



### **Specifications:**

Main Rotor Diameter (Upper): 175 mm

Main Rotor Diameter (Lower): 175 mm

Overall Length: 175 mm

Servo: weight 3.5g / speed 0.11sec/60° (4.8V) / torque 0.08kg/cm (4.8V) / dimension 17.5X6.5X21.5mm

Drive System: 2X1215 strong-magnetic motor

Battery: 3.7V 400mAh Li-Po battery

All-up Weight: 55g (Battery included)

Transmitter: WK-0405

Gyro: Built in

Receiver: RX-408

### **Features:**

- 1) Coaxial structure and palm-sized dimension are used to make HM 5#6 as the optimal model for indoor entertainment.
- 2) 2 × 1215 strong-magnetic motor as power is powerful and make flight stable.
- 3) Highly efficient servo (3g) is prompt in reaction and effectively guarantees the performance of various flight.
- 4) The receiving circuit is equipped with a built-in gyro, whose sensitivity can be customizedly adjusted.
- 5) The high-volume 3.7V 400mAh Li-Po battery pack. A full charged cycle will offer the HM 5#6 with 7-10 minutes flight.

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## Introduction

Thank you for your purchase of our product. In order to enjoy all the benefits of your helicopter, we recommend you carefully read the entire manual before you begin working with this model. After you have read the manual please store it in a safe place for future reference.

## Warning

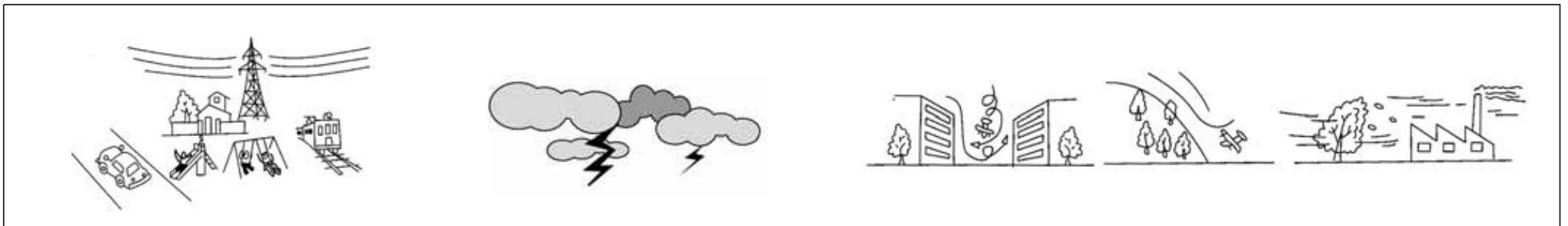
1. Walkera helicopters are not toys. They are a complex combination of electronics and mechanics which produce an aerodynamic rotorcraft. All models require proper setup and exacting adjustments to avoid accidents. We accept no liability for damage and/or consequent damage arising from the use or misuse of the products due to improper construction methods, use or operation, It is your responsibility to operate this highly advanced model in a safe manner.
2. When charging the battery, do not overcharge. Overcharging may result in fire or explosion. When the battery is hot during charging, please stop charging at once. Use specified charger only. Never short circuit! Proper disposal of the battery is your responsibility.
3. Children under 14 years old are strictly forbidden from flying the helicopter. Please do not allow children or adults in the designated flying area.
4. Any situations that occur during flight, that cause the rotor blades to stop spinning or that result in a serious ground strike and cause damage to the helicopter could initiate a fire or explosion. If this type of situation occurs, IMMEDIATELY move the throttle stick to it's lowest position.
5. Before flying your helicopter, please undraw the upper and lower blades and make sure the left and right blades are in line.

**Notice:** please let the motors cool 10 minutes after your helicopter flies every one of fully charged battery packs, and then continue your next flight; otherwise, the motors of your helicopter will take a high risk of burning or damage!

## Cautions

1. Because the helicopter is operated by radio control, it is important to make sure you are always using fresh and/or fully charged batteries. Never allow the batteries to run low or you could lose control of the helicopter.
2. Do not allow any of the electrical components to get wet. Otherwise electrical damage may occur.
3. You should complete a successful range check of your radio equipment prior to each new day of flying, or prior to the first flight of a new or repaired model.
4. If the helicopter gets dirty, don't use any solvents to clean it. Solvents will damage the plastic and composite parts.
5. Always turn on the transmitter before plugging in the flight battery and always unplug the flight battery before turning off the transmitter.
6. Never cut the receiver antenna shorter or you could lose control of the helicopter during flight.
7. When flying the helicopter, please make sure that the transmitter antenna is completely extended and is pointed up toward the sky, not down toward the ground.

**Don't fly your helicopter at the places with these signs**



# Transmitter Features

## 4-CH Transmitter features:

1. The panel is easy to operate with multistage electricity indication.
2. The shape design accords with the ergonomics.
3. The DIP switches are available for various servos. It can perform the flight actions such as ascending, descending, forward, backward, leftward, rightward and so on.
4. 4-channel micro-computer as the encoder, PPM modulation, output power: 20 MW, current drain: 150mA; power source: 1.2V X 8 Ni-Cd battery ( 9.6V 600mAh) or 1.5VX8AA dry cell battery.
5. Free to switch between left-hand and right-hand throttles.

## Control Identification and Function:

### MODE I - EUROPE & AUSTRALIA

1. **Left stick / Rudder.** It controls your helicopter forward, backward, left, and right. Push up to fly your helicopter forward, pull down to fly backward, push leftward to fly left, and push rightward to fly right.
2. **Right stick / Throttle.** It controls your helicopter ascending, descending, left moving and right moving. Push up to ascend your helicopter; pull down to descend, push leftward to move your helicopter left, and push rightward to move right.

### MODE II - NORTH AMERICA

1. **Left stick / Throttle.** It controls your helicopter ascending, descending, left, and right. Push up to ascend your helicopter, pull down to descend, push leftward to fly left, and push rightward to fly right.
2. **Right stick / Rudder.** It controls your helicopter forward, backward, left moving and right moving. Push up to fly your helicopter forward, pull down to fly backward, push leftward to move your helicopter left, and push rightward to move right.

(MODE I - EUROPE & AUSTRALIA)

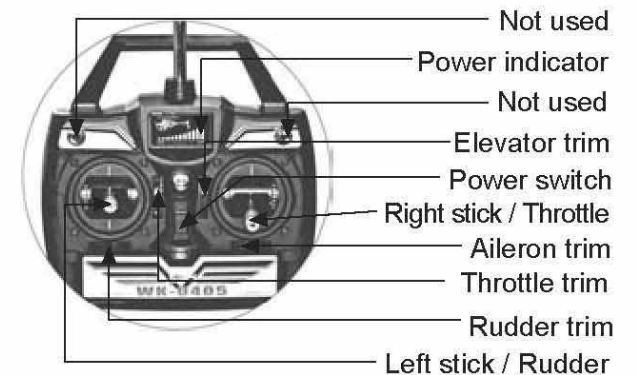
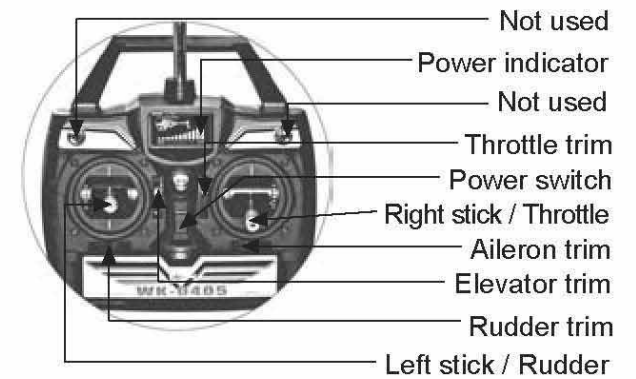


Fig. 1

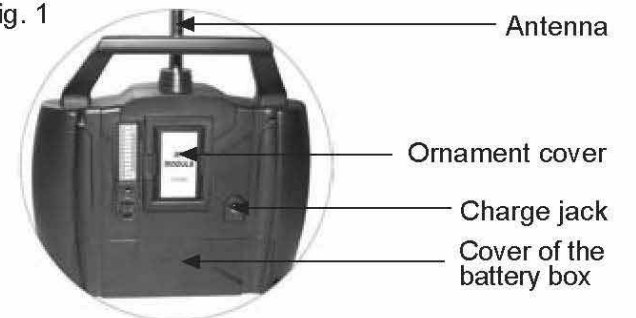
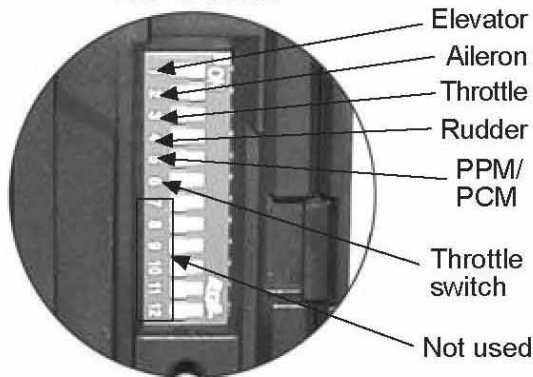


Fig. 2 **DIP Switch**



3. **Power indicator.** The indicator is consisted of three colors: red, yellow, and green. Green LED on means the electricity is enough to fly; Green LED off and yellow LED on indicate the power is not enough and stop flying; Yellow LED off and red LED on show the power is in extreme shortage, and please stop flying at once.
4. **Elevator trim.** It controls and modifies your helicopter forward and backward. Push up to fly forward, and pull down to fly backward.
5. **Rudder trim.** The trim controls and modifies your helicopter leftward and rightward. Move the trim left to fly leftward, and move right to fly rightward.
6. **Throttle trim.** The throttle trim controls your helicopter to ascend and descend. Push up the trim to ascend, and pull down to descend.
7. **Aileron trim.** The aileron trim controls your helicopter leftward and rightward. Push the trim left to fly left, and push the trim rightward to fly right.
8. **Power switch.** Turn on or off the power of the transmitter. Push up the switch to turn on the power, and push down to turn off.
9. **Antenna.** Transmit the signals.
10. **Charge jack.** Charge the battery back.
11. **Battery box.** Please note the polarities while inserting the batteries.

**DIP Switch Identification (Fig. 2):**

1. **Elevator.** Reverse the swing direction of elevator servo.
2. **Aileron.** Reverse the swing direction of aileron servo.
3. **Throttle.** Reverse the throttle stick direction. **Note:** ascertain the throttle stick to be worked in a correct way before flight.
4. **Rudder.** Reverse the rudder stick direction.
5. **PPM / PCM.** Switch between PPM and PCM modulation.
6. **Throttle switch.** Switch between left-hand and right-hand throttles.

The Factory Default Settings (Left Throttle):

CHANNEL	ON/OFF
1	ON
2	ON
3	OFF
4	OFF
5	OFF
6	ON
5-8	NOT USED

The Factory Default Settings (Right Throttle):

CHANNEL	ON/OFF
1	ON
2	ON
3	OFF
4	OFF
5	OFF
6	OFF
5-8	NOT USED

## Receiver Identification

### Receiver Identification (Fig. 3):

1. **Aileron servo.** Connect to the aileron servo.
2. **Elevator servo.** Connect to the elevator servo.
3. **Right motor.** Connect to the right motor of helicopter.
4. **Left motor.** Connect to the left motor of helicopter.
5. **Power cable.** Connect to the battery.

Fig. 3

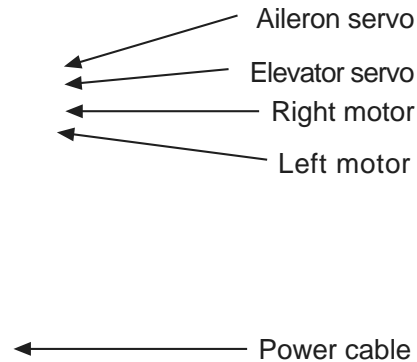
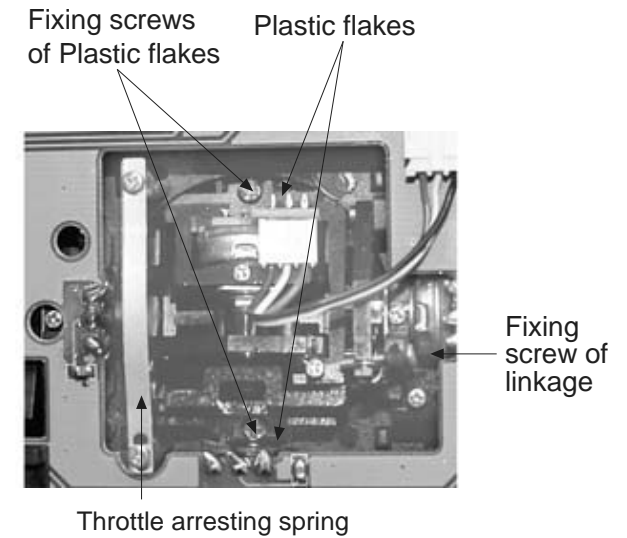


Fig. 4



## Switch Between Left-Hand and Right-Hand Throttles

Remove the battery pack, RF module and the 4 fixing screws in the back cover of your WK-0405, and take off the back cover (**Note:** don't break cables inside). Unscrew the fixing screw of linkage using cross screwdriver and fix the linkage of another side using the screw. And then remove the throttle arresting spring to fix in your expecting side. Unscrew the fixing screws of plastic flakes to remove the plastic flakes, and then fix them in your expecting side using the screws. In this way physical refit has been finished (Fig. 4).

← Throttle DIP Switch (switching to left end fits right-hand throttle control; switching to right end fits left-hand throttle control).

## Flybar Set Assembly

1. Let the location notch of flybar block aim at the flybar, and press the flybar block till the flybar reaches the end of notch; Insert one end of the flybar through hole 1 (Fig. 6-1);
2. Let the location notch of flybar block aim at the inner location mast of flybar block sleeve, and press the flybar block along the inner location mast into the sleeve (Fig. 6-2);
3. Counterclockwise rotate 90\*the flybar block sleeve (Fig. 6-2), let the hole 1 of flybar block sleeve aim at the hook of flybar, and then push the flybar block set outside and make the hook completely insert into the hole 2 (Fig. 6-3).

**Note:** the flybar set will be thrown off at high speed in flying when it is mounted improperly. A serious damage to people or property may be taken place.

Fig. 5 Flybar block sleeve

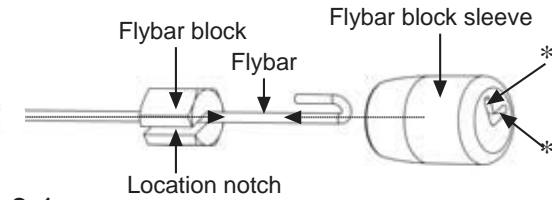


Fig. 6-1

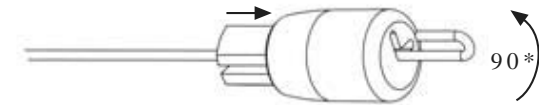


Fig. 6-2

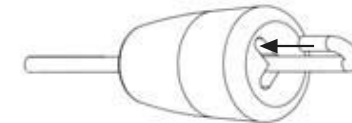


Fig. 6-3

## Battery Mounting and Adjustment

1. **Battery pack mounting.** Place the battery pack in the correct position of your helicopter (Fig. 7).



**2. CG balance.** Put your helicopter on a horizontal ground and make the flybar perpendicular to the tail truss of your helicopter. Lift your helicopter using your index fingers to support the two sides of flybar, and check the balance. The tail boom should be level with the ground. If it is not, move the battery pack backwards or forwards to balance. Always check the Center of Gravity (CG) with the battery pack and canopy installed (Fig. 8). **Note:** If you can not obtain a level condition a very small amount of weight may be added the tail. It is possible with the battery upgrade to a LiPo of 1250 mAh that a nose heavy condition may occur.

Fig. 7

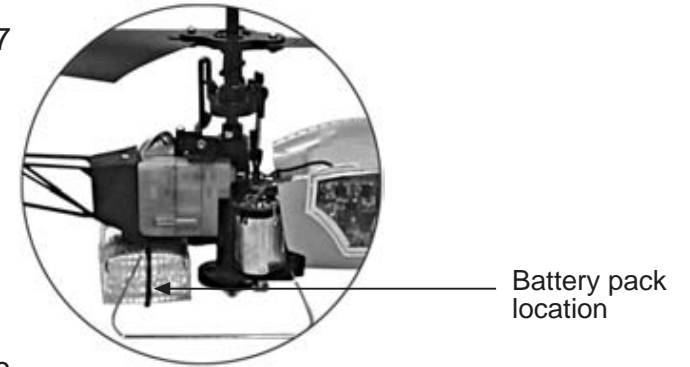


Fig. 8

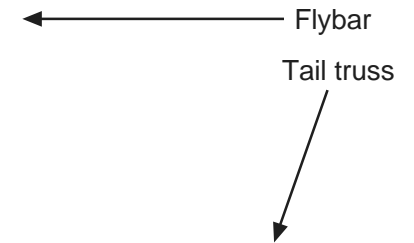
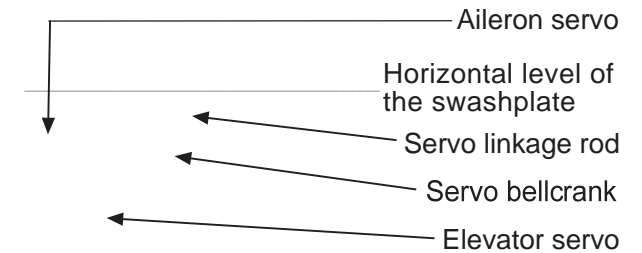


Fig. 9



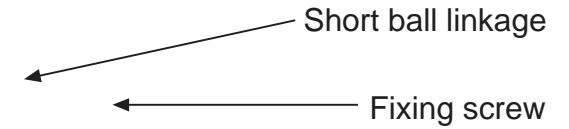
## Swashplate Adjustment

- 1. Swashplate check.** Pull down the throttle stick and throttle trim to the lowest position, and put the elevator trim and aileron trim in the neutral position. Check whether the swashplate is in a horizontal level.
- 2. Swashplate adjustment.** If the swashplate is not in a horizontal level, adjust via the following steps:
  - \*Elevator servo and aileron servo adjustment. Firstly unscrew the screw of servo bellcrank to take the bellcrank off, and then re-connect to the helicopter battery pack and await the servos reposition. After the reposition is ready, adjust the bellcrank to be in horizontal state and then tighten the screw of bellcrank.
  - \*Servo linkage rod adjustment. Adjust the servo linkage rod to parallel to swashplate bottom level (Fig. 9).

## Main Rotor Blade Adjustment


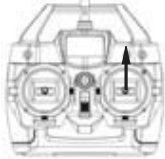
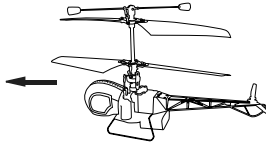
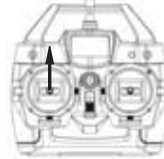

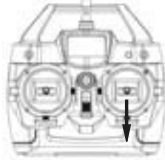
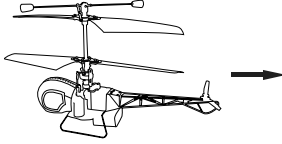
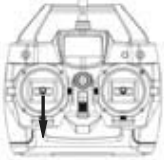
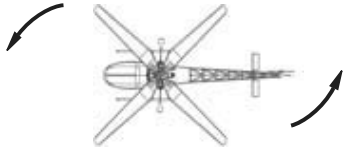
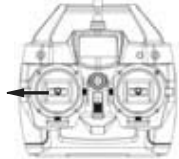

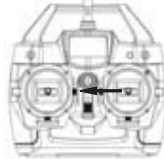
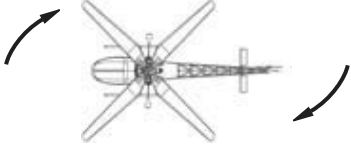
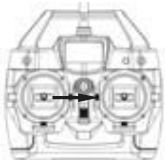

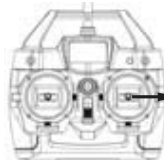
- 1. Main rotor blade inspection.** (1) Inspect whether the fixing screw of the main rotor blades are too tight or loose. Extreme tightness or loosening of the blades will result in instable flight. (2) Inspect the blade tracking problem. Blade tracking will lead to instable flight.
- 2. Main rotor blade adjustment.** (1) Keep the fixing screw of the main rotor blades not too tight or too loose. (2) Lengthen or shorten the short ball linkage if the blade tracking is existed (Fig. 10).

Fig. 10



# Flight Mode

## Normal Mode

ascending			throttle pushing up	head forward			elevator stick pushing up
descending			throttle pulling down	head backward			elevator stick pulling down
head turning left			rudder stick moving left	helicopter moving left			aileron stick moving left
head turning right			rudder stick moving right	helicopter moving right			aileron stick moving right



The specifications of the R/C Product may be altered without notice.