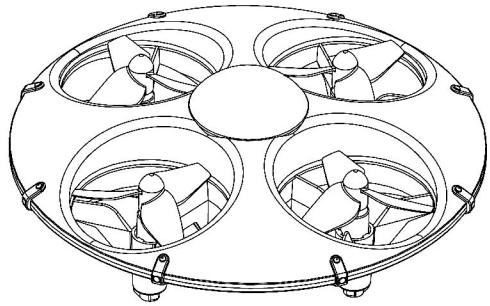




AGES
14+

USER MANUAL



No.CX-31

PLEASE CAREFULLY READ THE INSTRUCTION MANUAL BEFORE FLYING.

Introduction

Dear Customers:

Good day to you!

Thank you for purchasing our aeromodelling products. Please carefully read the manual for you to quickly and safely handle the operation of the product. At the same time, please well keep the original manual so as to consult and refer to later.

Important Introductions

1. It is not toys but the accurate equipment integrated with professional knowledge such as mechanical, electronic, aero-mechanics, and high-frequency emission. It needs the correct installation to avoid accidents. The holder should use the safe ways to control it and it may cause severe physical injuries or property losses by improper operations. We will not take the responsibility for this because we can't handle the process of installation, using and operation.
2. It applies to the crowd who has the experiences of playing aeromodelling and ages of more than 14 years old.
3. The flying site should be the local legal R/C model flying site.
4. We will not be responsible for any safety responsibilities caused by operation, using and control, etc. when the product was sold.
5. We trust the dealer to provide the technical and after-sales support and please contact with the local dealers when happened to the problems of using, operation and maintenance etc.

Warnings

R/C aeromodelling is the high dangerous product. It should be far away from crowds when flying. It may cause the unpredictable accidents of product damages or physical injuries by man-made improper installation, aircraft damages, poor electronic control equipment or unfamiliar operation. Please pay attention to the flying safety when operating and know about the accident responsibilities of personal carelessness.

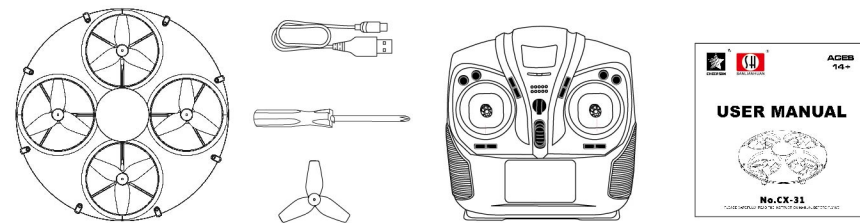
1. Far away from obstacles and crowds.
2. Far away from damp environment.
3. Properly use the product and avoid to independently control.
4. Far away from high-speed rotated components and far away from heat source.
5. It should conform to the sequence of power ON/OFF when turning on. The incorrect turning-on sequence will lead to the out of control of the product and influence the personal and others' safety. Please form the hobby of correct turn on and turn off.

1

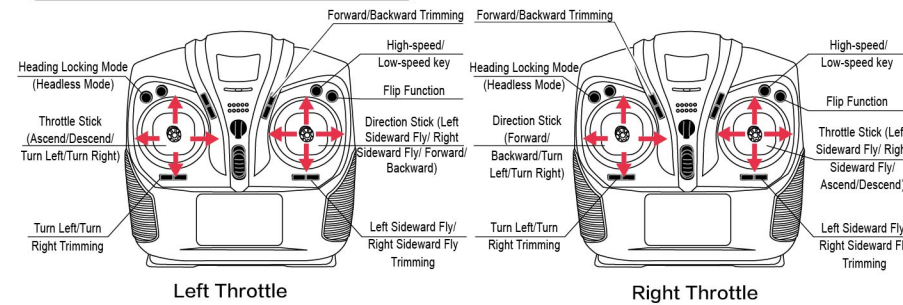
PACKING INSTRUCTION

The package is including the following spare parts:

- Aircraft
- USB
- Screwdriver
- Blade
- Transmitter
- Manual



COMPONENT NAME OF TRANSMITTER

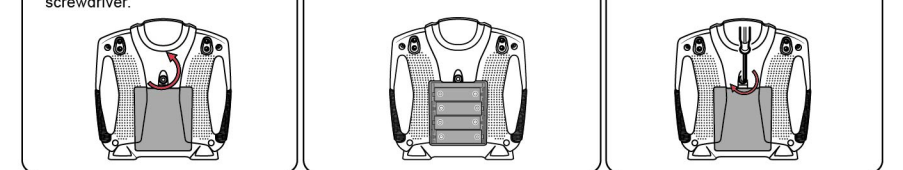


2

TRANSMITTER BATTERY INSTALLATION AND NOTICES

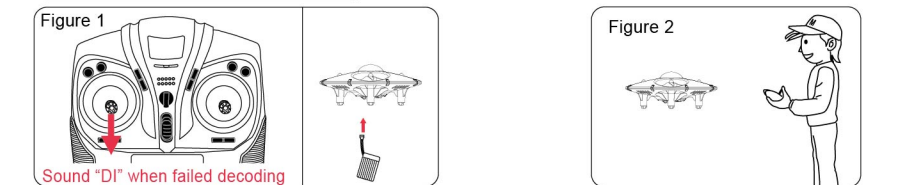
Transmitter Battery Installation

1. Open the battery protective cover of transmitter by using the screwdriver.
2. Install 4PCS 1.5V "AA" alkaline battery (without battery).
3. Lock the protective cover of the battery.



- !**
1. It must recognize the positive and negative pole both the battery and the battery box when installing. Do not make contrary.
 2. Do not mix to use the new and old batteries.
 3. Do not mix to use different batteries.

PREPARATION OF TAKING OFF

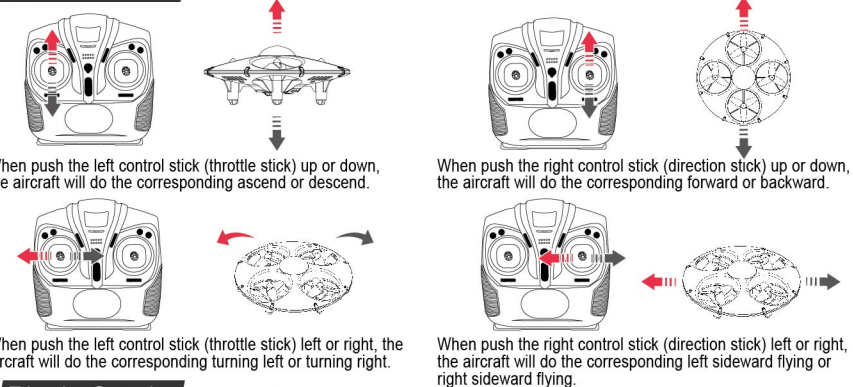


1. Turn off the transmitter, push the throttle stick to the bottom and open the battery cover of the aircraft. Connect the battery and power line (pay attention to the positive and negative pole), close the battery cover and put it on the level surface. Turn on the transmitter, and you will sound of "DI DI", which means the decoding is successful. (Remarks: It can't make the decoding if the throttle stick is not pushed to the bottom.)
2. It can normally control the aircraft after successful decoding.

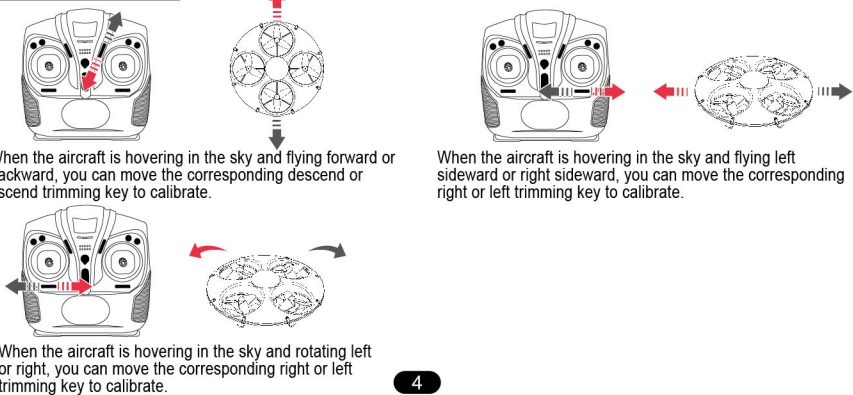
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AIRCRAFT CONTROL DIAGRAM (LEFT THROTTLE MODE)

Operation Direction



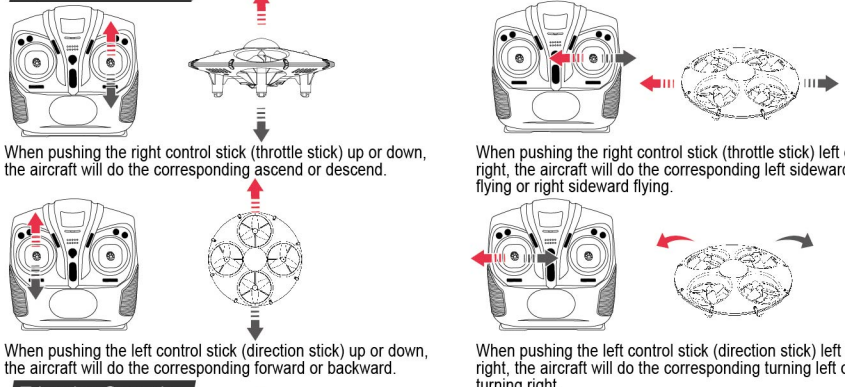
Trimming Operation



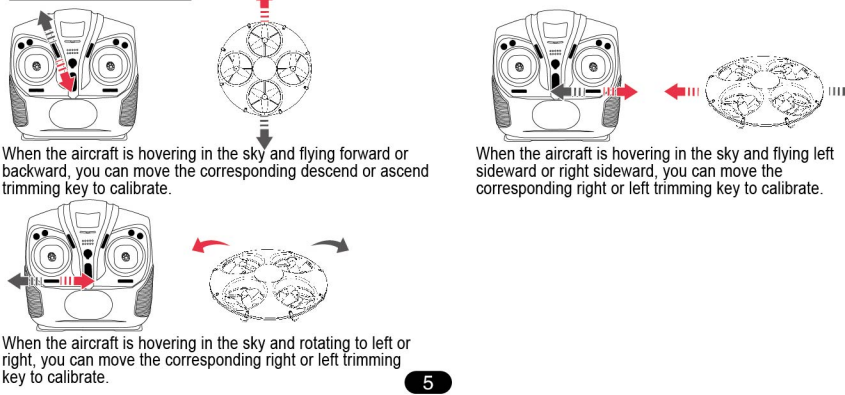
4

AIRCRAFT CONTROL DIAGRAM (RIGHT THROTTLE MODE)

Operation Direction



Trimming Operation



5

WARNINGS OF FLYING

1. When the indicator on the transmitter is lighting all the time and the indicator on the aircraft is flashing slowly, it shows that the decoding is failure. Please turn off the power of the aircraft and transmitter and prepare the flying steps this moment.
2. If the aircraft is sloping or rotating to one side substantially when hovering, please turn off the aircraft and transmitter and repeat the preparing the flying steps.
3. When flying, if the indicator on the aircraft is flashing fast, it means that the aircraft is entering the low-voltage protection status. The aircraft will descend slowly and it needs to charge the aircraft.

TRIMMING RESET AND GYRO CALIBRATION

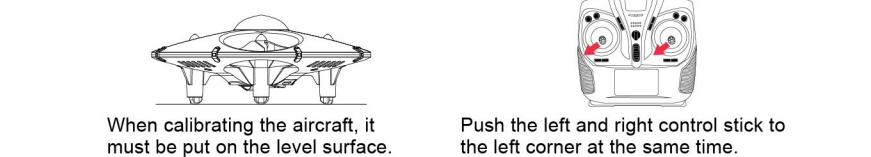
Trimming Reset:

Turn off the power of transmitter and reopen, it can finish the trimming reset.

Gyro Calibration:

When flying is not stable or wandering fast to a direction, it needs to calibrate the gyro.

1. After decoding of the aircraft and the transmitter, put the aircraft on the level face.
2. Push the throttle/direction stick to the left corner and push the ascend/descend or aileron control stick to the left corner, the indicator on the aircraft will flash 1-2 seconds this moment and the calibration is successful.



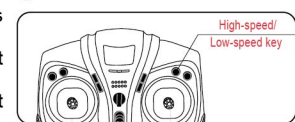
HIGH-SPEED/LOW-SPEED MODE SETTING

Gently press the high-speed/low-speed key to enter the setting mode.

The beeper on the transmitter sounds "DI" = The aircraft enters the low-speed mode.

The beeper on the transmitter sounds "DI DI" = The aircraft enters the media-speed mode.

The beeper on the transmitter sounds "DI DI DI" = The aircraft enters the high-speed mode.

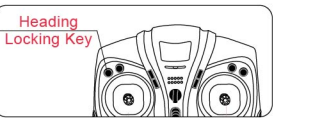


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HEADING LOCKING MODE SETTING

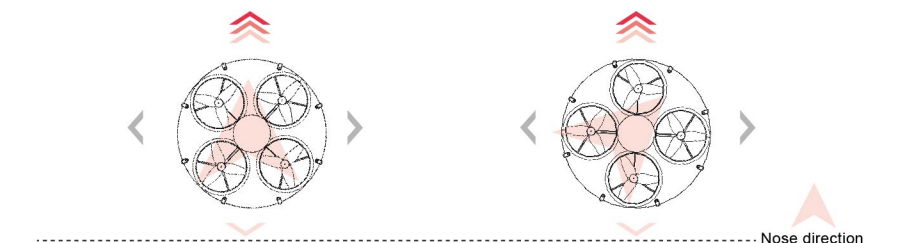
Gently press the heading locking key on the transmitter to enter the setting mode.

When the beeper on the transmitter sounds "DI", it means the aircraft is entering the heading locking mode (headless mode). At this time, the indicator on the aircraft will flash slowly and press again, it will exit the mode.



Heading Locking Mode (Headless Mode) Instructions:

Heading locking mode: The heading of the aircraft refers to the positive direction pointed by the nose (blue light is the front side) when turn on the aircraft. When entering this mode, no matter where the nose is, the aircraft will fly forward to the positive direction pointed by the nose (blue light is the front side) as pushing forward the direction stick, and the other three directions are the same as this.

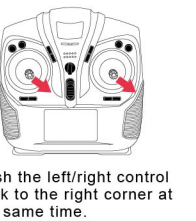


Note: When finding incorrect heading locking that means yawing, you can land the aircraft and at the same time, you can put the throttle to the bottom in 1-2 seconds, the calibration can be successful and take a new flight.

Heading yawing calibration:

When the aircraft enters the heading locking mode (headless mode), it needs to calibrate if the heading is yawing.

1. After decoding of the aircraft and transmitter, put the aircraft on the level surface and the nose should be towards to the heading locking direction.
2. Push the throttle/direction control stick to the right corner and push the ascend/descend or aileron control stick to the right corner, the indicator on the aircraft will flash about 1-2 seconds which means that the calibration is successful.



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3D FLIP MOVEMENT

The aircraft is use the 6-axis gyro to be more enjoyable. When you are familiar with the basic movements, you can play some surprise flip movements. Firstly, fly the aircraft to more than 3 meters high, press the flip function key at the upper right on the transmitter and push the direction stick (any directions), you can make the 3D flip movements in 360 degrees at any directions.

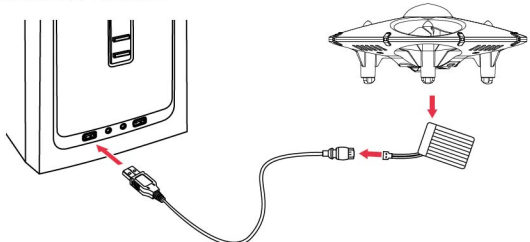


LOW-VOLTAGE PROTECTION

When flying, the indicator on the aircraft will flash fast to enter the low-voltage protection status. The aircraft will land slowly at this time. After landing on the ground, turn off the throttle on the transmitter. (Note: When open the heading locking mode, the indication is in the status of slowly flashing and the indicator for low-voltage is in the status of fast flashing.)

AIRCRAFT CHARGING

Take out the battery from the aircraft and connect the aircraft with charging line, and then insert the USB charging line into the USB port of the computer or any other USB chargers. When the USB indicator is ON, that represents it is under charging. When the indicator is OFF, that represents it is fully charged. Besides Apple charger, this USB charging line can be connected with any other chargers of Smart mobile or movable power or being charged on the USB interface on the car. The voltage of the USB interface is +5V0.5V.



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BATTERY CHARGING AND MAINTENANCE

1. When charging, it should be place in the dry and ventilated place, keeping far away from the heat sources or explosive goods.
2. When charging, the battery should be taken out from the aircraft and it is forbidden to charge it under unattended condition so as to avoid the accident.
3. After flying and the surface temperature of the battery hasn't been cooling, please do not charge it immediately. Otherwise, it will cause the inflate battery or even cause the fire.
4. When the battery is charging, avoid fall it down or hit it by outside force. Otherwise, it will cause the inner short circuit of the battery and make dangers.
5. In order to ensure the safety, please be sure to use the original USB charging line. If the battery is ageing and swelling because of long-time using, it should be changed in time.
6. After fully charging, the battery will automatically discharge and the electricity will be wasted if you don't get the battery out of the charger for a long time. When the charger tests that the voltage of the battery is lower than the rated voltage, the charger will recharge the battery until being saturation again. It would shorten the using life of the battery if repeatedly charging and discharging over a long period of time.
7. Before long-time storage, it should make charging maintenance to the battery, which means to charge 50~60% of the total electricity and store.
8. When stopping using more than 1 month, it is suggested to check the battery voltage in periodic monthly to guarantee that the battery voltage is not less than 3V. Otherwise, it should be handle as the 7th item.
9. The battery should be place in dry and ventilated place for long-time storage and the storage environmental temperature should be 18-25 degree.
10. In order to improve the using life of the battery, please avoid repeat charging or excessive discharging.

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AIRCRAFT TROUBLESHOOTING AND MAINTENANCE METHOD

Problems	Reasons	Solutions
No reaction of aircraft	1.Failure decoding. 2.Low electricity of aircraft or transmitter.	1. Power on the aircraft and put on the level surface, push the throttle of the transmitter to the bottom and reopen the power on to make decoding again. 2. Charge the battery of the aircraft or change the battery of transmitter.
Insensitive reaction or breaking signals of the aircraft	1.Deficient electricity of transmitter.	1.Change the battery of transmitter.
Aircraft can't hover or fly to one side	1.When decoding, the aircraft didn't put on the level surface. 2.The trimming key on the transmitter didn't reset. 3.Mistake of gyro.	1.Put on the level surface and decoding again. 2.Reopen the transmitter and reset the trimming key on the transmitter. 3.Calibrate the gyro. (Make calibration as the gyro calibration ways in the manual.)

Rechargeable Li-ion Battery

Model: 3.7V500mAh 11C9/28/41
Manufacturing date: YYYY-MM-DD
Voltage: 3.7V
Capacity: 500mAh
"4 red"- black"
Caution:
● Charge only with specified charge
● Don't heat or dispose of in fire
● Don't disassemble the battery
● Don't short circuit "+-"
MADE IN CHINA
Manufacturer: SHIDA BATTERY TECHNOLOGY CO., LTD
YYYY-MM-DD Note: "YYYY" represents year, "MM" represents month, "DD" represents date

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- ☐ How to insert and remove batteries;
- ☐ Non-rechargeable batteries are not to be recharged;
- ☐ Different types of batteries or new and used batteries are not to be mixed;
- ☐ Batteries are to be inserted with correct polarity;
- ☐ Exhausted batteries are to be removed from the toy;
- ☐ The supply terminals are not to be short-circuited.

Packaging has to be kept since it contains important information.

Warning: Changes or modifications to this unit not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- o Reorient or relocate the receiving antenna.
 - o Increase the separation between the equipment and receiver.
 - o Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help

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