DPR-5FM

Digital Proportional 5 Channel FM Radio Control System

SYSTEM OPERATING GUIDE

CIRRUS

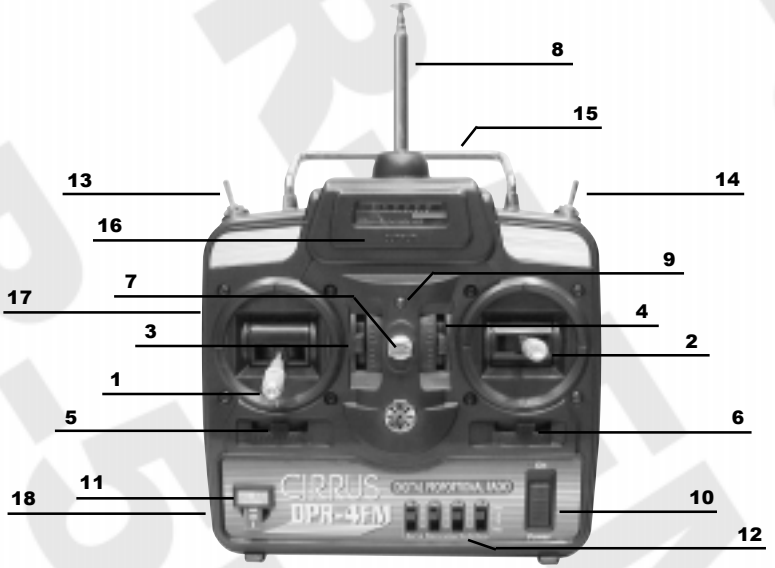
INTRODUCTION

Thank you for purchasing the Cirrus DPR-5FM digital proportional radio control system. The DPR-5FM is a high-quality, affordable 5 channel radio control system suitable for all types of R/C aircraft, whether they be glow-powered or electric-powered. The DPR-5FM radio control system is manufactured with high-quality solid-state components for long life and reliability.

Please read and understand this System Operating Guide before using your DPR-5FM radio control system.

FEATURES and LAYOUT

- 5 Channel 72Mhz FM Transmitter
- Lightweight Design
- Servo Reversing on Channels 1-4
- Trainer System (Cord Not Included)
- Transmitter Battery Voltage Meter
- Audible Low Battery Alarm
- Neck Strap Attachment
- Adjustable Stick Length and Tension



1 - Throttle/Rudder Control Stick
2 - Aileron/Elevator Control Stick
3 - Throttle Trim Lever
4 - Elevator Trim Lever
5 - Rudder Trim Lever
6 - Aileron Trim Lever
7 - Neck Strap Mount
8 - Antenna
9 - Power LED
10 - On/Off Switch
11 - Crystal
12 - Servo Reversing Switches
13 - Trainer Switch
14 - Auxiliary Switch (Retracts or Flaps)
15 - Carrying Handle
16 - Transmitter Battery Voltage Meter
17 - Trainer Jack (On Back)
18 - Battery Door (On Back)

SAFETY PRECAUTIONS

• Always perform a range check before each first flight of the day or after a particularly hard landing, or after your radio control system has been repaired.

• Check your airplane's control surfaces before take off to ensure they are operating in the correct direction.

• Never fly your airplane from the street or at night. Always fly your airplane in a safe manner and preferably at a dedicated R/C model flying site.

• When the transmitter voltage meter enters the red portion of the scale, replace the transmitter batteries with a fresh set. If you're flying when this occurs, land immediately.

• If the radio control system begins to glitch or act unusual, land immediately.

• Before you fly, always check to make sure that your frequency is clear. Never turn on the transmitter if someone else on your frequency is flying at the time. No two radio control systems that are on the same frequency can operate nearby at the same time. If this occurs, both pilots will lose control of their models. The frequency number is shown on the crystal mount on the front of the transmitter. Listed below are the channel numbers and frequencies.

The Cirrus DPR-5FM radio control system operates on 72Mhz. The 72Mhz frequency band is for AIRCRAFT USE ONLY. Listed below are the channel numbers and frequencies that are available:

CH 11	FREQUENCY	72.010	CH 36	FREQUENCY	72.510
CH 12	FREQUENCY	72.030	CH 37	FREQUENCY	72.530
CH 13	FREQUENCY	72.050	CH 38	FREQUENCY	72.550
CH 14	FREQUENCY	72.070	CH 39	FREQUENCY	72.570
CH 15	FREQUENCY	72.090	CH 40	FREQUENCY	72.590
CH 16	FREQUENCY	72.110	CH 41	FREQUENCY	72.610
CH 17	FREQUENCY	72.130	CH 42	FREQUENCY	72.630
CH 18	FREQUENCY	72.150	CH 43	FREQUENCY	72.650
CH 19	FREQUENCY	72.170	CH 44	FREQUENCY	72.670
CH 20	FREQUENCY	72.190	CH 45	FREQUENCY	72.690
CH 21	FREQUENCY	72.210	CH 46	FREQUENCY	72.710
CH 22	FREQUENCY	72.230	CH 47	FREQUENCY	72.730
CH 23	FREQUENCY	72.250	CH 48	FREQUENCY	72.750
CH 24	FREQUENCY	72.270	CH 49	FREQUENCY	72.770
CH 25	FREQUENCY	72.290	CH 50	FREQUENCY	72.790
CH 26	FREQUENCY	72.310	CH 51	FREQUENCY	72.810
CH 27	FREQUENCY	72.330	CH 52	FREQUENCY	72.830
CH 28	FREQUENCY	72.350	CH 53	FREQUENCY	72.850
CH 29	FREQUENCY	72.370	CH 54	FREQUENCY	72.870
CH 30	FREQUENCY	72.390	CH 55	FREQUENCY	72.890
CH 31	FREQUENCY	72.410	CH 56	FREQUENCY	72.910
CH 32	FREQUENCY	72.430	CH 57	FREQUENCY	72.930
CH 33	FREQUENCY	72.450	CH 58	FREQUENCY	72.950
CH 34	FREQUENCY	72.470	CH 59	FREQUENCY	72.970
CH 35	FREQUENCY	72.490	CH 60	FREQUENCY	72.990

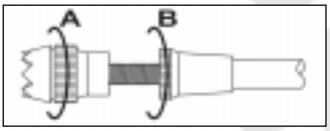
FEATURES EXPLANATION

Trim Levers:

• There is one trim lever associated with each primary function - throttle, rudder, elevator and aileron. The trim levers are used to correct any tracking problems of the airplane and the idle setting of the engine.

• When you set up the control linkages on a new airplane, the control surface trim levers should be centered. After flying and trimming the airplane, check the location of the control surface trim levers. If one or more is no longer centered, we suggest making adjustments to the airplane's control linkages, so that the trim levers can be recentered.

Control Stick Length Adjustment:



• The length of the control sticks can be adjusted to suit the user. When lengthening the control sticks, verify that the ends of the control sticks are still firmly secured in place. They should not be loose or they may come off.

Antenna:

• The antenna is telescoping and should always be pulled out completely while flying.

Power LED:

• The power LED glows red when the transmitter is turned on.

Servo Reversing Switches:

• These switches allow you to electronically change the direction the servos move. Servo reversing is featured on channels 1-4. Double-check that each switch is firmly pushed to one extreme or the other. A small flat-blade screwdriver works well for moving the switches.

Transmitter Battery Voltage Meter:

• When the transmitter is turned on, the voltage meter displays the status of the transmitter batteries. If the needle reads in the silver-colored area from 70-100, it's safe to fly. If the needle reads in the red-colored area, the transmitter batteries should be replaced.

Auxiliary Switch:

• The auxiliary switch will operate a servo plugged into the channel 5 slot of your receiver. This switch is most often used for retractable landing gear or flaps. This switch can be used for any function that requires a non-proportional action.

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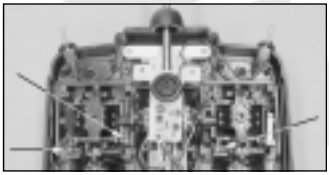
Control Stick Tension Adjustment:

• The tension of the control sticks can be adjusted to suit the desired "feel" of the control sticks in your hands.

• To adjust the control stick tension, begin by removing the four screws from the back of the transmitter case. Next, carefully pull the back of the transmitter off and flip it back from the bottom, so that the battery wires don't get damaged.



• Use a small phillips head screwdriver to adjust the brass-colored screws directly above the spring pivot joints on each gimbal. Turning the screws clockwise increases the tension and turning the screws counter-clockwise decreases the tension. Notice that the throttle is a ratchet type and cannot be adjusted.

• After adjusting the control stick tension, carefully reinstall the back of the transmitter, making sure that no internal wires are pinched or otherwise damaged.

OPERATION

Installing the Batteries:

• Remove the battery door from the back of the transmitter by pulling down on it with one hand while holding the transmitter with your other hand.

• Install 8 fresh "AA" Alkaline batteries, being careful to make sure that the polarity is correct for each battery.

• After double-checking that the batteries are installed correctly, reinstall the battery door and turn on the transmitter to verify that the voltage meter reads 100.

Range Check:

• Range checking verifies that the transmitter is "talking" correctly to the receiver in your airplane. A range check should be performed before the first flight of each day and after an unusually hard landing, or after the radio control system has been repaired.

• Perform the range check by walking away from the model with the antenna fully collapsed. You should have normal control over the model up to 80 feet or more.

• If the controls act erratically during the range check, DO NOT FLY until the problem has been fixed.

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Trainer System:

• The trainer system allows two compatible transmitters to be linked together via a trainer cable (available separately). This allows the student to control the model with the "student" transmitter while allowing the instructor to take over at any time by releasing the trainer switch on the "instructor" transmitter.

• When using the trainer system, the DPR-5FM transmitter should be used as the instructor transmitter.

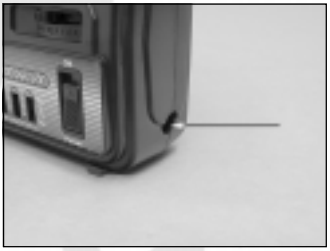
• The trainer cord plugs into the DIN socket on the back of the transmitter.

• The student transmitter can be on a different frequency than the instructor transmitter, although it must be FM or able to operate in PPM mode. The student transmitter should not be turned on when operating the trainer system. **Only the instructor transmitter should be turned on.**

• When setting up the trainer system, it's important that the student transmitter be set up identical to the instructor transmitter. Verify that the trim levers and reversing switches are set up the same. Also verify that the airplane's controls work properly using BOTH transmitters.

• To activate the trainer system and give control to the student transmitter, pull back and hold the trainer switch on the instructor transmitter. At this point, the student has control of the airplane. If the student gets into trouble and the instructor needs to take over, immediately release the trainer switch and control will revert to the instructor transmitter.

Using Optional NiCD Batteries and Charger:



• The transmitter features a charge jack in the right side that allows you to charge NiCD batteries using a 110V AC wall charger (available separately). This allows you the option of using 1.2V NiCD cells in place of the 1.5V "AA" Alkaline cells and being able to recharge them inside the transmitter without having to put them in a separate, special charger.

WARNING Never attempt to charge Alkaline cells. Doing so can cause the cells to catch fire and/or explode, resulting in serious injury and/or property damage.

FCC WARNINGS - PLEASE READ

Concerning Replacement of any transmitter component:

Replacement of any transmitter component (crystal, semiconductor, etc.) by the user could result in a violation of the FCC rules. There are no internal adjustments of the transmitter, and the user should not attempt to make any unauthorized changes.

Concerning Transmitter Repairs:

Any repairs that are deemed necessary should be done only by an authorized service technician (Cirrus Radio Repair Department).Any repairs made by a non-authorized person may result in a violation of FCC rules.

It is against FCC rules to modify this transmitter for any use other than that intended by the manufacturer.

The Cirrus DPR-5FM radio control system is distributed exclusively by
Global Hobby Distributors
18480 Bandilier Circle
Fountain Valley, CA 92708

WARRANTY SERVICE INFORMATION

Before returning your Cirrus radio control system for warranty consideration, the status of the unit must be within the guarantee as stated at the bottom of this page. Do not return your Cirrus radio control system to the place of purchase. They are not authorized or equipped to perform warranty work on Cirrus products. When requesting warranty service, please observe the following:

- Crash damage will not be covered under warranty. Do not request warranty service for a crash-damaged product.
- Always send the complete radio control system. It MUST be removed from the model prior to sending it to us for service. Please remove the batteries from the transmitter, but include them in the package for testing.
- Include a note detailing the problem or service you are requesting. Service cannot be provided without this information. Include your daytime phone number, shipping address and/or email address in the event we need more details pertaining to the service requested.
- You may request an estimate of services at the time you return your radio control system for service. An omission of this request implies permission for Cirrus to service your radio control system at our discretion.
- Include a method of payment for any service charges.
- Send the unit to us by United Parcel Service, Federal Express or by Insured Mail. Postage is non-refundable. Send your package to:

Global Services (Cirrus Radio Repair Department)
18480 Bandilier Circle
Fountain Valley, CA. 92708

Phone: (714) 963-0329 Fax: (714) 964-6236 Email: service@globalhobby.net

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WARRANTY GUARANTEE

Your new Cirrus DPR-5FM radio control system is guaranteed to be free of workmanship and component error for a period of 90 days starting from the original time of purchase. Warranty claims must be accompanied by an itemized sales receipt that shows the purchase date.

In that Cirrus has no control over the final use of this product, by installing the product, the user accepts all liability resulting from or included with the installation and use of this product. In no instance will the liability cost exceed the replacement cost of the radio control system.