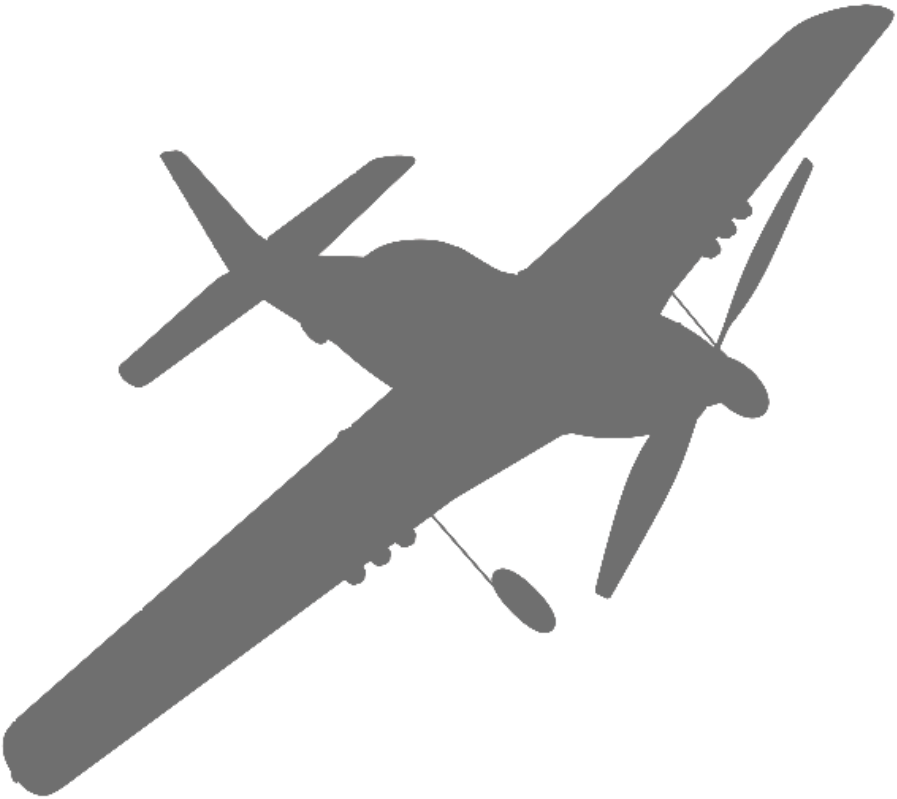


2-CH EASY CONTROL

POWERFUL MOTOR SYSTEM

GYRO STABILIZER SYSTEM

WARNING

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product.
CAUTION: Procedures, which if not be properly followed, is able to create a possibility of physical property damage AND or possibility of injury.

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

⚠ 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. Fail 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 attempt to disassemble, use with incompatible components or augment product in any way without the approval of VolantexRC Co., Ltd..
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.
Age Recommendation: Not for children under 14 years. This is not a toy.

Safety Precautions

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 ensure all batteries have been properly charged before using the vehicle.
- Always check all servos and their connections prior to each run.
- Never operate your vehicle near spectators, parking areas or any other area that could result in injury to people or damage of property.
- Never operate your vehicle during adverse weather conditions. Poor visibility can cause disorientation and loss of control of your vehicle.
- Never point the transmitter antenna directly toward the vehicle. The radiation pattern from the tip of the antenna is inherently low.
- If at any time during the operation of your vehicle you observe any erratic or abnormal operation, immediately stop operation of your vehicle until the cause of the problem has been ascertained and corrected.

Battery Usage & Charging Warnings

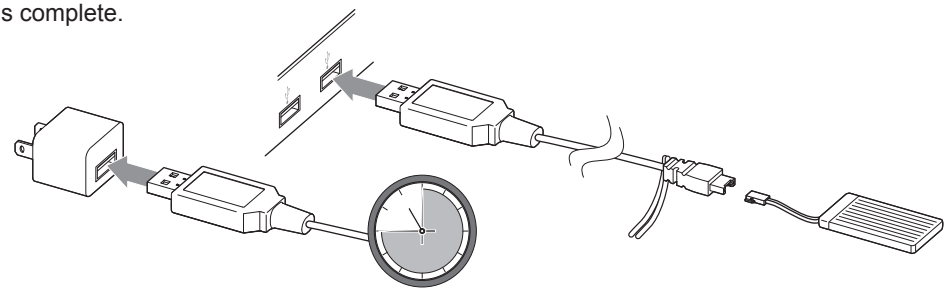
CAUTION: All instructions and warnings must be followed exactly. Mishandling of Li-Po/Li-Ion/Ni-Mh batteries can result in fire, personal injury, and/or property damage.
- The battery charger included with your plane(if there be) is designed to safely balance and charge the specific Li-Po/Li-Ion/Ni-Mh battery.

- By handling, charging or using the included battery, you shall assume all risks associated with Li-Po/Li-Ion/Ni-Mh battery.
- If at any time the battery begins to balloon or swell, discontinue use immediately. If charging or discharging, you should discontinue and disconnect. Continue to use, charge or discharge a battery that is ballooning or swelling can result in fire.
- Always store the battery at room temperature in a dry area for best results.
- Always transport or temporarily store the battery in a temperature range of 40-120 Fahrenheit degrees (5-49 degrees centigrade).Do not store battery or your plane in a car or direct sunlight. If stored in a hot car, the battery can be damaged or even cause fire.
- Always charge a battery away from flammable materials.
- Always inspect the battery before charging and never charge damaged batteries.
- Always disconnect the battery after charging, and allow the charger cool before next charge.
- Always constantly monitor the temperature of the battery pack while charging.
- ONLY USE A CHARGER SPECIALLY DESIGNED TO CHARGE SPECIFIC BATTERIES.
- Never discharge Li-Po cells till below 3V under load.
- Never cover waning lables with hook or loop strips.
- Never leave charging batteries unattended.
- Never charge batteries outside recommended levels.
- Never attempt to dismantle or alter the charger.
- Never allow minors to charge battery packs.
- Never charge batteries in extrmely hot or cold places(recommended between 40-120 Fahrenheit degrees / 5-49 degrees centigrade) or in direct sunlight.

Charging

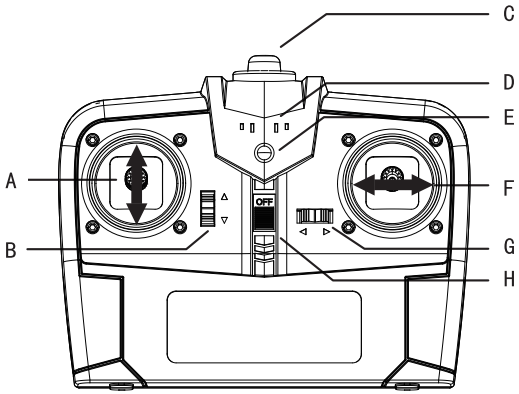
1. Connect the Li-Po battery to the included USB charger.
2. Connect the USB charger to a phone USB charge adapter (not included) or into any powered USB port.
3. The LED on the charger will glow solid red while charging and will turn off when charging is complete.

⚠ CAUTION: Do not store the Li-Po battery in the charger. Doing so could over-discharge the Li-Po battery.



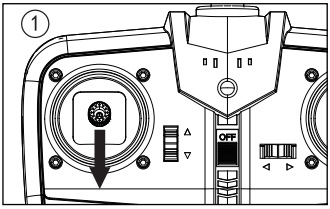
Transmitter

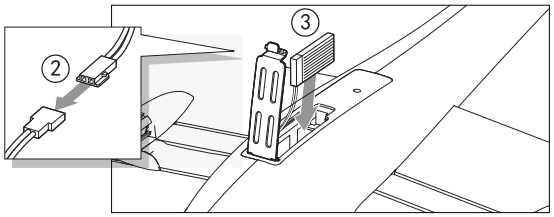
A: Throttle
B: Dual Rate
C: Antenna
D: Speaker
E: LED
F: Steering
G: Steering Trim
H: Power Switch



Installing the Flight Battery

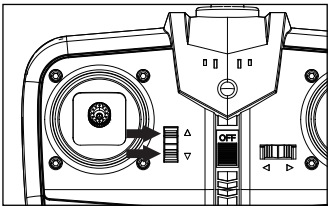
1. Make sure the throttle is in the off position and turn on the transmitter.
2. Open the battery hatch on the bottom of the airplane and plug in the flight battery.
3. Install the flight battery into the airplane as shown and close the hatch.





Note: Keep your airplane at a horizontal level when you power it on. This will allow the airplane to calibrate the gyro system. You can place your airplane either facing up or upside down to turn on power switch easier. The key is to keep it left-and-right-balanced.

Dual Rate



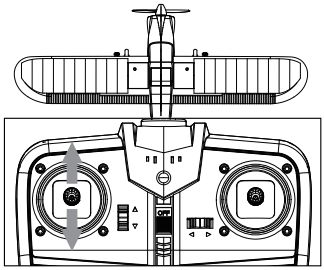
Press dual rate button up/down to gain larger/smaller steering angle.

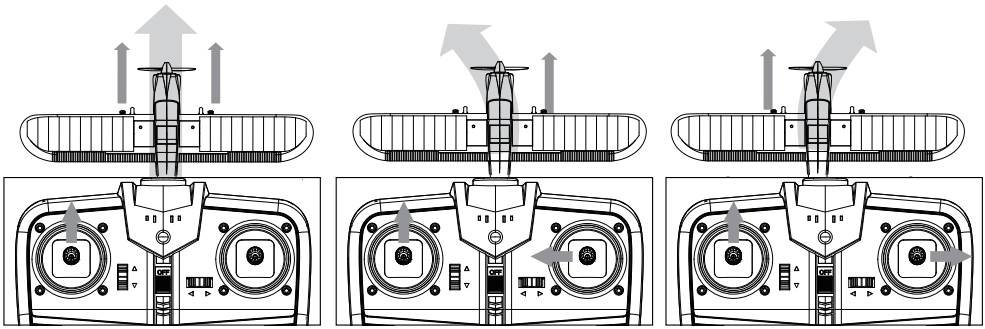
Flight Control

⚠ CAUTION: Keep away from the propellers, they will spin up during the control test.

Arm the motors by below steps.
1. Turn the airplane on as shown above.
2. Turn the transmitter on.
3. Arm the motors by first moving the left stick to 100% and then back down to 0%.
4. Move the sticks on the transmitter to ensure the motors respond as shown.

Tip: To check the Left and Right turn, keep the throttle at 0% and note which motor spins. If the motors do not react as shown, refer to the Binding instructions and Troubleshooting Guide in this manual.



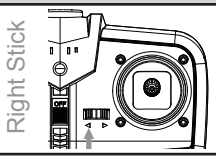
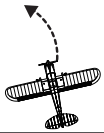
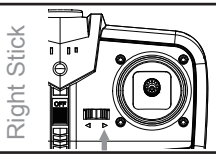


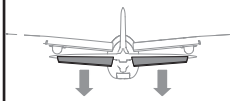
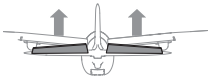
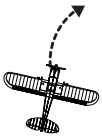
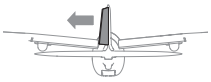
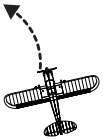
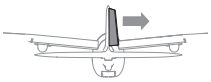
The airplane relies on motor thrust to climb, descend and turn. Always perform a control test before flight to ensure the motors are working properly.

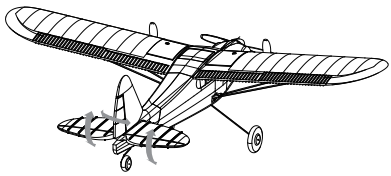
Digital Trim

If the nose drifts left or right while the steering stick is at neutral (centered), press the steering trim buttons as shown in the chart to the right or left to correct the drift.

The airplane can also be trimmed by carefully bending the control surfaces molded into the tail as shown below.

Direction of Drift	Button to Correct
	 Right Stick
	 Right Stick

Direction of Drift	Bend to Correct
	
	
	
	



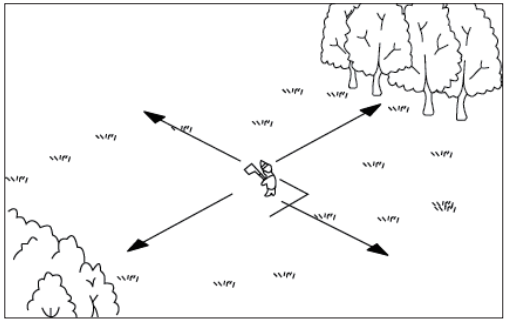
1. Center the transmitter trims.
2. Carefully bend the control surface in the direction shown in the chart to the left.

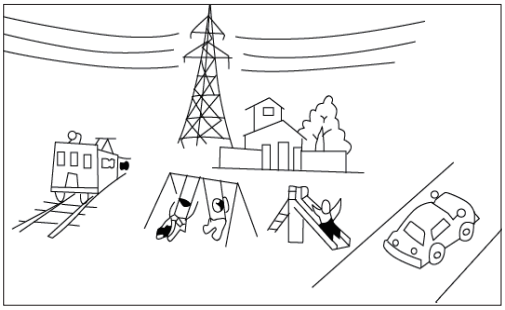
NOTE: Only make small adjustments to the control surfaces. Avoid making large changes as this could affect flight performance.

Find a Flight Field

Based on the size and weight of the plane it is typically considered to be a "park flyer" class airplane. As a result it is best to fly the plane at a local park, schoolyard, flying field or other area that is large enough and free of people and obstructions. We recommend and area the size of at least one football/soccer field. However, even larger areas are better suited and preferred especially when learning how to fly. Do NOT fly in parking lots, crowded neighborhood areas or in areas that are not free of people or obstructions.

We also suggest flying over grass as it is a much more forgiving surface that causes less damage in the unfortunate event or a crash. Short grass is better for takeoffs and landings as grass that is too long can cause the airplane to nose-over/flip and be damaged. An ideal flying area allows for takeoffs and landings on a smoother surface(such as asphalt) and flying over grass.





Fly in spacious ground without obstacles and boskage.
Never fly the plane near highway, railway, high tension line, crowded people, flying area and residential area.
NOTE: The plane is designed to be flew outdoors only.

Flying Conditions

It is typically best to fly on days that are calm without wind, especially when learning how to fly. It is strongly suggested flying only in calm conditions until you are familiar with the controls and handling of the model. Even light winds can make it much more difficult to learn to fly, and in some cases can even carry the model beyong your line of sight.
Also, if you are a first-time or low-time pilot, we highly recommend that allow a more experienced pilot to test fly and properly trim the model before attempting your first flight. A proven flyable and properly trimmed model is significantly easier and more enjoyable to fly.
After you have properly trimmed the airplane in calm conditions and become familiar with its handling/capabilities you will be able to fly in light winds or depending on your experience and comfort level, in winds up to 5-7 mph.
Do NOT fly on days when significant moisture, such as rain or snow, is present.

Landing

1. Fly downwind and reduce the throttle to 25% to begin the descent.
2. Begin turning towards the runway, heading into the wind.
3. Reduce the throttle to 0% and glide onto the runway.
   - If you are going to land short of the runway, add a little throttle to extend the glide.
   - If you are going too fast to land, go around and try again.

⚠ CAUTION: Never catch a flying airplane in your hands. Doing so could cause personal injury and damage to the airplane.