

## Transmitter Setup

1. Remove the transmitter back cover.
2. Install the included "AA" batteries. Use four fresh 1.5V "AA" batteries only.
3. Be sure to observe proper polarity when installing the batteries, and then replace the cover.
4. To test, switch on the transmitter. The LED should glow brightly
5. Replace the batteries when you hear the low battery alarm(beeping sound)

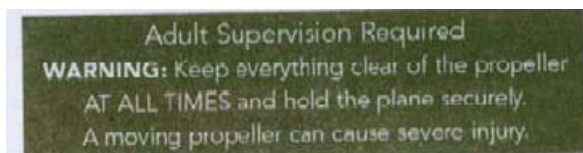
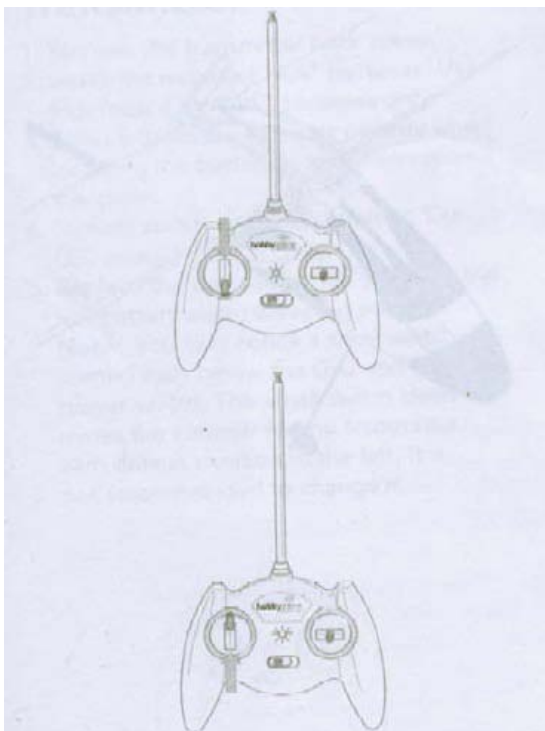
**Note:** You may notice a small switch immediately below the LED and the power switch.

This small switch determines the controls for the transmitter with default position to the left.

It is not recommended to change it.



## Motor Test and Battery Discharging



1. Turn on transmitter.
2. Install the flight battery into fuselage and plug it into the connector
3. Move the transmitter's left stick all the way down and hold for one second. This will arm the motor.
4. Move the transmitter's left stick up. Since most batteries come partially charged, the prop should spin at high speed. (If the motor does not run. Proceed to charging the battery.)
5. In order to fully discharge the battery, run the motor at high speed until it shuts off. If there is not enough charge in the battery to power the

propeller, then proceed to step 4.

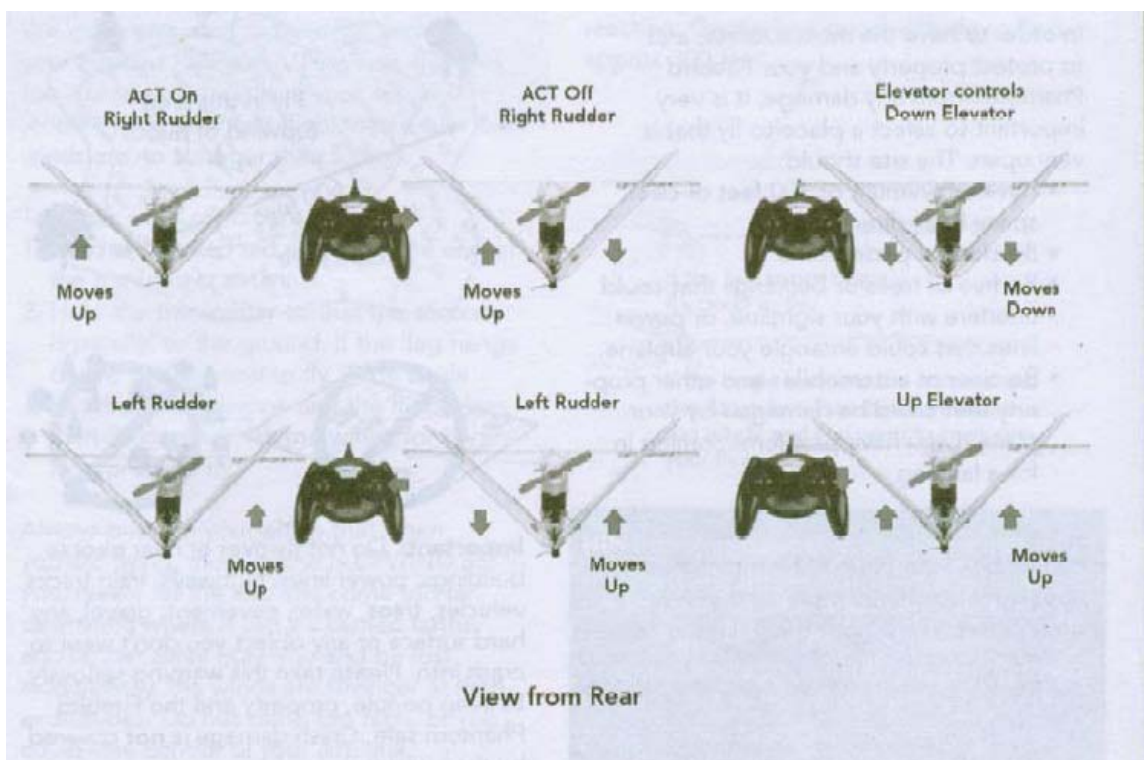
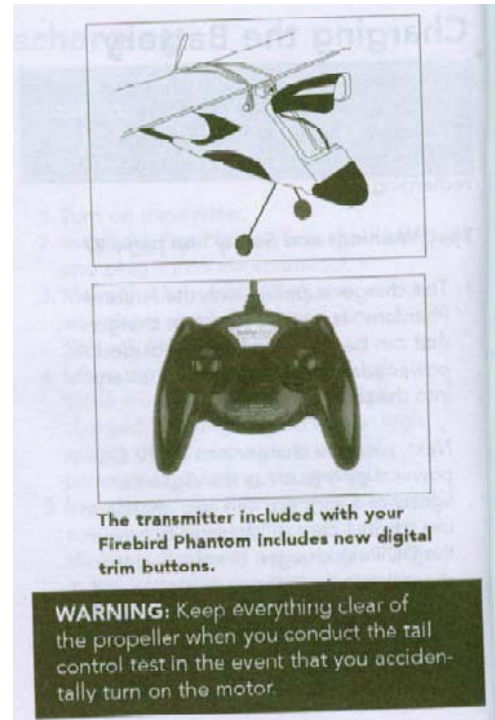
- When finished with the motor test, be sure to disconnect the battery first, then turn off the transmitter.

## Tail Control Test

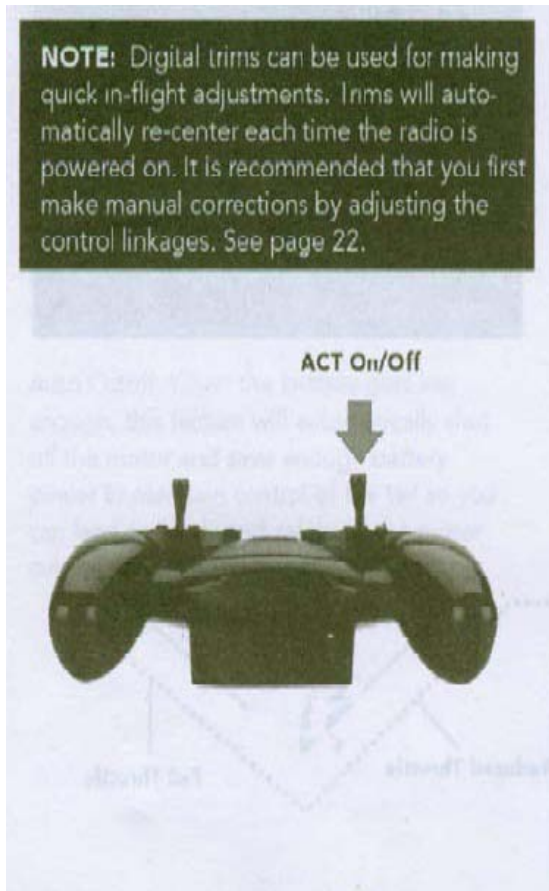
- Switch on the transmitter. Check the LED.

Do not touch the sticks for 2 seconds while the transmitter automatically calibrates the controls.

- Install the battery in the fuselages slot and plug in the connector. Do not arm the motor
- The small buttons under and to the side of the sticks are the digital trim buttons and are used to adjust the "neutral" point of your control stick. Each time the transmitter is powered up, it should reset the trim automatically. These should self-center when you turn the transmitter on
- If you find that the control surface flap is not level with the rest of the tail surface, you can correct this with a few pushes of the appropriate trim buttons.
- Move the right stick side to side which observing that the tail flaps are moving as shown.
- Move the right stick up and down which observing that the tail flaps are moving as shown.



# Flying



## Sharp Turns:

Move the stick in the direction you want to turn and add a bit of UP elevator at the same time (pull back on stick). The plane will make a sharper banking turn.

## Rudder Trim

If the Firebird Phantom seems to drift in one direction when the control stick is in the neutral (centered) position, press the rudder trim buttons below the control stick in the opposite direction of the drift. Adjust until the plane flies straight with the control stick at neutral.

## Elevator Trim:

If the model always “hunts” up or down, use the trim buttons to the left of the stick to correct this problem. If it hunts up, push the upper trim button until it flies level. If it hunts down, push the lower trim button until it flies level. The model should fly straight with the stick at neutral.

Your Firebird Phantom should have a steady climb at full throttle when it is trimmed properly.

This equipment has been tested and found to comply with the limits for 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:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment to an outlet on a circuit different from that to which the receiver is connected.

This device complies with part 15 of the FCC rules. Operation is subject to the following two

conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

Note: Modifications to this product will void the user's authority to operate this equipment.

This Category II radiocommunication device complies with Industry Canada Standard RSS-310.

Ce dispositif de radiocommunication de catégorie II respecte la norme CNR-310 d'Industrie Canada.