

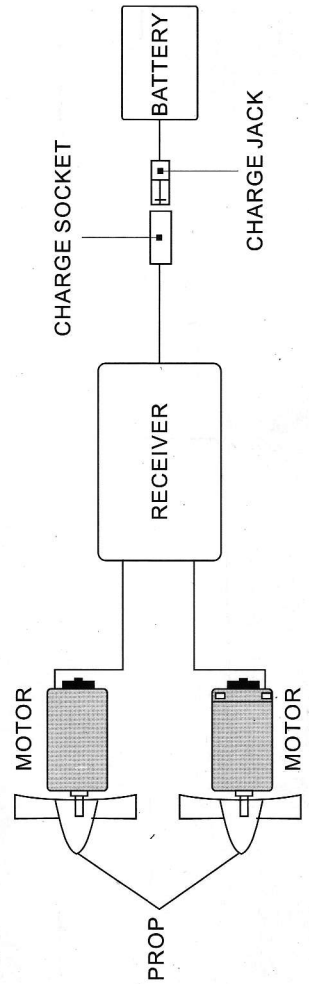
WARNING:

- ◆ Please read this Directions carefully before assembling the airplane. Do not proceed to assembly before you are sure of your full understanding of the details;
- ◆ Please check the product's list first before proceeding with its assembly;
- ◆ 8 "AA" 1.5V large-capacity alkaline batteries need to be purchased additionally for use in the transmitter for remote control (the batteries are not included with this product);
- ◆ Please do not throw the batteries into fire, otherwise they may explode;
- ◆ Please do not fly the airplane near crowds, high-voltage lines, high-rise buildings or by roads;
- ◆ This product is designed only for children above 14 and adults;
- ◆ It is recommended that persons without any experience in manipulation of toy airplanes be guided by the experienced player in flying this product;
- ◆ Do not fly this product in a wind graded over 5.

LIST OF THE FITTINGS:



POWER SYSTEM:

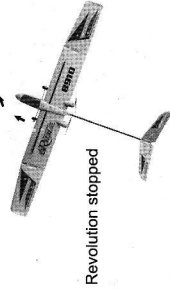
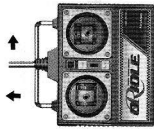


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NOTE: IN THE COURSE OF THIS OPERATION, THE HAND LEVER SHALL BE OPERATED BACK AND FORTH FREQUENTLY. FIRST PUSH THE HAND LEVER TO THE LEFT, HOLD IT STILL FOR 1 SECOND, AND THEN RESTORE IT TO THE INTERMEDIATE POSITION. IF THE INTENDED TURNING RADIUS IS NOT OBTAINED, THEN REPEAT THE ABOVE PROCEDURE UNTIL THE RADIUS IS OBTAINED.

FLY TO THE RIGHT:

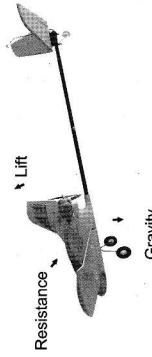
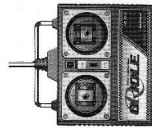
In order to manipulate the airplane to fly circularly to the right, hold the left hand lever in the forward position and push the right hand lever to the right.



NOTE: IN THE COURSE OF THIS OPERATION, THE HAND LEVER SHALL BE OPERATED BACK AND FORTH FREQUENTLY. FIRST PUSH THE HAND LEVER TO THE RIGHT, HOLD IT STILL FOR 1 SECOND, AND THEN RESTORE IT TO THE INTERMEDIATE POSITION. IF THE INTENDED TURNING RADIUS IS NOT OBTAINED, THEN REPEAT THE ABOVE PROCEDURE UNTIL THE RADIUS IS OBTAINED.

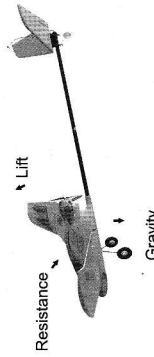
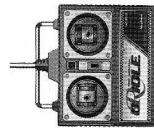
DESCEND:

The operating procedure for descent is very simple. The only thing to do is to loose the left hand lever, which makes the two motors stop rotation simultaneously, thereby causing the airplane to lose power and glide downwards under the gravity. At this time, the flying course can be controlled by manipulating the right hand lever alone. The hand lever shall be frequently moved back and forth in this operation.



LANDING:

The landing operation does not differ much from the descending one. The only difference is that the airplane needs to face against the wind direction in the course of landing and caution must be taken to make sure that there is not any obstacle in front of the airplane. And now the airplane will automatically land via glide because of its excellent stability. If its flying course needs to be corrected owing to other reasons, push the right hand lever to the direction to which you want the airplane to turn, and the method is the same as that for descent.



MAINTAIN YOUR AIRPLANE:

AFTER THE AIRPLANE LANDS, RECONDITIONING AND MAINTENANCE WORK NEEDED TO BE DONE INCLUDES:

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- ◆ Turn off the power supply of the remote controller after the airplane is retrieved.
- ◆ Turn off the power supply of the airplane and take out the batteries.
- ◆ Check the fuselage, wings and propellers for possible damages.
- ◆ Use a soft cloth to wipe the fuselage clean.
- ◆ If any damages caused by collisions are found on the fuselage, use transparent adhesive tape to patch them;
- ◆ Replace damaged parts if they are too badly damaged to be repaired.

TROUBLESHOOTING

TROUBLE	CAUSE	REMEDY
Out of control	◆ Transmitter has a low power or batteries are improperly installed. ◆ Batteries are not well connected. ◆ The power switch is not turned on. ◆ A collision makes the built-in circuit damaged.	◆ Check battery installation or replace batteries. ◆ Connect the batteries until a click can be heard. ◆ Charge batteries to their full capacity. ◆ Turn on the power switch. ◆ Contact the dealer to purchase new parts for replacement.
Always turning to one side when flying	◆ Tail is not properly adjusted. ◆ Fail to align the axis of the wings with the axis of the fuselage.	◆ Adjust the rudder of the tail wing. ◆ Reassemble the wings and make it sure that the two wings have an equal angle.
Control difficulty	◆ Tail is are not well adjusted. ◆ Wings or control surfaces have been damaged.	◆ Adjust the tail. ◆ Repair or replace the damaged part.
Too steep climb angle	◆ Tail angle is not well adjusted. ◆ The angle of incidence of the wings is not well adjusted. ◆ Too much or too strong wind.	◆ Adjust the tail screws; ◆ Add more wing backup plates; ◆ Find a fine day for a flight.
Climb failure	◆ Batteries have got low power. ◆ Tail needs to be adjusted.	◆ Charge the batteries before the flight; ◆ Adjust the control tail screws.

Changes or modifications not expressly approved by the party responsible for Compliance could void the user's authority to operate the equipment

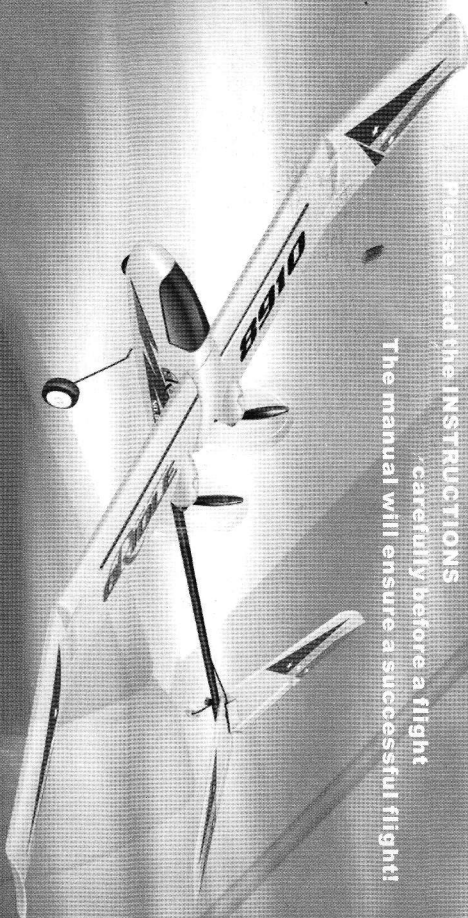
PROTEGE

Instruction Manual

Please read the INSTRUCTIONS

carefully before a flight

The manual will ensure a successful flight!

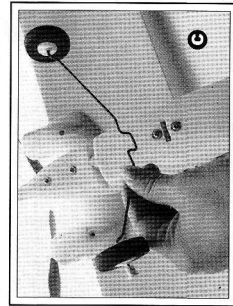
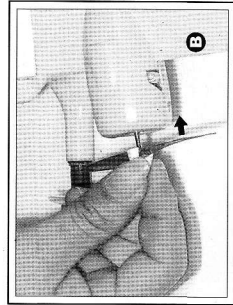
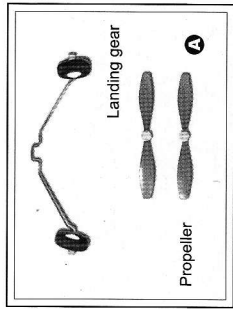


FEATURES OF THE PRODUCT:

- ◆ This motor-driven remote-controlled glider features a shock-resisting plane nose design made by plastic injection molding process.
- ◆ Elegant in appearance and excellent in the ability to resist air crashes.
- ◆ It boasts of thrice-folded wings with a big span ratio, V-shaped tail wings and good performance in glide and circular motion.
- ◆ Available with large-capacity nickel-hydrogen batteries and high-performance motors.
- ◆ It can dwell in the air for over 15 minutes.
- ◆ It can fly as high as 300 meters or above.
- ◆ This product is easy to assemble and the entire assembly can be completed within several minutes. It can easily complete takeoff and landing.
- ◆ It is a high-performance model airplane that suits not only beginners but also experienced fans as well.

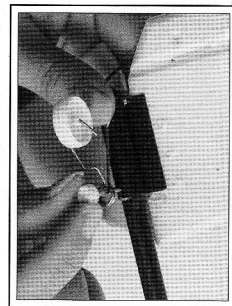
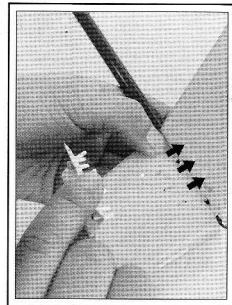
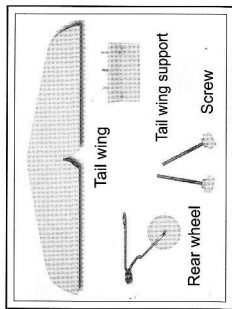
MOTOR-DRIVEN R/C DUAL-ENGINE REAR
PROPELLED MODEL AIRPLANE!

C: Clamp the landing gear with the hand firmly, align it with the mounting position, insert it in and then let go of it. Make sure that the landing gear will not come loose.



NOTE: THERE SHALL BE A GAP OF 3-4MM BETWEEN THE PROPELLER AND THE MOTOR CASING. (SEE ABOVE PIC B)

4. INSTALLATION OF THE TAIL WING

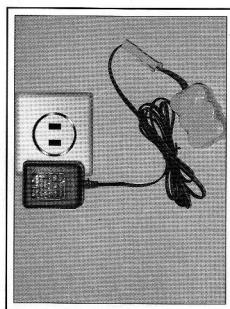


Required components.

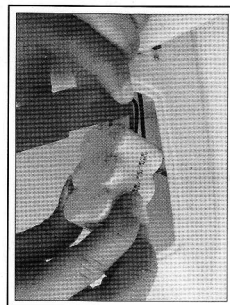
Press the tail wing support downwards into the holes on the tail wing.

Install the real wheel, as illustrated in the figure, and then screw in the screws.

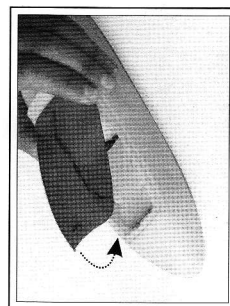
5. INSTALLATION OF THE BATTERIES



Connect the batteries to the charger and then insert its plug into the power socket.



Lift up the front end of the cockpit casing and then place the batteries fully charged in the foamed compartment at the nose of the airplane.



Connect the plug with the socket on the airplane, press the cockpit casing downwards and then snap it in position.

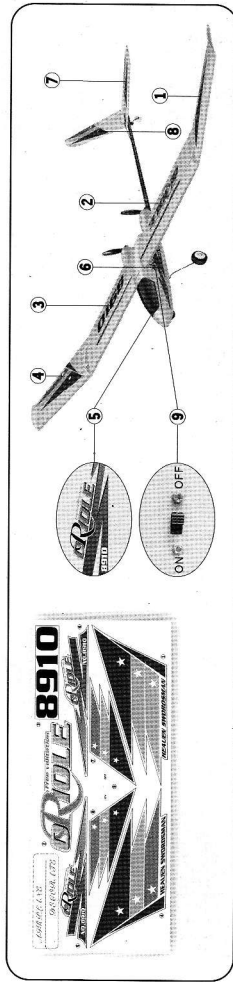
IMPORTANT HINT:

1. PLEASE VERIFY THAT THE OPERATING VOLTAGE OF THE CHARGER IS IN COMPLIANCE WITH THE LOCAL VOLTAGE.
2. THE BATTERIES CAN BE CHARGED TO THE FULL WITHIN 4 HOURS.
3. THE CHARGING IS OVER WHEN THE SURFACE OF THE BATTERIES FEELS WARM.

NOTE: BEFORE CHARGING, MAKE SURE THE BATTERIES ARE DISCHARGED COMPLETELY SO AS TO

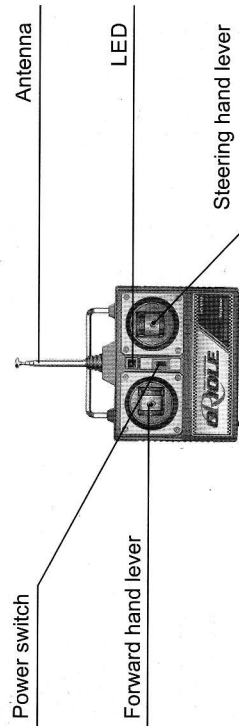
PROLONG THEIR SERVICE LIFE. CHARGING THE BATTERIES FOR AN EXCESSIVELY LONG TIME MAY CAUSE DAMAGE OR LEAKAGE TO THE BATTERIES. PLEASE CHARGE THE BATTERIES STRICTLY ACCORDING TO THE STIPULATED CHARGING TIME.

6. DECORATIONS OF THE AIRPLANE



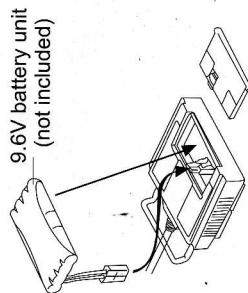
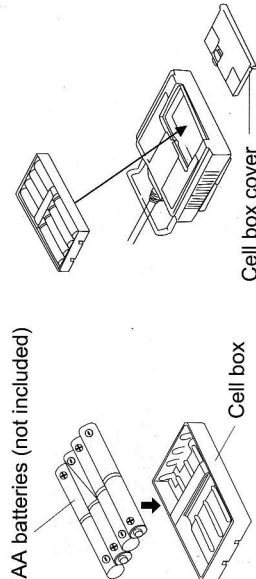
INTRODUCTION TO THE REMOTE CONTROLLER.

1. COMPONENT NAMES



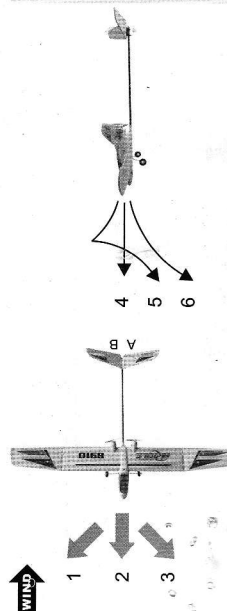
2. INSTALLATION OF THE BATTERIES

8 AA batteries (not included)

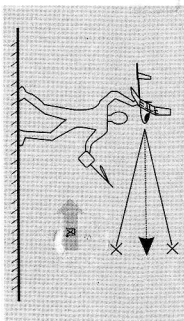


MANIPULATING YOUR AIRPLANE:

1. DETECTION BY PITCHING GLIDE MANUALLY



1. Deviate to the right too much. Adjust the elevating rudder by bending its B part upward.
2. Normal.
3. Deviate to the left too much. Adjust the elevating rudder by bending its A part upward.
4. Normal.
5. The nose is too light. Adjust the elevating rudder by bending its A and B parts downwards simultaneously.
6. The nose is too heavy. Adjust the elevating rudder by bending its A and B parts upwards simultaneously.



- ◆ Install the batteries after their charging is over, and then the adjust by pitching glide manually.
- ◆ The pitching method is: pitch the airplane directly against the wind direction and horizontally.

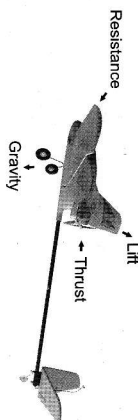
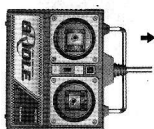
2. PREPARATION BEFORE FLYING

- ◆ Choose a leveled & large area (better if a big grassland). Do not fly the airplane near crowds, buildings, power lines, roads, railroads, parking lots, trees, footways, lakes, rivers, airports, etc.
- ◆ The airplane shall be flown in a climate with no wind or gentle breeze. We suggest it be flown in a wind graded 1-2.
- ◆ Before flying, verify that there are no airplanes of the same type being flown nearby. Devices of the same type may interfere with each other.
- ◆ Please examine the working status of the airplane in advance each time it is flown:
 - A. Turn on the power switch of the remote controller and check if its electric quantity is full;
 - B. If the control lever on the left is pushed, the two motors should begin to turn at a high speed simultaneously; if the right control lever is pushed to the left with the right hand, the left motor should stop turning while the right one should turn at a high speed; on the contrary, if the right control lever is pushed to the right, the right motor should stop and the left one should turn at a high speed.

3. FORMAL FLYING

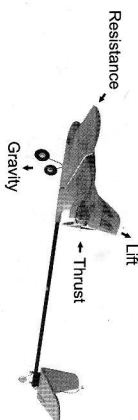
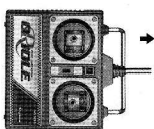
TAKEOFF:

Turn on the power switch of the remote controller and pull out the antenna. Hold the airplane with the right hand and push the control lever forward to the full with the left hand to let the two motors operate at a high speed. Now throw the airplane horizontally and withdraw the right hand to the right hand lever's position. Pay attention to the posture of the airplane and make corrections if it is found to be deviating.



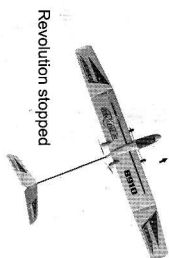
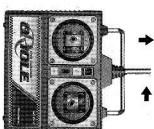
ASCEND:

If you want to let the airplane ascend, push the left hand lever forward, which makes the two motors operate simultaneously, and the airplane will raise its nose to climb upwards at the strong thrust generated by the motors.



FLY TO THE LEFT:

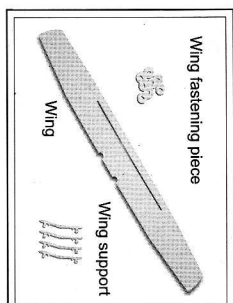
In order to manipulate the airplane to fly circularly to the left, hold the left hand lever in the forward position and push the right hand lever to the left.



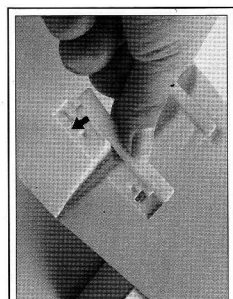
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ASSEMBLING OF YOUR PLANE

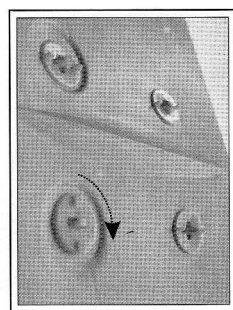
1. INSTALLATION OF THE WINGS



Required components.



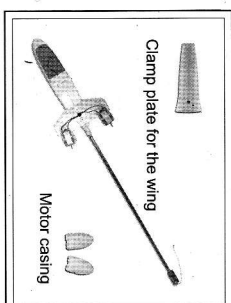
Remove the long-lasting adhesive protective layer of a wing support and then press the wing support downwards into the holes on the wing.



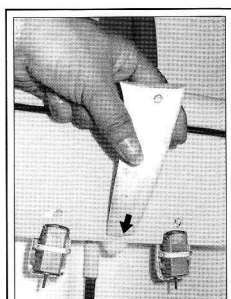
Turn the wing over and then screw the wing fastening pieces in place.

IMPORTANT HINT: REPEAT THE ABOVE STEPS TO INSTALL ANOTHER WING SUPPORT, MAKING SURE THE ANGLES OF THE TWO WINGS ARE THE SAME.

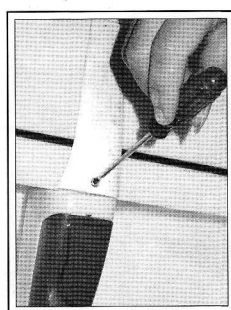
2. INSTALLATION OF THE CLAMP PLATE AND THE MOTOR CASING



Required components.



Place the wing on the fuselage and then press the clamp plate down onto the wing.

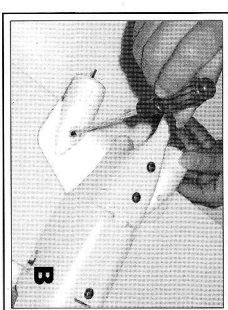
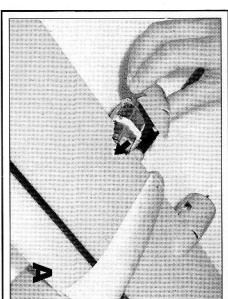


Screw in two screws.

NOTE: THE TWO ENDS OF THE CLAMP PLATE SHALL BE IN ALIGNMENT WITH THE FUSELAGE AFTER IT IS INSTALLED. PLEASE DO NOT INSTALL IT REVERSELY BY MISTAKE.

A: Place the left and right motor casings on the motors of the fuselage.

B: Turn the airplane over and screw in the screws.



3. INSTALLATION OF THE PROPELLERS AND THE LANDING GEAR

A: Required components.
B: Push the propeller to let it slide along the motor shaft till it gets in place. Turn the propeller with the hand slightly and it shall be able to turn smoothly.

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