE Select reduces your workload by compensating for pitch changes automatically, regardless of throttle position. It will help keep the correct pitch attitude and wings level during the final approach. Whether you're a beginner or an expert, SAFE Select can make your flights a great experience.

When the normal bind process is followed, the SAFE Select system is disabled, leaving specially tuned AS3X® technology in place to deliver a pure, unrestricted flight experience.

Preflight

| | |
|---|--|
| 1. Remove and inspect contents. | 9. Make sure linkages move freely. |
| 2. Read this instruction manual thoroughly. | 10. Perform the Control Direction Test with the transmitter. |
| 3. Charge the flight battery. | 11. Perform the AS3X Control Direction Test with the aircraft. |
| 4. Setup Transmitter using transmitter setup chart. | 12. Adjust flight controls and transmitter. |
| 5. Fully assemble the airplane. | 13. Perform a radio system Range Test. |
| 6. Install the flight battery in the aircraft (once it has been fully charged). | 14. Find a safe open area to fly. |
| 7. Check the Center of Gravity (CG). | 15. Plan flight for flying field conditions. |
| 8. Bind the aircraft to your transmitter. | |

Transmitter Setup

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

Dual Rates

Take first flights in Low Rate. For landings, use high rate elevator.

NOTICE: To ensure AS3X® technology functions properly, do not lower rate values below 50%. If lower rates are desired, manually adjust the position of the pushrods on the servo arm.

NOTICE: If oscillation occurs at high speed, refer to the Troubleshooting Guide for more information.

Expo

After first flights, you may adjust expo in your transmitter or refer to the AR636 receiver manual for expo adjustment.

Computerized Transmitter Setup

(DX6i, DX6, DX7, DX7S, DX8, DX9, DX10t and DX18)

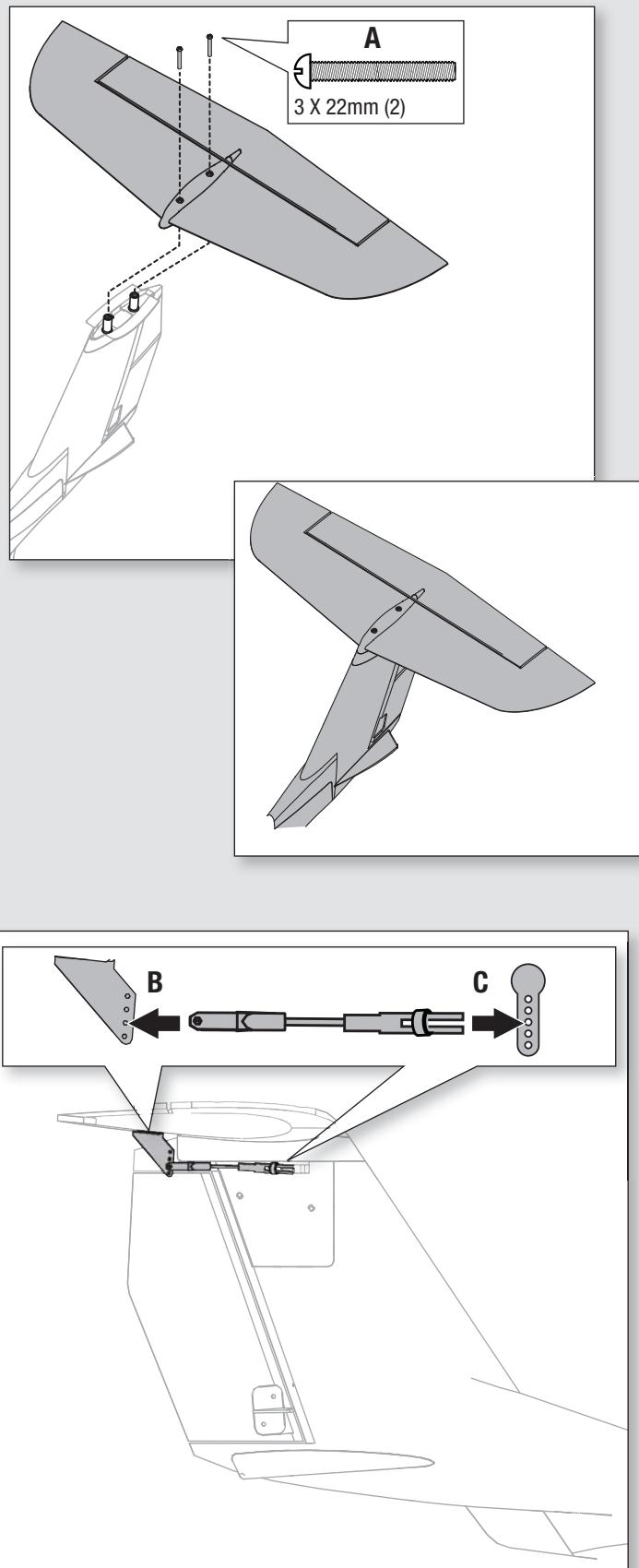
Start all transmitter programming with a blank ACRO model (perform a model reset), then name the model.

| | |
|------------------------------------|---------------------------------------|
| Set Dual Rates to | HIGH 100% |
| | LOW 70% |
| Set Servo Travel to | 100% |
| DX6i | 1. Go to the SETUP LIST MENU |
| | 2. Set MODEL TYPE: ACRO |
| | 3. Go to ADJUST LIST MENU |
| DX7S DX8 | 1. Go to the SYSTEM SETUP |
| | 2. Set MODEL TYPE: AIRPLANE |
| | 3. Set WING TYPE: NORMAL |
| DX6 DX7 DX9 DX10t DX18 | 1. Go to the SYSTEM SETUP |
| | 2. Set MODEL TYPE: AIRPLANE |
| | 3. Set AIRCRAFT TYPE: WING: NORMAL |
| | |
| | |

Model Assembly

Horizontal Tail Installation

1. Install the horizontal tail on the fuselage using the two screws (**A**).
2. Attach the clevis to the second most outer hole of the elevator control horn (**B**) and connect the opposite end of the control rod to the middle hole of the servo horn (**C**) as shown.
3. When needed, disassemble in reverse order.



Model Assembly *Continued*

Wing Installation

1. Remove the battery hatch.
2. Guide the wing tube (**A**) through the hole located at the top of the fuselage as shown.
3. Slide each wing half (**B**) over the wing tube.
4. Connect the two aileron connectors to the aileron Y-harnesss at the root of each wing. Place extra servo wire slack and servo connectors in the small cavity in the root of the wing.

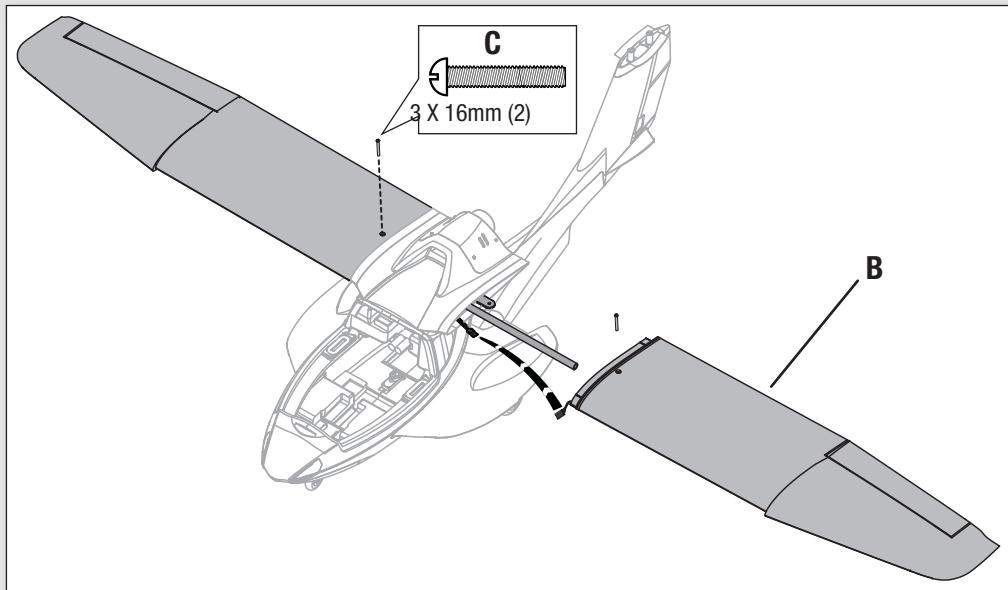
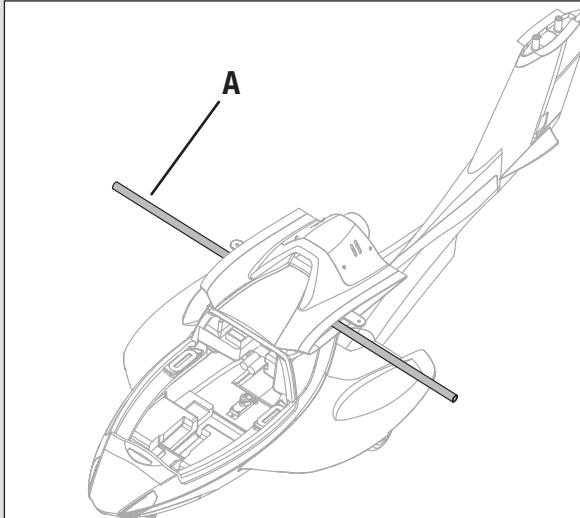
CAUTION: DO NOT crush or otherwise damage the wiring when attaching the wing to the fuselage.

5. Secure the wings into place using the two included screws (**C**).

IMPORTANT: The ailerons must be connected to the receiver's AILE (#2 channel) with a Y-harness (included) for the AS3X® system to function properly.

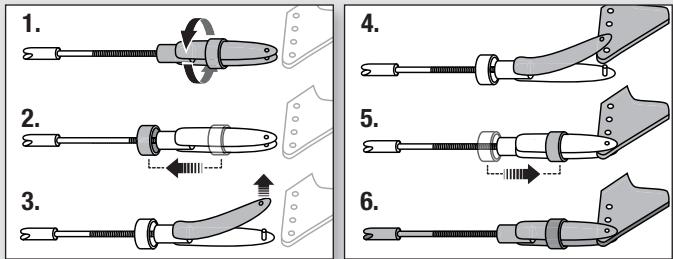
6. Reinstall the battery hatch on the fuselage.

7. Disassemble in reverse order.



Clevis Installation

- Pull the tube from the clevis to the linkage.
- Carefully spread the clevis, then insert the clevis pin into the desired hole in the control horn.
- Move the tube to hold the clevis on the control horn.

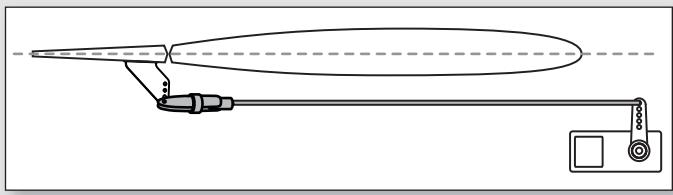


Control Surface Centering

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

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

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

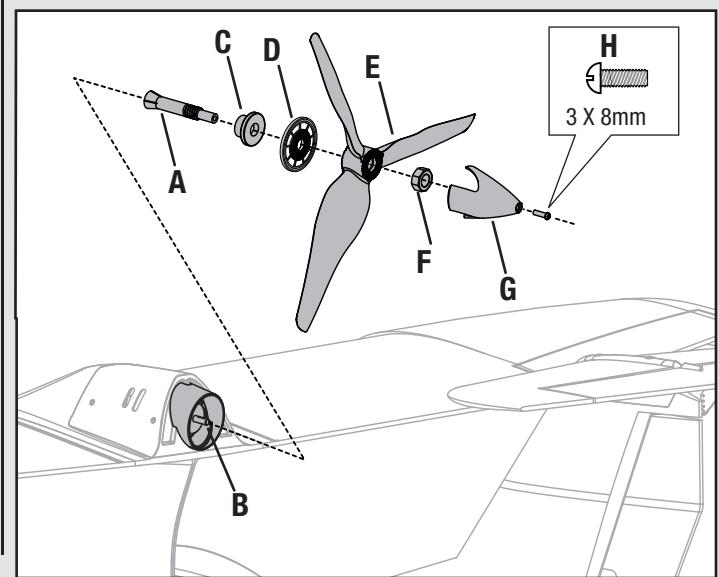


Model Assembly *Continued*

Propeller Installation

IMPORTANT: Install the propeller after all system setups are completed to reduce the chance of accidental propeller strike.

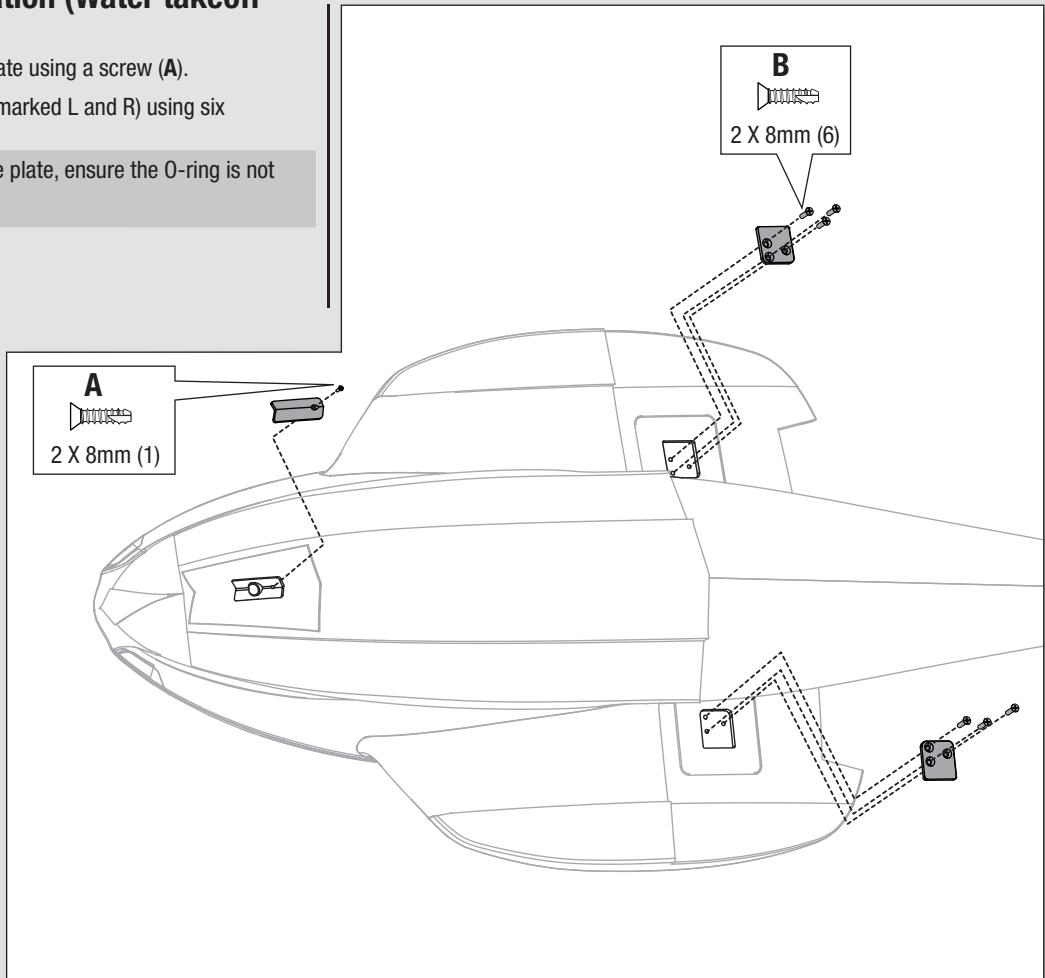
1. Install the collet (**A**) on the motor shaft (**B**).
2. Install the backplate (**C**), spinner backplate (**D**), propeller (**E**) and spinner nut (**F**) on the collet shaft. Use a tool to tighten the spinner nut on the collet shaft.
3. Install the spinner (**G**) on the spinner nut (**F**) using a screw (**H**). Make sure the spinner is tight on the spinner backplate.



Fuselage Gear Covers Installation (Water takeoff and landing)

1. Cover the nose gear hole with the nose plate using a screw (**A**).
2. Install the left and right rear gear covers (marked L and R) using six screws (**B**).

NOTICE: When removing or installing the nose plate, ensure the O-ring is not damaged or lost.



Model Assembly *Continued*

Main Gear Installation

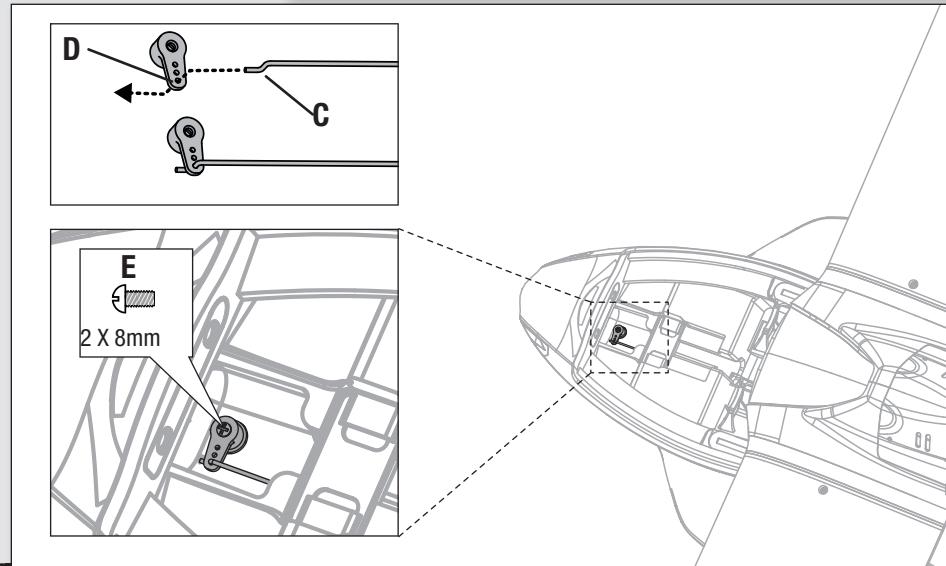
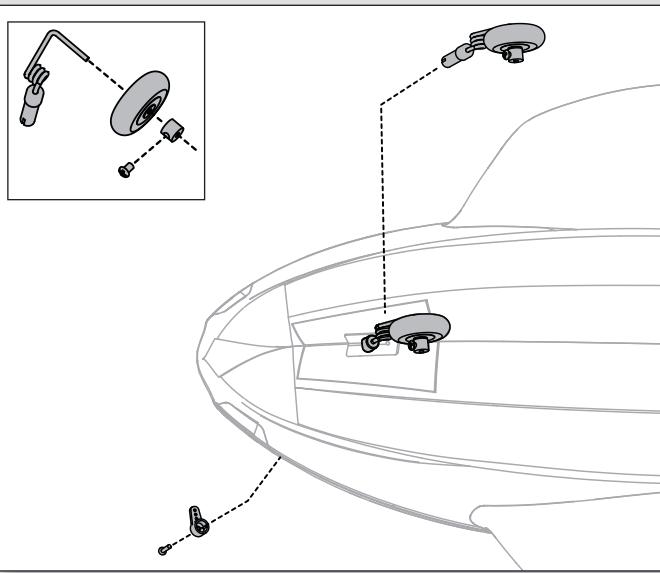
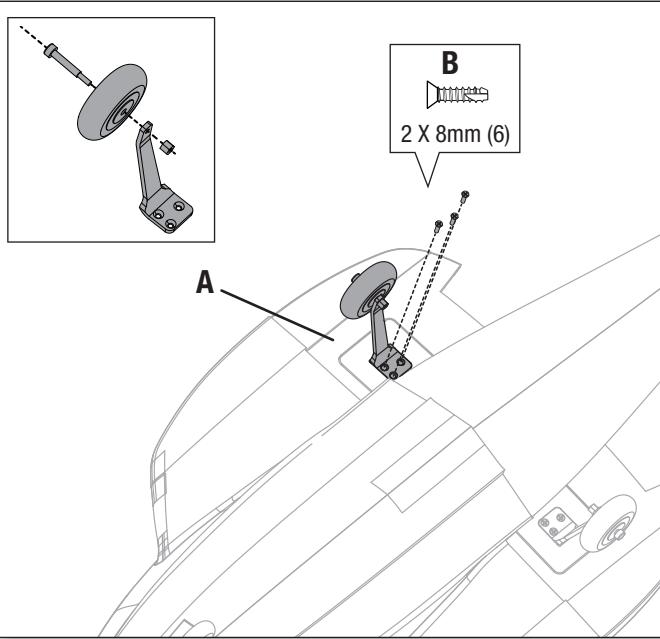
1. Turn the model over so the bottom faces up.
2. Install the rear right and left landing gear struts (**A**) in the fuselage using six screws (**B**).

Nose Gear Installation

1. Install the nose wheel post in the hole in front of the fuselage.
2. Put the Z-bend of the steering linkage (**C**) in the outermost hole of the steering arm (**D**).
3. Carefully turn over the model so it rests on the landing gear. Put the end of the steer linkage under the battery compartment inside the fuselage.
4. Align the steering arm with top of the nose wheel post so the arm is oriented as shown.
5. Install screw (**E**) to hold the arm on top of the nose wheel post.
6. Connect the linkage clevis (behind the battery compartment) to the rudder servo arm. See Factory Settings for an illustration of the linkages on the servo arms.

NOTICE: Always ensure the steering linkage clevis is adjusted correctly to make the model steer straight when the rudder control is at neutral.

If disassembled, install wheels on the rear struts using shoulder screws, washers and nuts. Make sure the bushing side of the wheels are toward the struts. Use a small amount of threadlock to hold the nut on the shoulder screw. Use a small amount of threadlock on the setscrew in the wheel collar on the nose wheel.



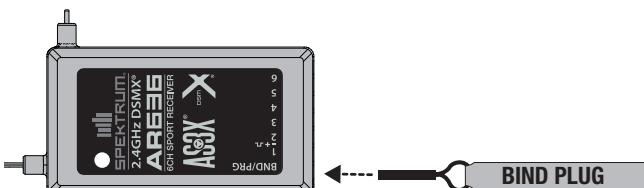
Transmitter and Receiver Binding / Switching ON and OFF SAFE Select

This product requires an approved Spektrum™ DSM2®/DSMX® compatible transmitter. Visit www.bindnfly.com for a complete list of approved transmitters.

The aircraft has an optional SAFE Select feature, which can be switched ON or OFF easily by binding in a specific manner as described below.

IMPORTANT: Before binding a transmitter, read the Transmitter Setup section of this manual to ensure that your transmitter is properly programmed for this aircraft.

Bind Plug Installation



Binding Procedure / Switching ON SAFE Select

IMPORTANT: The included AR636 receiver has been programmed for operation specifically for this aircraft. Refer to the receiver manual for correct setup if the receiver is replaced or is used in another aircraft.

CAUTION: When using a Futaba® transmitter with a Spektrum DSM module, you must reverse the throttle channel and rebind. Refer to your Spektrum module manual for binding and failsafe instructions. Refer to your Futaba transmitter manual for instructions on reversing the throttle channel.

1. Make sure the transmitter is powered off.
2. Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim).*
3. Install a bind plug in the receiver bind port.
4. Place the aircraft level on its wheels. Connect the flight battery to the ESC. The ESC will produce a series of sounds. One long tone, then 3 short tones confirm that the LVC is set correctly for the ESC. **The orange bind LED on the receiver will begin to flash rapidly.**

5. Remove the bind plug from the bind port.

6. Take 3 steps away from the aircraft/receiver and then power ON the transmitter while holding the transmitter bind button or switch. Refer to your transmitter's manual for specific binding instructions.

IMPORTANT: Do not point the transmitter's antenna directly at the receiver while binding.

IMPORTANT: Keep away from large metal objects while binding.

7. The receiver is bound to the transmitter when the orange bind light on the receiver stays orange. The ESC will also produce a series of three ascending tones. The tones indicate the ESC is armed, provided the throttle stick and throttle trim are low enough to trigger arming.

IMPORTANT: Once bound, the receiver will retain its bind and last setting until it has been intentionally changed, even when power is cycled ON and OFF. However, if you notice that bind has been lost, simply repeat the binding process.

SAFE Select ON Indication

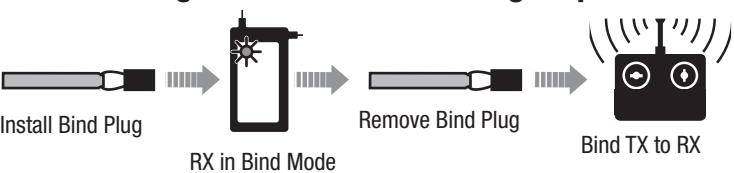
Every time the receiver is powered ON the surfaces will cycle back and forth **twice** with a slight pause at neutral position to indicate that SAFE Select is switched ON.

The throttle will not arm if the transmitter's throttle control is not put at the lowest position. If you encounter problems, follow the binding instructions and refer to the transmitter troubleshooting guide for other instructions. If needed, contact the appropriate Horizon Product Support office.

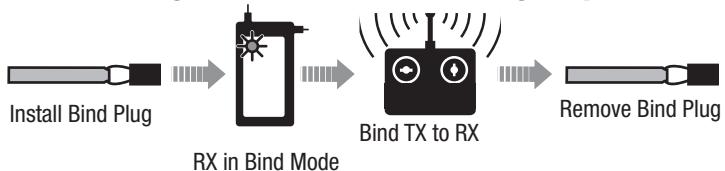
*Failsafe

If the receiver loses transmitter communication, the failsafe will activate. When activated, failsafe moves the throttle channel to its preset failsafe position (low throttle) that was set during binding. All other channels move to actively level the aircraft in flight.

Switching ON SAFE Select Binding Sequence



Switching OFF SAFE Select Binding Sequence



Binding Procedure / Switching OFF SAFE Select

IMPORTANT: The included AR636 receiver has been programmed for operation specifically for this aircraft. Refer to the receiver manual for correct setup if the receiver is replaced or is used in another aircraft.

CAUTION: When using a Futaba® transmitter with a Spektrum DSM module, you must reverse the throttle channel and rebind. Refer to your Spektrum module manual for binding and failsafe instructions. Refer to your Futaba transmitter manual for instructions on reversing the throttle channel.

1. Make sure the transmitter is powered off.
2. Move the transmitter controls to neutral (flight controls: rudder, elevators and ailerons) or to low positions (throttle, throttle trim).*
3. Install a bind plug in the receiver bind port.
4. Place the aircraft level on its wheels. Connect the flight battery to the ESC. The ESC will produce a series of sounds. One long tone, then 3 short tones confirm that the LVC is set correctly for the ESC.
5. **The orange bind LED on the receiver will begin to flash rapidly. DO NOT remove the bind plug at this time.**
6. Take 3 steps away from the aircraft/receiver and then power ON the transmitter while holding the transmitter bind button or switch. Refer to your transmitter's manual for specific binding instructions.

IMPORTANT: Do not point the transmitter's antenna directly at the receiver while binding.

IMPORTANT: Keep away from large metal objects while binding.

7. The receiver is bound to the transmitter when the orange bind light on the receiver stays orange. The ESC will also produce a series of three ascending tones. The tones indicate the ESC is armed, provided the throttle stick and throttle trim are low enough to trigger arming.

8. Remove the bind plug from the bind port.

IMPORTANT: Once bound, the receiver will retain its bind and last setting until it has been intentionally changed, even when power is cycled ON and OFF. However, if you notice that bind has been lost, simply repeat the binding process.

SAFE Select OFF Indication

Every time the receiver is powered ON the surfaces will cycle back and forth **once** to indicate that SAFE Select has been switched OFF.

The throttle will not arm if the transmitter's throttle control is not put at the lowest position. If you encounter problems, follow the binding instructions and refer to the transmitter troubleshooting guide for other instructions. If needed, contact the appropriate Horizon Product Support office.

SAFE® Select Switch Designation

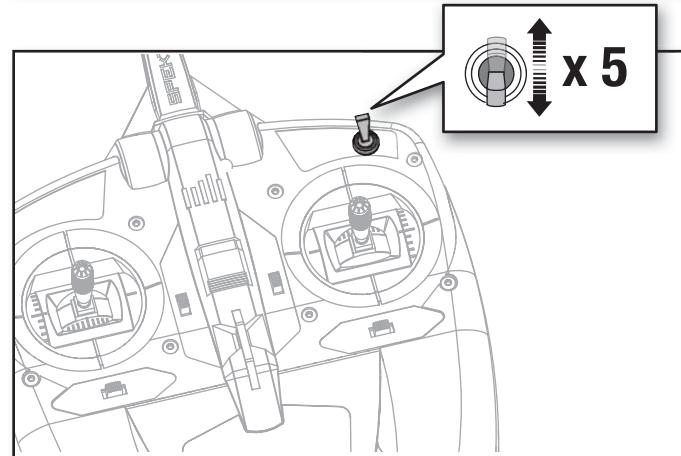
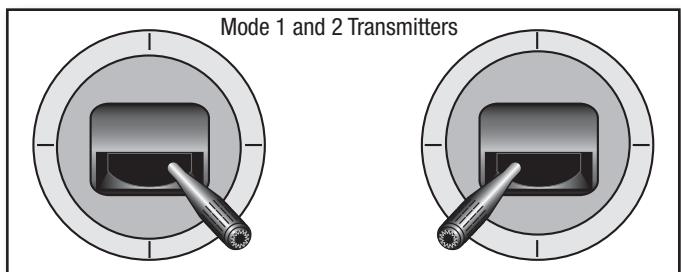
SAFE® Select technology can be easily assigned to any open switch on your transmitter. With this new feature, you now have the flexibility to enable or disable the technology while in flight.

IMPORTANT: Before assigning your desired switch, ensure that the travel for that channel is set at 100%.

Assigning a switch

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

Repeat the process to assign a different switch if desired.



Control Horn and Servo Arm Settings

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

NOTICE: If control throws are changed from the factory settings, the AR636 gain values may need to be adjusted. Refer to the Spektrum AR636 manual for adjustment of gain values.

After flying, you may choose to adjust the linkage positions for the desired control response. See the table to the right.

| | Horns | Arms |
|-----------|-------|------|
| Elevator | | |
| Ailerons | | |
| Rudder | | |
| Nose Gear | | |

| More control throw | Less control throw |
|--------------------|--------------------|
| | |
| | |

Battery Installation and ESC Arming

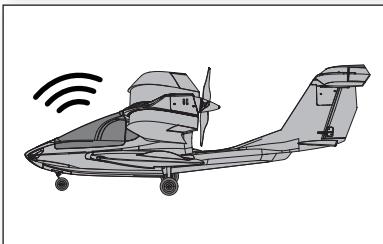
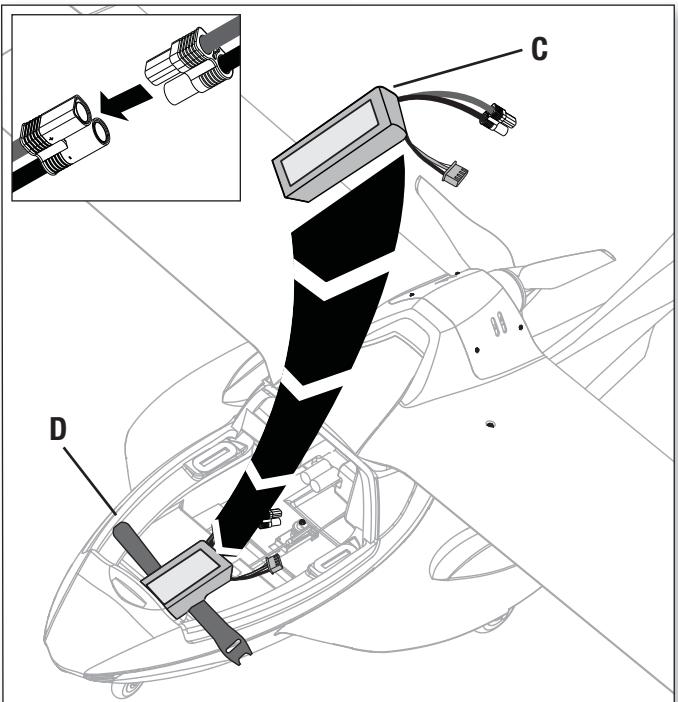
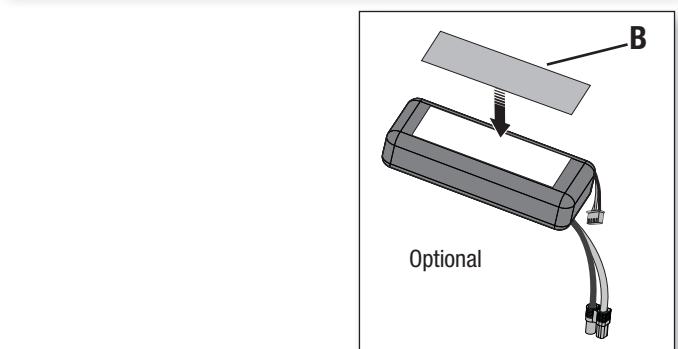
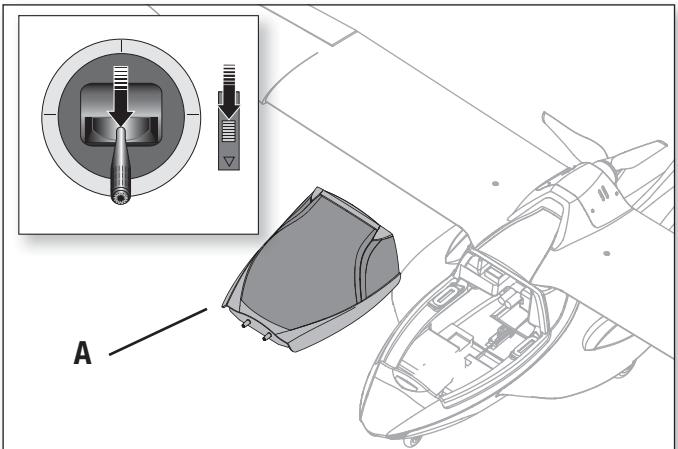
Battery Selection

We recommend the E-flite® 2200mAh 11.1V 3S 30C Li-Po battery (EFLB22003S30). Refer to the Optional Parts List for other recommended batteries. If using a battery other than those listed, the battery should be within the range of capacity, dimensions and weight of the E-flite Li-Po battery packs to fit in the fuselage. Be sure the model balances at the recommended CG.

1. Lower the throttle and throttle trim to the lowest settings. Power on the Transmitter, then wait 5 seconds.
2. Carefully lift the back of the battery hatch (**A**) to remove.
3. For added security, apply the loop side (soft side) of the optional hook and loop tape (**B**) to the bottom of your battery and the hook side to the battery tray.
4. Install the fully charged battery (**C**) all the way forward in the battery compartment as shown. Secure using the hook and loop strap (**D**).
5. Connect the battery to the ESC (the ESC is now armed).
6. Keep the aircraft immobile and away from wind or the system will not initialize.
 - The ESC will sound a series of tones (refer to step 7 of the binding instructions for more information).
 - An LED will light on the receiver.

If the ESC sounds a continuous double beep after the flight battery is connected, recharge or replace the battery.

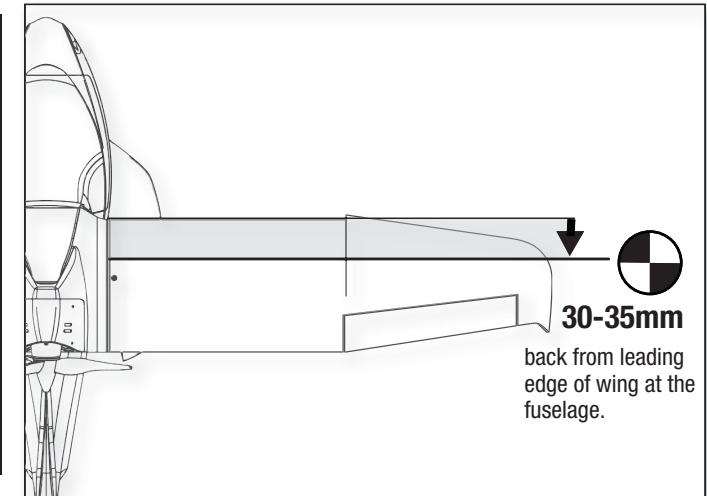
7. Reinstall the battery hatch.



CAUTION: Always keep hands away from the propeller. When armed, the motor will turn the propeller in response to any throttle movement.

Center of Gravity (CG)

The CG location is measured from the leading edge of the wing at the root. This CG location has been determined with the recommended Li-Po battery (EFLB22003S30) installed all the way forward in the battery compartment.



AS3X Control Direction Test

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

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

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

IMPORTANT: The AR636 programming for this aircraft increases control surface movement when landing gear is attached.

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

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

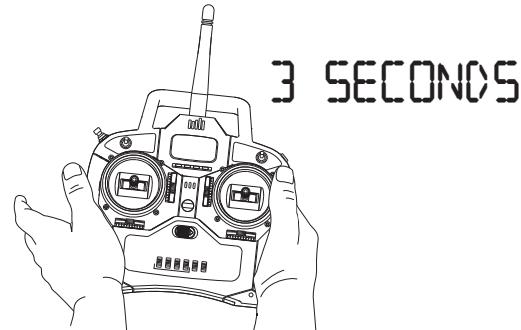
| | Aircraft movement | AS3X Reaction |
|----------|-------------------|---------------|
| Elevator | | |
| | | |
| Aileron | | |
| | | |
| Rudder | | |
| | | |

In Flight Trimming

During your first flight, trim the aircraft for level flight at 3/4 throttle. Make small trim adjustments with your transmitter's trim switches to straighten the aircraft's flight path.

After adjusting trim, do not touch the control sticks for 3 seconds. This allows the receiver to learn the correct settings to optimize AS3X performance.

Failure to do so could affect flight performance.



Flying Tips and Repairs

Consult local laws and ordinances before choosing a flying location.

Range Check your Radio System

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

Oscillation

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

Just Before Flight

For your first flights with the recommended battery pack (EFLB22003S30), set your transmitter timer or a stopwatch to **7 minutes**. After seven minutes, land the aircraft. Adjust your timer for longer or shorter flights once you have flown the model.

Takeoff

Place the aircraft facing into the wind. Set your transmitter to low rate. Gradually increase the throttle to ¾ and steer with the rudder. Avoid forcing the aircraft into the air.

Flying

Fly the aircraft and trim it for level flight at 3/4 throttle. After adjusting trim in flight do not touch the control sticks for 3 seconds. This allows the receiver to learn the correct settings to optimize AS3X performance.

Do Not fly to LVC. If at any time the motor pulses (LVC), land the aircraft immediately to recharge the flight battery. See the Low Voltage Cutoff (LVC) section for more details on maximizing battery health and run time.

Landing

Land the aircraft into the wind and use high rate elevator for landings.

Slowly descend the aircraft to a couple of feet off the ground at about 1/4 throttle. Reduce power to idle and increase the up elevator to flare the model. Try to avoid touching the nose wheel first as this will cause a bounce. Once the airplane touches down, reduce back pressure on the elevator stick to prevent the plane from becoming airborne again.

Keep the throttle on until the aircraft is ready to flare. During flare, keep the wings level and the aircraft pointed into the wind. Gently lower the throttle while pulling back on the elevator to bring the aircraft down on its wheels.

Takeoff and Landing on Water

To take off on water, steer with the rudder and slowly increase throttle. Keep the wings level on the takeoff. Hold a small amount (1/4–1/3) of up elevator and the airplane will lift off once flying speed is reached. Avoid rapidly increasing the throttle as the torque from the motor may cause the ICON A5 to roll to the left when on water.

Tip: If the aircraft starts skipping during takeoff, move the battery so it sits in the rear part of the battery cavity, or use more up elevator during the takeoff run.

To land the aircraft on water, fly the airplane to a couple of feet off the surface of the water. Reduce throttle and add up elevator to flare the model.

When taxiing, you must use some throttle to give propeller blast over the rudder to steer, as there is no water rudder.

Avoid taxiing cross wind if there is a breeze, as this can cause the aircraft to flip over if the wind gets under the upwind wing. Taxi at 45 degrees into the direction of the wind (not directly into the wind) and use aileron to hold the upwind wing down.

The aircraft will try to face into the wind when taxiing. The wind will naturally turn the airplane to face into the wind.

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

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

NOTICE: Crash damage is not covered under warranty.

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

Low Voltage Cutoff (LVC)

When a Li-Po battery is discharged below 3V per cell, it will not hold a charge. The ESC protects the flight battery from over-discharge using Low Voltage Cutoff (LVC). Before the battery charge decreases too much, LVC removes power supplied to the motor. Power to the motor pulses, showing that some battery power is reserved for flight control and safe landing. Disconnect and remove the Li-Po battery from the aircraft after use to prevent trickle discharge. Charge your Li-Po battery to about half capacity before storage. During storage, make sure the battery charge does not fall below 3V per cell. LVC does not prevent the battery from over-discharge during storage.

NOTICE: Repeated flying to LVC will damage the battery.

Tip: Monitor your aircraft battery's voltage before and after flying by using a Li-Po Cell Voltage Checker (EFLA111, sold separately).

Repairs

Thanks to the Z-Foam™ material in this aircraft, repairs to the foam can be made using virtually any adhesive (hot glue, regular CA, epoxy, etc). When parts are not repairable, see the Replacement Parts List for ordering by item number. For a listing of all replacement and optional parts, refer to the list at the end of this manual.

NOTICE: Use of CA accelerant on your aircraft can damage paint. DO NOT handle the aircraft until accelerant fully dries.

Post Flight

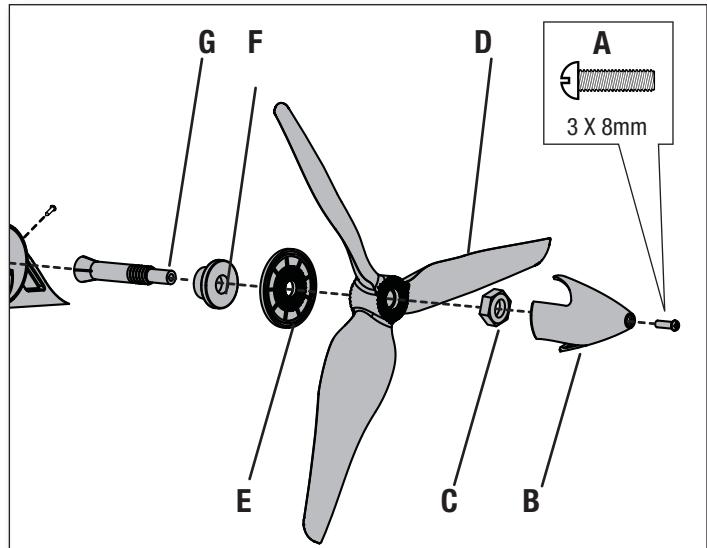
- | | |
|---|---|
| 1. Disconnect the flight battery from the ESC (Required for Safety and battery life). | 5. Repair or replace all damaged parts. |
| 2. Power OFF the transmitter. | 6. Store the flight battery apart from the aircraft and monitor the battery charge. |
| 3. Remove the flight battery from the aircraft. | 7. Make note of the flight conditions and flight plan results, planning for future flights. |
| 4. Recharge the flight battery. | |

Motor Service

CAUTION: Always disconnect the flight battery before performing motor service.

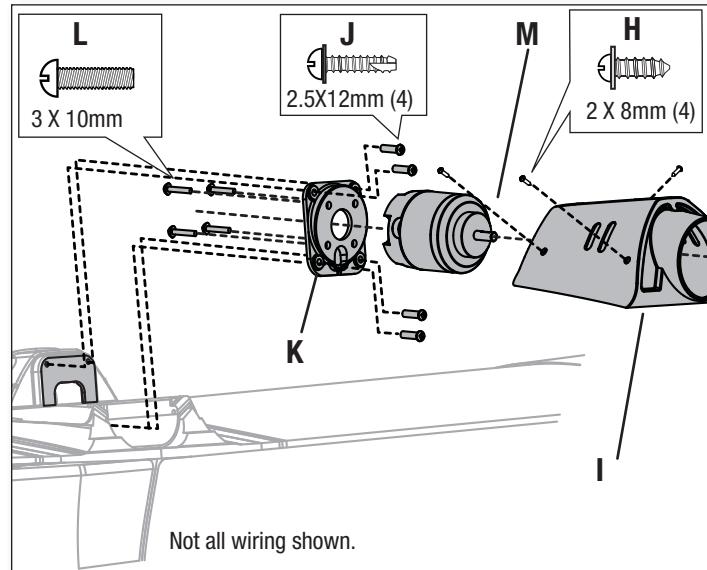
Disassembly

1. Remove the screw (A) and spinner (B) from the collet shaft (G).
2. Use a tool to remove the spinner nut (C) from the collet shaft.
3. Remove the propeller (D), spinner backplate (E), collet backplate (F) and collet (G) from the motor shaft.
4. Remove four screws (H) from the cowling (I).
5. Carefully remove the cowling from fuselage. Paint may keep the cowling attached to the fuselage.
6. Remove four screws (J) from the motor mount (K) and fuselage.
7. Disconnect the motor wires from the ESC wires.
8. Remove four screws (L) and the motor (M) from the motor mount. Keep rubber washers attached to the motor mount when removing the screws and the motor from the motor mount.



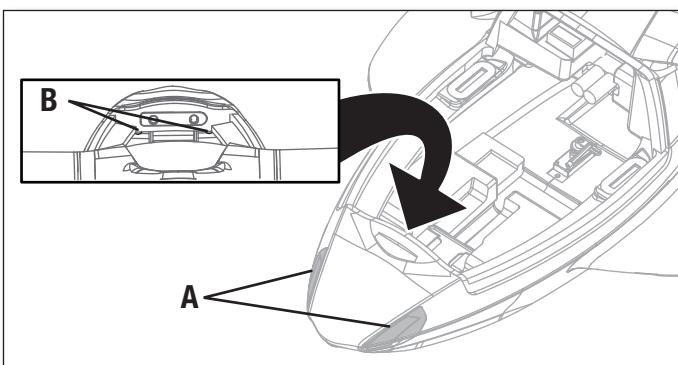
Assembly

- Assemble in reverse order.
- Correctly align and connect the motor wire colors with the ESC wires.
- Install the propeller with the size numbers (9 x 8) facing out from the motor.
- Tighten the spinner nut to secure the propeller into place.



Optional Headlights

1. Inside the fuselage, connect the headlight controller (EFLA600) connector to an unused receiver channel.
 2. Put the headlights behind the left and right headlight lenses (A) of the fuselage.
 3. Apply a small amount of glue to hold the lights in the fuselage holes (B).
- We recommend the blue (EFLA603) or the white lights (EFLA602) in the ICON A5.

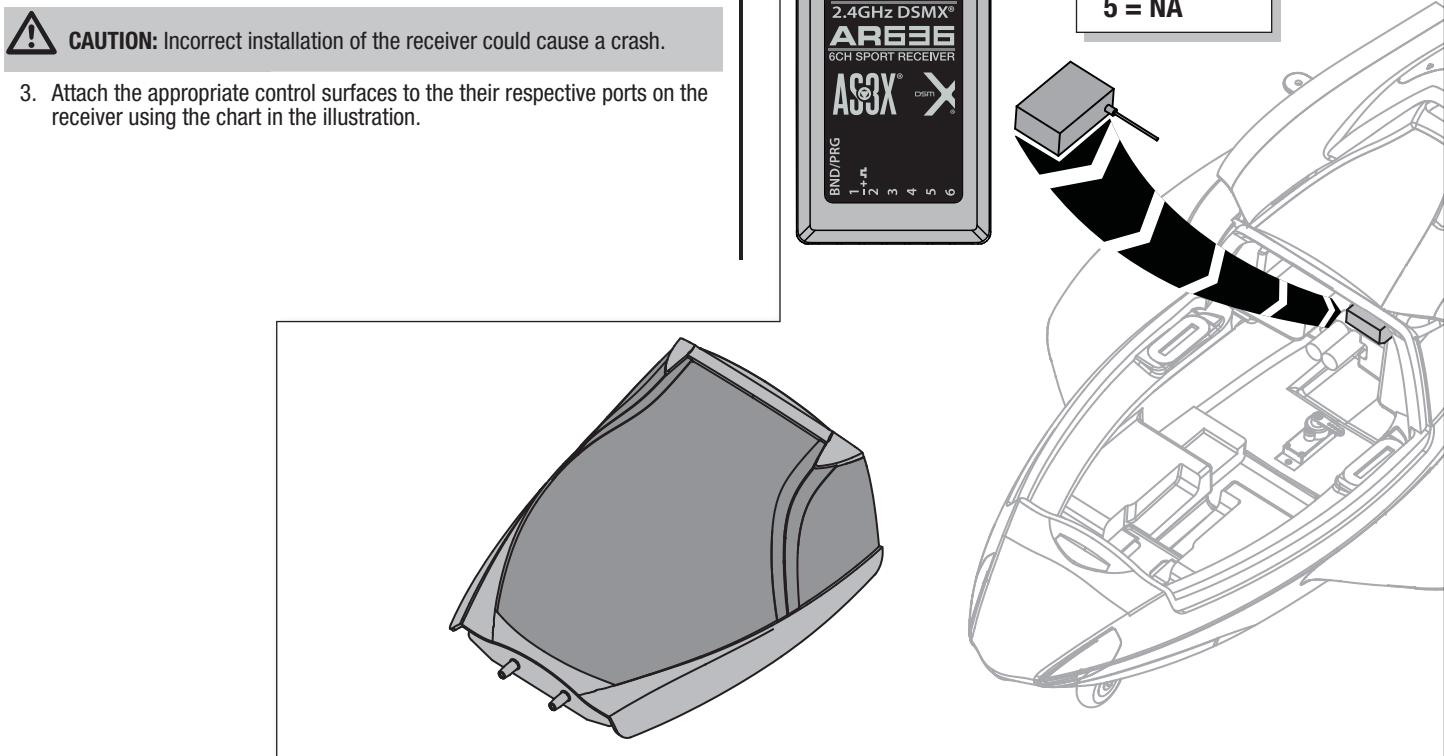


PNP Receiver Selection and Installation

The Spektrum AR636 receiver is recommended for the airplane. If you choose to install another receiver, ensure that it is at least a 5-channel full range (sport) receiver. Refer to your receiver manual for correct installation and operation instructions.

Installation (AR636 shown)

1. Remove the canopy from the fuselage.
2. Mount the receiver parallel to the length of the fuselage as shown. Use double-sided servo tape.
3. Attach the appropriate control surfaces to their respective ports on the receiver using the chart in the illustration.



Troubleshooting Guide AS3X

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

Troubleshooting Guide

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

AMA National Model Aircraft Safety Code

Effective January 1, 2014

A. GENERAL

A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
2. Model aircraft pilots will:
 - (a) Yield the right of way to all man carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A.)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors).
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

Exceptions:

- Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
- Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
- Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
- (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).

3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.
4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. RADIO CONTROL

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2. A successful radio equipment ground-range check in accordance with

manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.

3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922 and #923.)
6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
9. The pilot of a RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (C) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

Please see your local or regional modeling association's guidelines for proper, safe operation of your model aircraft.

Limited Warranty

What this Warranty Covers

Horizon Hobby, LLC, (Horizon) warrants to the original purchaser that the product purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase.

What is Not Covered

This warranty is not transferable and does not cover (i) cosmetic damage, (ii) damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or due to improper use, installation, operation or maintenance, (iii) modification of or to any part of the Product, (iv) attempted service by anyone other than a Horizon Hobby authorized service center, (v) Product not purchased from an authorized Horizon dealer, or (vi) Product not compliant with applicable technical regulations, or (vii) use that violates any applicable laws, rules, or regulations.

OTHER THAN THE EXPRESS WARRANTY ABOVE, HORIZON MAKES NO OTHER WARRANTY OR REPRESENTATION, AND HEREBY DISCLAIMS ANY AND ALL IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

Purchaser's Remedy

Horizon's sole obligation and purchaser's sole and exclusive remedy shall be that Horizon will, at its option, either (i) service, or (ii) replace, any Product determined by Horizon to be defective. Horizon reserves the right to inspect any and all Product(s) involved in a warranty claim. Service or replacement decisions are at the sole discretion of Horizon. Proof of purchase is required for all warranty claims. SERVICE OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

Limitation of Liability

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY, REGARDLESS OF WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, TORT, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER THEORY OF LIABILITY, EVEN IF HORIZON HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law

These terms are governed by Illinois law (without regard to conflict of law principals). This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Horizon reserves the right to change or modify this warranty at any time without notice.

WARRANTY SERVICES

Questions, Assistance, and Services

Your local hobby store and/or place of purchase cannot provide warranty support or service. Once assembly, setup or use of the Product has been started, you must contact your local distributor or Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please visit our website at www.horizonhobby.com, submit a Product Support Inquiry, or call the toll free telephone number referenced in the Warranty and Service Contact Information section to speak with a Product Support representative.

Inspection or Services

If this Product needs to be inspected or serviced and is compliant in the country you live and use the Product in, please use the Horizon Online Service Request submission process found on our website or call Horizon to obtain a Return Merchandise Authorization (RMA) number. Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as Horizon is not responsible for merchandise until it arrives and is accepted at our facility. An Online Service Request is available at http://www.horizonhobby.com/content/_service-center_render-service-center. If you do not have internet access, please contact Horizon Product Support to obtain a RMA number along with instructions for submitting your product for service.

When calling Horizon, you will be asked to provide your complete name, street address, email address and phone number where you can be reached during business hours. When sending product into Horizon, please include your RMA number, a list of the included items, and a brief summary of the problem. A copy of your original sales receipt must be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

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

Warranty Requirements

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

Non-Warranty Service

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

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

10/15

Contact Information

| Country of Purchase | Horizon Hobby | Phone Number/Email Address | Address |
|--------------------------|---|--|--|
| United States of America | Horizon Service Center (Repairs and Repair Requests) | servicecenter.horizonhobby.com/ RequestForm/ | 4105 Fieldstone Rd Champaign, Illinois, 61822 USA |
| | Horizon Product Support (Product Technical Assistance) | productsupport@horizonhobby.com 877-504-0233 | |
| | Sales | websales@horizonhobby.com 800-338-4639 | |
| United Kingdom | Service/Parts/Sales: Horizon Hobby Limited | sales@horizonhobby.co.uk +44 (0) 1279 641 097 | Units 1-4 , Ployters Rd, Staple Tye Harlow, Essex, CM18 7NS, United Kingdom |
| Germany | Horizon Technischer Service Sales: Horizon Hobby GmbH | service@horizonhobby.de +49 (0) 4121 2655 100 | Christian-Junge-Straße 1 25337 Elmshorn, Germany |
| France | Service/Parts/Sales: Horizon Hobby SAS | infofrance@horizonhobby.com +33 (0) 1 60 18 34 90 | 11 Rue Georges Charpak 77127 Lieusaint, France |



FCC Information

FCC ID: BRWDASRX15

Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

CAUTION: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This product contains a radio transmitter with wireless technology which has been tested and found to be compliant with the applicable regulations governing a radio transmitter in the 2.400GHz to 2.4835GHz frequency range.

IC Information

IC ID: 6157A-AMRX15

This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

Compliance Information for the European Union



EFL ICON A5 BNF Basic (EFL5850)

EU Compliance Statement: Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the R&TTE and EMC Directive.

EFL ICON A5 PNP (EFL5875)

EU Compliance Statement: Horizon Hobby, LLC hereby declares that this product is in compliance with the essential requirements and other relevant provisions of the EMC Directive.

A copy of the EU Declaration of Conformity is available online at: <http://www.horizonhobby.com/content/support-render-compliance>.

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 collections 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.

Replacement Parts • Ersatzteile • Pièces de rechange • Pezzi di ricambio

| Part # Nummer Numéro Codice | Description | Beschreibung | Description | Descrizione |
|------------------------------------|---|--------------------------------------|---|---|
| EFL5803 | Prop with Spinner: ICON A5 | Propeller mit Spinner: ICON A5 | Cône avec hélice: ICON A5 | Elica con ogiva: ICON A5 |
| EFL5801 | Decal Sheet: ICON A5 | Dekorbogen: ICON A5 | Planche de décoration: ICON A5 | Foglio adesivi: ICON A5 |
| EFL5810 | Landing Gear Set: ICON A5 | Fahrwerkset: ICON A5 | Set de train d'atterrissage: ICON A5 | Set carrelli: ICON A5 |
| EFL5804 | Prop Adapter: ICON A5 | Propeller-Adapter: ICON A5 | Adaptateur d'hélice: ICON A5 | Adattatore elica: ICON A5 |
| EFL5811 | Pushrod/Clevis Set: ICON A5 | Schubstange/ Gabelkopf Set: ICON A5 | Set de tringleries: ICON A5 | Set comandi con forcelle: ICON A5 |
| EFL5825 | Horizontal Tail w/Access: ICON A5 | Höhenleitwerk m. Zbh: ICON A5 | Stabilisateur avec visserie: ICON A5 | Piano di coda orizz. c/access.: ICON A5 |
| EFL5815 | Scale Cockpit: ICON A5 | Scale Cockpit: ICON A5 | Cockpit: ICON A5 | Cabina di pilotaggio in scala: ICON A5 |
| PKZ5814 | Civilian Pilot: ICON A5 | Zivilpilot: ICON A5 | Pilote civil: ICON A5 | Pilota civile: ICON A5 |
| EFL5820 | Wing Set: ICON A5 | Tragflächenset: ICON A5 | Aile: ICON A5 | Set ali: ICON A5 |
| EFL5821 | Wing Tube: ICON A5 | Flächenverbinder: ICON A5 | Clé d'aile: ICON A5 | Baionetta alare: ICON A5 |
| EFL5812 | Motor Mount and Cover: ICON A5 | Motorträger und Abdeckung: ICON A5 | Support moteur et capot: ICON A5 | Supporto motore e carenatura: ICON A5 |
| EFL5867 | Painted Bare Fuselage: ICON A5 | Rumpf lackiert: ICON A5 | Fuselage nu: ICON A5 | Fusoliera verniciata vuota: ICON A5 |
| EFLA1030BC | 30-AMP Pro SB Brushless ESC (coated) | 30A Pro SB Regler (beschichtet) | Contrôleur brushless 30A Pro SB (habillé) | 30A Pro SB brushless ESC (rivestito) |
| PKZ4416 | 480 BL Outrunner Motor, 960Kv | 480BL Außenläufer 960kv | Moteur brushless à cage tournante classe 480, 960Kv | 480 BL motore outrunner: 960kV |
| PKZ1081 | SV80 Long Lead 3-Wire Servo:T28 (Ailerons) | SV80 Servo mit langem Kabel | Servo SV80 câblage long:T28 (Ailerons) | SV80 servo con filo lungo:T28 (Alettoni) |
| PKZ1090C | DSV130 Digital Servo w/Metal Gears (coated) | DSV130 Digitalservo MG (beschichtet) | Servo digital DSV130 /pignons métal (habillé) | DSV130 servo digitale c/ingran. metallo (rivestito) |
| SPMAR636 | AR636 6-Channel AS3X Sport Receiver | AR636 6-Kanal AS3X Sport Empfänger | Récepteur AR636 6 voies | Ricevente AR636 AS3X sport a 6 canali |

Optional Parts • Optionale Bauteile • Pièces optionnelles • Pezzi opzionali

| Part # Nummer Numéro Codice | Description | Beschreibung | Description | Descrizione |
|------------------------------------|---|--|---|---|
| EFLA250 | Park Flyer Tool Assortment, 5 pc | Park Flyer Werkzeugsortiment, 5-teilig | Assortiment d'outils park flyer, 5pc | Park Flyer assortimento attrezzi, 5 pz |
| EFLAEC302 | EC3 Battery Connector, Female (2) | EC3 Akkukabel, Buchse (2) | Prise EC3 femelle (2pc) | EC3 connettore femmina x batteria (2) |
| EFLAEC303 | EC3 Device/Battery Connector, Male/ Female | EC3 Kabelsatz, Stecker/Buchse | Prise EC3 male/femelle | EC3 connettore batteria maschio/femmina |
| EFLB22003S30 | 11.1V 3S 30C 2200MAH Li-Po | 11,1V 3S 30C 2200mAh LiPo | 11,1V 3S 30C 2200MAH Li-Po | 11,1V 3S 30C 2200MAH Li-Po |
| EFLB22003S50 | 11.1V 3S 50C 2200MAH Li-Po | 11,1V 3S 50C 2200mAh LiPo | 11,1V 3S 50C 2200MAH Li-Po | 11,1V 3S 50C 2200MAH Li-Po |
| DYNC2020A | Prophet Sport Duo 50W x 2 AC Battery Charger | Dynamite Prophet Sport Duo 50W x 2 AC Ladegerät, EU | Chargeur Prophet Sport Duo 50W x 2 AC | Caricabatterie Prophet Sport Duo 50W x 2 AC |
| DYNC2010CA | Prophet Sport Plus 50W AC DC Charger | Dynamite Ladegerät Prophet Sport Plus 50W AC/DC EU | Chargeur Prophet Sport Plus 50W AC DC | Caricabatterie Prophet Sport Plus 50W AC DC |
| SPMA3081 | AS3X Programming Cable - Audio Interface | Spektrum Audio-Interface AS3X Empfänger Programmierkabel | Câble de programmation audio AS3X pour smartphone | Cavo di programmazione AS3X - Interfaccia audio |
| SPMA3065 | AS3X Programming Cable - USB Interface | Spektrum USB-Interface AS3X Empfänger Programmierkabel | Câble de programmation USB AS3X pour PC | Cavo di programmazione AS3X - Interfaccia USB |
| EFLA111 | Li-Po Cell Voltage Checker | Li-Po Cell Voltage Checker | Testeur de tension d'éléments Li-Po | Voltmetro verifica batterie LiPo |
| DYN1405 | Li-Po Charge Protection Bag, Large | Dynamite LiPoCharge Protection Bag groß | Sac de charge Li-Po, grand modèle | Sacchett grande di protezione per carica LiPo |
| DYN1400 | Li-Po Charge Protection Bag, Small | Dynamite LiPoCharge Protection Bag klein | Sac de charge Li-Po, petit modèle | Sacchett piccolo di protezione per carica LiPo |
| | DXe DSMX 6-Channel Transmitter | Spektrum DXe DSMX 6-Kanal-Sender | Emetteur DXe DSMX 6 voies | DXe DSMX trasmittente 6 canali |
| | DX6i DSMX 6-Channel Transmitter | Spektrum DX6i DSMX 6-Kanal-Sender | Emetteur DX6i DSMX 6 voies | DX6i DSMX trasmittente 6 canali |
| | DX6 DSMX 6-Channel Transmitter | Spektrum DX6 DSMX 6-Kanal-Sender | Emetteur DX6 DSMX 6 voies | DX6 DSMX trasmittente 6 canali |
| | DX7G2 DSMX 7-Channel Transmitter | Spektrum DX7 DSMX 7-Kanal-Sender | Emetteur DX7 DSMX 7 voies | DX7 DSMX trasmittente 7 canali |
| | DX8G2 DSMX 8-Channel Transmitter | Spektrum DX8G2 DSMX 8-Kanal-Sender | Emetteur DX8G2 DSMX 8 voies | DX8G2 DSMX trasmittente 8 canali |
| | DX9 DSMX 9-Channel Transmitter | Spektrum DX9 DSMX 9-Kanal-Sender | Emetteur DX9 DSMX 9 voies | DX9 DSMX trasmittente 9 canali |
| | DX18 DSMX 18-Channel Transmitter | Spektrum DX18 DSMX 18-Kanal-Sender | Emetteur DX18 DSMX 18 voies | DX18 DSMX trasmittente 18 canali |
| | DX20 DSMX 20-Channel Transmitter | Spektrum DX20 DSMX 20-Kanal-Sender | Emetteur DX20 DSMX 20 voies | DX20 DSMX trasmittente 20 canali |



ICON A5

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US 9,056,667. US 8,672,726. Other patents pending.

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