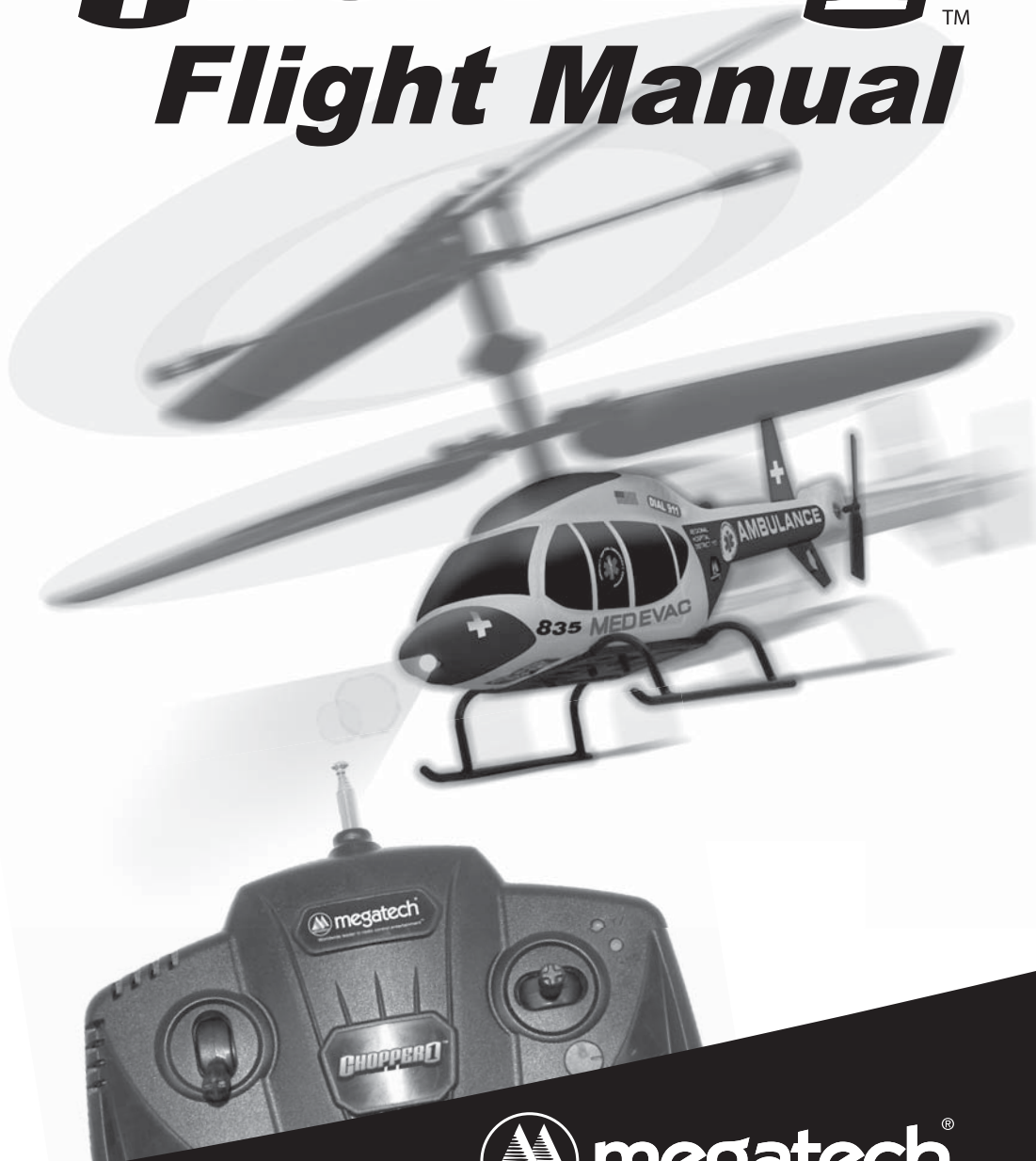


# CHOPPER1™

## Flight Manual



**megatech**®

Worldwide leader in radio control entertainment™

[www.megatech.com](http://www.megatech.com)

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Rev. 200808121700

If you have questions about operating or assembling your new Megatech product...  
Please Call Megatech First!

## DO NOT RETURN THIS PRODUCT TO THE STORE

Call our Service Department at:

(201) 662-8500

or email [support@megatech.com](mailto:support@megatech.com)

10am - 5pm EST Monday through Friday (except holidays)

Technical assistance is also available on the web at [www.megatech.com](http://www.megatech.com)

### READ ENTIRE MANUAL FIRST BEFORE ATTEMPTING TO FLY

*IMPORTANT NOTE: The warranty covers manufacturer's defects only and does NOT cover damage caused by operator error. Spare parts, batteries, and accessories are available.*

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**Important! Before you begin, please read all safety precautions and warnings. Failure to comply with any of the following could lead to bodily harm or injury. The Megatech Chopper-1 is not intended for use by those under 8 years of age without proper adult supervision.**

### SAFETY PRECAUTIONS

#### TRANSMITTER SAFETY

(See Page 14 for complete FCC information)

- Since your model is controlled by a radio link it is very important to always use fresh alkaline batteries in the transmitter. When the red LED light becomes dim or does not glow on the transmitter, immediately install fresh batteries. Failure to do so could result in loss of control and (most likely) a crash.
- Never mix old and new batteries. Do not mix Alkaline, standard Carbon-Zinc or rechargeable (Nickel-Cadmium, Nickel-Metal Hydride or Lithium).
- Always remove batteries from the transmitter when you have finished flying for the day. Do not store batteries inside the transmitter.
- Before you begin flying, look at the frequency sticker on the back of your transmitter or the bottom of your Chopper-1 and make sure no one in the area is on the same frequency. Do not fly your Chopper-1 if other radio controlled devices are being operated on the same frequency.

#### SAFETY GUIDELINES

- You alone are responsible for operating your Chopper-1 in a safe manner. When flying, you are responsible for your own safety and the safety of others around you. Follow these basic safety guidelines at all times.
  - Extreme care must be taken in handling the Chopper-1. Do not crush, step or sit on your Chopper-1.
  - Although the rotor and tail blades on the Chopper-1 are very small and flexible they should still be treated with respect and caution! Use care when operating your Chopper-1. Keep your hands, fingers and any article of clothing away from the spinning rotor and tail blades.
  - Always fly your Chopper-1 in a wide-open room. Make sure that the flight area is free from obstructions.
  - Your Chopper-1 is extremely lightweight and obstacles can damage the helicopter or cause it to crash.
  - Do not fly around people who are unaware that you are flying the Chopper-1, and never fly over peoples heads. Keep spectators behind you when flying.
  - Do not attempt to disassemble any of the Chopper-1 components or allow them to get wet or electrical damage may occur. If the Chopper-1 ever comes in contact with any moisture, dry it carefully and allow it to stand overnight before attempting to use it again.
  - Never use solvents or liquid cleaners to clean the Chopper-1. Doing so may damage the unit or electronics. Only use a dry, soft cloth for cleaning.
  - Your Chopper-1 flies slowly and is capable of turning within the confines of an average sized living room, dining room, or small office. If you choose to fly indoors, breezes from fans, air conditioning or even a person walking by can affect its performance.
  - Your Chopper-1 may be flown outside. If you choose to fly outside, there must be Zero-Wind as the Chopper-1 is extremely light. If there is any wind the Chopper-1's flight path could be dramatically affected.
  - Keep the Chopper-1 away from heat or fire. Never leave the Chopper-1 or transmitter in direct sunlight for any length of time.
- #### RECHARGEABLE BATTERY WARNINGS AND PRECAUTIONS
- The Lithium Polymer battery is factory installed into your Chopper-1 and provides superior performance, but has specific charging requirements different than that of other battery types such as NiCad, NiMH & other rechargeable batteries. Improper handling of Lithium Polymer batteries could result in the battery drastically overheating, so please follow all warnings and instructions.
  - ALLOW INTERNAL FLIGHT PACK TO COOL FOR 10 MINUTES AFTER EACH FLIGHT BEFORE ATTEMPTING TO RECHARGE.
  - Never leave the Chopper-1 plugged into the charger when it is not in use. Damage to the on-board battery can occur.
  - See charging safety under the charging section on page 6 for additional warnings.

## PACKAGE CONTENTS

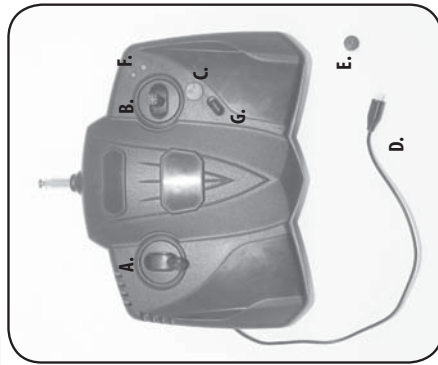
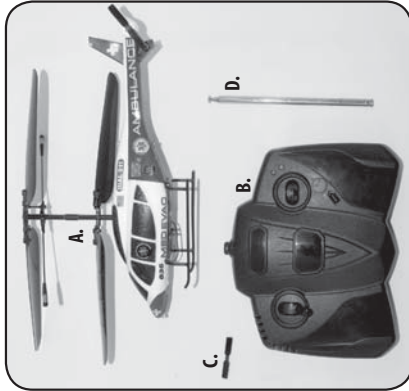
Before getting started you will need:

- 6 "AA" 1.5V Alkaline batteries  
(sold separately)

First make sure the contents of your package are complete:

- A. Chopper-1 micro helicopter
- B. Transmitter w/ integrated peak charger
- C. Spare tail rotor blade (1)
- D. Transmitter antenna

## RADIO SYSTEM



**B. Tail Rotor Control Stick** - This control stick will spin the Chopper-1 clockwise or counter clockwise depending on the control input. Note: You can only use the tail rotor control stick when throttle input is given.

**C. Tail Rotor Trim Dial** - This adjusts for straight and stable flight when the tail rotor control stick is in the neutral position.

**D. Charging Cord** - Located inside a compartment at the base of the transmitter and used when charging the Chopper-1.

**E. Hover-Only Mode** - There is a counterweight located inside the center of the charging cord compartment. The weight is added to the tail of the helicopter to allow for hovering only, since the helicopter naturally flies forward during flight. See flight section for more information.

**F. Power & Charge LEDs** - The bottom most LED illuminates green when the transmitter is in the charging mode. When the top most LED illuminates red, the transmitter power is ON and you have adequate power to control your Chopper-1. If the red LED light becomes dark or does not glow on the transmitter, the transmitter batteries are low and must be replaced. Never attempt to fly when the red LED light is dim or does not glow! This will result in loss of control and a possible crash. Contact our service center at 201-662-8500 if you think there may be a problem with your radio system.

**G. Power Switch** - Turns your transmitter on and off.

## INSTALLING THE BATTERIES

Transmitter requires 6 "AA" 1.5V alkaline batteries (sold separately)

- 1) Be sure that both the transmitter & Chopper-1 power switches are in the "OFF" position.
- 2) Using a Philips Head screwdriver, unscrew the battery hatch hold-down screw, and remove the hatch.
- 3) Install 6 fresh AA 1.5V alkaline batteries in the transmitter, paying close attention to the polarity symbols. (+ & -)



**IMPORTANT! If the transmitter batteries are not installed according to proper polarity, the transmitter will not function and electrical damage may occur.**

- 4) Reattach the battery hatch & secure with the hold-down screw. (Do not over tighten)
- 5) Locate the transmitter antenna. Insert and thread the antenna into the top of the transmitter and rotate the antenna clockwise until it is tight. DO NOT over tighten!

## THE CONTROLS

**A. Throttle Control Stick** - When this control stick is all the way in the "down" (or pulled back) position, the motor is off. For safety, make sure the throttle control stick is in the "down" position before switching on the Chopper-1 so the rotor blades do not unexpectedly go on.

The rotor blade speed increases as the throttle control stick is moved up (or forward). The Chopper-1 gains altitude as power is increased, and descends as power is decreased.

Full power is reached when the throttle control stick is positioned all the way forward.

- 6) Turn the Transmitter ON to make sure that the red LED illuminates bright and the transmitter powers up and then turn the transmitter OFF. Fresh Alkaline batteries will provide about 3-hours or more of power to the transmitter depending on use.

**NOTE:** If the red LED does not illuminate or is dim change the transmitter batteries with fresh alkaline batteries. If the transmitter LED still does not illuminate contact Megatech Service Department at 201-662-8500 for further assistance.

### CAUTION

**READ THIS SECTION BEFORE CHARGING YOUR BATTERY PACK FOR THE FIRST TIME!**  
**NEVER CHARGE YOUR CHOPPER-1 FOR MORE THAN 30 MINUTES.**

- ALLOW INTERNAL BATTERY PACK TO COOL FOR 10 MINUTES AFTER EACH FLIGHT BEFORE ATTEMPTING TO RECHARGE.
- Never use anything but the charging system in the transmitter to charge the Chopper-1. Using any other charger could result in damage to the battery and a possible fire.
- The battery charger is part of the transmitter and is designed specifically for the battery in your Chopper-1. It should not be used to charge any other type of battery. Attempting to charge a battery other than the type included with the Chopper-1 will result in damage to both the charger and the battery.
- Never leave the Chopper-1 unattended while charging.

*Note: Please be aware that it is normal for the transmitter to become warm during the charging process.*

**ATTENTION PARENTS:** The charging system, wire, and all electrical connections need to be periodically examined for potential conditions that may result in the risk of fire, electrical shock, or injury to persons. In the event of such conditions, the hazardous parts should not be used until properly repaired or replaced.

### CHARGING YOUR CHOPPER-1

- 1) The Chopper-1 features an automatic peak-sensing charging circuit built into the transmitter.
- 2) The charging cord is located behind the door on the bottom left of the transmitter. Push on the side of the door and lift to open the compartment and access the cord.
- 3) Make sure that the power switch on the Chopper-1 and the transmitter are both set to "OFF".
- 4) Plug the charging cord into the Chopper-1 charging receptacle located under the on/off switch. Pay close attention to the polarity of the charging connector.
- 5) The green LED on the transmitter will illuminate when charging is in process and will automatically turn off when charging is complete.

**Note: Charge time may vary depending on how much power the Chopper-1's flight pack has and also how much power is left in the transmitter batteries.**

**NOTE: THE TRANSMITTER IS ALWAYS THE FIRST TO BE SWITCHED ON, AND THE LAST TO BE SWITCHED OFF!**

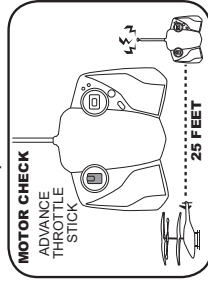
### PRE-FLIGHT CHECK

Before you switch ON your Chopper-1 ALWAYS make sure to release the throttle control stick (left) so the rotor blades do not start up unexpectedly when the Chopper-1 is switched ON. Always follow the safety start up procedure.

#### RADIO RANGE CHECK

**Important Tip:** Always perform a motor-check and radio-range check with the help of a friend or parent. Doing so alone may cause the Chopper-1 to get away from you and cause damage.

- 1) Make sure both the Chopper-1 and transmitter power are 'OFF'.
- 2) Check to make sure the throttle control stick is in the "down" (back) position.
- 3) Now turn ON the transmitter, and then turn ON the Chopper-1. Make sure that the transmitter antenna is fully extended.
- 4) Have a friend/parent hold the base of the Chopper-1 fuselage with the rotors pointing away from him/her and away from their person and loose clothing.
- 5) Walk 25-ft away from the Chopper-1.
- 6) Check the motor and tail rotor controls as follows.



#### MOTOR CHECK

- Advance the throttle very slowly — The main blades should speed up.
- Move the throttle stick back — The main blades should slow down and then stop when the stick is in the back position.

#### TAIL ROTOR CHECK

- Advance the throttle ¼ forward and hold it there.
- Move the right control stick to the right — The tail rotor should spin counter-clockwise. (This will spin the helicopter clockwise when in flight)
- Move the right control stick to the left — The tail rotor should spin clockwise. (This will spin the helicopter counter-clockwise when in flight)

**NOTE: It might be difficult for you to tell which way the tail motor is spinning. You can also perform this check when you start to fly by moving the control stick and seeing which way the Chopper-1 spins after it has been trimmed correctly by following the directions on page 9.**

- 7) Once this is complete turn the Chopper-1 OFF and then turn OFF the transmitter.

If your Chopper-1 does not respond from 25 feet away, do NOT attempt to fly. Contact Megatech at (201)662-8500 for further assistance.

## FLIGHT SCHOOL

### PRE-FLIGHT NOTES

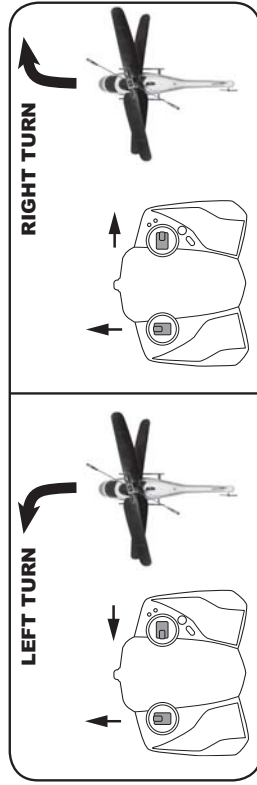
- The transmitter is always first to be turned ON, and the last to be turned OFF.
- Check to make sure the red power LED on the transmitter is glowing. If it is not, change the transmitter batteries.
- Check to make sure the tail rotor and throttle controls are working properly.
- The Chopper-1 should only be flown indoors or outdoors, in zero-wind conditions. Air displacement from fans, air conditioning, someone walking by, or even a slight outdoor breeze can affect flight performance.

### FLYING YOUR CHOPPER-1

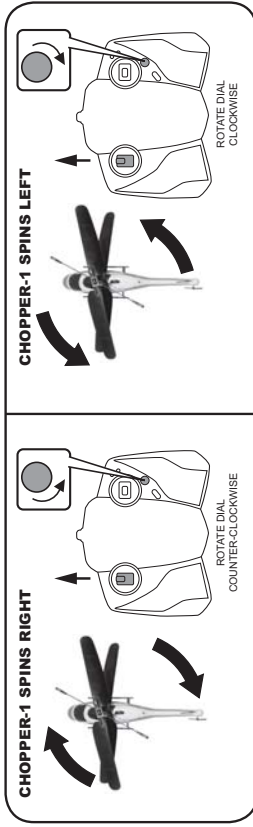
- 1) Turn ON the transmitter first, and then turn ON the Chopper-1.
- 2) Place the Chopper-1 on the ground approximately 5 feet in front of you.  
**Important: DO NOT touch any of the control sticks on the transmitter until the Chopper-1 is placed on the ground and is 5 feet from you and any onlookers.**
- 3) Gradually increase the throttle speed by pushing the throttle control stick forward. Continue to increase the throttle speed until the Chopper-1 lifts off the ground.
- 4) To reach an altitude you desire you will need to continue to increase throttle speed by pushing the throttle control stick forward.
- 5) To reduce rotor speed and decrease your altitude, decrease the throttle input by pulling the throttle control stick back slowly. When the left control stick is pulled all the way back the rotor blades will stop spinning.

**Tip: Always gradually increase or decrease throttle speed. If you increase or decrease the throttle speed too quickly the helicopter may crash.**

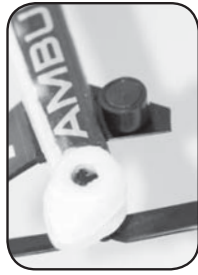
- 6) Forward flight is easy since the Chopper-1 naturally flies forward at a slow speed without any additional control stick input. All you need to do is redirect the Chopper-1's flight path using the tail rotor control stick.
- 7) Turning the Chopper-1 is accomplished by pushing the tail rotor control stick on the transmitter in the appropriate direction. To turn the Chopper-1 to the right, push the tail rotor control stick to the right. To turn the Chopper-1 to the left, push the tail rotor control stick to the left. The Chopper-1 will continue to turn as long as you are holding the control stick.



- 8) To adjust the Chopper-1 for neutral (no turning) flight, use the tail rotor trim dial located below the tail rotor control stick. Rotate the trim dial until the Chopper-1 does not move left or right when no tail rotor control stick input is given. For example: if the Chopper-1 is naturally spinning left when no control stick input is given then rotate the trim dial clockwise (right) until the helicopter stops spinning.



- 9) To adjust the Chopper-1 for neutral hovering flight, locate the included counter weight inside the center of the charging cord compartment. The weight is removed from the transmitter by pushing the retaining clips apart. The weight is attached to the lower rear tail fin with the weight pointing away from the tail rotor blades. At the bottom of the lower fin there is a slotted hole. Insert the counter weight into the hole and then rotate clockwise to lock in place. The Chopper-1 is now setup for hovering only



mode. To return to forward flight mode, rotate the counter weight counter-clockwise and remove it from the tail.

- 10) Landing is accomplished by reducing the throttle speed slowly and letting the Chopper-1 gently land on the ground. Do not reduce the throttle speed too quickly or the Chopper-1 may crash. Once the helicopter has landed, reduce the throttle speed fully and let the rotor blades stop spinning. Once you are finished flying, turn the Chopper-1 OFF then turn OFF the transmitter.

**TIP: Practice your first landings by only raising your Chopper-1 about 12 to 24 inches off the ground so as not to damage the helicopter on rough landings from higher altitudes. Once you feel confident, start taking the Chopper-1 to greater altitudes.**

### TIPS ON CONTROL STICK MOVEMENTS AND TRIM ADJUSTMENTS

- Keep your control stick movements smooth, not abrupt or "jerky". The Chopper-1 will actually fly all by itself and light control stick movements are all that you need to fly your helicopter. Just remember, smooth and gentle inputs!
- The Chopper-1 will normally hover with only a little more than half throttle.
- Should you over-control your Chopper-1 or lose orientation, remain calm and simply release the tail rotor control stick or reduce the throttle speed! The Chopper-1 will slow down or stop turning by itself. If the Chopper-1 continues spinning add some tail rotor control stick input or tail rotor trim to stabilize the helicopter. Add some

power and start flying again. If you see that you're going to crash, immediately cut the power to allow the Chopper-1 to land. Doing so will minimize the possibility of damage to the Chopper-1.

- During your first flight, execute light circles keeping the Chopper-1 in front of you and practice hovering. Remember not to fly over your head as this can be disorienting. This is very important to having a successful first flight.
- Remember that once the Chopper-1 has reached a desired altitude you can ease back on the throttle a bit and enjoy.

## REPAIRING YOUR CHOPPER-1

- If the tail rotor disengages or breaks during flight gently pull off the damaged rotor. Press on the new tail rotor blade, included with your kit, onto the motor shaft until it cannot go any further. Use care not to break the motor or the tail assembly.
- Use foam safe glue to repair cracks or damage to the fuselage assembly.
- If any glued parts come loose, please use foam safe glue to reattach.
- If a main rotor-blade becomes chipped or broken it must be replaced. Operating your Chopper-1 with a damaged rotor-blade will cause excessive vibration, which may eventually damage the helicopter. If you need to replace both the upper and lower blade sets, replace the upper blade set first then the lower blade set. This will avoid mixing up the blade sets during the repair process. Using the proper size Phillips head screwdriver remove the two blade holder screws. Pull apart the top blade holder support and remove the damaged blade. Align the new blade in its proper place, with the beveled side facing up, and attach with the two screws. Do not over tighten. If you are replacing a lower blade you will need to reattach the top blade holder support and then tighten the screws. Make sure the top blade holder support is aligned correctly with the printed arrows facing outwards.

**TIP: Always use extra care when handling parts on the Chopper-1. Take your time and be patient. Remember that it is important to use as little additional materials for repair as possible. The Chopper-1 is lightweight and balanced. Make sure to always balance your Chopper-1 after a repair. "An example would be if you glue parts on the fuselage and the Chopper-1 seems to lean or go to one side in flight, you can add similar weight to the other side to balance."**

## SPARE PARTS LIST

Spare, repair and replacement parts are readily available for your Chopper-1. Should you need parts, visit your local hobby dealer first. If unavailable, you may order directly from Megatech. Use this sheet as a guide.

PART#	DESCRIPTION
MTC950906	REPAIR GLUE (½ OUNCE TUBE)
MTC950801	UPPER ROTOR BLADES
MTC950802	LOWER ROTOR BLADES
MTC951603	TRANSMITTER BATTERY COVER
MTC951601	REPLACEMENT TRANSMITTER (27 MHZ)
MTC951701	REPLACEMENT TRANSMITTER (49 MHZ)
MTC951602	COMPLETE REPLACEMENT HELICOPTER (27 MHZ)
MTC951702	COMPLETE REPLACEMENT HELICOPTER (49 MHZ)
MTC951604	STABILIZER FLY-BAR AND INNER SHAFT WITH PUSHROD
MTC950803	TAIL ROTOR BLADE
MTC951605	TRANSMITTER ANTENNA

Telephone Orders: (201) 662-8500  
Fax Orders: (201) 662-1450

Website: [www.megatech.com](http://www.megatech.com)  
Email: [sales@megatech.com](mailto:sales@megatech.com)

## TROUBLESHOOTING GUIDE

If you are experiencing trouble, please follow these guidelines or call one of our Technicians at (201)662-8500. We will have you up and running in no time!

***Always make sure your transmitter batteries are fresh and your Chopper-1 is fully charged, as this can be the cause of many operational issues***

PROBLEM	CAUSE	SOLUTION
Rotors do not spin	Rotors may be binding	Check to make sure both rotor assembly's spin freely
Rotor blades only run for short time before turning off OR Throttle/Tail rotor pulse OR Control signal is lost	Antenna is not fully extended	Fully extend the transmitter antenna
	Signal path from Transmitter to Chopper-1 is blocked	Make sure there is no obstruction
	Transmitter is too far or too close to the Chopper-1	Move the transmitter closer or further from the Chopper-1 until you regain signal.
	You may have radio interference	Try a different location
Chopper-1 does not hover, fly straight, or starts to spin	Improper take off	Review take off procedure on page 8
	Chopper-1 is not trimmed correctly	Make sure the tail rotor is trimmed for stable flight by following the instructions on page 9
	Too much tail rotor control input is being used	Use smaller gentle inputs
	Counterweight was not added to the tail.	Attach counterweight for hover only mode. See page 9 for further instructions.
	Tail is not securely mounted on the fuselage	Double check to make sure tail is secure and if needed use foam safe glue to repair
Chopper-1 loses altitude rapidly during turns	Too much or too little control input is given	Reduce or increase the amount of control input given until the Chopper-1 flies stable
No power to radio control transmitter and charger or the transmitter RED LED is flashing	Batteries in the transmitter are incorrectly installed	Make sure batteries are installed in the correct direction
	Batteries in the transmitter are exhausted	Replace the batteries with new "AA" 1.5V alkaline batteries
	Power switch is in the "OFF" position	Move power switch to the "ON" position

## PROBLEM CAUSE SOLUTION

No green light on transmitter when charging or Chopper-1 will not charge	Power switch on the Chopper-1 and/or the transmitter is not in the correct position for charging	Set the Transmitter power switch to "OFF" and then make sure the Chopper-1 power switch is set to "OFF". Plug the charge cord into the Chopper-1 and the green LED on the transmitter will illuminate.
Chopper-1 is not flying high enough	Charger Cord is not properly plugged into the Chopper-1 charge port You are not using good throttle control	Check Charger Cord's connection Increase throttle speed to allow the Chopper-1 to gain altitude or for the helicopter to fly at a desired altitude.
Chopper-1 crashed into the ground while landing	You may have used too much tail rotor control stick input	Reduce the amount of tail rotor control stick input. Only use very little input to keep the Chopper-1 level and stable when landing.
	You may have reduced the throttle speed too quickly or too much	Lower the throttle speed more gradually to allow the Chopper-1 to land softly.
The Chopper-1 vibrates during flight	Rotor blades may be damaged or broken Main shaft may be damaged due to a crash or light impact	Replace damaged or broken rotor blade. Review blade replacement procedure on page 10 Please contact Megatech Service Department at 201-662-8500 for further assistance

## **FCC EMISSIONS INFORMATION**

**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 correcting 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 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.

**Caution:** changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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.

## **LIMITED WARRANTY**

Megatech® International guarantees this item to be free from defects for a period of 30 days from the date of purchase. If any component of this product fails to function properly due to defects in materials or the manufacturing process during this 30 day period, the manufacturer's obligations are limited and the manufacturer can choose to either repair or replace the item.

This warranty is void if the product in question has been altered or repaired by anyone other than Megatech International or an authorized agent. Under no circumstances will Megatech International or any of its representatives be held liable for injury to persons or property damage resulting from assembly or use of the product. Megatech is not liable if any outside radio frequencies interfere with the product's frequency causing loss of control. Megatech International will not be held liable for any injury to persons or property damage resulting from an out-of-control model caused by use or misuse of the product. Megatech International expressly excludes any and all express warranties not specifically stated here and all implied warranties of merchantability and fitness for a particular purpose. There are no warranties which extend beyond the description of the warranties contained herein.

Contact the Megatech International Service Department before returning any item that is defective according to the limitations listed above. **Please be sure to pack the returned item(s) carefully. The customer must return the product along with proof of purchase, a letter describing the problem and the customer's address and telephone number.** At this point in time we will either repair the defective part or replace it and return it to the customer. **Return shipping and handling in the 48 contiguous states is \$10.99. Shipping outside of the 48 states will be quoted by location.**

This warranty does not cover any damage caused by use, misuse, alteration, accident, or neglect, nor does it cover normal wear and tear of the product. Product returned to us which falls under this category will be submitted to our service department for repair. We reserve the right to charge any service and parts fees incurred when repairing the item.

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