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# BLADE® mCX™

Tandem Rescue

# RTF Instruction Manual


E-flite®
ADVANCING ELECTRIC FLIGHT

## Specifications

| | |
|---|---|
| Length | 15.5 in (394mm) |
| Height | 6.0 in (152mm) |
| Main Rotor Diameter | 7.5 in (190mm) |
| Weight with Battery | 2.1 oz (60 g) |
| Main Motor | Coreless (4 installed) |
| Battery | 250mAh 1-Cell 3.7V Battery Li-Po (1 included) |
| Charger | Celectra 1-Cell 3.7V Variable Rate DC Li-Po Charger (included) |
| Power Supply | 6V, 1.5-Amp AC/DC Power Supply (included) |
| Transmitter | MLP4DSM 2.4GHz DSM 4-channel (included) |
| On-Board Electronics | 5-in-1 receiver/servo/mixer/ESCs/gyro (installed) |

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## Introduction

The Blade® mCX Tandem Rescue is a fun new twist on the super-stable Blade platform. Your Blade mCX Tandem Rescue comes from the factory completely assembled and flight tested with everything you need to get flying. This would include a 2.4GHz DSM2™ transmitter, a Li-Po flight battery, a convenient DC Li-Po charger with an AC adapter and 4 AA batteries for the transmitter. The mCX Tandem Rescue's onboard 5-in-1 control unit combines the functions of a Spektrum™ 2.4GHz DSM2-compatible receiver, mixer, gyro, motor ESCs and servo. It will provide you with heading lock-like gyro performance and precise proportional motor and servo response.

And although your mCX Tandem Rescue is ready-to-fly right from the box, please take the time to read through this manual for tips on battery safety and charging, control checks and more before making your first flight. For more information regarding the mCX Tandem Rescue helicopter, visit E-fliteRC.com.

## Warning

An RC helicopter is not a toy! If misused, it can cause serious bodily harm and damage to property. Fly only indoors, in open areas following all instructions and as recommended in this manual. Keep loose items that can get entangled in the rotor blades away from the main and tail blades, including loose clothing, or other objects such as pencils and screwdrivers. Especially keep your hands away from the rotor blades.

## Note on Lithium Polymer Batteries

Lithium Polymer batteries are significantly more volatile than alkaline or Ni-Cd/Ni-MH batteries used in RC applications. All manufacturer's instructions and warnings must be followed closely. Mishandling of Li-Po batteries can result in fire. Always follow the manufacturer's instructions when disposing of Lithium Polymer batteries.

## Additional Safety Precautions and Warnings

As the user of this product, you are solely responsible for operating it in a manner that does not endanger yourself and others or result in damage to the product or the property of others. **Age Recommendation: 14 years or over. This is not a toy. This product is not intended for use by children without direct adult supervision.**

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

- Never operate your model with low transmitter batteries.
- Always operate your model in an open area away from cars, traffic, or people.
- Avoid operating your model in the street where injury or damage can occur.
- Never operate the model out into the street or populated areas for any reason.
- Carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.) that you use.
- Keep all chemicals, small parts and anything electrical out of the reach of children.
- Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.
- Never lick or place any portion of your model in your mouth as it could cause serious injury or even death.



## Blade mCX Tandem Rescue RTF Contents

| Item | Description |
|---|---|
| Not Available Separately | Blade mCX Tandem Rescue RTF Airframe |
| EFLH1064 | MLP4DSM 4-Channel Transmitter, 2.4GHz DSM2 |
| EFLB2501S | 250mAh 1-Cell 3.7V Li-Po |
| EFLC1006 | Celectra 1-Cell 3.7V Variable Rate DC Li-Po Charger |
| EFLC1005 | 6V, 1.5-Amp AC/DC Power Supply |
| EFLH1209 | Screwdriver |
| Not Available Separately | 4 AA Batteries |
| (Optional) FUG4 | 4 AA Batteries |

## Additional Equipment

No additional equipment is required to complete your Blade mCX Tandem Rescue.

## First Flight Preparation

RC helicopters are not toys. We strongly suggest you follow this checklist along with the rest of the instruction manual to help you gain important information to operate this RC helicopter successfully. This will help ensure you get the most fun out of your RC experience.

- Remove and inspect contents
- Read EFLC1006 Charger instructions (page 9) prior to charging the included Li-Po batteries
- Read this instruction manual thoroughly
- Install the included four AA batteries in the transmitter
- Install the flight battery in the helicopter (once it has been fully charged)
- Test the controls (page 15)
- Familiarize yourself with the controls
- Find a suitable area for flying

## Flying Checklist

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

❑ **Always turn the transmitter on first and set at least two feet away from the aircraft**

❑ Install the flight battery properly into the mCX Tandem Rescue's battery mount

❑ Connect the flight battery into the power lead of the 5-in-1 control unit

❑ Allow the 5-in-1 control unit to initialize and arm properly. **DO NOT MOVE, SWAY or PRETEND TO FLY THE HELICOPTER DURING INITIALIZATION** (page 18)

❑ Fly the model

❑ Land the model

❑ Disconnect the flight battery from the 5-in-1 control unit

❑ **Always turn the transmitter off last**



## Battery Warnings and Guidelines

**While the Celectra™ 1-Cell 3.7V Variable Rate DC Li-Po Charger has been specifically designed to safely charge the E-flite single-cell 3.7V Lithium Polymer Batteries such as EFLB2501S, you MUST read the following safety instructions and warnings before handling, charging or using the Li-Po battery.**

**Note: Lithium Polymer batteries are significantly more volatile than the alkaline, Ni-Cd or Ni-MH batteries used in RC applications. All instructions and warnings must be followed exactly. Mishandling of Li-Po batteries can result in fire.**

**By handling, charging or using the included Li-Po battery, you assume all risks associated with lithium batteries. If you do not agree with these conditions, return your complete Celectra 1-Cell 3.7V Variable Rate DC Li-Po Charger, in unused condition to the place of purchase immediately.**

- You must charge 1-cell 3.7V Li-Po batteries in a safe area away from flammable materials.
- Never charge the battery unattended. When charging the battery you should always remain in constant observation to monitor the charging process and react to potential problems that may occur.
- After flight, the Li-Po batteries must be cooled to the ambient temperature before charging.
- **If at any time during the charge or discharge process the battery begins to balloon or swell, discontinue charging or discharging immediately. Quickly and safely disconnect the battery, then place it in a safe, open area away from flammable materials to observe it for at least 15 minutes. Continuing to charge or discharge a battery that has begun to balloon or swell can result in a fire. A battery that has ballooned or swollen even a small amount must be removed from service completely.**
- Store the battery at room temperature in a dry area for best results.
- When transporting or temporarily storing the battery, the temperature range should be from 40–120 degrees Fahrenheit. Do not store the battery or model in a car or direct sunlight whenever possible. If stored in a hot car, the battery can be damaged or even catch fire.
- **Do not over-discharge the Li-Po flight battery. Discharging the battery too low can cause damage to the battery resulting in reduced power, duration or failure of the battery entirely.**

  **Li-Po cells should not be discharged to below 3V each under load. In the case of the 1-Cell Li-Po battery used for the Blade mCX Tandem Rescue, you will not want to allow the battery to fall to below 3V during flight.**

**The Blade mCX Tandem Rescue's 5-in-1 control unit features a soft low voltage cutoff (LVC) that occurs when the battery reaches 3V under load. When the soft cutoff occurs, the ESCs of the 5-in-1 unit will reduce power to the motors (regardless of the power level you have set with the throttle stick), and the RED LED will blink in order to prevent the voltage of the battery from dropping below 3V. This reduction in power usually requires that you land the model immediately, at which point you should power down the model and unplug the flight battery.**

**Though it is possible to power the model up and to fly again after the soft LVC occurs, this is NOT recommended. Continued discharging to the soft LVC will cause permanent damage to the Li-Po battery that results in lost power and duration when using the battery for subsequent flights, or failure of the battery entirely. Continued attempts to further discharge the battery may also result in loss of control while the motors are running as the voltage of the battery may drop below the minimum operating voltage of the receiver and other electronics.**

**Also, it is not recommended that you fly to the soft LVC every time you fly. Instead, you should be aware of the power level of the battery/ helicopter throughout the flight. If at any time the helicopter begins to require more throttle than typical to maintain hover or flight, you should land the helicopter immediately. Routinely discharging the battery to the soft LVC can still cause permanent damage to the battery.**

**Note: When the battery power/voltage is getting low you will typically find that significant rudder trim and/or rudder stick adjustments are needed to prevent the helicopter from spinning. This usually occurs before soft LVC, and indicates a good time to stop flying.**

If you have any further questions or concerns regarding the handling, charging and/ or use of the included Li-Po battery pack, please contact Horizon Support Team at 877-504-0233, Horizon Hobby UK at +44 (0) 1279 641 097 or Horizon Technischer Service, Germany at +49 4121 46199 66.



## Battery Charging

### Celectra 1-Cell 3.7V Variable Rate DC Li-Po Charger Instructions

Step 1: Connect power supply to an appropriate power source.

Step 2: Insert output plug from power supply into the power input slot of the Variable Rate Charger.

Step 3: Select the appropriate charge current for your battery by pushing the + or - which are the smaller buttons to the right and left of the middle button. (When charging your 250mAh battery, set the charger to 0.7 amps)

Step 4: Properly connect battery to the Charger lead. Match the red dots on both the battery and charger connectors. (Please see image below)

Step 5: Press the start button on the Variable rate charger (the largest button in the middle).

LED functions under normal operation:

- SINGLE SOLID LED – Shows Charge Current
- SINGLE LED FLASHING – Charging
- MULTIPLE LEDs FLASHING – Charge Almost Complete
- LEDs SWEEPING SIDE TO SIDE – Charge Complete

**Note:** We do not recommend charging your single-cell Li-Po battery over 3C charge rate. For example: **DO NOT CHARGE 110mAh battery packs over .3 amps.**

It is important that you only charge E-flite and ParkZone® 1-Cell 3.7V Li-Po Batteries, used in our ultra micro flyers, with the Celectra 1-Cell 3.7V Variable Rate DC Li-Po Charger. Please familiarize yourself thoroughly with the Battery Warnings and Guidelines section before continuing.

- Use the included E-flite 6V, 1.5-Amp AC/DC Power Supply. (EFLC1005)

**NEVER attempt to power the charger from an AC outlet without the use of a proper AC to DC adapter/power supply.**

**Note:** Do not connect charged or discharged Li-Po batteries if the power supply is connected to the charger while power supply is not connected to a power source. Doing so will discharge and possibly damage the batteries.

**NEVER LEAVE THE ADAPTER/POWER SUPPLY OR CHARGER PLUGGED IN UNATTENDED.**


## Celectra 1-Cell 3.7V Variable Rate DC Li-Po Charger

Lithium Polymer (Li-Po) batteries are significantly more volatile than other rechargeable batteries used in RC applications. Failure to read and follow these instructions and safety precautions may result in fire, personal injury and damage to property.

E-flite, Horizon Hobby, Inc., its retailers, and any other representatives, assume absolutely no liability for use of this product or failure to comply with these instructions and precautions.

If you are not prepared to accept complete liability for the purchase and/or use of this product, you are advised to return it new and unused to the place of purchase immediately.

Never ship batteries without the expressed permission of the recipient. Batteries carrying a charge of 25% or more cannot be shipped safely. Batteries which are damaged cannot be shipped safely. Damage or loss due to unsafe shipping is the legal responsibility of the person who shipped the product.

## Usage Guidelines, Warnings and Safety Precautions

- Always inspect batteries before charging.
- Never charge or use a Li-Po battery or pack that shows any damage or disfigurement of any kind. Swelling is a sign of internal damage. Any breach of protective cover, wiring or plugs is also reason to discontinue use. See the manufacturer's instructions for proper disposal of Li-Po batteries.
- Never charge near or in the area of any flammable or combustible materials.
- Always charge Li-Po batteries in or on fire-resistant materials or containers.
- Do not store or charge Li-Po batteries with or around other batteries or battery packs of any type, including other Li-Pos.
- Never leave the battery and charger unattended while in use. Improper charging or discharging of Li-Po batteries could result in fire.
- Constantly monitor the temperature of the battery pack while charging. If the battery becomes hot to the touch discontinue charging immediately. Disconnect the battery from the charger and observe it in a safe place for approximately 15 minutes.
- If at any time you see a battery starting to balloon or swell up, discontinue charging immediately. Disconnect the battery from the charger and observe it in a safe place for approximately 15 minutes.
- Do not allow children to charge Li-Po battery packs.
- This charger is designed for 1-cell Lithium-Polymer batteries ONLY. It MUST NOT be used to charge other sized Li-Po batteries, Ni-MH or Ni-Cd battery packs.
- Never attempt to dismantle the charger.
- Always disconnect the charger from the power supply after charging the battery.
- Disposal of Li-Po batteries requires special care. Follow the manufacturer's instructions for safe disposal.



## Installing the Transmitter Batteries

Install four of the included AA batteries in the transmitter. Check for proper operation of the transmitter by switching the power switch on (to the left). The LED light at the top of the transmitter should begin to glow solid red while the transmitter beeps.

## Installing the Flight Battery

Once the Li-Po battery has been fully charged, it's ready to be installed in the helicopter.

Install the battery in the helicopter by sliding it into the battery mounting supports/ slots on the 5-in-1 control unit. Slide the battery into the slots with the label facing the right (when looking at the helicopter from behind) and the connector oriented toward the front of the helicopter.

**Note:** Be sure to slide the battery into the slots until the connectors on both the battery and the 5-in-1 control unit are properly connected.

**Important: In the event of a hard landing or crash, the flight battery may move slightly. Check the flight battery and ensure it is installed properly prior to flying. Flying the helicopter with the battery slightly out of position can possibly result in a crash if the battery is prematurely disconnected due to improper mounting.**

## Additional Smartbind™ Information

Prior to each flight, you should power on your transmitter and wait about five seconds before you plug in the flight battery into the receiver. Doing this allows time for the transmitter to scan and secure two open frequencies. If the flight battery is plugged in too quickly and the link is missed, it may cause the receiver to inadvertently enter bind mode. If this occurs simply leave the transmitter on and then disconnect and reconnect the flight battery. Once the flight battery is plugged in, put the helicopter on a horizontal surface as soon as you can (within two seconds) for gyro calibration. Do not move/sway the helicopter during the calibration process. Failure to do this will cause unstable flight performance.



## Transmitter Control Identification

**Note:** Before each flight you should ALWAYS turn the transmitter on before connecting the flight battery to the 5-in-1 unit. After each flight, be sure to always disconnect the flight battery from the 5-in-1 unit before powering the transmitter off.

### Mode 2

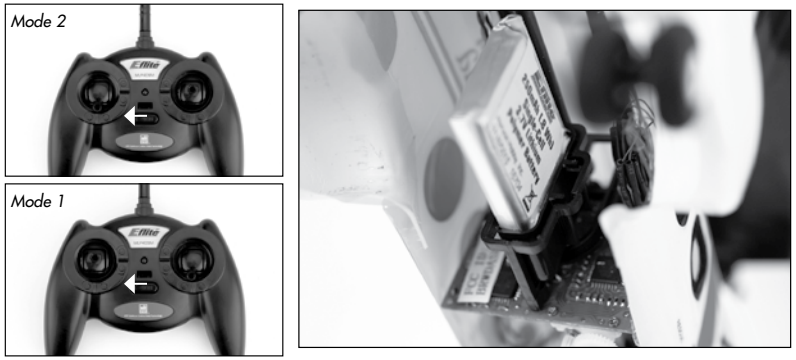

### Mode 1

## Control Test

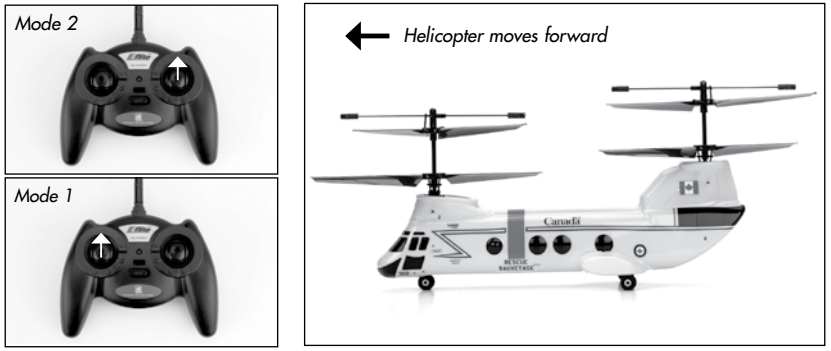
**Although each Blade mCX Tandem Rescue model is test flown at the factory, you should test the controls prior to the first flight to ensure none of the servo, linkages or parts were damaged during shipping and handling.**

Turn the transmitter on first and lower the throttle stick completely. Then, connect the battery into the battery lead of the 5-in-1 unit.

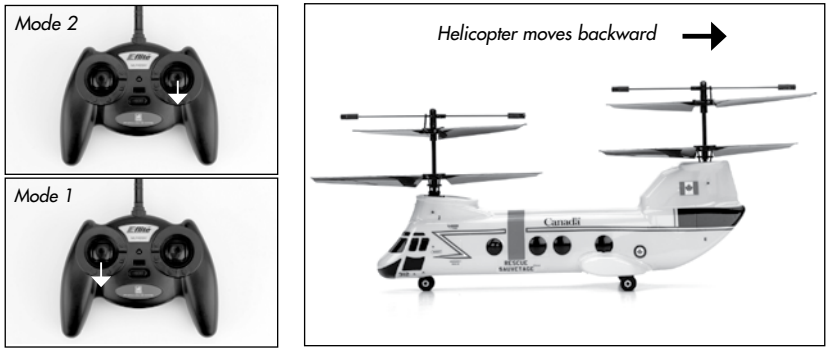
**Note:** The connectors on the battery and battery lead are keyed to prevent reverse polarity connection. However, if you force them together in the wrong orientation and with the wrong polarity, it is still possible to damage the battery and/or 5-in-1 unit. To help further prevent a reverse polarity connection, one side of the end cap on the battery is raised and the battery mount of the 5-in-1 unit is keyed. The connectors are oriented for a proper polarity connection when the raised side of the battery end cap is on the raised side of the battery mount (usually toward the RIGHT side of the helicopter, like the photo below).



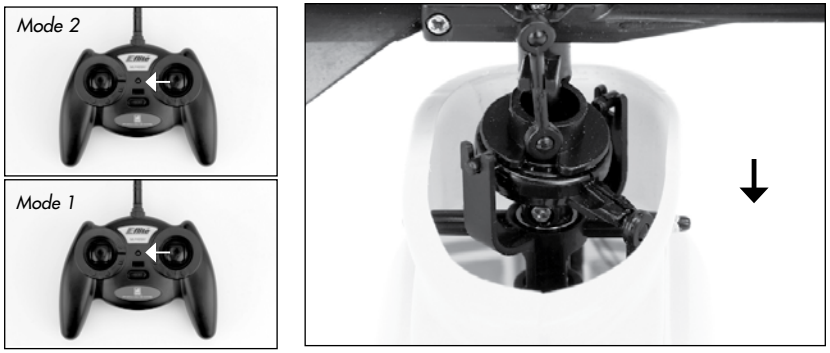

Position the helicopter to view it from the left-hand side. Move the throttle stick on the transmitter forward and aft to check elevator pitch control. When the throttle is pushed forward, the 5-in-1 control unit alters the speeds of the front and rear rotors, causing the helicopter to move forward.



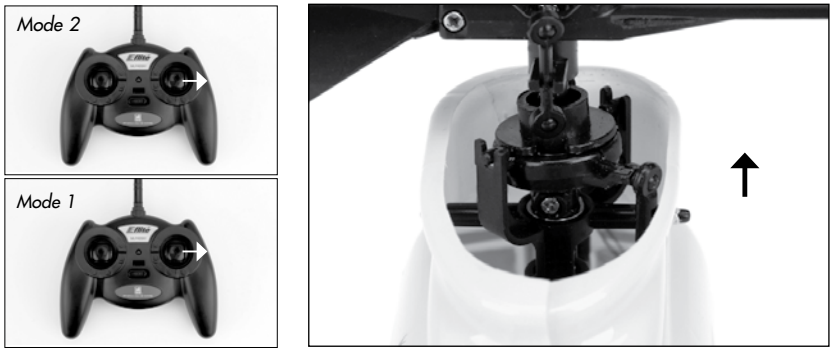

With the aileron stick pulled back, the 5-in-1 control unit alters the speeds of the front and rear rotors, causing the helicopter to move backward.




Position the helicopter to view it from the left-hand side. Move the aileron stick left and right to check aileron roll control. When the stick is pushed to the left, the servo (when viewing the helicopter from behind) should pull the swashplate downward.




With the stick pushed right, the left-hand servo should push the swashplate upward.



If at any time during the test the controls respond in the opposite direction, it may be necessary to reverse/change the direction of operation of the flight controls. Follow these steps to change the direction of the various flight controls.

- Be certain that the battery is disconnected from the battery lead of the 5-in-1 control unit and the transmitter is turned off.
- Push down on the appropriate digital trim button on the transmitter for the control you would like to change the direction of. For example:

  Top elevator trim button – elevator channel normal (correct for Blade mCX Tandem Rescue)

  Bottom elevator trim button – elevator channel reversed

  Left aileron trim button – aileron channel normal (correct for Blade mCX Tandem Rescue)

  Right aileron trim button—aileron channel reversed
- Continue to hold the appropriate trim button while turning the transmitter on.
- Hold the digital trim button down for approximately five seconds, until a series of beeps/tones are heard confirming the selection.
- Connect the battery to the 5-in-1 and complete the flight control test, confirming that all controls are operating in the correct directions.

Once you've reconfirmed the flight control directions, all controls should be functioning properly. However, if you continue to encounter any problems with your Blade mCX Tandem Rescue responding properly to the transmitter, do not fly. Call the Horizon Support Team at 1-877-504-0233, Horizon Hobby UK at +44 (0) 1279 641 097 or Horizon Technischer Service, Germany at +49 4121 46199 66.

**If you've confirmed proper control operation of your Blade mCX Tandem Rescue, continue reading the manual prior to attempting to fly the helicopter.**

**Note: Attempting to fly the helicopter without completely reading the manual may cause injury to yourself and people in the vicinity, as well as damaging the helicopter.**



## 5-in-1 Control Unit Description, Arming and Motor Control Test

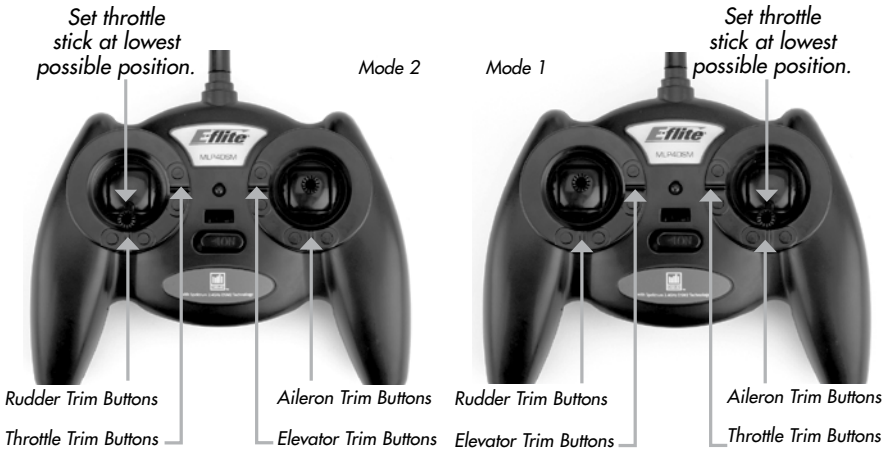
The unique 5-in-1 Control Unit installed on your Blade mCX Tandem Rescue is a lightweight combination of main motor electronic speed controls, mixer, gyro, servo and Spektrum DSM2-compatible receiver. The 5-in-1 unit is also equipped with a status indicator LED.


The following checklist contains the steps you must follow to ensure proper arming and operation of the 5-in-1 unit, as well as proper motor response.

- **Before each flight you should ALWAYS turn the transmitter on before connecting the flight battery to the 5-in-1 unit. Never connect the flight battery to the 5-in-1 unit before powering the transmitter on first. After each flight, be sure to always disconnect the flight battery from the 5-in-1 unit before powering the transmitter off.**

  **Note: The only time you should connect the flight battery to the 5-in-1 unit before powering the transmitter on is when you are binding the receiver of the 5-in-1 unit to the transmitter. Please see the Transmitter and Receiver Binding section of this manual for more information.**
- **The throttle stick MUST be set in the lowest possible position, and the throttle trim must be set to the middle or a lower-than-middle position (the middle position is indicated by a longer-than-usual beep/tone), in order for the 5-in-1 unit to arm.**

If this is the first test flight, or a test flight following repairs, you should also center the rudder, aileron and elevator trims.




- After confirming that the transmitter has been turned on and the LED is glowing solid red, it is now safe to connect the flight battery to the 5-in-1 unit.

- **With battery power applied to the 5-in-1 unit, the status indicator LED should glow solid red, then blink, then become solid red again.**

  **Note: It is extremely important that you do not move or sway the helicopter once the LED begins to blink confirming that the initialization process and calibration of the gyro has begun. If you do move the helicopter while the LED is blinking, disconnect the flight battery from the 5-in-1 unit and repeat the initialization process.**

- When the status LED becomes solid red, the 5-in-1 unit is initialized and ready for flight. Also, as long as the throttle stick and trim are set to the correct positions during the initialization process, the ESCs/motors will now be armed. Use caution as both rotor blades will now spin with throttle stick input.

  **Note: If the status LED does not become solid red, please review the following.**

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

- If after blinking red the status LED turns off completely, you do not have a positive RF link between the transmitter and receiver. Check to be sure that the transmitter has been powered on and that the LED indicator on the transmitter is glowing solid red. If the transmitter is powered on and functioning properly, disconnect the flight battery from the 5-in-1 unit, then reconnect it. Now the 5-in-1 unit should initialize and arm properly.

If your 5-in-1 unit will not initialize and arm after following the guidelines as listed above, call the Horizon Support Team at 1-877-504-0233,
Horizon Hobby UK at +44 (0) 1279 641 097 or Horizon Technischer Service, Germany at +49 4121 46199 66.

- **Once you have placed the helicopter in a safe area, free of obstructions, and are clear of the rotor blades, you can safely begin to power up the model to check for proper operation of the motors.**

- Advance the throttle stick upward slowly, just until both sets of rotor blades begin to spin. **DO NOT attempt to fly the helicopter at this time.** Note the direction that each of the rotor blades spins. When viewed from the top, the upper main rotor blades should spin counterclockwise and the lower main rotor blades should spin clockwise. If either set of rotor blades is operating in the wrong direction, disconnect the battery and reverse the polarity of the corresponding motor's input power leads.

- After confirming that the direction of rotation for both rotor blades is correct, it is best to confirm that both rotor blades respond properly to rudder control inputs.

With the rotor blades spinning at a low level of power, move the rudder (left-hand) stick all the way to the right. This should cause the speed of the upper main rotor blade to increase, and the speed of the lower main rotor blade to decrease.

Next, move the rudder stick all the way to the left. This should cause the speed of the lower main rotor blade to increase and the speed of the upper main rotor blade to decrease. If both rotor blades are not responding properly to rudder input, simply reverse the locations of their motor plugs on the 5-in-1 unit.

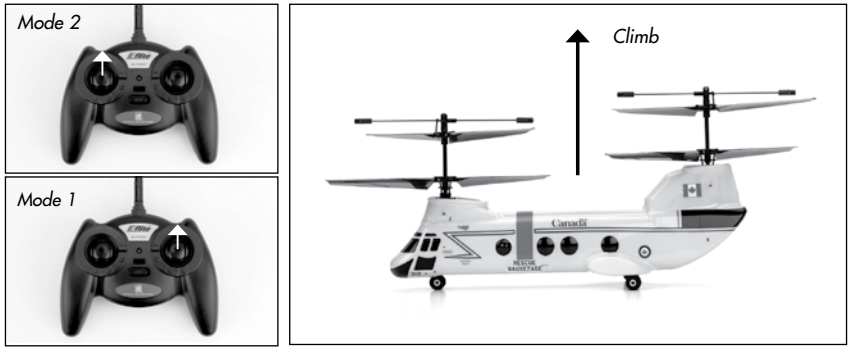
After confirming that both rotor blades are rotating in the correct directions, and are responding properly to rudder inputs, your Blade mCX Tandem Rescue is ready for flight. However, please be sure to review the following sections of the manual BEFORE proceeding with the first flight.

**Note:** Attempting to fly the helicopter without completely reading the manual may cause injury to yourself and people in the vicinity, as well as damaging the helicopter.

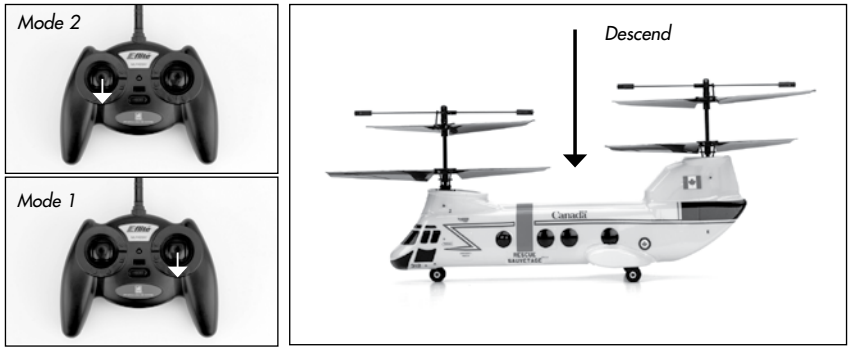
## Understanding the Primary Flight Controls

**If you are not familiar with the controls of your Blade mCX Tandem Rescue, please take a few minutes to familiarize yourself with them before attempting your first flight.**

When the throttle stick is in the lowest possible position and throttle trim is set to the middle or a lower-than-middle position, the main rotor blades will not spin. Advancing the stick upward will increase the speed of the main rotor blades. Increasing the speed of the main rotor blades will cause the model to climb.



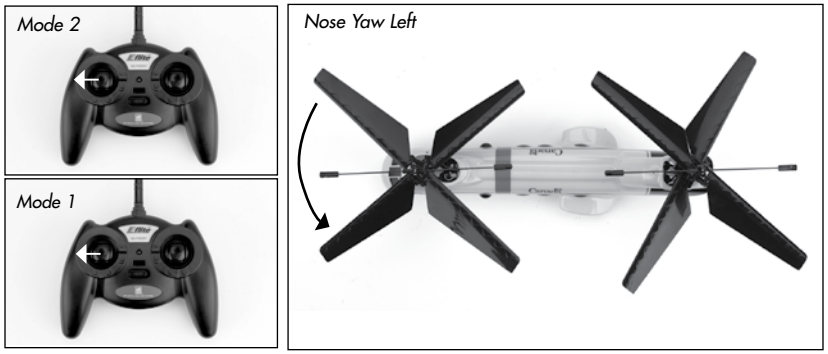

Decreasing the speed of the main rotor blades by lowering the throttle stick will cause the model to descend.



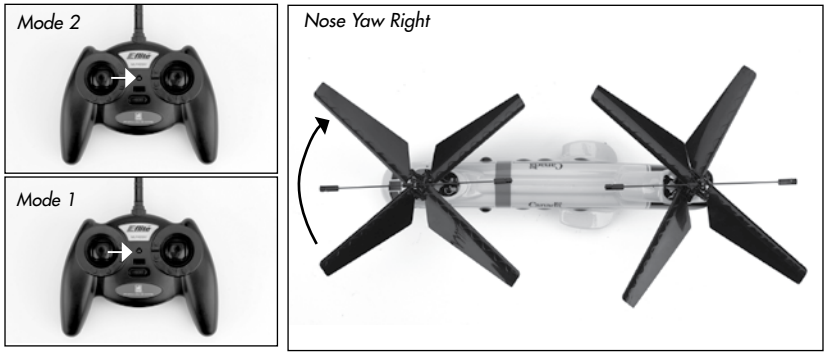

After lifting the model off the ground you can balance the throttle by carefully moving the throttle stick up and down so the model will hold a stationary hover without climbing or descending.



Moving the left-hand stick to the left will turn (yaw) the nose of the helicopter to the left about the vertical axis of the helicopter.

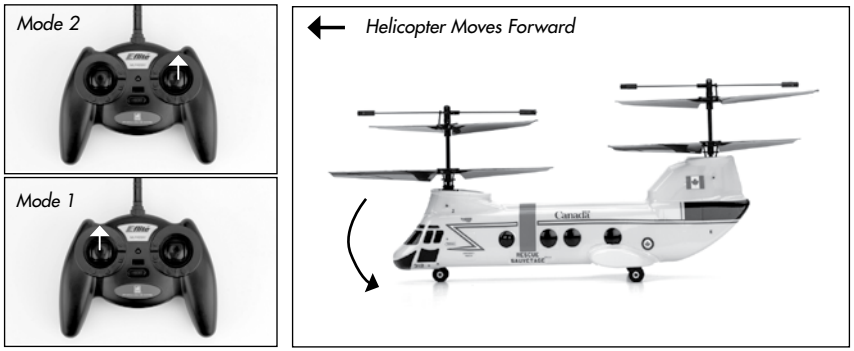



Moving the left-hand stick to the right will turn (yaw) the nose of the helicopter to the right about the vertical axis of the helicopter.

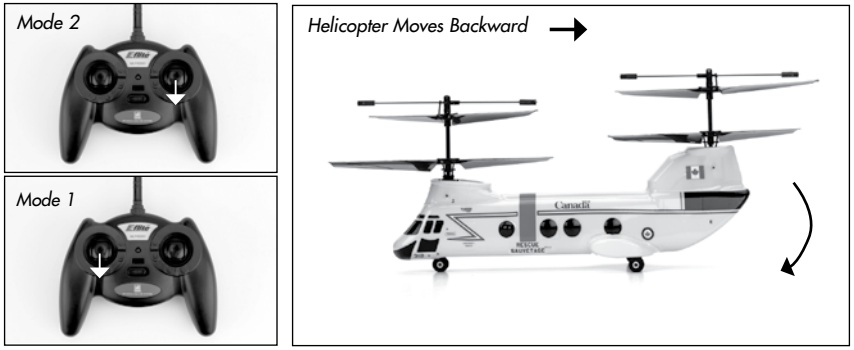



The rudder trim can be used to help keep the nose of the helicopter from rotating to the left or right when in hover with no rudder stick input. For example, if the nose of the helicopter drifts to the right when in hover, add left rudder trim (by pressing the left-hand rudder trim button) until the nose stays as close to straight as possible.

The elevator stick controls fore and aft pitch of the helicopter. Pushing the stick forward will pitch the nose of the helicopter downward, allowing the helicopter to be flown forward.

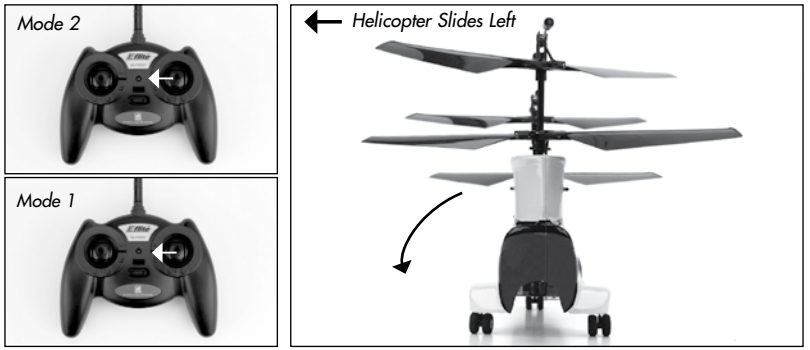



Pulling the elevator stick backward will pitch the tail of the helicopter downward, allowing the helicopter to be flown backward.

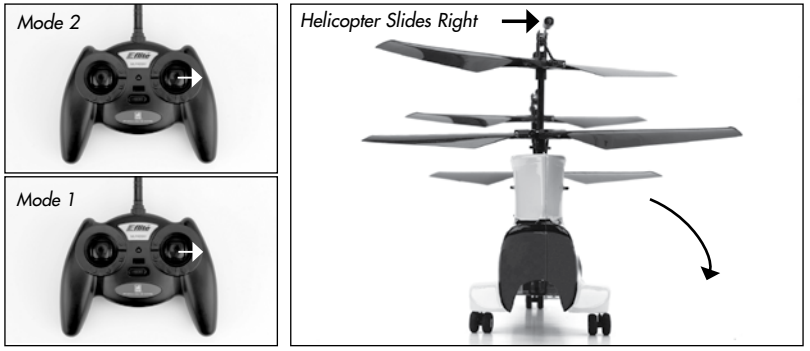



The elevator trim can be used to help keep the helicopter from drifting forward or backward when in hover with no elevator stick input. For example, if the helicopter drifts forward when in hover, add back/up elevator trim until the helicopter hovers as level as possible with no forward drifting.

Moving the aileron stick to the left will roll the helicopter to the left, allowing the helicopter to be flown sideways toward the left when viewing the helicopter from behind.




Moving the aileron stick to the right will roll the helicopter to the right, allowing the helicopter to be flown sideways toward the right.




**Note:** This command does not cause the nose of the helicopter to turn! Rather, it causes the helicopter to bank, and then slide left or right. Use of the rudder stick (the left stick) is required to point the nose of the helicopter in the desired direction.

The aileron trim can be used to help keep the helicopter from drifting left or right when in hover with no aileron stick input. For example, if the helicopter drifts to the right when in hover, add left aileron trim until the helicopter hovers as level as possible with no drifting to the right.

Once you're familiar with the primary controls of the helicopter, you are almost ready to fly.

## Dual Rates

The MLP4DSM transmitter included with your Blade mCX Tandem Rescue is equipped with a dual rate feature. This feature allows the pilot to toggle between the high and low control rates available for the aileron, elevator and rudder channels. You can toggle between the high and low-rates by pushing in on the right-hand stick on the transmitter (while the transmitter is powered on).

When the transmitter is first powered on it will be in the high-rate mode. You can tell you are in the high-rate mode when the LED on the transmitter glows solid red. In the high-rate mode the controls are allowed to reach their maximum values, which is typically preferred by experienced pilots interested most in maximum control authority.

By pushing in on the right-hand stick while in the high-rate mode you can enter the low-rate mode. You can tell you are in the low-rate mode when the LED on the transmitter blinks continuously. The low-rate mode is typically preferred by (and best for) first-time, low-time and other pilots interested most in a reduced amount of control that allows for smoother and more easily controlled hovering and flying.

**Note:** You may be required to make slight trim changes when switching back and forth between low and high rates.

## Choosing a Flying Area

When you are ready for your first flight, you will want to select a relatively open indoor area that is free of people and obstructions. And while it is possible for experienced pilots to fly the Blade mCX Tandem Rescue in relatively small indoor areas with great success due to its size and controllability, we strongly recommend an area with at least 10-feet by 10-feet of floor space and no less than 8-foot ceilings when making your first few flights.

Once you have properly trimmed your helicopter and become familiar with its handling and capabilities, you will be able to fly in other smaller, less open areas.

**Note: The Blade mCX Tandem Rescue is designed and intended to be flown INDOORS ONLY.**



## Flying the Blade mCX Tandem Rescue

**Note: Attempting to fly the helicopter without completely reading the manual may cause injury to yourself and people in the vicinity, as well as damaging the helicopter.**

Having followed the proper 5-in-1 control unit initialization and arming procedures, confirmed proper control of the servo and motors, and found a suitable flying area, your Blade mCX Tandem Rescue is ready for flight.

**Note: In addition to reviewing the flight maneuvers outlined below, we recommend that you watch the Instructional Video located on the product page for the Blade mCX Tandem Rescue on www.horizonhobby.com to see many of these maneuvers and adjustments performed by the helicopter and pilot.**

- Slowly raise the throttle stick, increasing the speed of the main rotor blades until the model begins to lift off. **Do not raise the throttle stick too quickly as the model could climb too fast causing you to lose control or make contact with objects above.**

- Lift the model off the ground just a few inches and concentrate on balancing the throttle stick position so that the model holds a steady hover altitude. In some cases it may be best to make a few short "hops" to an altitude of just a few inches until you become familiar with the control inputs and trim settings required to maintain a steady hover and altitude.

As you will find, the Blade mCX Tandem Rescue requires minor throttle adjustments to maintain its altitude in hover. Remember to keep these throttle adjustments as minimal as possible as large adjustments could result in a loss of control and/or a possible crash.

- While attempting to establish a low-level hover, you can also check to see if any trim adjustments are required to help keep the Blade mCX Tandem Rescue from constantly drifting in various directions. If you find the helicopter constantly drifts without any directional control input, it will be best to land the model before making any adjustments to the trim settings. Additional details regarding the location and function of the trim buttons can be found in the "Understanding the Primary Flight Controls" section of this manual.

  If the nose of the helicopter is drifting to the left or right, you need to adjust the rudder trim.

  If the helicopter is drifting forward or backward, you need to adjust the elevator trim.

  If the helicopter is drifting to the left or right, you need to adjust the aileron trim.

Continue to make trim adjustments until the helicopter can hover at a low altitude with very little drifting and directional control input. If the Blade mCX Tandem Rescue is your first helicopter model, it may be best to have the help of an experienced helicopter pilot to trim the model for you before making your first flight.

- Once you have the Blade mCX Tandem Rescue properly trimmed and maintaining a stable low-level hover, practice using the rudder, elevator and aileron controls to get a feel for how the helicopter responds to control inputs. Remember to keep the control inputs as minimal as possible to prevent over-controlling the helicopter, especially when in hover.

  After becoming comfortable with hovering the Blade mCX Tandem Rescue at low-levels of altitude just a few inches off the ground, you can transition to hovering and flying the helicopter at higher altitudes of approximately three to four feet. At these higher altitudes you will be able to get a feel for the flight characteristics of the Blade mCX Tandem Rescue when it is flying out of "ground effect."

- If at any time during flight you feel like the helicopter is drifting out of control, simply release all of the controls except for throttle. You will need to use the throttle to maintain altitude, but due to the inherent stability of the coaxial, counter-rotating blade design, the Blade mCX Tandem Rescue will simply return to a stable hover on its own if space allows.

- Don't be afraid to set the helicopter down on the ground quickly by lowering the throttle when approaching walls or other obstacles to help prevent main rotor blade strikes.

- **IN THE UNFORTUNATE EVENT OF A CRASH OR ROTOR BLADE STRIKE, NO MATTER HOW MINOR OR MAJOR, YOU MUST LOWER THE THROTTLE STICK TO THE LOWEST POSSIBLE POSITION AS QUICKLY AS POSSIBLE TO PREVENT DAMAGE TO THE ESC'S OF THE 5-IN-1 UNIT. YOU MUST ALSO BE SURE THAT THE THROTTLE TRIM IS SET TO THE MIDDLE POSITION OR TO A POSITION THAT IS LOWER THAN THE MIDDLE.**

**Failure to lower the throttle stick to the lowest possible position in the event of a crash could result in damage to the ESCs in the 5-in-1 unit, which may require replacement of the 5-in-1 unit.**

**Note: Crash damage is not covered under the warranty.**

- Once you have gained experience and confidence in hovering the Blade mCX Tandem Rescue, you can attempt more advanced maneuvers including:

| | |
|---|---|
| Forward Flight | Skidding Takeoffs |
| Backward Flight | Skidding Landings |
| Pirouettes | Spot Landings |



## Transmitter and Receiver Binding

Binding is the process of programming the receiver to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. If you ever find it is necessary to replace the transmitter or the receiver/5-in-1 unit for your model, it will be necessary for you to 'bind' the new transmitter or receiver/5-in-1 to your existing transmitter or receiver/5-in-1 for proper operation.

The following steps outline the binding process.

- Make sure the flight battery is disconnected from the 5-in-1 unit and the transmitter is turned off.

- Plug the flight battery into the 5-in-1 unit. After 5 seconds the LED on the 5-in-1 unit will begin flashing.

- PUSH directly down on the left-hand stick while switching the transmitter on (you will feel a 'click' when you push in on the end of the stick).

- If you entered bind mode correctly, you will hear a series of beeps from the transmitter and see the LED on the transmitter blink.

- You will see a solid LED approximately 5–10 seconds later on the receiver/5-in-1. You should now be bound to the transmitter, and have full control and function.

If you encounter any problems, repeat the binding process again or call the Horizon Support Team at 1-877-504-0233, Horizon Hobby UK at +44 (0) 1279 641 097 or Horizon Technischer Service, Germany at +49 4121 46199 66.

## LP5DSM Option

If you decide to use an E-flite LP5DSM, please position your channel reversal dip switches as follows:


**Note:** Keep a record of the existing settings in case you want to go back and fly your other aircraft.



## Replacement Parts List

| Item # | Description |
|---|---|
| EFLH2219B | Stabilizer Flybar Set: Tandem |
| EFLB2501S | 250mAh 1-Cell 3.7V Li-Po |
| EFLH1066 | Replacement Servo Mechanics |
| EFLH2211 | Inner Shaft Main Gear |
| EFLH2212 | Inner Shaft with Head/Hub |
| EFLH2213 | Outer Shaft, Main Gear and Bushing Holder Set |
| EFLH2214 | Outer Shaft Retaining Collar Set |
| EFLH2217 | Lower Rotor Head & Linkage Set |
| EFLH2220 | Lower Main Blade Set (1 pair) |
| EFLH2221 | Upper Main Blade Set (1 pair) |
| EFLH2501 | 5-in-1 Control Unit, Rx/Servo/ESCs/Mxr/Gyro:Tandem |
| EFLH2502 | Internal Control Linkage Set: Tandem |
| EFLH2503 | Control Arm Set: Tandem |
| EFLH2504 | Replacement LED Set (4): Tandem |
| EFLH2509 | Motor with Pinion, Clockwise: Tandem |
| EFLH2510 | Motor with Pinion, Counterclockwise: Tandem |
| EFLH2516 | Swashplate (1): Tandem |
| EFLH2518 | Pushrod Set: Tandem |
| EFLH2522 | Body/Canopy: Tandem |
| EFLH2522F | Landing Gear, Front: Tandem |
| EFLH2522R | Landing Gear, Rear: Tandem |
| EFLH2524F | Main Frame, Front: Tandem |
| EFLH2524R | Main Frame, Rear: Tandem |
| EFLH3021 | Canopy Mounting Grommets (8) |

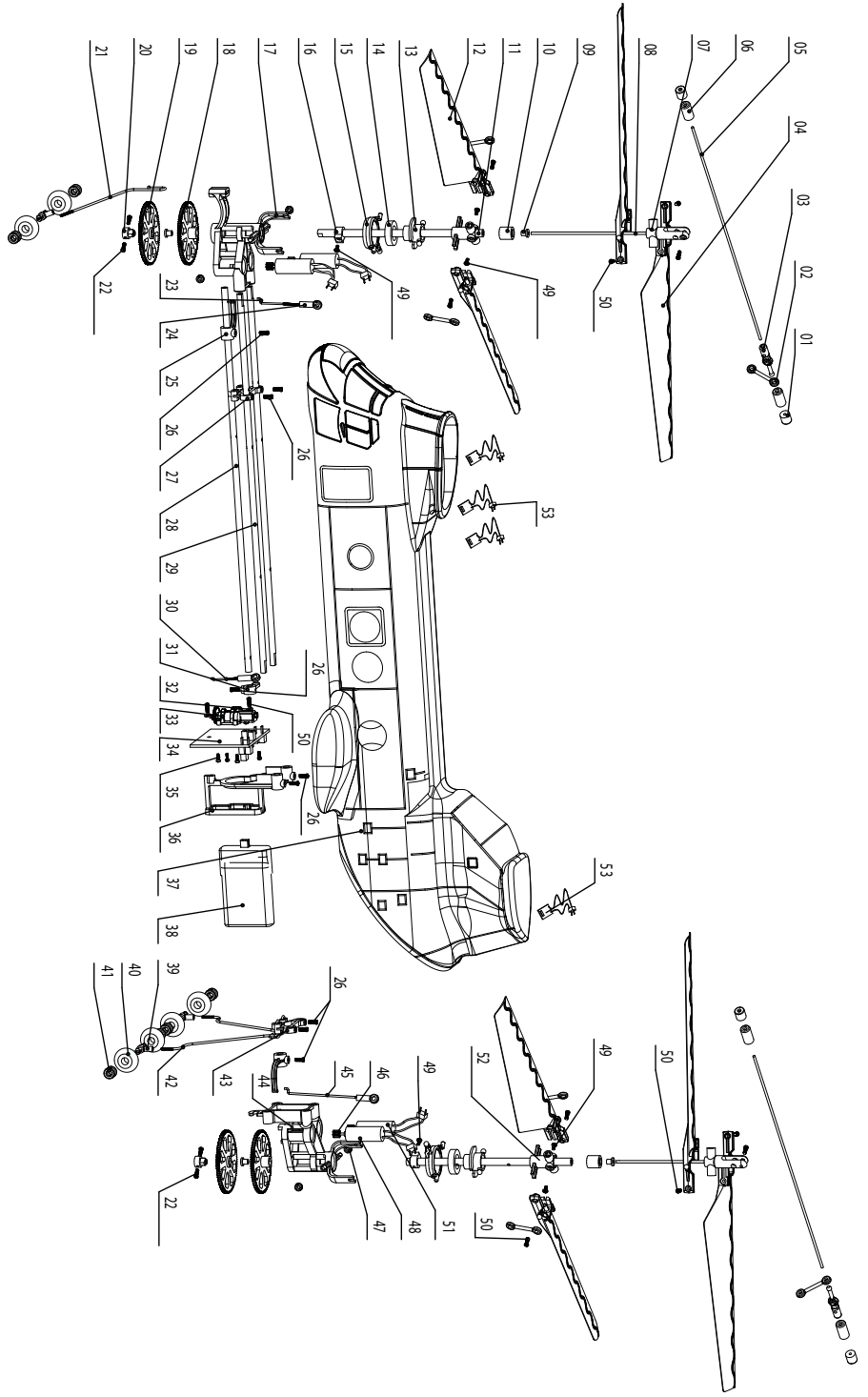
## Optional Parts List

| Item # | Description |
|---|---|
| EFLH2220GL | Lower Main Blade Set, Glow in the Dark (1 pr) |
| EFLH2221GL | Upper Main Blade Set, Glow in the Dark (1 pr) |

## Exploded View Parts Listing

| No. | Description | Item |
|---|---|---|
| 1 | Stabilizer Flybar Weight | EFLH2219B |
| 2 | Stabilizer Flybar Linkage | EFLH2219B |
| 3 | Stabilizer Flybar Seesaw | EFLH2219B |
| 4 | Upper Rotor Blade | EFLH2221 |
| 5 | Stabilizer Flybar | EFLH2219B |
| 6 | Stabilizer Flybar Weight | EFLH2219B |
| 7 | Inner Shaft/Hub | EFLH2212 |
| 8 | Inner Shaft/Hub | EFLH2212 |
| 9 | Bushing | EFLH2213 |
| 10 | Bushing Holder | EFLH2213 |
| 11 | Lower Rotor Head | EFLH2217 |
| 12 | Lower Rotor Blade | EFLH2220 |
| 13 | Inner Swashplate | EFLH2516 |
| 14 | Swashplate Bearing | EFLH2516 |
| 15 | Lower Swashplate | EFLH2516 |
| 16 | Outer Shaft Retaining Collar | EFLH2214 |
| 17 | Main Frame, Front | EFLH2524F |
| 18 | Outer Shaft Main Gear | EFLH2213 |
| 19 | Inner Shaft Main Gear | EFLH2211 |
| 20 | Inner Shaft Main Gear Retaining Collar | EFLH2211 |
| 21 | Landing Gear, Front | EFLH2522F |
| 22 | Screw M1.2x2.5 | EFLH2211 |
| 23 | Pushrod Set | EFLH2518 |
| 24 | Pushrod Set | EFLH2518 |
| 25 | Control Arm Set | EFLH2503 |
| 26 | Screw M1.2x4 | EFLH2503 |
| 27 | Internal Control Linkage Set | EFLH2502 |
| 28 | Internal Control Linkage Set | EFLH2502 |
| 29 | Internal Control Linkage Set | EFLH2502 |
| 30 | Pushrod Set | EFLH2518 |
| 31 | Control Arm Set | EFLH2503 |
| 32 | Replacement Servo Mechanics | EFLH1066 |
| 33 | Replacement Servo Mechanics | EFLH1066 |
| 34 | 5-in-1 Control Unit, Receiver/ Servo/ESCs/Mixer/Gyro | EFLH2501 |
| 35 | Screw M0.8x2.5 | EFLH2501 |
| 36 | Internal Control Linkage Set | EFLH2502 |
| 37 | Body/Canopy | EFLH2522 |
| 38 | 250mAh 1-Cell 3.7V Li-Po | EFLB2501S |
| 39 | Landing Gear, Rear | EFLH2522R |
| 40 | Landing Gear, Rear | EFLH2522R |
| 41 | Landing Gear, Rear | EFLH2522R |
| 42 | Landing Gear, Rear | EFLH2522R |
| 43 | Landing Gear, Rear | EFLH2522R |
| 44 | Main Frame, Rear | EFLH2524R |
| 45 | Pushrod Set | EFLH2518 |
| 46 | Motor with Pinion, Counterclockwise | EFLH2510 |
| 47 | Canopy Mounting Grommets | EFLH3021 |
| 48 | Motor with Pinion, Counterclockwise | EFLH2510 |
| 49 | Screw M1.2x1.8 | EFLH2217 |
| 50 | Screw M1.2x5 | EFLH2220 |
| 51 | Motor with Pinion, Clockwise | EFLH2509 |
| 52 | Lower Rotor Head and Linkage Set | EFLH2217 |
| 53 | Replacement LED Set (4): Tandem | EFLH2504 |

## Exploded View



## Troubleshooting Guide

| Problem | Possible Cause | Solution |
|---|---|---|
| Heli will not "throttle up" but all other controls seem to function. | • User did not lower throttle trim and throttle stick prior to initializing the heli. | • Lower throttle stick and throttle trim to their lowest settings. |
| | • Throttle channel is reversed. **Note:** Futaba transmitters (equipped with Spektrum modules) may require you to reverse the throttle channel. | • Reverse throttle channel on specific transmitter if applicable. |
| Upper rotor head/ hub is broken. | • Crash damage | • Replace with EFLH2212 by carefully removing the (2) screws in the lower main gear and transferring all unbroken parts to the new upper rotor head/hub. Follow the "Exploded View" section of the manual. **Pages 32–33** |
| Heli appears to show significant decrease in flight time. | • Flight battery is not fully charged. | • Recharge flight battery completely. |
| | • EFLB2501S battery has been over-discharged multiple times, causing damage to battery life. | • Replace EFLB2501S battery and read "Battery Warnings and Guidelines" section of manual. **Page 7** |
| Heli hovers with a "toilet bowl" effect type circle on its own. | • Binding in the upper rotor head. | • Loosen upper rotor hub flybar retaining screw. |
| | • Damaged rotor blades | • Replace rotor blades. |
| Red LED on 5-in-1 unit remains flashing and cannot be controlled by transmitter. | • User did not wait at least 5 seconds after powering transmitter prior to connecting the flight battery to the heli. | • Unplug, then reconnect flight battery. |
| | • User bound the heli to a different transmitter. | • Rebind the heli to your desired compatible transmitter. **Page 29** |
| | • Transmitter was too close to Heli during the initialization process. | • Move transmitter (powered on) a few feet from the Heli prior to reconnecting the flight battery. |



## Troubleshooting Guide

| Problem | Possible Cause | Solution |
|---|---|---|
| Heli appears to drift toward a certain direction. | • User did not re-trim the heli. | • Read "Understanding the Primary Flight Controls" section of this manual. **Pages 22–25** |
| Controls appear to be reversed after binding to a different transmitter. | • User did not initially set up transmitter prior to binding to the heli. | • Read "Control Test" section of this manual. **Pages 16–18** |
| Heli constantly spins on its own. | • User did not CENTER the rudder trim on the transmitter prior to initialization of the heli. | • Center the rudder trim on your transmitter and re-initialize the Heli. |
| | • User moved or swayed the heli during the initialization process. | • Unplug, then reconnect the flight battery and DO NOT move or sway the helicopter during initialization. |
| | • User has not trimmed the heli to compensate for battery voltage drop during flight. | • Read "Understanding Primary Controls" section of this manual. **Pages 22–25** |
| | • Upper main gear is binding with lower main gear. | • Loosen (2) screws on the lower main gear and ensure there is slight "play" in between the upper and lower main gears. Lube between the upper and lower main gears if applicable. |
| Heli does not function after connecting flight battery and the heli smells burnt. | • User may have accidentally plugged the flight battery in the wrong polarity. | • Replace 5-in-1 board (EFLH2501) and ensure the keyed battery mount and battery case are properly oriented when installing the battery. |

## Warranty Period

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

## Limited Warranty

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

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

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

## Damage Limits

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY CONNECTED WITH THE PRODUCT, WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, NEGLIGENCE, OR STRICT LIABILITY. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability.

If you as the Purchaser or user are not prepared to accept the liability associated with the use of this Product, you are advised to return this Product immediately in new and unused condition to the place of purchase.



Law: These Terms are governed by Illinois law (without regard to conflict of law principals).

## Safety Precautions

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

## Questions, Assistance and Repairs

Your local hobby store and/or place of purchase cannot provide warranty support or repair. Once assembly, setup or use of the Product has been started, you must contact Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please direct your email to productsupport@horizonhobby.com, or call 877.504.0233 toll free to speak to a service technician.

## Inspections or Repairs

If this Product needs to be inspected or repaired, please call for a Return Merchandise Authorization (RMA). Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as Horizon is not responsible for merchandise until it arrives and is accepted at our facility. A Service Repair Request is available at www.horizonhobby.com on the "Support" tab. If you do not have internet access, please include a letter with your complete name, street address, email address and phone number where you can be reached during business days, your RMA number, a list of the included items, method of payment for any non-warranty expenses and a brief summary of the problem. Your original sales receipt must also be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

## Warranty Inspection and Repairs

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

## Non-Warranty Repairs

Should your repair not be covered by warranty the repair will be completed and payment will be required without notification or estimate of the expense unless the expense exceeds 50% of the retail purchase cost. By submitting the item for repair you are agreeing to payment of the repair without notification. Repair estimates are available upon request. You must include this request with your repair. Non-warranty repair estimates will be billed a minimum of ½ hour of labor. In addition you will be billed for return freight. Please advise us of your preferred method of payment. Horizon accepts money orders and cashiers checks, as well as Visa, MasterCard, American Express, and Discover cards. If you choose to pay by credit card, please include your credit card number and expiration date. Any repair left unpaid or unclaimed after 90 days will be considered abandoned and will be disposed of accordingly. Please note: non-warranty repair is only available on electronics and model engines.

United States
Electronics and engines requiring inspection or repair should be shipped to the following address:

Horizon Service Center
4105 Fieldstone Road
Champaign, Illinois 61822, USA

All other Products requiring warranty inspection or repair should be shipped to the following address:

Horizon Product Support
4105 Fieldstone Road
Champaign, Illinois 61822, USA

Please call 877-504-0233 or e-mail us at productsupport@horizonhobby.com with any questions or concerns regarding this product or warranty.

European Union
Electronics and engines requiring inspection or repair should be shipped to the following address:

Horizon Hobby UK
Units 1-4 Ployters Rd
Staple Tye
Harlow, Essex
CM18 7NS
United Kingdom

Please call +44 (0) 1279 641 097 or e-mail us at sales@horizonhobby.co.uk with any questions or concerns regarding this product or warranty.



Electronics and engines requiring inspection or repair should be shipped to the following address:

Horizon Technischer Service
Hamburger Strasse 10
25335 Elmshorn
Germany

Please call +49 4121 46199 66 or e-mail us at service@horizonhobby.de with any questions or concerns regarding this product or warranty.

## Product Registration

Registering your product will provide you the option to stay up-to-date on product information, new products, customization options and other information for E-flite owners. Register your product today at www.E-fliteRC.com/register.

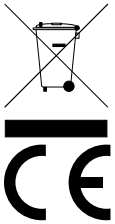
## FCC Statement

This device complies with part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

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

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.

## Compliance Information for the European Union



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

## Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

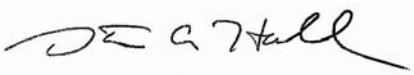
No. HH2009101901

| | |
|---|---|
| Product(s): | EFL Blade Tandem Rescue RTF |
| Item Number(s): | EFLH2500 |
| Equipment class: | 1 |

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

| | |
|---|---|
| **EN 300-328** | **Technical requirements for Radio equipment.** |
| **EN 301 489-1, 301 489-17** | **General EMC requirements for Radio equipment.** |
| **EN 60950** | **Safety** |

Signed for and on behalf of:
Horizon Hobby, Inc.
Champaign, IL USA
October 19, 2009



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