

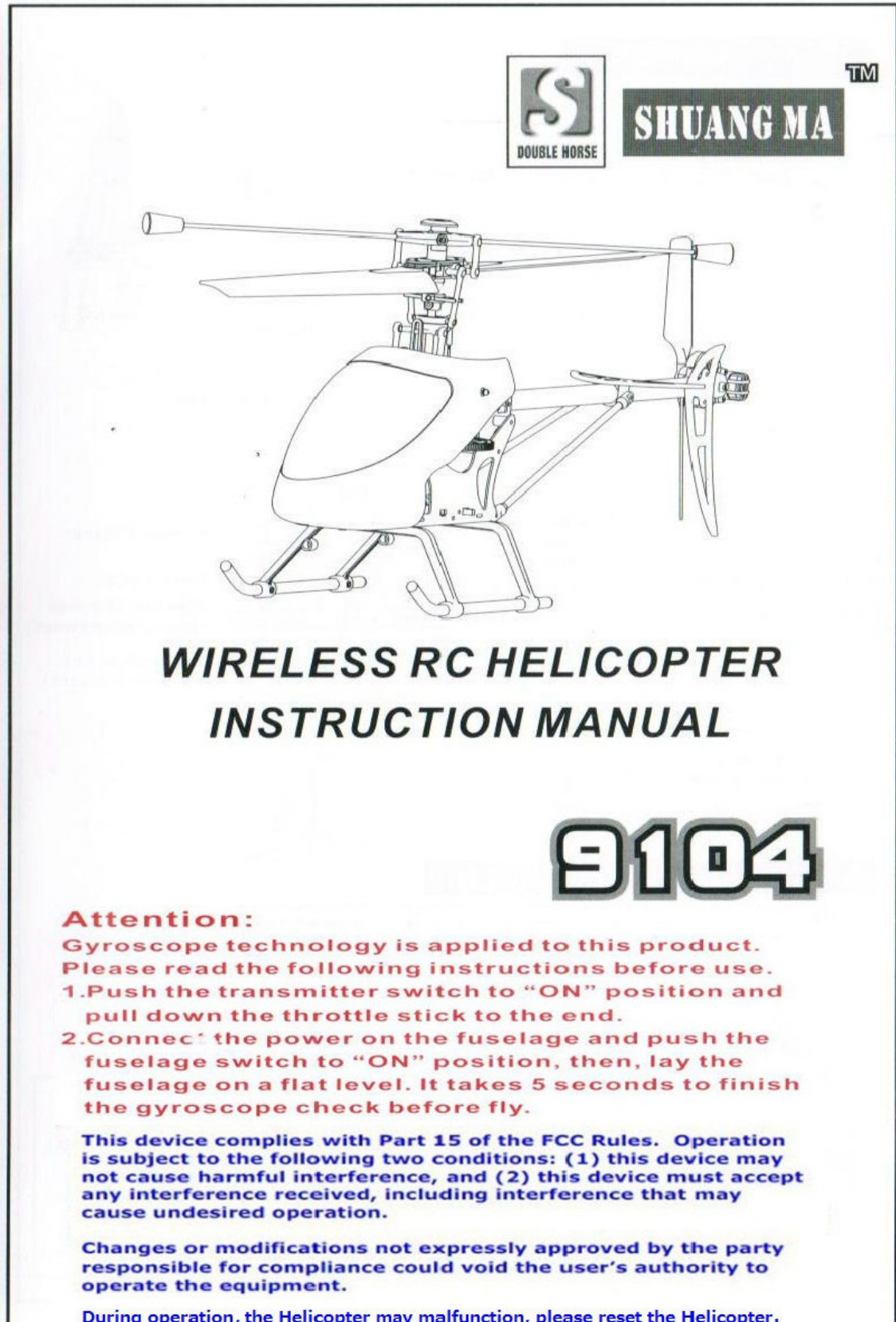
Appendix 5

Prüfbericht - Nr.:
Test Report No.:

14027018 001

Seite 6 von 8
Page 6 of 8

User manual



Appendix 5

Prüfbericht - Nr.:
Test Report No.:

14027018 001

Seite 7 von 8
Page 7 of 8

ALL PARTS INCLUDED:

TO ASSEMBLE THE TRANSMITTER:

1. Install the antenna: screw the antenna clockwise into the top of the transmitter.
2. Install the batteries: open the battery case cover, and insert 8 batteries (1.5V AA) properly according to pole indications. (batteries to be purchased)

Attention:

1. Match the batteries with pole indications before installation.
2. Do not mix new batteries with used ones.
3. Do not mix different types of batteries.

TO CHARGE THE FUSELAGE BATTERY:

To Charge the Fuselage Battery:

1. Connect the adapter with the local electricity supply and the charging box. Both power indicator (red) and charging indicator (green) will light up.
2. Push the fuselage switch to "OFF" position.
3. Connect the battery wire with the charging box to charge and the charging indicator will be off. The charging indicator will light up again when charging is finished.

Attention:

1. Make sure the adapter fits the local electricity supply.
2. The battery is overcharged if it overheats. Please stop charging immediately for it could cause damages to the battery.
3. Do not leave the battery aside when charging.
4. The advanced balance charging mode is applied to the product. Do not use other chargers on the battery in consideration of safety.
5. Recharge the battery 30 minutes after flying, because the battery temperature could be too high and charging could damage the battery.
6. Do not leave the battery in the fire in consideration of safety.
7. Do not short circuit the battery. Do not leave the battery together with tiny metal parts in consideration of safety.

TO INSTALL THE FUSELAGE BATTERY:

Connect the battery wire with the circuit board socket carefully.

WARNING

1. If the helicopter is not in use, please push the fuselage switch to "OFF" position.
2. If the helicopter is not in use for a long time, please disconnect the battery wire from the circuit board.

ENVIRONMENT TO FLY:

1. Fly with good weather condition:
 - Do not fly with extreme temperatures. Do not fly above 113°F/45°C, or below 50°F/10°C. Flying with extreme temperatures may affect the performance and damage the product.
 - Do not fly in windy days. The performance and the control of the helicopter will be affected by winds. Windy conditions may cause the missing and damage of the helicopter.
2. Select a wide-open space for flying and make sure no obstructions, animals or people nearby.

HOW TO CONTROL

Ascending	Push up the throttle stick (left stick), and the spinning speed of the main blades will increase. The helicopter begins to ascend.	
Descending	Pull down the throttle stick (left stick), and the spinning speed of the main blades will decrease. The helicopter begins to descend.	
Steering	1. Push the rudder stick (right stick) to the left, and the helicopter will turn to left. 2. Push the rudder stick (right stick) to the right, and the helicopter will turn to right.	
Forward	When the right control lever (rudder) is pushed upward, the helicopter swashplate will uptilt and it advances.	
Backward	When the right control lever (rudder) is pushed downward, the helicopter will downtilt and it recedes.	

Appendix 5

Prüfbericht - Nr.:
Test Report No.:

14027018 001

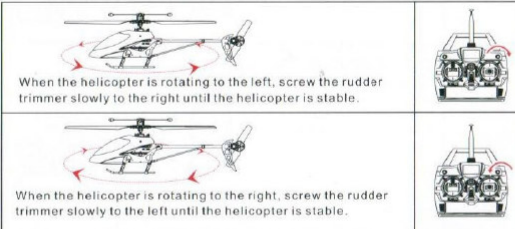
Seite 8 von 8
Page 8 of 8

NOTICE

If the helicopter is rotating in the air uncontrollably, adjust with the rudder trimmer until the helicopter is stable.

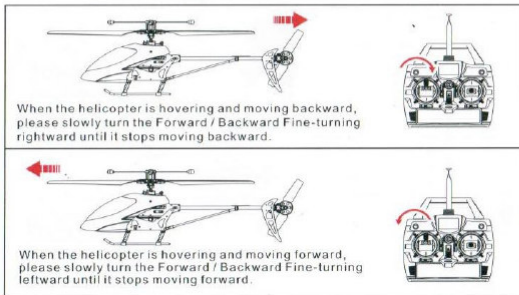
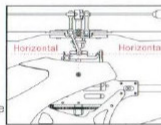
Attention:

When the helicopter ascends to 30cm high, it will suffer the "ground effect" and its performance will become unstable.



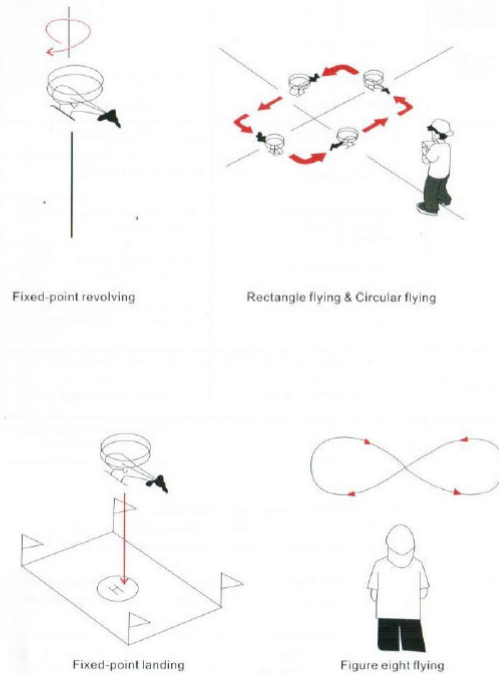
Servo lever adjustment

Before flight, be sure that the Forward / Backward Fine-turning on the transmitter are placed in the middle. Turn on the switch of the transmitter and then turn on the plane switch. After finishing the efficacy of the plane gyro, check if the crossing tilting-tray is horizontal. If it is horizontal, you can remove the servo lever and adjust it to a proper length until the swashplate is in the horizontal position then flight begins.



FLYING PRACTICE

To master the helicopter, please attempt the following flying practices.



PROBLEMS AND SOLUTIONS

PROBLEMS	CAUSES	SOLUTIONS
Transmitter not working	1. The transmitter switch is on "OFF"	1. Turn on the transmitter
	2. Install the batteries improperly	2. Check with the pole indications and reinstall the batteries again
	3. Batteries are completely consumed	3. Replace with new batteries
Control failure	1. The transmitter switch is on "OFF"	1. Turn on the transmitter
	2. The fuselage switch is on "OFF"	2. Turn on the fuselage
	3. The antenna is installed improperly or is pulled out incompletely	3. Reinstall the antenna and pull it out completely
	4. Fly with strong winds	4. Do not fly the helicopter in windy conditions
	5. The transmitter indicator is flashing	5. Pull down the throttle stick to the end and replace the batteries
Ascending failure	1. The rotation of main blades is too slow	1. Push up the throttle stick
	2. The fuselage battery is well consumed	2. Recharge the fuselage battery
Landing too soon	The throttle stick is pulled down too fast	Pull down the throttle stick slowly to perform a smooth landing

PRECAUTIONS:

- Insufficient electricity power will shorten the control distance.
- Insufficient electricity power will lead to difficulties in taking off and ascending.
- Fix the helicopter in time if there is any damage. Flying a damaged helicopter could cause injuries.
- Remove the transmitter batteries if not in use for a long time in case of battery leakage.
- Avoiding dropping and crashing the helicopter for it will lead to damages and shorten the use life.
- Before flying, always turn on the transmitter switch first, then the fuselage switch. Otherwise, the helicopter will be confused with extraneous signal and be out of control.
- After flying, always turn off the fuselage switch first, then the transmitter switch. Otherwise, the helicopter will be confused with extraneous signal and be out of control.