

## Function List

### Differential (DIFFERENTIAL)

#### Function Explanation

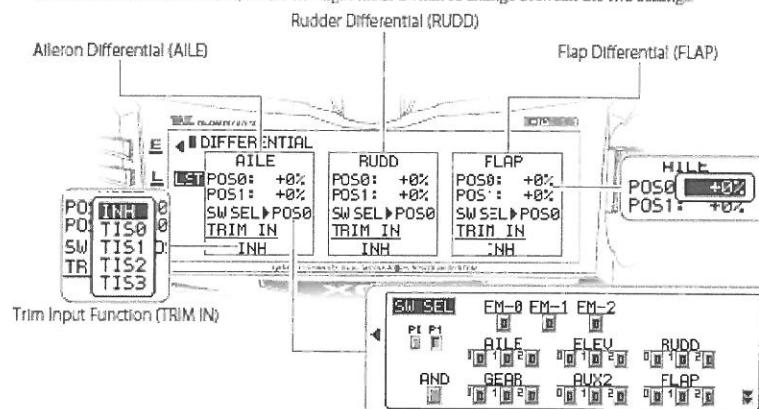
This function can be used when the aileron, rudder, and flap channels have been set to Dual Channel (two servos are set to each control surface). Taking ailerons as an example, if the wing is a high-lift style, when the ailerons are moved up and down by the same angle, greater air resistance will be generated on the underside, causing the aircraft to yaw in the opposite direction to the intended turn. Differential acts to correct this effect by moving the down going aileron less than the up going aileron. On a glider there will be situations during, for example, butterfly movements where differential is not necessary. To prepare for this, the Brake function cancels the differential when the Spoiler stick is lowered.



#### Setting Method

##### For Airplane

It is possible to set two differential rates per control surface (Aileron, Rudder or Flap). It is also possible to allocate the switch as desired, or use the flight mode switch to change between the two settings.

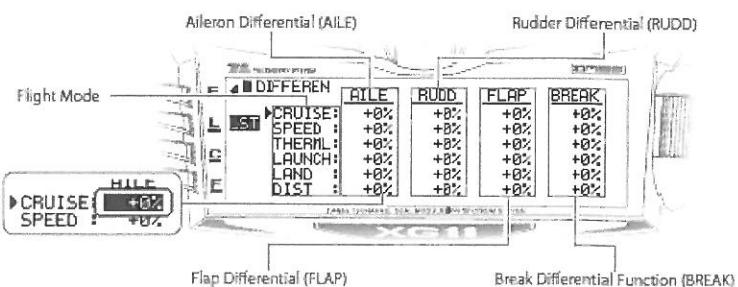


- Aileron Differential (AILE)  
Setting can be achieved for the below wing types.  
FLAPERON  
DELTA  
4-AILE  
DUAL AILE  
DUAL ELEV
  - ※ This is the differential setting under Program Mixing to the "AILV" to have elevator work as Aileron.
- Rudder Differential (RUDD)  
Settings can be activated for the below Wing types.  
V-TAIL  
DUAL RUDD
- Flap Differential (FLAP)  
Settings can be activated for the below Wing types.  
DUAL FLAP
- Trim Input Function (TRIM IN)  
By using Trim Input, it is possible to change the Differential amount using a Trim Lever. Therefore, it is possible to adjust the differential during flight.

## Function List

### For Glider

It is possible to set each control surface (Aileron, Rudder, Flap & Brake) to the flight mode switch.



- Aileron Differential (AILE)

Settings can be activated for the below Wing types.  
FLAPERON \* The transmitter is set to Flaperon as the default setting for Glider.

- Rudder Differential (RUDD)

Settings can be activated for the below Wing types.  
V-TAIL  
DUAL RUDD

- Flap Differential (FLAP)

Settings can be activated for the below Wing types.  
DUAL FLAP

- Brake Differential Function (BREAK)

The Spoiler Stick position sets the amount of brake. The stick upper limit will be the minimum (0%), while the lower limit will be the maximum (100%).

### Caution Note

- Actually operate the servos and carefully confirm the settings before flying.

## Function List

### Aileron to Rudder Mixing [AILE → RUDD MIX]

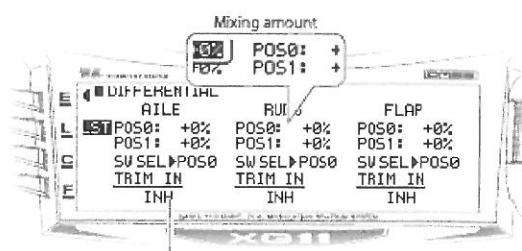
#### Function Explanation

This function allows smooth coordinated turns for scale model aircraft. In addition, in glider models, the Break function automatically releases this mixing when rudder or elevator operation is sensed.

#### Setting Method

##### For Airplane

It is possible to set two different Mixing amounts from Aileron to Rudder, and is possible to allocate the switch as desired, or use the flight mode switch. It is also possible to couple the Throttle stick to change the settings.

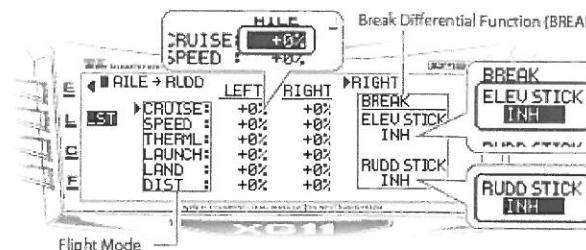


Throttle stick coupling function (THRO STK)

- Throttle stick (Coupling function) (THRO STK)  
It is possible to use the throttle stick to select between two desired positions. By default this is set to INH - please activate as necessary.

##### For Glider

It is possible to set independent Mixing for right and left Aileron to Rudder in each flight mode. Input the desired mixing amount for each flight mode.



- Break Function (BREAK)  
The "BREAK" setting on the elevator and rudder stick releases the mixing.

#### Caution Note

- Actually operate the servos and carefully confirm the settings before flying.




**Function List**

## ■ Aileron to Flap Mixing [AILE → FLAP MIX]

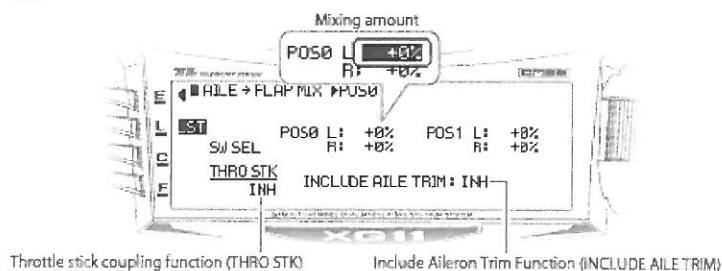


### ■ Function Explanation

This function mixes the aileron operation to the Flaps. This allows maneuvering using only Aileron to minimize the generation of air resistance when you wish to speed up the roll rate.

### ■ Setting Method

In order to activate this function, it is necessary to set "DUAL FLAP" under "WING TYPE" on the System List. The mixing amount from Aileron to Flap can be set separately for both the left and right. It is possible to allocate a switch to the desired position, or use the flight mode switch to control this mix. It is also possible to change the mix setting using the throttle stick. Any Aileron Trim can also be included in the mix.

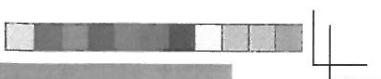


- Coupled function with Throttle stick (THRO STK)  
It is possible to set two different settings on the Throttle stick at the desired point of change. Initially this is set to "INH" - activate as necessary.
- Include Aileron Trim Function (INCLUDE AILE TRIM)  
This function can include the Aileron trim with Aileron to Flap Mixing. The initial setting is "INH" - activate as necessary.

### ■ Caution Note

- Actually operate the servos and carefully confirm the settings before flying.




**Function List**

## ■ Elevator to Flap Mixing [ELEV → FLAP MIX]

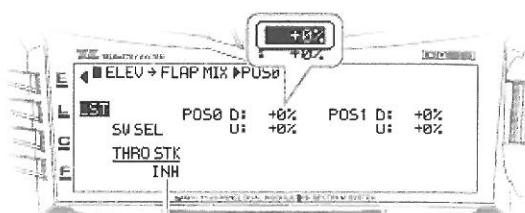


### ■ Function Explanation

This function mixes elevator operation to flaps, for so-called 'air combat flaps' (snap flaps).

### ■ Setting Method

The mixing amount from Elevator to Flaps can be set separately for both up and down movement. It is possible to allocate the switch to a desired position, and also to couple with the throttle stick to change settings.



Throttle stick coupling function (THRO STK)

### ■ Caution Note

- Coupled function with Throttle stick (THRO STK)  
It is possible to set two different setting using the Throttle stick, and programming a point to change. Initially this is set to "INH" - activate the function as necessary.

### ■ Caution Note

- Actually operate the servos and carefully confirm the settings before flying.

## Function List

### Rudder to Aileron /Elevator Mixing [RUDD → AILE/ELEV MIX]

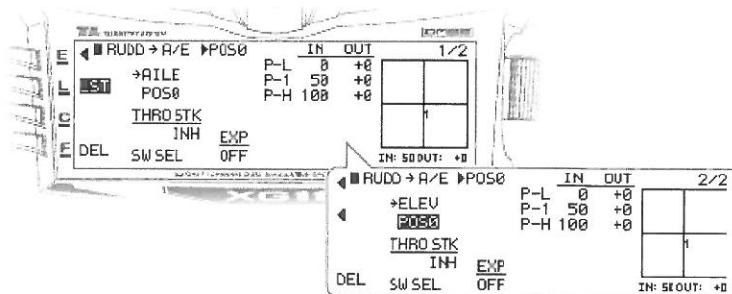


#### Function Explanation

This function mixes Rudder operation to the Ailerons and Elevators. This is convenient for removing biases in knife-edge flight. In addition, a Trim Input Switch convenient for making adjustments during flight can be used.

#### Setting Method

The mixing amounts from Rudder to Aileron and Elevator can be set separately for left and right as two independent settings. It is possible to allocate the switch to a desired position, or use the flight mode switch to change between two settings.



- Coupled function with Throttle stick (THRO STK)  
It is possible to select two different setting using the Throttle stick to change between them. Initially the setting is "INH" - activate the function if necessary.

#### Caution Note

- Actually operate the servos and carefully confirm the settings before flying.

## Function List

### ■ Balance [BALANCE]

#### ■ Function Explanation

The 'BALANCE' function is used to correct for individual servo characteristic to equalize the travel of each control. This is useful when using Four Ailerons, Dual Elevators, and Dual Flaps. It is useful when more than two servos are used per control surface.

#### ■ Setting Method



##### ■ For Airplane

Setting can be achieved for the below Wing types.

- Flaperon (FLAPERON), Dual Aileron (DUAL AILE)
 

It is possible to correct the right Aileron's servo movement, based on the left Aileron's servo movement.
- Tail-less Wing (DELTA)
 

It is possible to correct the right Aileron's servo movement based on left Aileron's servo movement.
- ※ The actual meaning of 'DELTA' is a defined wing shape, and not a tailless airplane. However, JR does call tailless airplanes deltas (eg the F-102 or Dassault Mirage II).
- Four Aileron airplane (4-AILE)
 

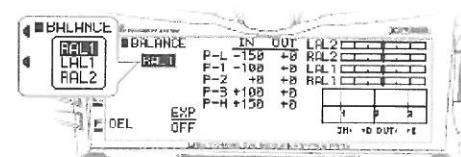
It is possible to correct the outside two Aileron's servo movement and inside two Aileron servos based on the left outside Aileron servos and inside Aileron servo movement.
- V-tail (V TAIL)
 

It is possible to correct the right V-tail's servo movement based on the left V-tail's servo movement.
- Dual Elevator (DUAL ELEV)
 

It is possible to correct the right elevator's servo movement based on the left elevator's servo movement.
- Dual Rudder (DUAL RUDD)
 

It is possible to correct the right rudder's servo movement based on the left rudder's servo movement.
- Dual Flap (DUAL FLAP)
 

It is possible to correct the right flap's servo movement based on the left flap's servo movement.



##### ■ For Glider

Setting can be achieved for the below Wing types. Set the Wing type in the system list.

- Flaperon (FLAPERON)
 

It is possible to correct the right Aileron's servo movement based on the left Aileron's servo movement.
- ※ This transmitter is set as Flaperon as the default wing setting for Glider.
- V-tail (V TAIL)
 

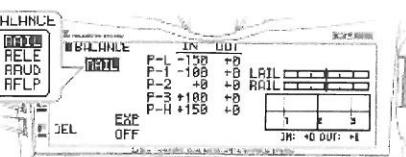
It is possible to correct the right V-tail's servo movement based on the left V-tail's servo movement.
- Dual Elevator (DUAL ELEV)
 

It is possible to correct the right elevator's servo movement based on the left elevator's servo movement.
- Dual Rudder (DUAL RUDD)
 

It is possible to correct the right rudder's servo movement based on the left rudder's servo movement.
- Dual Flap (DUAL FLAP)
 

It is possible to correct the right flap's servo movement based on the left flap's servo movement.
- Dual Spoiler (DUAL SPOI)
 

It is possible to correct the right spoiler's servo movement based on the left spoiler's servo movement.

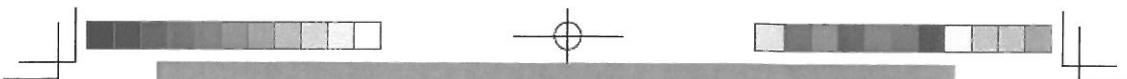


#### TIPS

- For each servo, five points can be adjusted. This allows not only exact matching of the servo neutrals, but also matching of additional points including full travel. These points are set numeric values to exactly match servo and control surface throw.
- By using the exponential function, it is possible to arrange the transition curve smoothly.

#### ■ Caution Note

- Actually operate the servos and carefully confirm the settings before flying.



## Function List

### ■ Flap Rate [FLAP RATE]

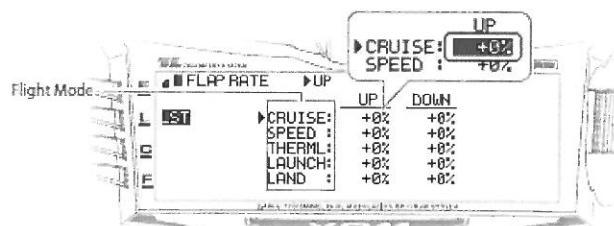
#### ■ Function Explanation

This function sets the maximum up and down movement of the flap control surface angles independently in each Flight Mode when using the Flap Lever.



#### ■ Setting Method

Initially, it is set at 0% (default for each flight mode). To change this setting, adjust the numeric value. The switch for this function is initially set as Flap lever on the side of the transmitter. This can be changed using the Device Select menu.



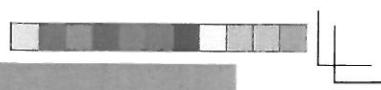
#### TIPS

- When operating a competition aircraft where there is concern regarding misoperation of the Flap switches or levers, set the outputs to '0'. Flap operation can still be carried out using other mixing - for example using the camber system.

#### ■ Caution Note

- Actually operate the servos and carefully confirm the settings before flying.




**Function List**

## ■ Motor System [MOTOR SYSTEM]

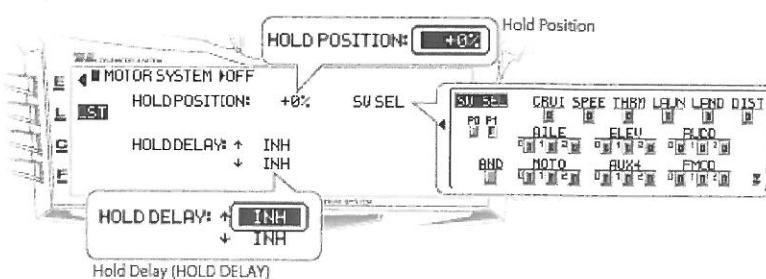


### ■ Function Explanation

This function is used to switch off (HOLD) the motor channel by using the Gear switch (default) or by selecting various flight mode positions. By using the Delay function, it is possible to smoothly run the motor from low r.p.m. to higher r.p.m. in a linear transition (Note: The speed controller must have a linear transition to activate this function).

### ■ Setting Method

In order to activate this function, it is necessary to set the "GEAR" channel or "AUX3" channel as "MOTO" under the System List.

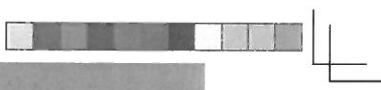


- Hold Delay (HOLD DELAY)  
UPPER ARROW (↑): Delay time before switching on the motor.  
DOWN ARROW (↓): Delay time before switching off the motor.

### ■ Caution Note

- Be sure to set the "WARNING" function under the system list and be aware of the motor starting unexpectedly. It is very easy to accidentally turn on a switch and the motor start, and not immediately realize why.
- Set the speed controller to run the motor and carefully confirm the settings before flying.




**Function List**

## ■ Camber system [CAMBER SYSTEM]



### ■ Function Explanation

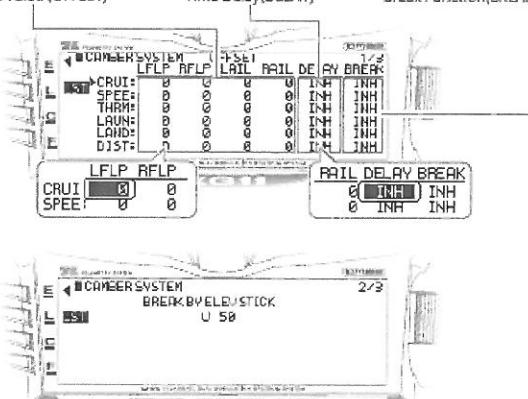
It is possible to set an airplane (Glider in particular) which has full span ailerons or flaps + ailerons on the main wing giving full-span moveable control surfaces. These control surfaces can be moved up and down simultaneously to change the wing type. Because changing the wing type can vary the rate of descent and the drag, it is possible to change the flight endurance and the glide ratio. These settings can be set for each Flight Mode. In addition, because the delay time during transition can be adjusted, the aircraft will not react wildly. During this delay time, rapid cancellation is possible using the elevator stick. (Break Function)

### ■ Setting Method

There are two ways of setting the amount of Camber offset in each flight mode. One is to set it using this function, and the other method is changing the Trim position.

It is possible to set the numerical value of Camber off-set with a desired "DELAY" and "BREAK" in the menu.

Offset Value (OFFSET)      Time Delay(DELAY)      Break Function(BREAK / BREAK BY ELEV STICK)



- Off Set Value (OFFSET)
  - Set the Offset value on both FLAP and Flaperon for each flight mode.
- FLAPERON
  - Set each Flaperon value for the Left Aileron and Right Aileron.
- FLAP
  - Set single Flap using "FLAP". For "Dual Flaps" set the "LFLP" (Left Flap) and "RFLP" (Right Flap) values independently.
- Time Delay (DELAY)
  - Set the Time delay when switching between different flight mode. "INH" is no Time Delay. The time delay duration can be set between 0.1 to 6.0 seconds. "HOLD" means withouts Time Delay.
    - Flap Trim      [FLAP TRIM]
    - Flaperon Trim    [FLPRN TRIM]
    - Elevator Trim    [ELEV TRIM]
- Break Function (BREAK / BREAK BY ELEV STICK)
  - This sets the range of the Break function using the Elevator Stick. This can be "INH" or "ACT". Because the delay operation will be discontinued even if the stick exceeds the numerical value only momentarily, it allows you to respond to sudden changing circumstances. Set the position (numerical value) for the elevator where it should "ACT" using the "BREAK BY ELEV STICK" function.

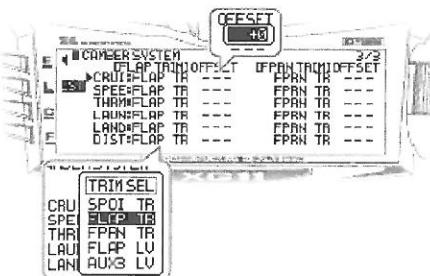





### Function List

- Selection of Trim

It is possible to allocate the Flap trim (FLAP TRIM) & Flaperon trim (FPRN TRIM) to a desired trim lever. The default setting is that the Flap Trim is allocated to "FLAP TR", and the Flaperon Trim is allocated to "FPRN". Once the lever is selected, it is possible to move the center position for operation.




### TIPS

- To prevent mistaken operation of the Camber Position (Trim Position) that has been set in each of the Flight Modes, the sensitivity of the trim can be set to zero. After setting the number of steps of the FLAP and FPRM Trim in the Trim System screen in the System List, these should be set to zero. By doing so, even though the Trim lever will not actually operate, the set positions will remain memorized.



### Caution Note

- Actually operate the servos and carefully confirm the settings before flying.

## Function List

### Brake system [BRAKE SYSTEM]

#### Function Explanation

This function creates air brakes using the spoilers, ailerons, and flaps. The function is also known as Butterfly mixing and Crow mixing. When the spoiler stick is lowered, the flaps will lower and the ailerons will be lifted. Looking from the front of the aircraft you will see the whole wing will no longer generate lift, and will have a huge amount of drag. A blind band can be set to prevent mis-operation when operating the spoiler stick. In addition, the trim correction provided by the elevators can be finely adjusted to the corresponding air brake angle using curve points.



#### Setting Method

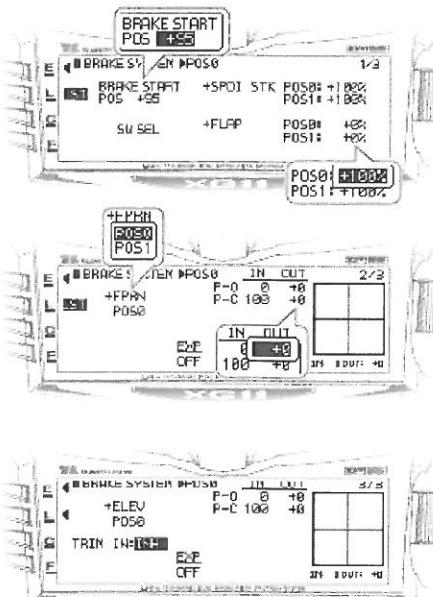
First set the mixing amount provided from Spoiler Stick operation to the ailerons and flaps.

Then adjust the Stick position where this mixing will be started.

- Brake Start Position (BRAKE START POS)  
This adjusts the stick position where the brake operation will be started. It is possible to arrange a 'blind band' to prevent mis-operation when operating the spoiler stick.

- Spoiler Travel Adjustment  
By setting the "→ SPOI" it is possible to set the Spoiler travel in response to Spoiler Stick position. As a default, the Spoiler is set to the AUX2 channel.

- Trim Input Switch (For Elevator)  
The Trim Input switch can be used to trim the elevator. Individual points can be adjusted using the Trim Input on the multi-point curve. The point "0" is the maximum brake amount. With the Trim Input Switch it is easy to adjust the precise settings during the flight.



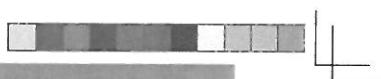
#### TIPS

- In quick summary: The brake is set as spoiler by default; this is because AUX2 is set as the input device "SPOI STK" in Device Select. In other words, it is possible to allocate another switch or lever to control the Brake function under the System List.

#### Caution Note

- When this function is fully operated, the servos will move a considerable amount. At this time, care is required to avoid applying an unreasonable force to each of the control surfaces. Use the Limit Adjust function to apply limits to servo movement to avoid damaging the control surfaces or servos.
- After programming these settings, operate the servos and carefully confirm each of the Flight Mode settings before flying.





## Function List

### ■ Flaperon Mixing [FLAPERON MIX]



#### ■ Function Explanation

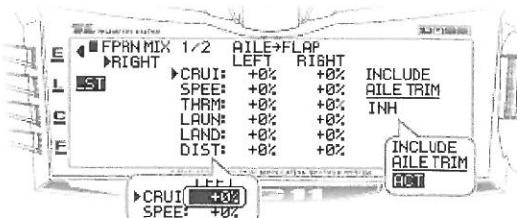
This function allows the setting of Flaperon mixing.

"Aileron -> Flap Mixing" • • • • • This mixes from Aileron to flap, to use the flaps as Ailerons - therefore the roll rate can be increased.

"Flap -> Flaperon Mixing" • • • • • This mixes from Flap to Aileron, to use the Ailerons as Flaps.

"Flap -> Elevator Mixing" • • • • • This mixes from Flap to Elevator, to correct Pitch variation caused by flap extension.

#### ■ Setting Method

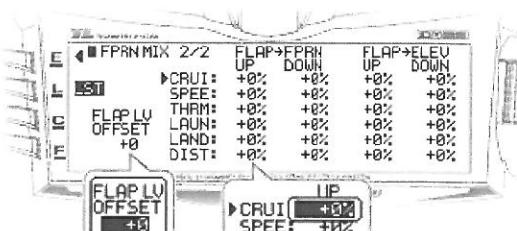


- "Aileron -> Flap Mixing"

It is possible to set right and left control surfaces independently for each flight mode.

- Include Aileron Trim Junction (INCLUDE AILE TRIM)

It is possible to select mixing from Aileron to Flap with Aileron trim included (ACT) or excluded (INH). The default setting is "INH". To use this function set it to "ACT".



- "Flap -> Flaperon Mixing", "Flap -> Elevator Mixing"

It is possible to set right and left control surfaces independently on each flight mode.

- Flap Lever Offset (FLAP LV OFFSET)

If a "LEVER" is set as the Input Device for the Flap channel, the Lever's center (neutral position) can be offset if necessary.

#### TIPS

- Regarding this Mixing function from Flap, since the amount of travel is based on the Flap channel mixing from a Slide lever or switch, an offset amount for the Flap trim or Camber is not included.

- The Initial setting for the Flap rate is set to 0%. When mixing from Flaps, Set the Flap travel amount using the Flap Rate first, before setting this mix.

#### ■ Caution Note

- Actually operate the servos and carefully confirm the settings before flying.





### Function List

## ■ Elevator to Camber Mixing (ELEV → CAMB MIX)

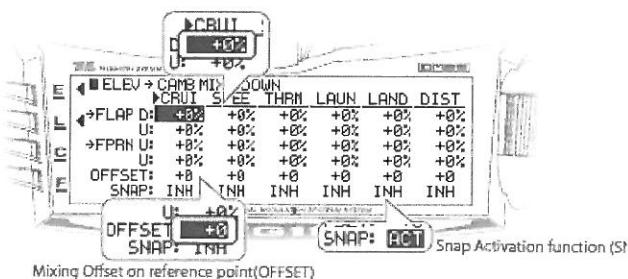


### ■ Function Explanation

This function applies mixing to the main wing camber (Center line of Airfoil) based on elevator operation. Adjustment of the wing root flaps and wing tip flaperons separately in both up and down direction is possible. This function can be set for each Flight Mode.

### ■ Setting Method

The mix amount to the Flaps and Flaperons can be set on each flight mode, with elevator up and down directions set individually.



- Mixing Offset on reference point (OFFSET)  
By utilizing offset, the reference point where the mixing starts can be optimised.
- Snap Activation function (SNAP)  
By setting SNAP to "ACT", when the elevator stick reaches the position of the value that was set using OFFSET, the flaps and flaperons will move to the position that was set.

### TIPS

- The so called air combat flaps (snap flaps) can be used in aircraft with main wings that have a 3-servo (channel) structure. To maximize stability, reducing the mixing amount to the wing tip ailerons rather than the wing root flaps will cause an effect that reduces wing twisting and achieves improved stability.

### ■ Caution Note

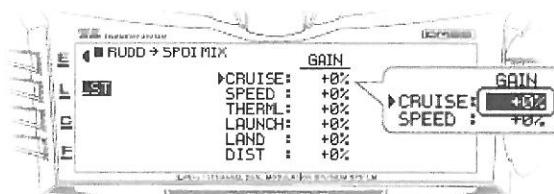
- Actually operate the servos and carefully confirm the settings before flying.

**Function List****■ Rudder to Spoiler Mixing  
[RUDD → SPOI MIX]****■ Function Explanation**

This function emulates rudder operation using spoilers when the aircraft is equipped with dual spoilers. This yaw method is also known as drag rudder. According to the rudder operation, the left and right spoilers alternately operate.

**■ Setting Method**

It is essential to first set up DUAL SPOI in "WING TYPE" under the System List in order to use this function. It is possible to set up individual mix amounts for each flight mode.

**TIPS**

- On a large/large-sized aircraft that is equipped with spoilers on its main wing, if the spoilers are jointly used with the rudder it is very effective for yaw axis control.

**■ Caution Note**

- Actually operate the servos and carefully confirm the settings before flying.

## Function List

### ■ Program Mixing [PROGRAM MIX 1-6]

#### ■ Function Explanation

If a mixing function is required that is not already incorporated in the transmitter, six program mixing systems are provided for use. These can be used to freely structure your own mixes. For this mixing, either simple normal mixing or curve mixing that allows setting of a curve using multiple points can be selected.



#### ■ Setting Method

##### ● Normal mixing and Curve mixing

With Helicopter models, there is only one (1) available mixer which can be activated by switch or by flight mode. On Airplane and Glider models, there are two (2) mixers available that can be activated by switch or by flight mode.

##### ● Selection of the Master Channel and Function of Master

Select the Master Channel for inputting the program mix. The channel name may be different depending on the type selection (please refer to chart 1 below). There is an option available to include or not include any trim or other mixing to the program mixing in regards to the Master channel.

##### ● Slave channel Selection

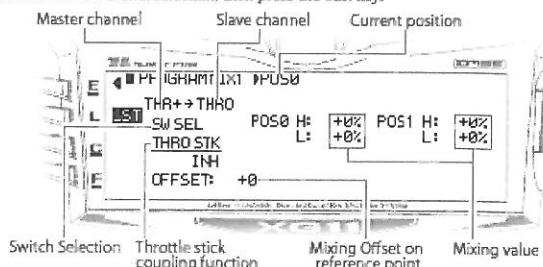
Select the Channel for outputting the mix. The channel name may be different from the default depending on the type selection (please refer to chart 2 below). There is an option available to include or not include any other mixing with the program mix in regards to the Slave channel.

##### ● Throttle stick (Coupling function) (THRO STK) Only for Airplane

It is possible to switch between two desired positions using the throttle stick. Initially this is set to INH. Activate the function as necessary.

##### ● Normal Mixing

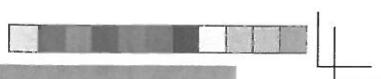
By default, this is set to "INH". Select Normal for using this Program Mixing. To "INH" this function, move the cursor to the Master/Slave channel selection, then press the CLR key.



##### ● Mixing Reference Point Offset (OFFSET)

By setting an OFFSET, the mixing Reference Point can be changed to the desired Mixing point on the Master Channel.

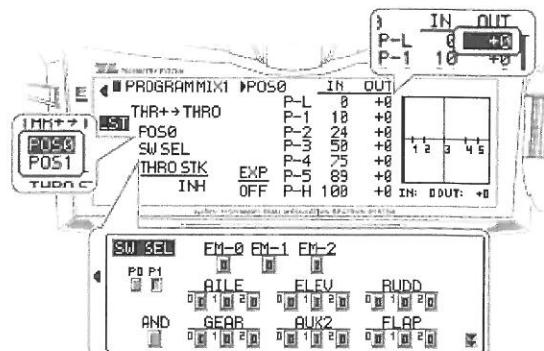




### Function List

- Curve Mixing

By default, this is set to "INH". Select CURVE for using this Program Mixing. To "INH" this function, move the cursor to the Master/Slave channel selection, then press the CLR key.



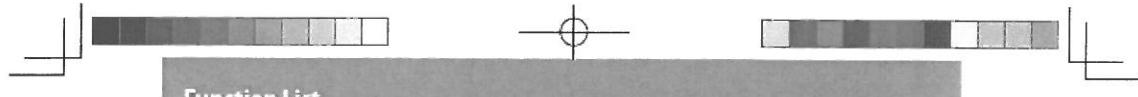
- Curve Point Setting

It is possible to set up to seven (7) mixing curve points at desired positions. Initially, there are three curve points set - a Low point, Center point and High point. To add more points, select the Master channel and press the ADD key. Or to delete a point, use the DEL key. To change the value at a point, move the cursor to the location where you wish to make the change then press to inverse the display, and input the numeric value.



### TIPS

- By activating the Exponential function, it is possible to smooth the transition between points on the curve.



## Function List

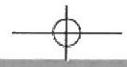
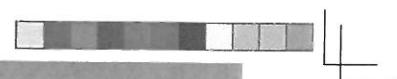
### ■ Master channel's name, items which can be "INCLUDED" in the mix.

#### ■ For Helicopter

Channel name	Items which can be included
Ch1: Throttle (THRO)	Throttle trim, Throttle Curve (THROCURVE), Throttle Mixing (MIX → THRO), Throttle hold (THROHOLD), Throttle Cut (THROCUT)
Ch2: Aileron (AILE)	Aileron trim, Dual Rate, (D/R&EXP)
Ch3: Elevator (ELEV)	Elevator Trim, Dual Rate (D/R&EXP)
Ch4: Rudder (RUDD)	Rudder Trim, Dual Rate, (D/R&EXP)
Ch5: Gear (GEAR)	
Ch6: Pitch (PIT.)	Pitch Curve (PIT.CURVE)
Ch7: AUX2	
Ch8: AUX3	
Ch9: AUX4	
Ch10: AUX5	
Ch11: AUX6	
Extra: FMOD	The mixing can be coupled to the Flight Mode Switch.
TRNR	The mixing can be coupled to the Trainer switch.
NEDL	Channel which is allocated for Needle setting.

#### ■ For Airplane

Channel name	Items which can be included
Ch1: Throttle (THRO)	Throttle Trim, Throttle Curve (THROCURVE), Throttle Hold (THROHOLD), Throttle Cut (THROCUT)
Ch2: Aileron (AILE)	Aileron trim, Dual Rate, (D/R&EXP)
Ch3: Elevator (ELEV)	Elevator Trim, Dual Rate (D/R&EXP)
Ch4: Rudder (RUDD)	Rudder Trim, Dual Rate, (D/R&EXP)
Ch5: Gear (GEAR)	
Ch6: Flap (FLAP)	Flap Trim, Flap System (FLAPSYS)
Ch7: AUX2	
Ch8: AUX3	
Ch9: AUX4	
Ch10: AUX5	
Ch11: AUX6	
Extra: LTRM	Mixing from Left side Trim (AUXTRIM).
LLVR	Mixing from Left side Lever (AUX3LEVER).
RTRM	Mixing from Right side Trim (FLAPTRIM).
RLVR	Mixing from Right side Lever (FLAPLEVER).
SNAP	Mixing from SnapRoll Switch (SNAPSW).
TRNR	Mixing from trainer Switch.
PIT.	Channel which allocated for Pitch control.

## Function List

### For Glider

Channel name	Items which can be included
Ch1: Flaperon (FPRN)	Flaperon Mixing (FPRNMIX), Brake System (BRAKESYS), Camber Off Set (CAMBOFST)
Ch2: Aileron (AILE)	Aileron Trim, Dual Rate (D/R&EXP), Camber Off Set (CAMBOFST)
Ch3: Elevator (ELEV)	Trim, Dual Rate (D/R&EXP), Flaperon Mixing (FPRNMIX), Brake System (BRAKESYS)
Ch4: Rudder (RUDD)	Trim, Dual Rate (D/R&EXP), AILE → RUDD (Aileron → Rudder Mixing)
Ch5: Gear (GEAR)	
Ch6: Flap (FLAP)	Trim, Camber Off Set, (CAMBOFST), Brake System, (BRAKESYS), Elevator → Flap Mixing (ELEV → FLAPMIX), Flaperon Mixing (FPRNMIX)
Ch7: AUX2	
Ch8: AUX3	
Ch9: AUX4	
Ch10: AUX5	
Ch11: AUX6	
Extra: #5PO	Mixing from the Spoiler Stick.
FMOD	The mixing can be coupled to the Flight Mode Switch.
TRNR	The mixing can be coupled to the Trainer switch.
MOTO	Channel which is allocated for Motor control.

### Slave channel's name, application items which can be "INCLUDED"

### For Helicopter

Channel name	Items which can be included
Ch1: Throttle (THRO)	
Ch2: Aileron (AILE)	
Ch3: Elevator (ELEV)	
Ch4: Rudder (RUDD)	
Ch5: Gear (GEAR)	
Ch6: Pitch (PIT.)	
Ch7: AUX2	
Ch8: AUX3	
Ch9: AUX4	
Ch10: AUX5	
Ch11: AUX6	
ETC: CH2	When this Swash Type is set, it provides mixing to Channel 2.
CH3	When this Swash Type is set, it provides mixing to Channel 3.
CH6	When this Swash Type is set, it provides mixing to Channel 6.
CH8	When this Swash Type is set, it provides mixing to Channel 8.
NEDL	It is possible to set Mixing to the Needle channel.

## Function List

### For Airplane

Channel name	Items which can be included
Ch1: Throttle (THRO)	
Ch2: Aileron (AILE)	Aileron Differential (AILE DIFF.)
Ch3: Elevator (ELEV)	
Ch4: Rudder (RUDD)	Rudder Differential (RUDD DIFF.)
Ch5: Gear (GEAR)	
Ch6: Flap (FLAP)	
Ch7: AUX2	
Ch8: AUX3	
Ch9: AUX4	
Ch10: AUX5	
Ch11: AUX6	
ETC: FPRN	When the Wing type is set to "DUAL AILE" or "4-AILE" it is possible to mix to the Flap from Aileron.
RTHR	When the Wing type is set as "TWIN ENGINE" (Twin Engine) it is possible to mix to the Right Throttle.
LTHR	When the Wing type is set as "TWIN ENGINE" (Twin Engine) it is possible to mix to the Left Throttle.
AILV	When the Wing type is set as "DUAL ELEV" it is possible to mix to the Aileron from Elevator. And it is also possible to include Aileron Differential (AILE DIFF.) in the mix.
RDVT	When the Wing type is set to "DUAL RUDD" it is possible to mix to the elevator from Rudder.
FLAI	When the Wing type is set to "DUAL FLAP" it is possible to mix to the Aileron from Flap. And it is also possible to include Flap Differential (FLAP DIFF.) in the mix.
PIT.	It is possible to provide the mixing to the Motor Channel from PIT.

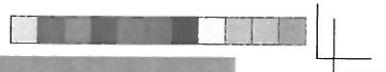
### For Glider

Channel name	Items which can be included
Ch1: Flaperon (FPRN)	
Ch2: Aileron (AILE)	Aileron Differential (AILE DIFF.)
Ch3: Elevator (ELEV)	
Ch4: Rudder (RUDD)	Rudder Differential (RUDD DIFF.)
Ch5: Gear (GEAR)	
Ch6: Flap (FLAP)	
Ch7: AUX2	
Ch8: AUX3	
Ch9: AUX4	
Ch10: AUX5	
Ch11: AUX6	
ETC: AILV	When the Wing type is set to "DUAL ELEV" (Dual Elevator) it is possible to mix to Aileron from Elevator. And it is also possible to include Aileron Differential (AILE DIFF.) in the mix.
RDVT	When the Wing type is set to "DUAL RUDD" it is possible to mix to Elevator from Rudder.
FLAI	When the Wing type is set to "DUAL FLAP" (Dual Flap) it is possible to mix to Aileron to the Flap. And it is also possible to include Flap Differential (FLAP DIFF.) in the mix.
SPRD	When the Wing type is set to "DUAL SPOI" it is possible to mix to Rudder from Spoiler.
MOTO	It is possible to mix to the available Channel from the allocated channel for Motor control.

### Caution Note

- Actually operate the servos and carefully confirm the settings before flying.





## Function List

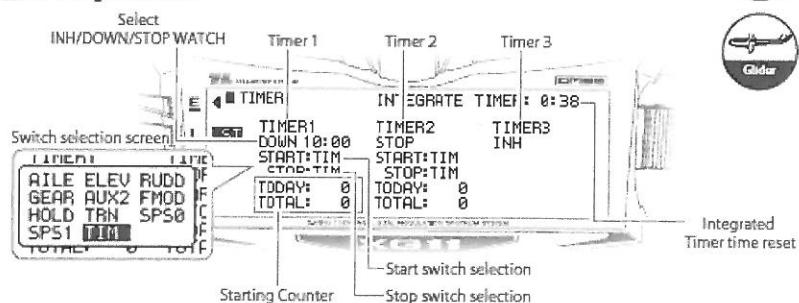
### ■ TIMER [TIMER]

#### ■ Function Explanation



This transmitter incorporates Three Independent Timer systems as well as an Integrated Timer. Each system has two types of timer - a count down timer and a stop watch timer. The timer can be operated in Flight Modes and through free switch selection.

#### ■ Setting Method



- DOWN TIMER

Initially, the timer function is inhibited - "INH". Select (INH) and press the dial and select the "Down Timer". The default value for the DOWN timer is 10:00 - 10minutes and 00 seconds. The Down Timer can be set to a maximum of 59 minutes 59 seconds. As the timer counts down, an alert signal will sound every 10 seconds for times of 1 minute or less, and every second for times of 10 seconds or less. From zero, the timer will start counting up and "+" will be displayed.

- Stop Watch Timer (UP TIMER)

Initially, the "STOP" watch up timer function is inhibited - "INH". To activate, select (INH) and press the dial to select the "STOP" timer. The default settings for the STOP timer is 00:00 - 0 minutes and 0 seconds. The STOP Timer can run to a maximum of 59 minutes 59 seconds and then returns to 0 minutes, 0 seconds. While the timer is running, a signal will sound every minute.

- Starting and Stopping the timer (START/STOP)

Function can be allocated to different switches to start or stop the timer. For example, the start switch could be allocated to the SPS switch on the throttle then the Off switch to the trainer switch or vice versa. Alternatively, the SPS switch could be used to turn the timer on and off. The timer switches are described below:

List of timer switches:

By Selecting "INH" switch on the "STOP" the timer can be used as to start the timer.

- Timer counter (TODAY/TOTAL)

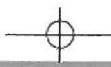
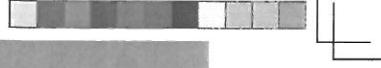
There is a counter function available for "TODAY" and "TOTAL". It is possible to count the flights using this counter either within a day (TODAY) or the total (TOTAL) number of times the timer has run for a particular model. It is possible to initialize the counter to "Zero" by pressing the "CLR" key.

- Integrated Timer (INTEGRATE TIMER) time reset

The Integrated Time is recorded individually for each model. When this time exceeds 100 hours, the time will return to zero. This can be used as a reference for maintenance of each aircraft. This time can also be reset to zero - set the cursor on the Integrated timer and press the dial to reset.

#### TIPS

- It is possible to move from the Information and Timer screen to each timer function directly.
- It is possible to reset the timer by pressing the CLR key after moving the cursor to the Timer display on the Information and Timer screen.




**Function List**

## ■ MIXING MONITOR [MIX MONITOR]

### ■ Function Explanation

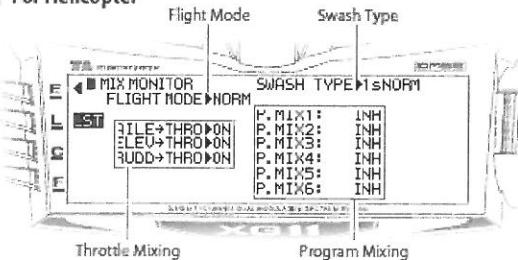
This screen gives a listing and confirmation of each of the mixing conditions and basic settings incorporated in the transmitter. Because all the mixing that has been incorporated in each model will be displayed regardless of whether it is set to INH or ACT, it will also be possible to discover unintentional setting mistakes. Further, each of the items displayed on the screen can be accessed directly, avoiding the trouble of searching for functions, allowing speedy access to settings.



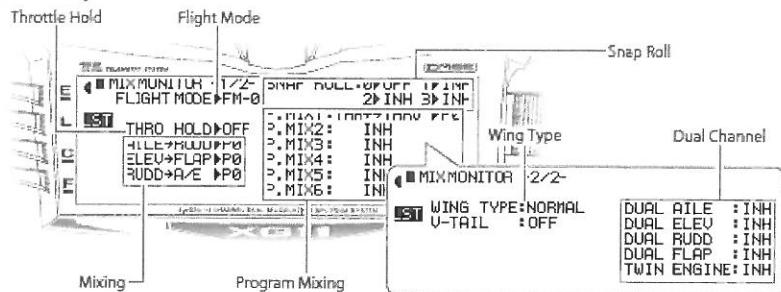
### ■ Setting Method

It is possible to check each Mixing condition on the monitor. Move the cursor using the dial and click to set each function directly.

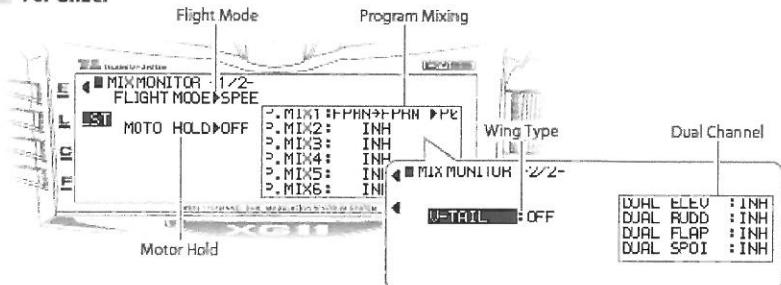
#### ■ For Helicopter

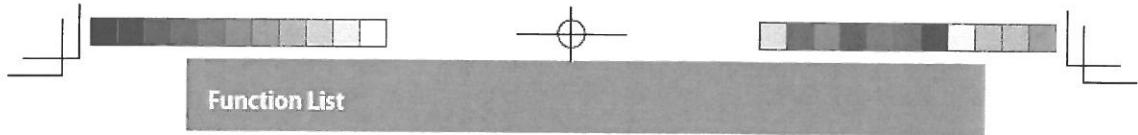


#### ■ For Airplane



#### ■ For Glider





## Function List

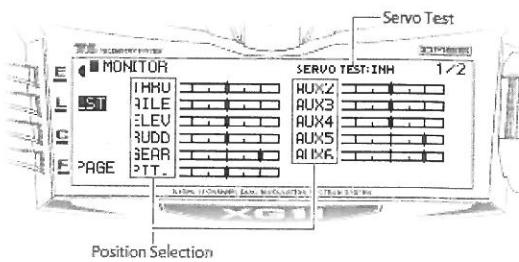
### ■ SERVO MONITOR [MONITOR]

#### ■ Function Explanation

This function allows simulation of servo operation on the transmitter. Because this gives a 'final output' of all servo signals, provisional confirmation can be carried out before actually connecting the servos. Further, this is useful for discovering unintentional mixing and switch setting mistakes.

#### ■ Setting Method

Servo test outputs are displayed on the screen. Operate each control and switch and carefully confirm the settings.



Position Selection

##### ● SERVO TEST

A Servo Test can be carried out within this function mode. Select the required servo test from below four options. Also note that if a Limit Adjust has been set (on the function List), servos will not move further than is allowed by the limit setting. In this way you can avoid damaging servos or linkages on the aircraft.

INIT: Invalid.

NEUTRAL: Set all the servos to their Neutral positions.

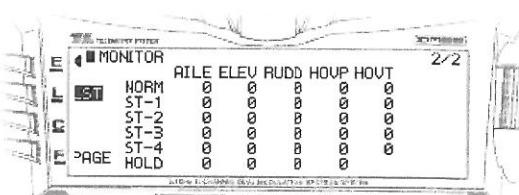
SLOW: All servos simultaneously move at Low speed linearly using  $\pm 100\%$  travel.

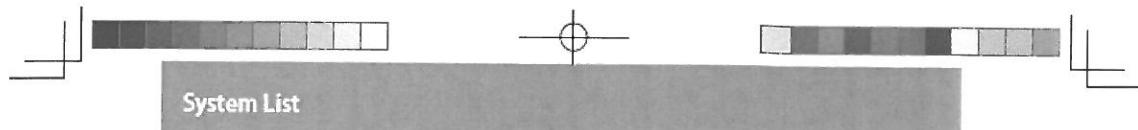
QUICK: All servos simultaneously move at High speed linearly using  $\pm 100\%$  travel.

STEP: Each channel's servo sequentially moves on each side in turn using 100% travel.

##### ● Confirmation of trim movement

By viewing the first Servo Monitor Page. It is possible to check the trim step amount as shown in the below screen shot.





## System List

### ■ MODEL SELECT [MODEL SELECT]

#### ■ Function Explanation

Here it is possible to start setting up a new model and switch between existing models.  
Up to 30 unique models can be stored in this transmitter.

#### ■ Setting Method

For safety reasons, a screen initially appears confirming that you wish to stop radio wave transmission. Select "YES" to continue to this function screen.  
Next, the current Model No. and Model Name will be displayed. Select this item and press the dial.  
Now rotate the dial to find the model you wish to switch to and press the dial to select it.  
When creating a new model, selecting a name containing "----" will start initial parameter navigation allowing a new model to be created.

