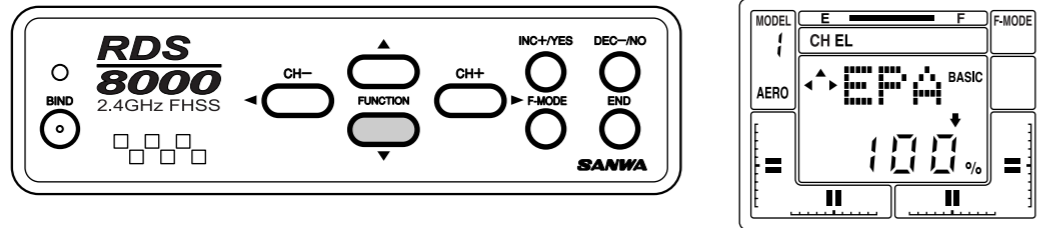


EPA (END POINT ADJUSTMENT)

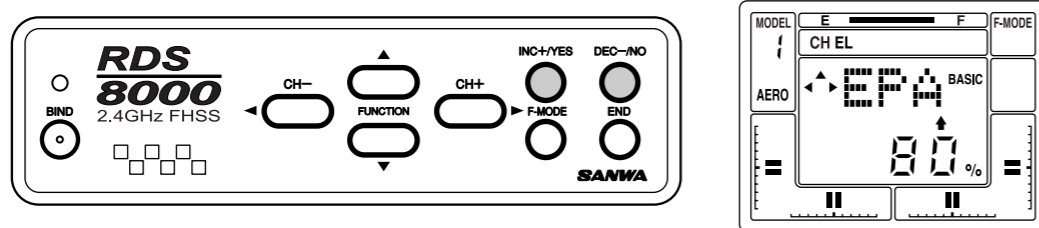
The RDS8000 allows you to adjust the "End Point", or travel limit, for all flight channels.

In general, it is best to use as close to 100% servo throw as possible. This allows for the best possible resolution and centering of control surfaces. However, in some cases it is not possible to use full servo movement, such as where short control horns must be used because of aircraft design considerations, or with fixed-length control horns such as a throttle arm.

Assume you want to adjust the EPA of the Elevator channel servo. Bring up the STW (stopwatch) screen as previously instructed in INITIAL SETUP. Next, press the FUNCTION down key until the EPA screen appears for the Elevator channel.



The EPA of the Elevator channel can be adjusted from 0% to 150%. By moving the elevator stick up and down, you will see the LCD arrow change according to the direction you are moving the stick. To set the UP EPA, move the stick back past the neutral position and release the stick. You can increase or decrease the amount by using the (INC+) or (DEC-) function keys.

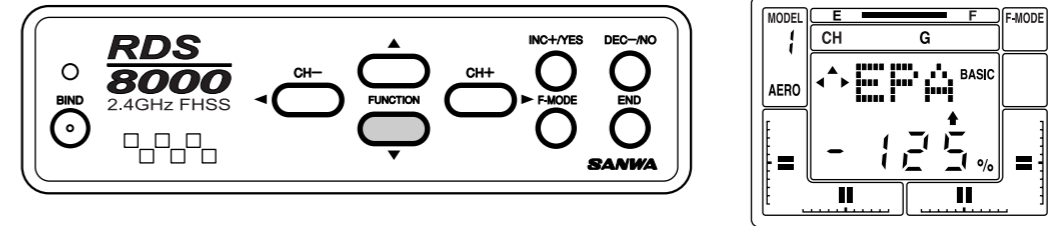


Note that you can move across the menu using the (CH+) or (CH-) keys to adjust EPA for all other channels. To adjust the EPA on Gear and Flap channels simply move the toggle switch up or down and adjust the EPA accordingly.

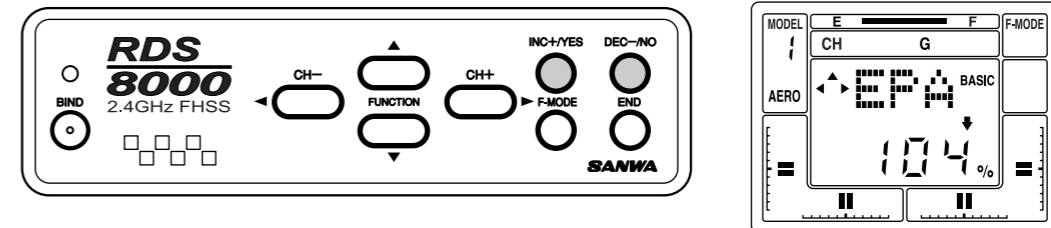
G (Landing Gear End Points)

In most cases, (almost all cases in the past) the total servo throw for the landing gear function could not be set by the transmitter, because most retract servos are SWITCHED (non-proportional) servos. With these servos, mechanical adjustment was the only method available to ensure proper operation of the retracts.

To use this function, select the EPA function as shown on the previous screen. Press the (CH +) key to scroll across the Channel indicator on the screen until you reach G (Landing Gear).



Note that you must set the value for Up and Down landing gear by use of the INC +/YES and DEC -/NO keys. Activate the Landing Gear toggle switch located on the upper left top of the transmitter when setting the values for the Landing Gear. You can vary each one from 0% to 150%. The default values for Landing Gear are -125% and +125%. To restore the landing gear channel to the default values, press the INC and DEC keys simultaneously.



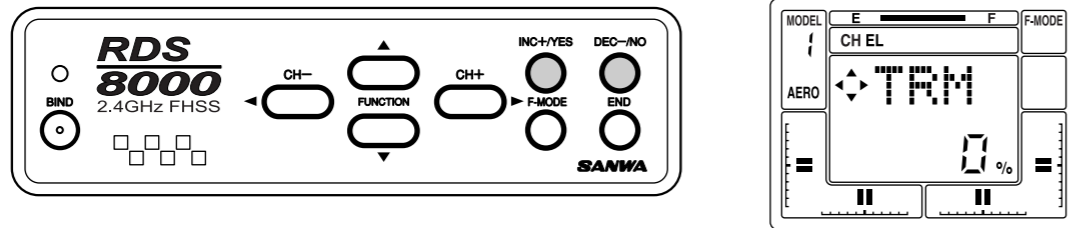
Press the END key to return to the STW screen.

TRM (TRIM MEMORY)

The RDS8000 offers the Trim Memory Function on all four of the flight control channels and the Flap Channel. Trim Memory for Elevator, Aileron, Throttle, and Rudder is input by the Digital Trim keys. It can also be set when you use the INC +/YES or DEC -/NO keys to input trim.

Any trim that you set while your model is in flight by use of the Digital Trim keys will automatically be stored in memory for that specific channel and model.

The Trim value in % that you set during flight is shown on the TRM screen for each Channel. In addition, there are bar graph indicators that show how much trim has been set for Elevator, Aileron, Throttle and Rudder channels.



3-POSITION FLAPS (FLAP SWITCH)

Using channel 6 as a flaps only channel, you are able to adjust the 3 flap positions. Up 0% flaps, 50% flaps and 100% full flaps down.

By starting in the default screen, push the function CH+ key to move the cursor to the right until you reach the P-F. All of your flap adjustment is done with the CNT and EPA.

You will be using your EPA and servo centering to change the percentages of how much flap you would like. First move the 3-position switch to the middle position. This will center the servo. Without using the servo centering feature, install the servo arm so the arm is as close to 90 deg as possible.

Now move the 3-position flap switch to the up position and setup your linkage so your flaps will be at 0%. After your linkage is set you can now move the 3-position switch to the middle. This will move your flaps down to the 50% position. Moving the 3-position switch to the last or full down position will give you full 100% flaps down.

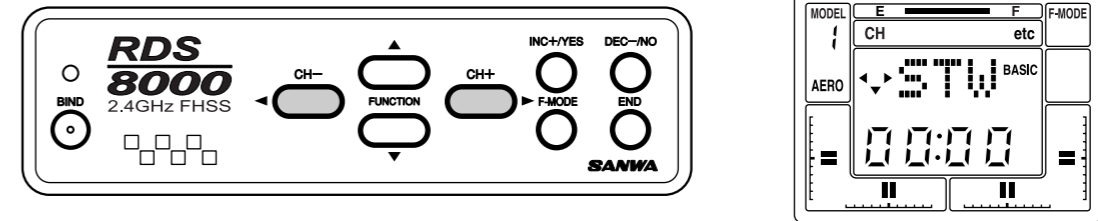
With the 3-position switch in the mid position, you can adjust the amount of flaps down in this position with the servo centering feature. Remember, changing the servo centering will change both up and down end points. Be sure to readjust both end points after you change the servo centering.

After adjusting the mid flap position, you can now adjust both the up and full down positions with the EPA feature.

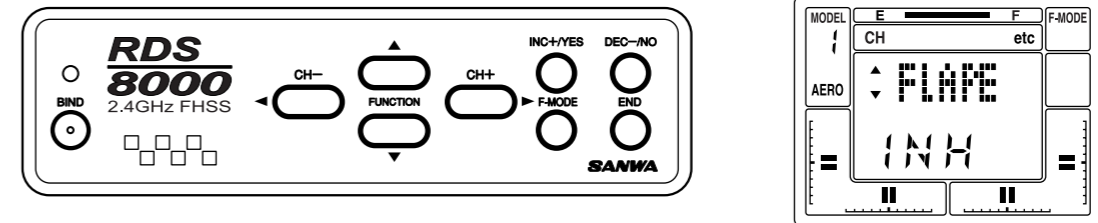
FLAPE (FLAPERONS)

The Flaperon function can be used to obtain two separate aileron channels with a servo in each wing. It can also be used so strip ailerons act as flaps and deploy in a downward direction to create both lift and drag. In the following example, the ailerons will be programmed to act as flaps that are controlled by the Flap/FL-EL switch.

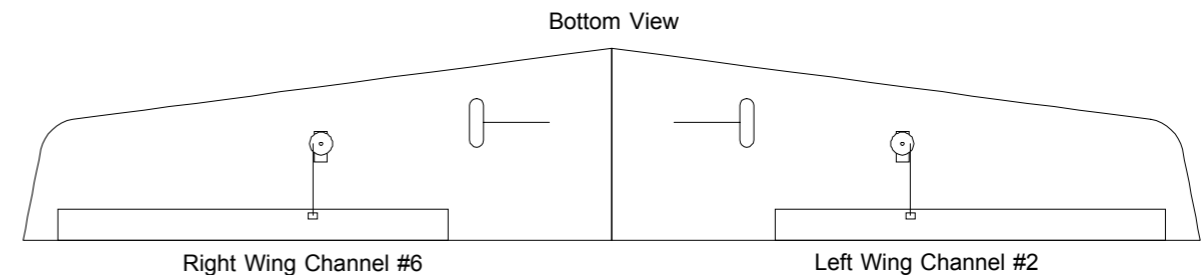
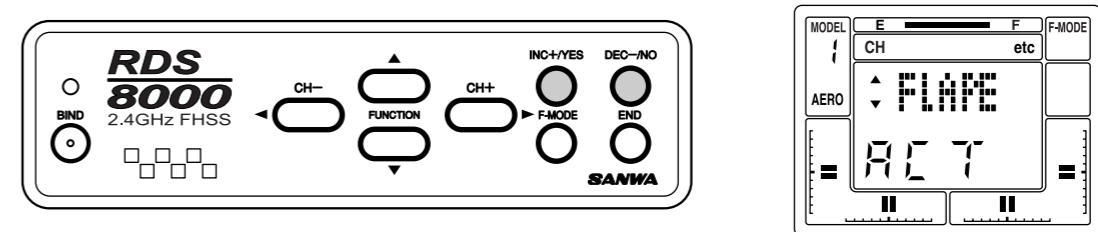
Press the (CH -) or the (CH+) key to select "etc" on the Channel indicator.



Next, press the FUNCTION down key several times to see the following screen.

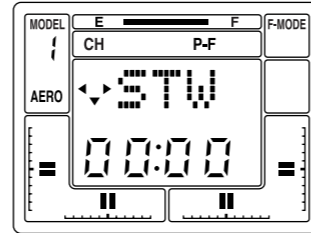
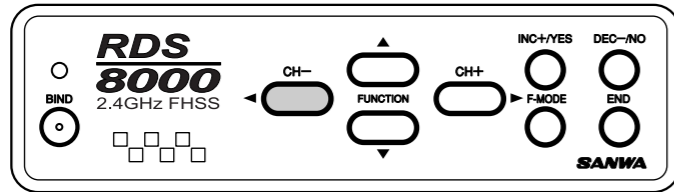


Now, press the INC +/YES or the DEC -/NO key to set the FLAPE function to Active. The aileron stick will now operate two servos on receiver channels #2 and #6. Press the END key to return to the STW screen at the top of the menu.



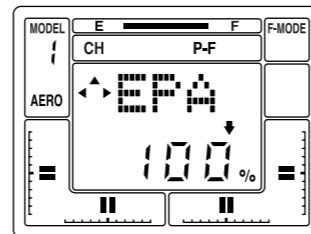
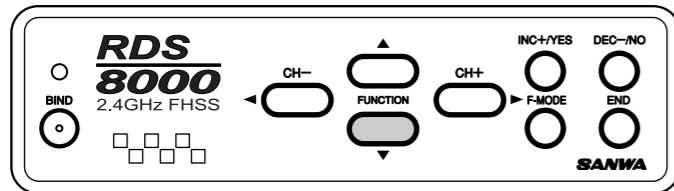
Servo linkage must be on the outer side of the servo when mounted like above example.

Press the (CH -) key to select P-F on the Channel indicator.



Use the FUNCTION down key to scroll down to FLAP EPA (endpoint adjust). Note that the default setting is +100%. The range of adjustment is from 0 to 150%. Press either the INC+/YES or the DEC-/NO key to change the value of the function. The three position FLAP/FL-EL switch which is located on the top right of the transmitter activated Flaperons. The normal position for Flaperons at neutral position is with the switch towards you. Note that the Left Aileron channel must be plugged into Channel 2 of your receiver and the Right Aileron into channel 6. To disable the FLAP switch, set all three of the FLAP EPA's to 0%.

Use the FLAP TRM (trim) function to fine tune flap operation. Note that FLAP TRIM will affect all three FLAP EPA's.

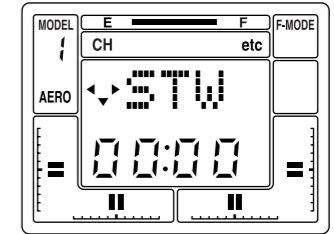
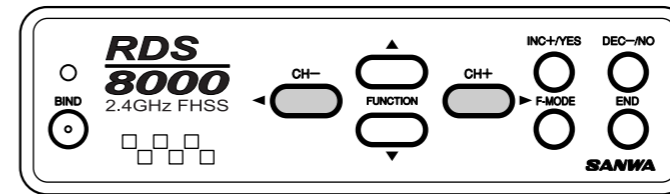


ALARMS

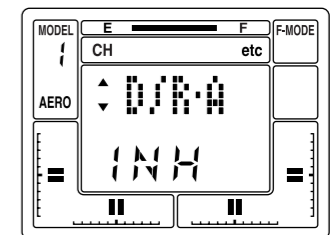
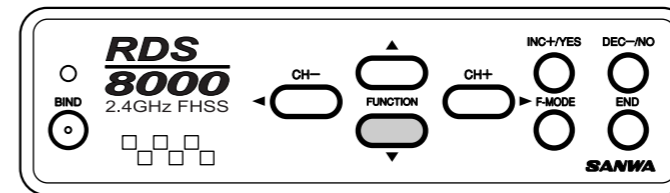
D/R-A(DUAL RATE ALARM) THROTTLE STICK HIGH

The RDS8000 offers an "ALARM" function to warn you if you turn your transmitter on while a Dual Rate Switch is activated, and another to warn you if you turn the transmitter on while the Throttle Stick is in any position other than Full-Low throttle. TH-Hi! Will be displayed on the LCD screen until you place the Throttle stick in the full-low position.

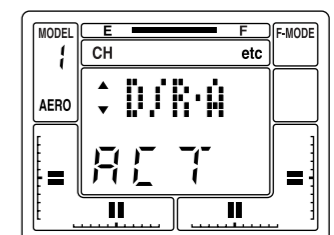
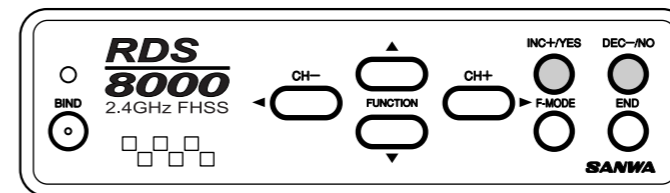
To activate the D/R-A (Dual Rate alarm), press the (CH -) or the (CH +) key to select "etc" on the Channel indicator.



Press the FUNCTION down key several times to scroll down the menu items and select the D/R-A screen.



Next, press either the INC +/YES or the DEC -/NO key to set D/R-A to ACTIVE.



If a Dual Rate switch is ON when you turn ON the transmitter, an audio signal of 3 beeps will occur approximately every 15 seconds until you turn off a dual rate switch.

You can turn off the Dual Rate alarm by pressing either the INC +/YES or the DEC -/NO key to change D/R-A to INHibit.

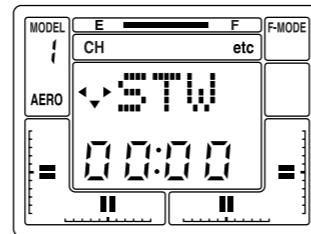
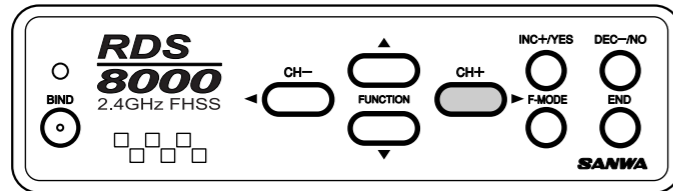
Note that the High-Throttle Stick alarm is always active.

NOTE: The RDS8000 transmitter will also sound an alarm if the power switch is left on with out any movement of the controls for a period of time that exceeds 15 minutes. The screen will show PWR!

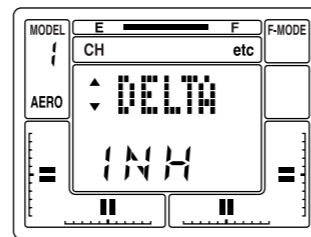
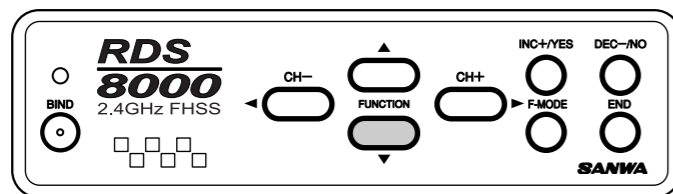
DELTA (ELEVONS)

DELTA mix can be used in a flying-wing type model to provide ELEVON control, where the elevator and aileron functions are combined.

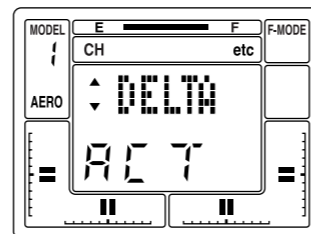
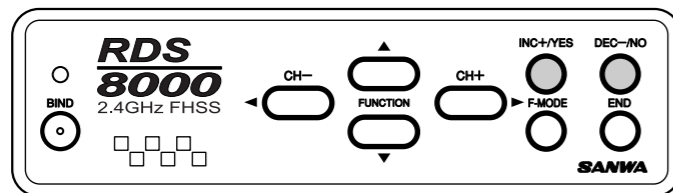
To access the DELTA function, use either the (CH -) or the (CH +) key to select the STW screen.



Press the FUNCTION down key to scroll down to the DELTA screen.



Now press the INC + /YES key to change the display to ACT(Active). Note that you cannot have FLAPE (Flaperon) Active when DELTA is Active and vice versa. When DELTA is Active, you will have two channels assigned for ELEVON control. Plug these two servos into channels #1 and #2 of your receiver. The two servos will now respond to movement of the elevator/aileron control stick. End Point Adjustments for elevator and aileron can then be made for the amount of throw required.

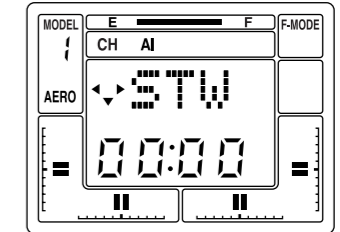
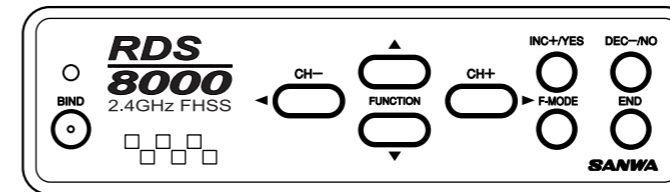


Press the END key to return to the STW screen.

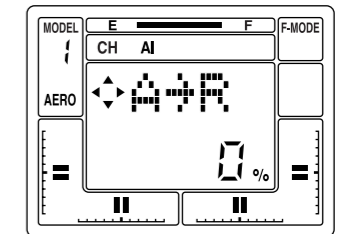
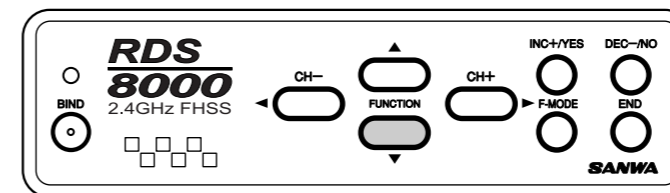
A>R (AILERON-RUDDER MIX)

The RDS8000 provides the capability to program your aircraft so that Aileron stick deflection will also cause the rudder servo to respond in the same direction, (right aileron=right rudder). This automatic coordination of rudder with aileron is useful in many high-wing/scale models that suffer from adverse yaw with aileron application. Note that the rudder servo will still respond to rudder stick movement as well as with aileron stick movement.

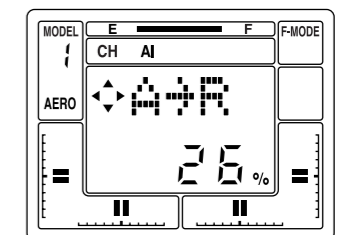
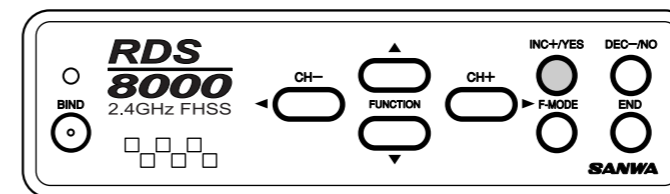
To use A>R (aileron-rudder) mixing, first access the AL (aileron) channel on the Channel indicator.



Next, press the FUNCTION down key to select the A>R display.



Press the INC + /YES key to adjust the amount of mixing that will occur.

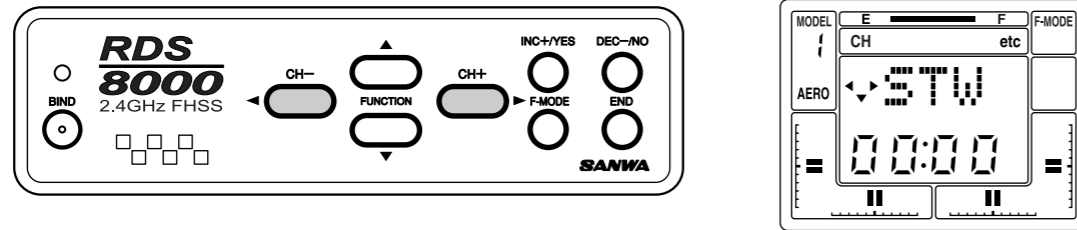


You can now activate the AL>RU mix switch, located above the throttle/rudder stick assembly, to turn-on or off the AL>RU mix function. Press the INC + /YES and DEC - /NO keys simultaneously if you desire to reset A>RU to 0%.

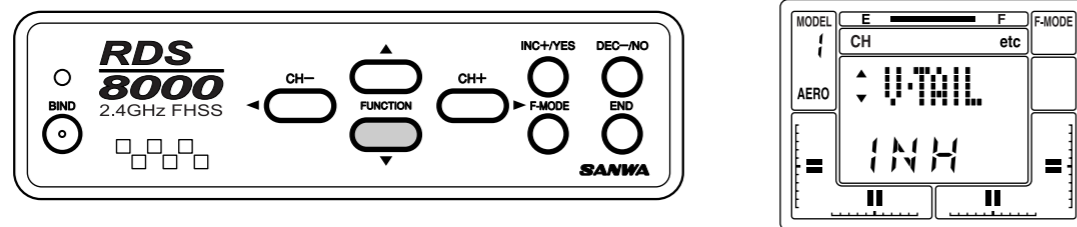
V-TAIL (RUDDER-ELEVATOR MIX)

The RDS8000 transmitter has the ability to control sailplanes or powered models that use a V-Tail control system. In these aircraft the two tail controls perform both as elevators and as rudders. Two servos and two channels (receiver channels #1 and #4 are required for V-Tail operation).

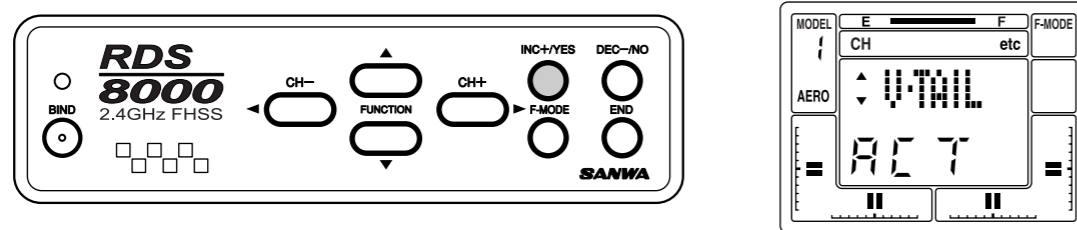
To select the V-Tail operation, first press either the < CH - or the CH + > key to access the "etc" channel indicator.



Next, press the FUNCTION down key to scroll down to the V-TAIL display.



Press the INC +/YES key to see the following screen which will activate the V-TAIL function. If you press the DEC -/NO or the INC +/YES key you can toggle from INH (Inhibit) to ACT (Active). You can use the Rudder and Elevator Servo Rev (Reverse) and EPA (End Point Adjustment) functions to fine tune your set-up.

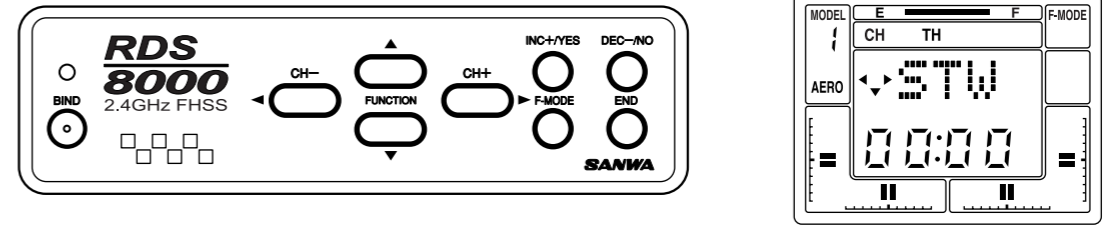


You may use the Aileron>Rudder mixing function to allow operation of the V-Tail rudders with the right aileron control stick. See AL>RU mixing, page 49.

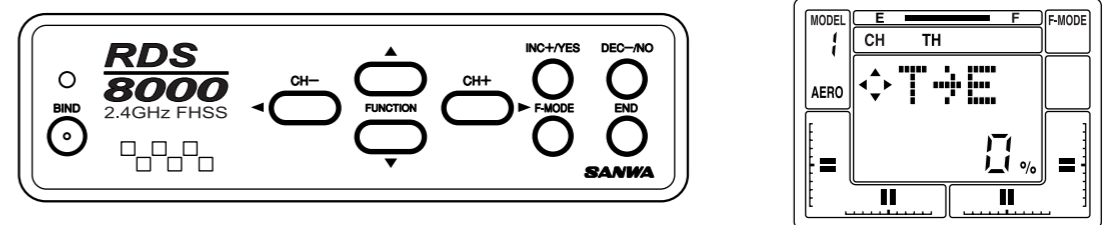
T>E (THROTTLE-ELEVATOR MIX)

The RDS8000 allows automatic adjustment of Elevator trim as you advance or retard the throttle stick. This is a valuable option as most sailplanes need a change in pitch trim when flaps are deployed. By making this adjustment with an electronic mixer, the pilot does not have to alter the elevator digital trims each time flaps are used, and thus does not have to re-trim the elevators for normal flight. This feature can also be used on an engine-powered model to make small elevator trim corrections as power is applied or reduced.

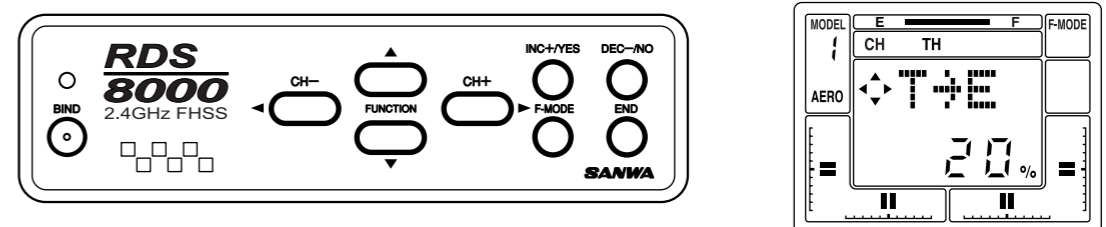
To use the T>E (Throttle-Elevator) mix, press either the (CH -) or (CH +) key to select TH on the CH indicator screen. (Note that you must be on the STW screen to move horizontally across the entire CH indicator screen).



Press the FUNCTION down key to see the following T>E screen.



Press the INC +/YES or the DEC -/NO key to set a value for T>E mixing. The range possible is from -100% to +100%. For now in this example, press the INC +/YES key to insert a value of 20% for the T>E mix. Flight testing will always be required to determine the optimum amount of mix.



Press the INC +/YES and DEC -/NO keys simultaneously to reset T>E mix to the default value of 0%.

COMPENSATION MIXERS (C-Mix)

The RDS8000 has two compensation mixers to handle advanced mixing needs. These are in addition to the predefined mixers.

A Compensation Mixer allows one transmitter control input to affect two flight functions. A common mix would be Aileron to Rudder to achieve coordinated turns without moving the rudder stick. However, the RDS8000 provides a predefined mixer for this function.

Press the (CH+) key to move across the CH indicator and access the "etc" screen. Next press the FUNCTION down key and locate the following screen names in order:

MAS 1: EL = (C-Mix #1 Master channel) *example EL "Elevator"*
 SLV 1: EL = (C-Mix #1 Slave Channel) *example EL "Elevator"*
 E>E 1: 0% = (C-Mix #1 mixing percentage) Adjust from +150% to -150% *example "Elevator to Elevator"*

MAS 2: EL = (C-Mix #1 Master channel) *example EL "Elevator"*
 SLV 2: EL = (C-Mix #1 Slave Channel) *example EL "Elevator"*
 E>E 2: 0% = (C-Mix #1 mixing percentage) Adjust from +150% to -150% *example "Elevator to Elevator"*

(AIRCRAFT)

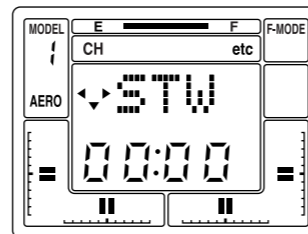
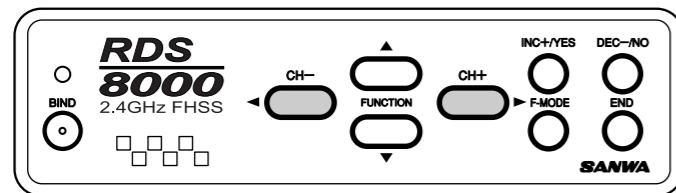
Both C-Mix 1 and C-Mix 2 are operated by one switch located on the front upper left side of the transmitter and is marked in red lettering.

(HELICOPTER)

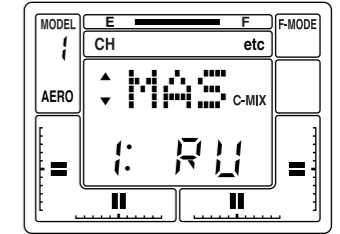
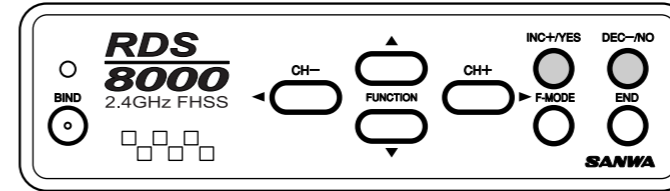
Both C-Mix 1 and C-Mix 2 can be turned on and off by using the slide switch located on the front upper right area of the transmitter marked in blue lettering C-Mix 1,2.

The following example use, C-Mix 1 to mix Rudder to Elevator as may be needed for knife edge flight.

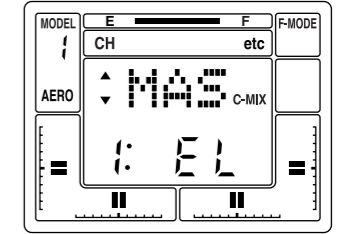
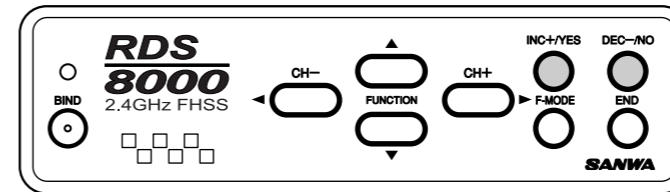
Start by pressing the (CH+) key until you reach "etc" .



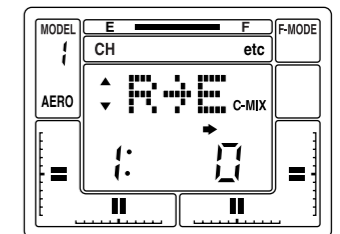
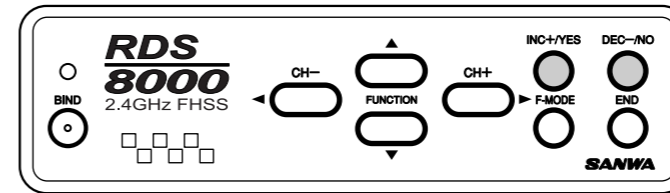
Now use the FUNCTION down key until you reach the (MAS 1:) screen. Next use the INC or DEC keys until the RU (rudder) is selected. This will be your Master channel.



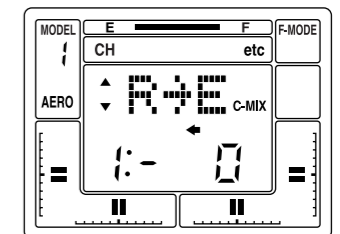
Next press the FUNCTION down key once to select (SLV 1:) screen. Now use the INC or DEC keys until you reach EL (elevator). This will be your Slave channel.



Next press the FUNCTION down key once to select (R>E 1:) screen. By moving the Rudder stick you will see the arrow indicators on the screen change directions according to the direction you move the stick, left and right. You can set the C-Mix for both directions independently. For example, when you are in a knife-edge and you give it right rudder but the plane pulls to the top of the aircraft you can simply moved the stick to the right and press the INC or DEC keys and observe the elevator movement. If increasing the number moves the elevator in the wrong direction, you can decrease the number into the negative side to change the direction of the compensation. Only use a small amount of compensation at first. You can set the left compensation in the same manor if any compensation is needed.



When the C-Mix percentages in both directions are at "0", there will be no compensation mixing.



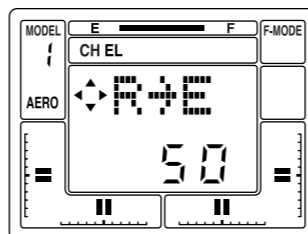
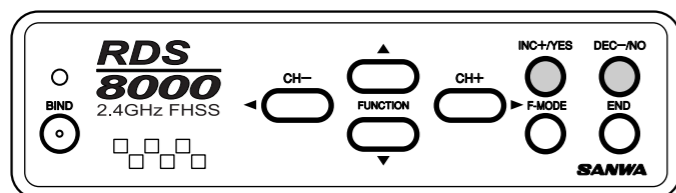
ELEVATOR-FLAP MIXING

This function causes the flaps to deploy when the elevator control stick is moved up or down. It can be used with a separate flap servo with an output on the receiver's channel #6 or as flaperons with two aileron servos on channel #2 and #6. This function is most commonly used for aerobatic models where deploying flaps (or flaperons) with elevator control make tighter corners on maneuvers such as the square loop. In order to use this function with the two aileron servo option you must first activate the FLAPERON function. To activate, move the channel selector by pressing the CH+ key until you reach "etc". Now press the FUNCTION DOWN key several times to reach the "FLAPE" screen and use the YES or NO keys to activate. Press the END key 2 times to return to the Main screen.

NOTE 1: BASIC must be turned OFF for this feature to operate.

NOTE 2: Flap switch must be in the default "UP" position. When activating the FLAPE function, if both servos move off center when activating the FLAPE function then move the flap switch down. This will keep the centering of the servos correct.

Next press the CH+ key to move to the "EL" indicator. Press the FUNCTION down key until you reach E>F 0% screen. Now you can add elevator to flap amount. Adjustment is from 0 to 100%.



CAUTION:

Once you activate the E>F mixer by setting a value, it will be active at all times and the aircraft will respond to all control inputs since you cannot turn it on or off with a switch. You can use a Compensation Mixer feature to use a switch instead.

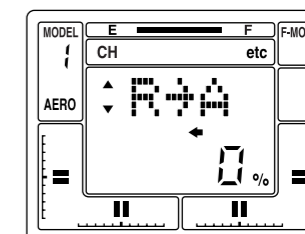
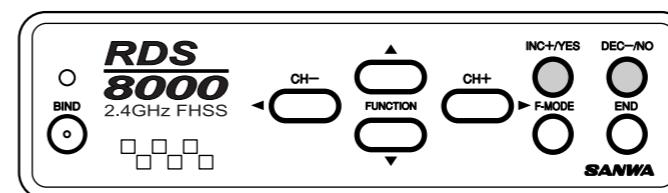
RUDDER-AILERON MIXING

When you use this function you can cause the ailerons to move left and right when the rudder control stick is moved left or right. The purpose of this mixer is to allow one transmitter control input to affect flight functions. A common use would be in knife-edge flight where you need a small correction in aileron to prevent roll coupling. To setup such a mix, use the CH+ key to select RU on the CH indicator.

Next press the FUNCTION down key until you reach R>A 0% screen. Now you can add rudder to aileron mix. Adjustment is from 100 to -100%.

You can set both left and right rudder to aileron mix separately. By moving the rudder stick you will see the left or right indicator display on the screen. For example you can set left mix at 20% and right at -30% depending on the direction you need for the mix.

NOTE 1: BASIC must be turned OFF for this feature to operate.



CAUTION:

Once you activate the R>A mixer by setting a value, it will be active at all times and the aircraft will respond to all control inputs since you cannot turn it on or off with a switch. You can use a Compensation Mixer feature to use a switch instead.

RUDDER-ELEVATOR MIXING

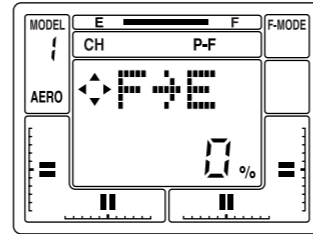
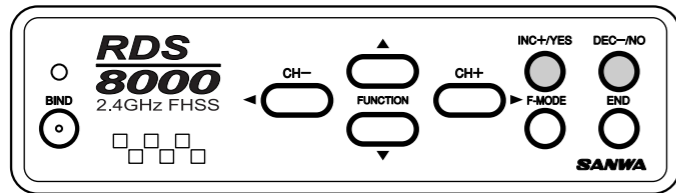
Rudder to elevator mixing is used, for example, when in a knife-edge flight, as the aircraft pulls to the belly or canopy when rudder is added.

FLAP-ELEVATOR MIXING

This feature is used when you deploy the flaps. Normally when you drop the flaps on an aircraft it will start to climb. Adding some down elevator will help reduce it. Adjustment is from (100) to (-100)%.

NOTE 1: Basic must be turned OFF before this feature will operate.

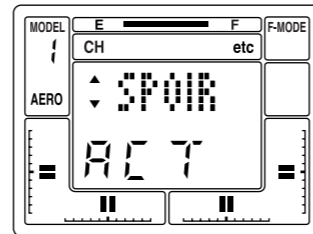
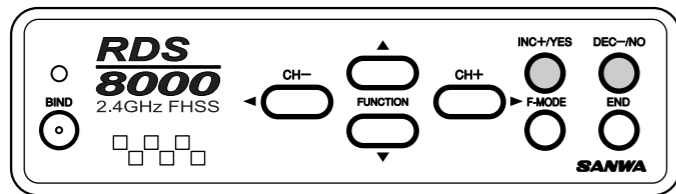
From the Main screen, press the CH+ key until the P-F displays in the CH screen area. Now use the FUNCTION down key to select the F>E screen. Use the INC+/YES or DEC-/NO keys to set the percentages.



SPOIR (SPOILERON)

The RDS8000 has the ability to control different fixed-wing aircraft types, including conventional single-aileron servo or dual-aileron servos on individual channels with differential adjustment and wings with flaperons/spoilerons. The Spoileron function is normally used with sailplanes.

Use the CH+ key to move the CH indicator to "etc". Now use the FUNCTION down key to display the SPOIR screen. Activate the SPOIR by pressing the INC+/YES or DEC-/NO keys.



In order to use two separate aileron servo channels and/or have electronic aileron differential, press the INC +/YES key to make the SPOIR read ACT (Active). Note that it is only possible to electronically adjust aileron differential throw, when you choose to use TWO CHANNELS for aileron, with a servo on each side of the wing driving that wing's servo. Pressing the INC +/YES or the DEC -/NO key will toggle the function between "INH" and "ACT" settings.

When SPOIR is ACTIVE, you will have two channels assigned to the aileron/spoileron function. Plug these servos into channels #2 and #6 of your receiver. Note that both servos will respond equally when you move the aileron stick on the transmitter.

If AL-DIF (Aileron Differential) is set to 0%, the servos will move equally in response to left and right transmitter aileron stick movement. If a value is inserted for AL-DIF when using the SPOIR function, the FLAP STICK (throttle) will determine when AL-DIF becomes effective for a sailplane.

AL-DIF (AILERON DIFFERENTIAL)

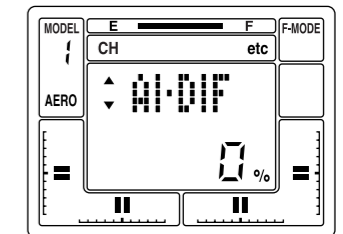
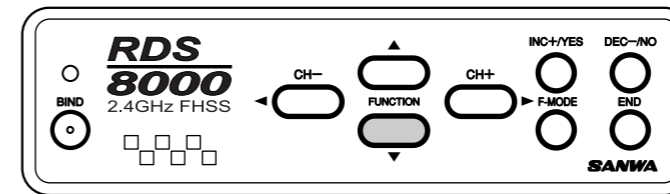
The RDS8000 has the ability to control several aircraft 'wing' types, including conventional single aileron servo, dual-aileron servos on individual channels with electronic differential adjustment and delta (or "flying wing") configurations with Elevons. It is only possible to electronically adjust differential when using TWO CHANNELS for ailerons, with one servo on each side of the wing driving that wing's aileron. The AL-DIF (aileron differential) function only applies to the DELTA and FLAPE menu functions.

Differential refers to the ratio of up-to-down movement of each aileron. Many aircraft need more movement from the upward deflecting aileron than from the downward deflecting aileron in order to eliminate unwanted yaw when ailerons are applied.

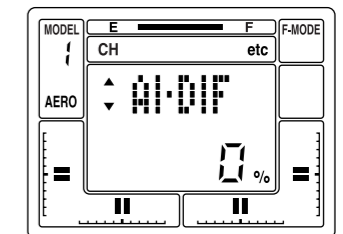
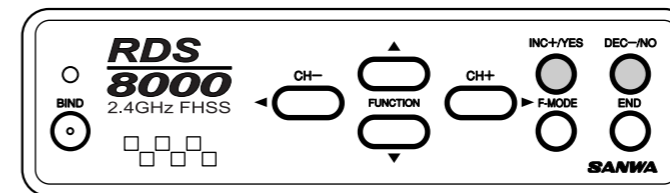
Note that differential for the SPOIR (Spoileron) function, used with sailplanes is controlled by the L-DIF (landing differential) function. AL-DIF has no effect of SPOIR!

The following example, assumes you want to have separate servos for aileron control. Since you must have two servos to obtain electronic differential, the first thing to do is activate FLAPE (Flaperons). You now have two channels assigned to the aileron/flaperon function. Plug these servos into CHANNELS #2 and #6 of your receiver. Note that both servos will respond equally when you move the transmitter's aileron control stick. If you do not want the ailerons to act as flaps, select P-H on the Channel indicator, and disable the FLAP switch by setting FLAP EPA to 0% up and down.

Press the FUNCTION down key to select the AL-DIF (aileron differential) screen.



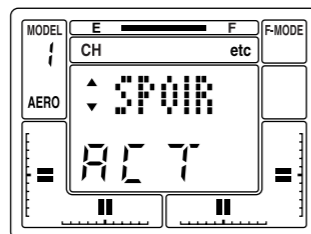
Next, press the INC +/YES key to set a value for aileron differential. In this example the differential is set to 50%. This means that the downward deflecting aileron will move half as much as does the upward-deflecting aileron. The final adjustments will be determined by actual flight testing.



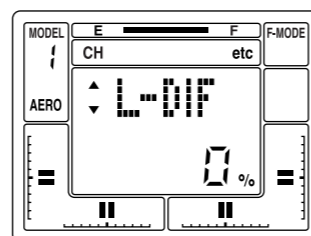
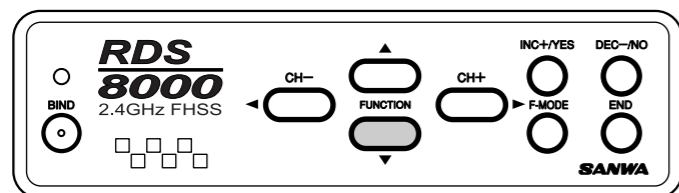
The above display shows the amount of differential that we have presently programmed. The range of adjustment is from -100% to +100%. Default is 0%. If the differential you set is in the wrong direction, i.e., less up-deflection than down-deflection, change the polarity of the value that you programmed by using the INC +/YES or DEC -/NO keys.

L-DIF (LANDING DIFFERENTIAL)

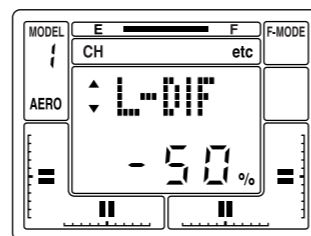
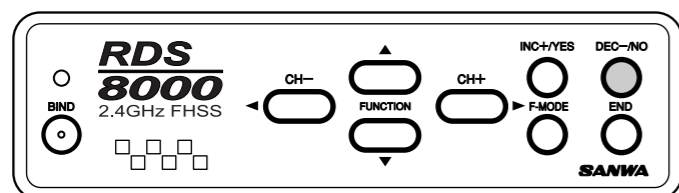
The L-DIF (landing differential) function enables the ailerons of a sailplane to be effective whenever both the left and right ailerons are raised when CROW or SPOILERON are used in landing. Typical thermal sailplanes require about twice as much up travel as down travel of the ailerons to produce a coordinated turn. The RDS8000 allows you to set the amount of differential aileron travel during the landing mode. To use L-DIF the SPOIR (Spoileron) function must be set to Active. See page 56 and activate the SPOIR function.



Next, press the FUNCTION down key to scroll to the L-DIF (landing differential) screen.



Now, press the DEC -/NO key to set a value of -50% for L-DIF.



Note that the application of Landing Differential is controlled by the position of the FLAP (throttle) stick. As you bring the stick down and deploy your flaps, the aileron landing differential increases to the amount that you programmed. In the above example we set L-DIF to -50%. However, the polarity of the setting depends on your specific servo installation, i.e., the setting can either be positive or negative.

Move your aileron stick from side to side and observe the change in the ratio of up to down travel as you bring the FLAP stick down.

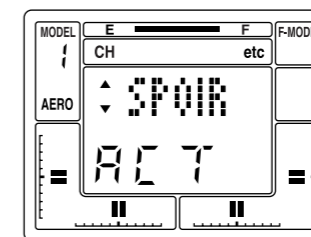
The range of adjustment of L-DIF is from -100% to +100%. To reset L-DIF to the default value of 0%, press both the INC +/YES and DEC -/NO keys simultaneously.

Flight testing will be required to determine the optimum setting for your L-DIF.

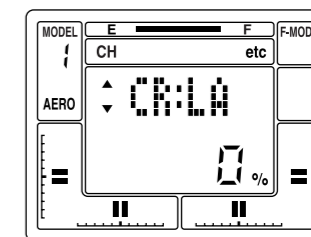
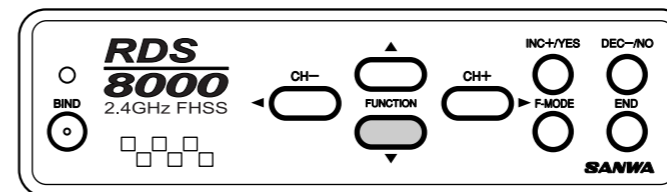
CR:LA (CROW LEFT AILERON) CR:RA (CROW RIGHT AILERON)

In landing mode, the flaps provide a large amount of both lift and drag. This causes the plane to fly very slowly and descend gently. On very light sailplanes the rate of descent may be so slow that the plane tends to "float right past" the landing spot. CROW (both ailerons up) adds quite a bit of drag while decreasing lift. This increases the rate of descent (steepens the glide slope) and improves controllability. The amount of CROW that is used should be adjusted to suit personal preference. In general, higher wing-loading sailplanes require less CROW because the rate of descent will probably already be high enough.

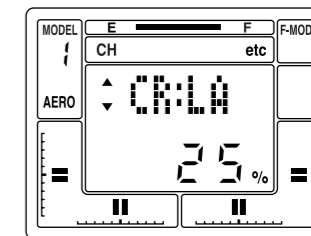
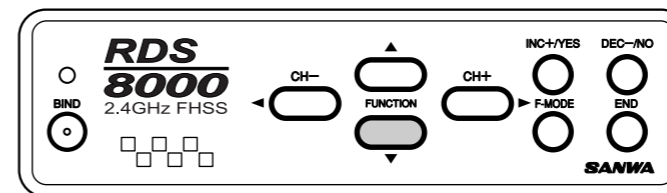
In order to program the CROW function you must have previously selected the SPOIR (Spoileron) function and set it to Active.



Press the FUNCTION down key to select the CR:LA (Crow left aileron) screen.



Next, press the INC +/YES key to program a value of 25%. Here we have set CROW for the Left Aileron at 25%. The Left Aileron now will raise 25% of its travel upward while the flaps deploy downward while in the Landing Mode. The Landing Mode, Flap deployment and CROW are all controlled by the position of the FLAP (throttle) stick. The range of adjustment for CROW is +100% to -100%. The default value is 0%.



Now, press the FUNCTION down key to move down to the CR:RA (CROW right aileron) screen. Press the INC +/YES key to set it at 25%. Now both ailerons respond identically to the CROW command.

OPTION MENU SCREEN

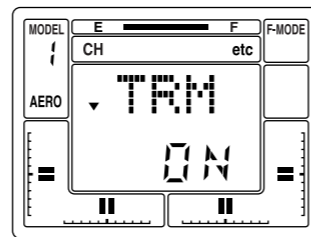
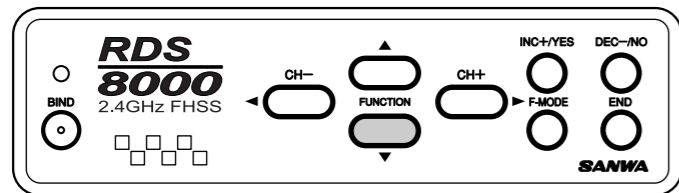
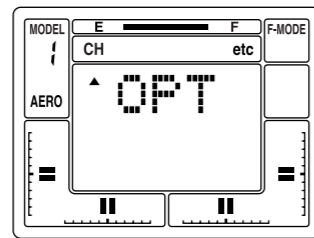
In the advanced programming you have the ability to turn off unused programming screens with the OPTION MENU SCREEN. This is very useful and convenient when one of your models only requires some features. For example, one aircraft is used as a trainer and you do not need to use any C-MIX, CROW, AI-DIF, DELTA, V-TAIL, you can go to the OPT screen and turn them off so they will not display in the normal programming screens. If you decide later that you want to use a feature you have turned off, you can at anytime use the OPT to turn the feature back on.

NOTE 1: Turning off the feature only removes it from the programming screen. It will not, however, turn off the feature. Example, you had activated your FLAPE for Flaperons and then in the OPT screen you turned FLAPE off. Your Flaperons will still be active but you will not see the FLAPE screen in the programming menu.

NOTE 2: This feature is best used on an aircraft or helicopter after you have set up your "need on all the time" features. For example the swash plate type for a helicopter, once you select the swash plate type you can then turn the swash plate type screen off because you have no adjustments in that screen, and by turning the screen off you will not mistakenly change the swash plate type.

Before turning off any unused-feature screens, make sure they are at the default setting or do not have any affect on a control surface.

Use the CH+ key to move to the "etc" in the CH area of the main screen. Next use the FUNCTION down key until you reach the OPT screen. Now press the YES key, the OPT will now flash 3 times. Now you can use the FUNCTION down key to view all the feature screens that can be turned off. Turning the feature on or off is done by using the YES or NO keys. After selecting YES or NO, you can now press the END key to exit out of the OPT screen. Pressing END 3 times will bring you to the main screen.



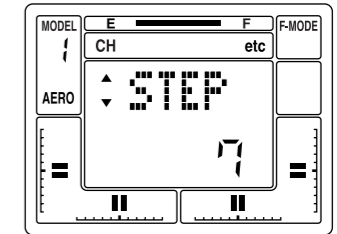
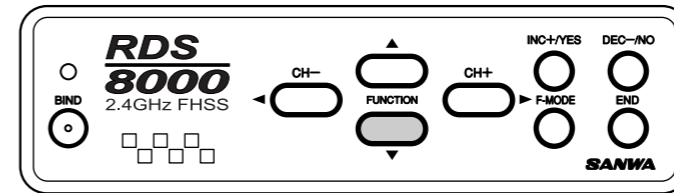
STEP (TRIM STEP)

Any trim that you set while your model is in flight by use of the Digital Trim keys will automatically be stored in memory for that specific channel and model, providing that TRM was previously turned OFF in the OPTIONS section of the program.

The Trim value in % that you set during flight is shown on the TRM screen for each Channel. In addition, there are bar graph indicators on the screen that show how much trim has been set for Elevator, Aileron, Throttle and Rudder channels.

The amount that the Trim Function changes every time you press the Digital Trim key i.e., the Trim Authority, is variable, and it can be set by the user. For initial test flights of your model it is recommended that it be set at a value of 7 to allow for maximum ability to trim your model. After your first flight and your aircraft has been trimmed, you can then program a more precise adjustment for trim authority by using the STEP function.

To change the Trim Authority, access the STW screen for EL as previously explained. Press the CH + key several times to select the "etc" screen. Now press the FUNCTION down key until you find the following screen that indicates STEP.

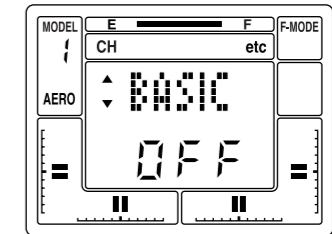
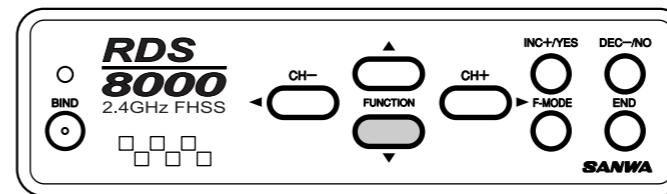


If you want to change the Trim Authority to a lesser number to make the Digital Trim keys less sensitive for a finer setting, press the DEC -/NO key. If you want to increase the sensitivity to obtain a greater change, press the INC +/ YES key. The maximum value of Trim Authority is 15 and the minimum value is 0. CAUTION: If set to zero, you do not have any Trim capability.

BASIC MENU

By default the BASIC aircraft and helicopter programming menu are on, giving you the basic features included in the RD8000. By turning BASIC OFF, you are turning on the ADVANCED aircraft or helicopter programming menu.

To turn BASIC OFF, press the CH+ key until you reach "etc" in the CH area on the main screen. Now press the FUNCTION down key until you reach the BASIC ON screen. Press the YES or NO key to turn on the Advanced programming menu. Press the END key 2 times to return to the main screen.

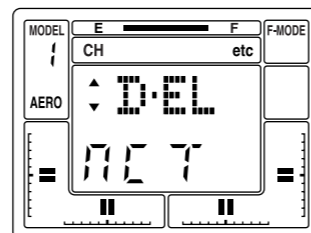
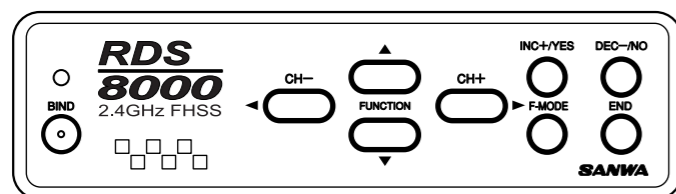


DUAL ELEVATOR MIXING

Your RDS8000 offers DUAL ELEVATOR MIXING that allows you to use a separate servo for each elevator half. You use Channels 1 and 7 on the receiver for this feature.

Activating the Dual Elevator feature will automatically disable your AUX-1 channel 7 switch and will allow channel 7 to be used with the elevator stick.

You will be able to set the EPA, REV, CENTER and FAIL safe separately for both channels. Use Channel 1 for your left elevator and use channel 7 for your right elevator.

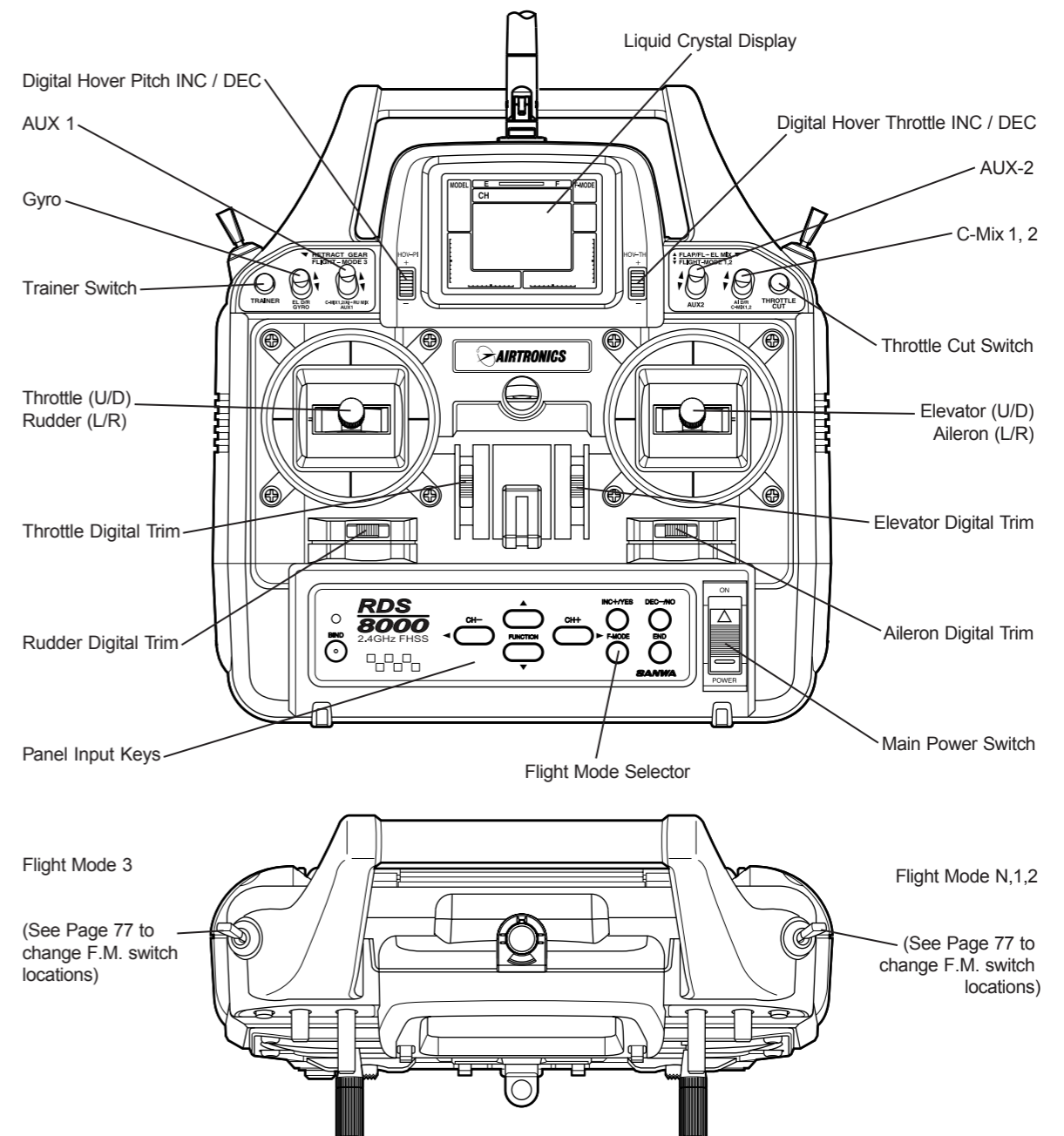


AUX-1 and AUX-2:

AUX-1. Press the CH - key to select CH 7 on the Channel Indicator. When AUX -1 (Channel 7) is not used for Dual Elevator (D-EL) control and is inhibited, the function can be turned on and off by the AUX-1 switch which is located above the throttle gimbal. Servo Reverse, Center, and EPA adjustments can be made at the Channel 7 menu. Note that Channel 7 can be mixed with any other channel using the Compensation Mixers.

AUX-2. Press the CH- key to select CH 8 on the Channel Indicator. The AUX-2, Channel 8 menu provides adjustments for Servo Reverse, Center, and EPA. Channel 8 can be mixed with any other channel using the Compensation Mixers.

RDS8000 Transmitter - HELICOPTER



92824Z Receiver Channel Assignments	
Receiver Slot Number	Plug in Servo For:
1	Elevator (F/A) Cyclic
2	Aileron (L/R) Cyclic
3	Throttle
4	Rudder (Tail Rotor)
5	Gyro
6	Collective Pitch
7	AUX 1
8	AUX 2 / Battery

HELICOPTER BASIC MENU STRUCTURE

(Rx Channel)	CH	EL	AL	TH	RU	G	P/F	7	8	etc
		STW	STW	STW	STW	STW	STW	STW	STW	STW
		REV	REV	REV	REV	REV	REV	REV	REV	M-SL
		D/R	D/R	CNT	D/R	GYR	CNT	CNT	CNT	TYP
		CNT	CNT	EPA	CNT		EPA	EPA	EPA	RST
		EPA	EPA	CV-PH	EPA		CV-PH			BASIC ON
				CV-P3	RV.H		CV-P3			
				CV-P2	RV.M		CV-P2			
				CV-P1	RV.L		CV-P1			
				CV-PL			CV-PL			

PROGRAMMING FOR HELICOPTER

INITIAL SET-UP OF TYP (MODEL TYPE)

The RDS8000 transmitter is factory-programmed for both fixed-wing aircraft and helicopter models. If you fly only helicopter model aircraft, you can change model's 1,3,5,7 and 9 to helicopter.

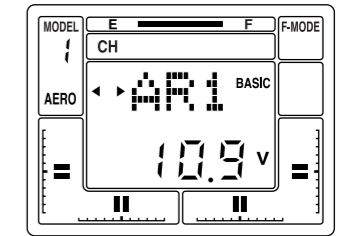
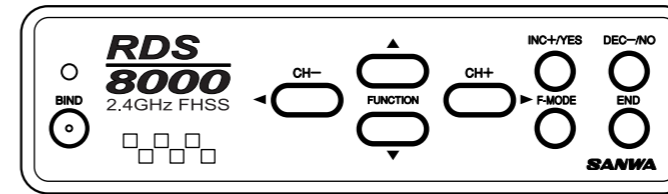
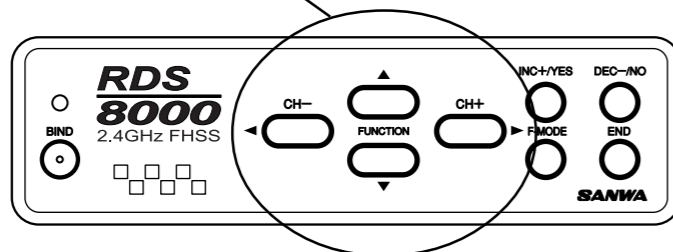
Turn the transmitter power ON and press the END key until you come to the default main screen. The initial screen will show AR1 which indicates the aircraft type as well as showing the NiCd battery voltage.

HELICOPTER ADVANCED MENU STRUCTURE

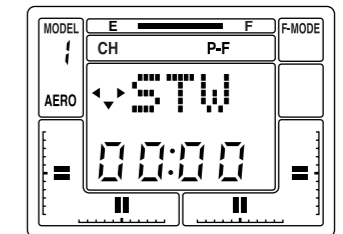
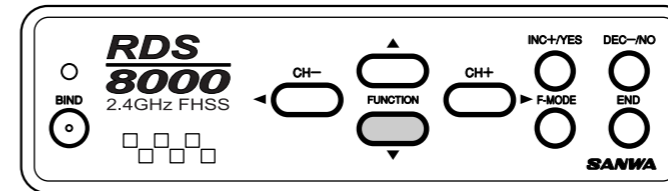
(Rx Channel)	CH	EL	AL	TH	RU	G	P/F	7	8	etc
		STW	STW	STW	STW	STW	STW	STW	STW	STW
		TRM	TRM	TRM	TRM	REV	REV	REV	REV	M-SL
		REV	REV	REV	REV	GYR	CNT	CNT	CNT	NAM
		D/R	D/R	CNT	D/R		EPA	EPA	EPA	MAS 1
		EXP	EXP	EPA	EXP		CV-PH			SLV 1
		CNT	CNT	CV-PH	CNT		CV-P3			E>E 1
		EPA	EPA	CV-P3	EPA		CV-P2			MAS 2
				CV-P2	RV-H		CV-P1			SLV 2
				CV-P1	RV-M		CV-PL			E>E 2
				CV-PL	RV-L					STW set
				T-CUT						INT set
										STEP
										TYP
										SW-R
										CPY
										RST
										CLK
										DTM
										SWH
										BASIC OFF
										OPT

NOTE: Use the (CH-) and (CH+) keys to move horizontally within the same function. Use the FUNCTION UP and FUNCTION DOWN keys to move vertically within the menu. The small triangles to the left of the function that shows on the LCD screen indicates the direction that you can move horizontally and vertically in the menu.

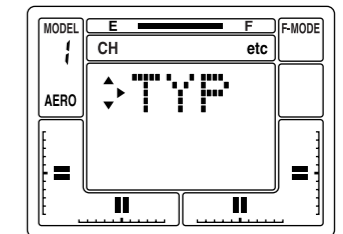
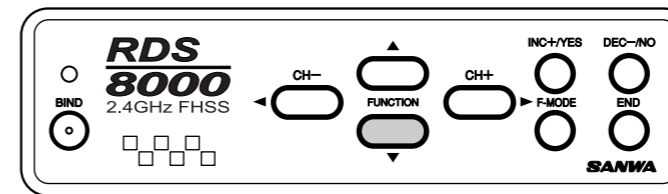
Use the four center buttons in the function panel to navigate through the menus. (UP / DOWN / LEFT / RIGHT)



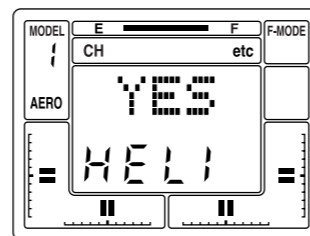
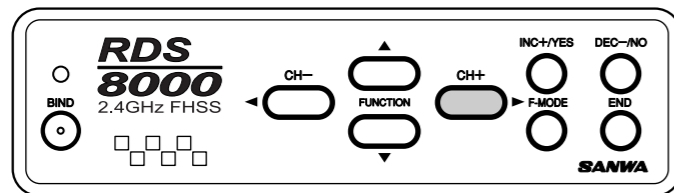
Press the (CH+) key to scroll across the CH (channel) indicator on the screen to "etc".



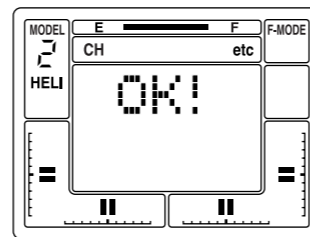
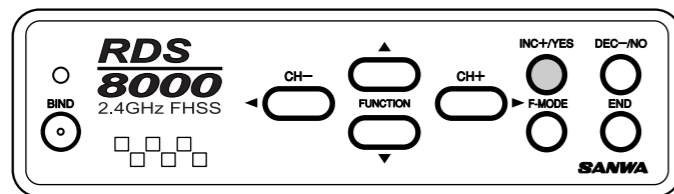
Press the FUNCTION down Key once to access the TYP (model type) screen.



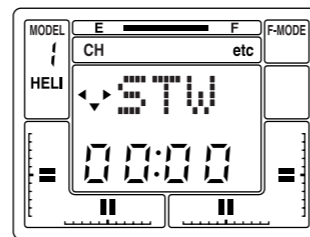
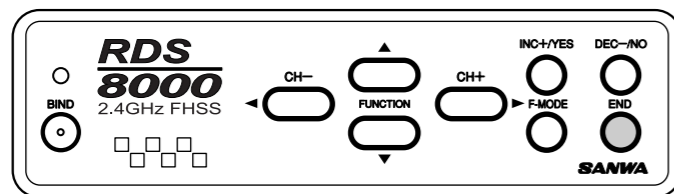
Note that one of the small triangular indicators will be blinking to show that you should press the (CH+) key. Therefore, press the (CH+) key and the screen will change to read HELI with a flashing YES.



To confirm the change of aircraft type, press the INC+/YES key. The screen will then change to read OK! As shown on screen below to indicate the model type has been changed to HELI from model #1. Press the END key twice to return to the STW screen.



Press the END key twice to return to the STW screen. The same procedure as noted above can be used to change Model #3, 5, 7, 9 from AERO to HELI.



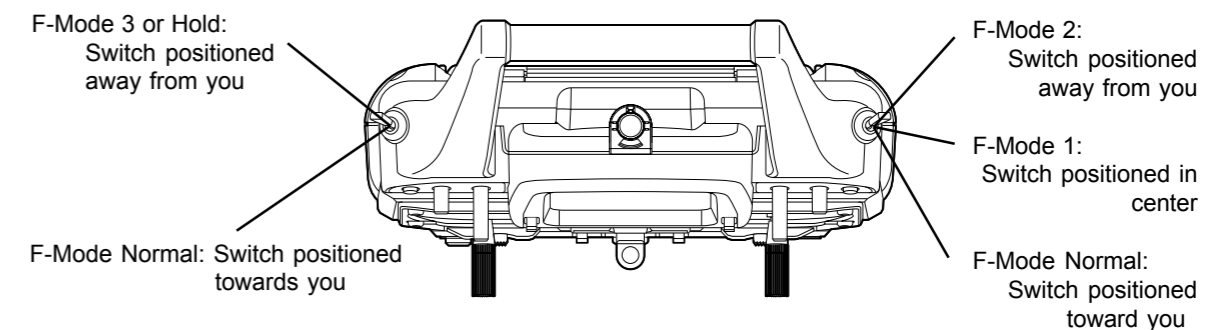
PITCH CURVES (FLIGHT MODES)

The RDS8000 allows you to customize four distinct flight modes for each helicopter model.

The four pitch curves (flight modes) available for each helicopter model are:

- N..... Select Curve N -- NORMAL
- 1..... Select Curve One -- IDLE UP 1
- 2..... Select Curve Two -- IDLE UP 2
- 3..... Select Curve Three -- HOLD

Selecting a pitch curve is done by activating the two FLIGHT MODE switches located on the top of the transmitter, as shown below. The default positions are as indicated.



Note that BOTH F-MODE switches must be positioned toward you to select F-MODE NORMAL.

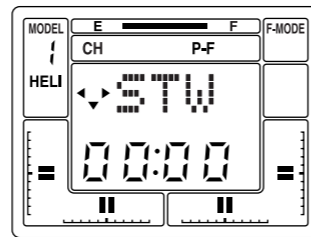
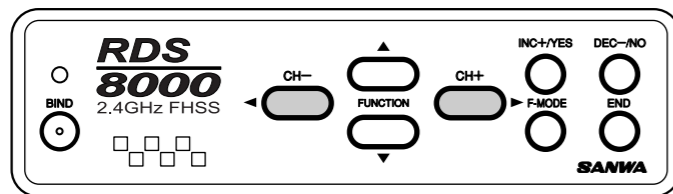
CAUTION: Flight Modes 1, 2 and 3. If either one is activated when you turn on the transmitter, an audio alarm will sound. You must always be aware of which flight mode you have selected before starting your engine or attempting flight!

NOTE: See page 77 on how to reverse the 2-position and 3-position switches. Normal HELI flying in the U.S.A. has the 3-position switch on the left side of the transmitter.

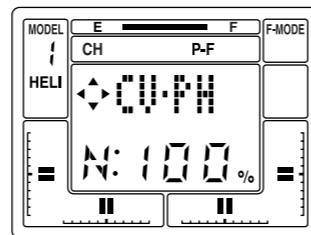
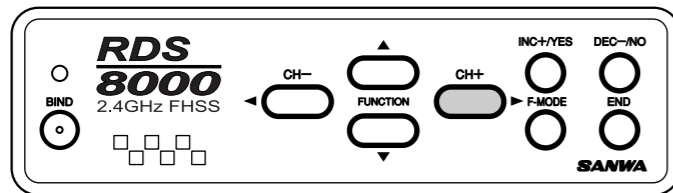
The pitch curve for each flight mode has five points that can be adjusted to suit your specific needs. Within each pitch curve these points are referred to as PH (high pitch), P3, P2, P1 and PL (low pitch). The range of values and default settings for each is shown below. To activate P3 and P1, press the YES key when in P3 or P1 screens. To set back to default, press both the YES and NO keys at the same time.

FLIGHT MODE	Curve Point	Minimum	Default	Maximum
Normal	PH	-25%	100%	125%
	P3	-25%	INH	125%
	P2	-25%	50%	125%
	P1	-25%	INH	125%
	PL	-25%	0%	125%
F. Mode 1 and 2	PH	-25%	100%	125%
	P3	-25%	INH	125%
	P2	-25%	50%	125%
	P1	-25%	INH	125%
	PL	-25%	0%	125%
F. Mode 3 or Hold	PH	-25%	0%	125%
	P3	-25%	INH	125%
	P2	-25%	0%	125%
	P1	-25%	INH	125%
	PL	-25%	0%	125%

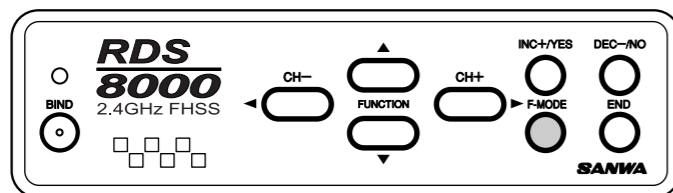
To program your pitch curves, press the (CH -) or (CH +) key to select P-F on the Channel indicator.



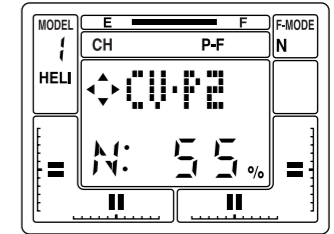
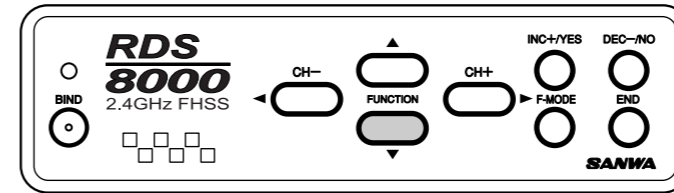
Next, press the FUNCTION down key and scroll down to the CV-PH screen.



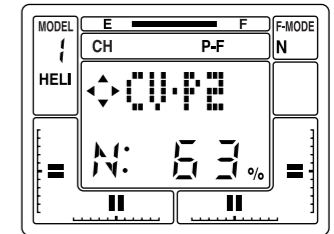
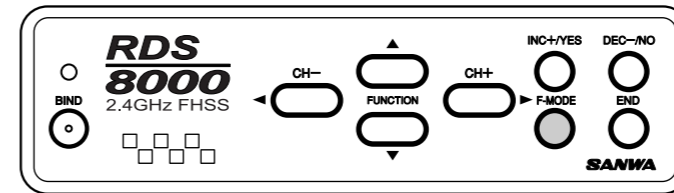
Press the F-MODE (flight mode) switch to toggle through modes 1, 2, 3 and Normal.



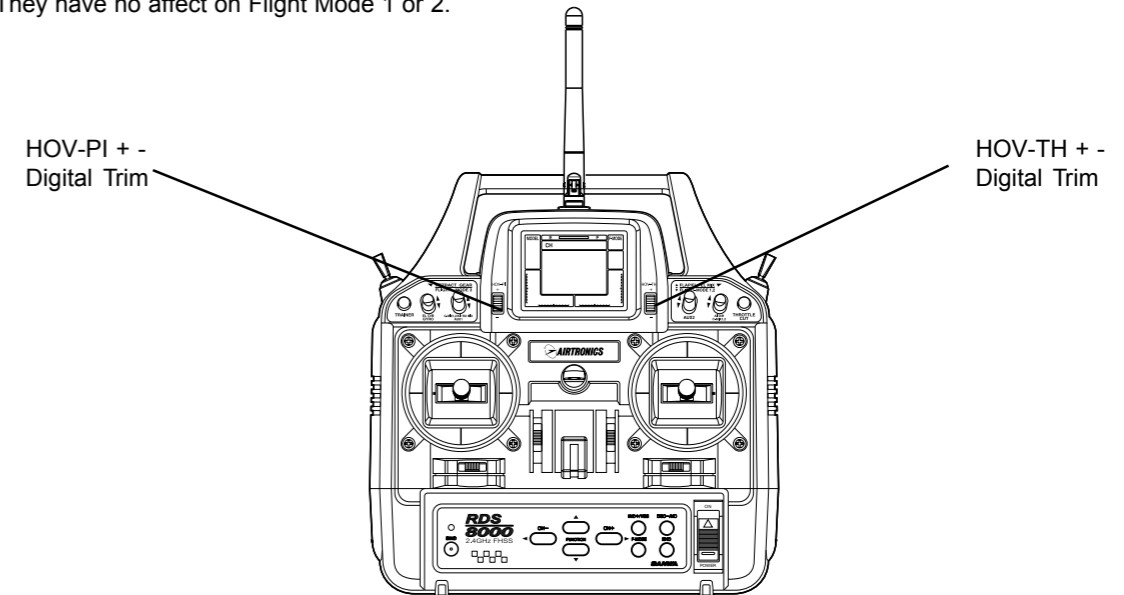
Now use the F-MODE switch to select the specific flight mode to adjust. As an example, if you want to adjust CV-P2 in Normal flight mode, press the FUNCTION down key to select CV-P2. The default value for the Normal flight mode of 55% will be shown.



Press the INC+/YES key to set an increase in value or press the DEC-/NO key to set a lesser value. Press both INC+/YES and DEC-/NO keys simultaneously to return to the default value.



Fine tuning the Hover Pitch is also available by the HOV-PT digital trim switch located above the throttle stick. NOTE: HOV-PI and HOV-TH trims are used only for adjustment in flight mode N (normal). They have no effect on Flight Mode 1 or 2.



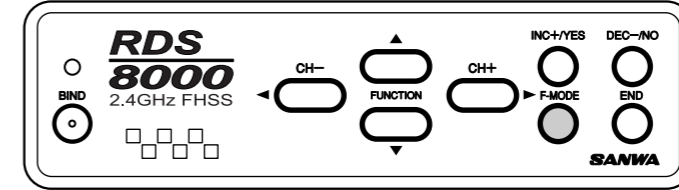
In normal operation you will usually set the approximate Hovering Pitch with the software in the Pitch screens then adjust as needed for various weather and flying conditions with the HOV-PI (hover pitch) digital trim switch.

THROTTLE CURVES (FLIGHT MODES)

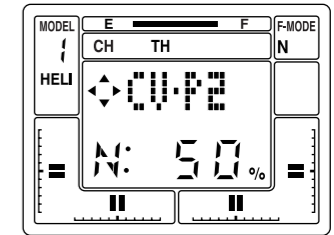
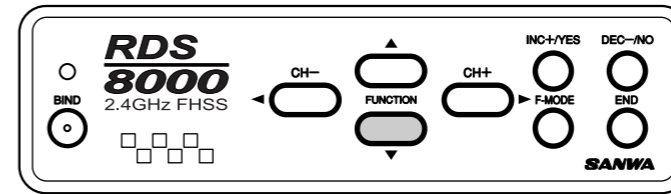
The throttle curve for each flight mode has five points that can be adjusted to suit your specific needs. Within each throttle curve these points are referred to as PH (high pitch) P3, P2, P1 and PL (low pitch). The range of values and default settings for each is shown below. To activate P3 and P1, press the YES key when in P3 or P1 screens. To set back to default, press both the YES and NO keys at the same time.

FLIGHT MODE	Curve Point	Minimum	Default	Maximum
Normal	PH	-25%	100%	125%
	P3	-25%	INH	125%
	P2	-25%	50%	125%
	P1	-25%	INH	125%
	PL	-25%	0%	125%
F. Mode 1 and 2	PH	-25%	100%	125%
	P3	-25%	INH	125%
	P2	-25%	50%	125%
	P1	-25%	INH	125%
	PL	-25%	0%	125%
F. Mode 3 or Hold	PH	-25%	0%	125%
	P3	-25%	INH	125%
	P2	-25%	0%	125%
	P1	-25%	INH	125%
	PL	-25%	0%	125%

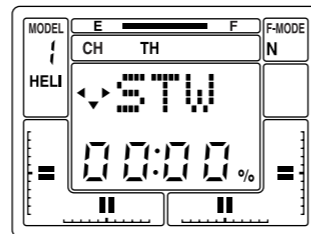
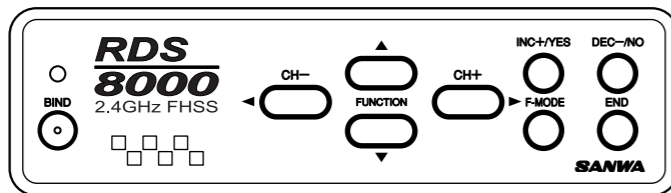
Press the F-MODE (flight mode) switch to toggle through modes 1, 2, 3 and Normal.



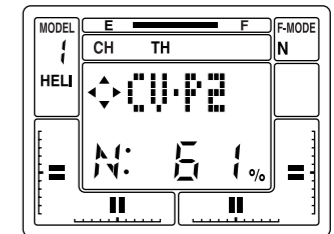
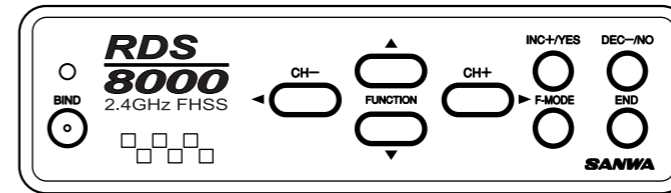
Now use the F-MODE switch to select the specific flight mode to adjust. As an example, if you want to adjust CV-P2 in Normal flight mode, press the FUNCTION down key to select CV-P2. The default value for the Normal flight mode of 50% will be shown.



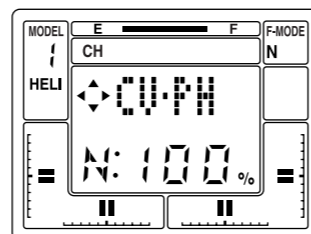
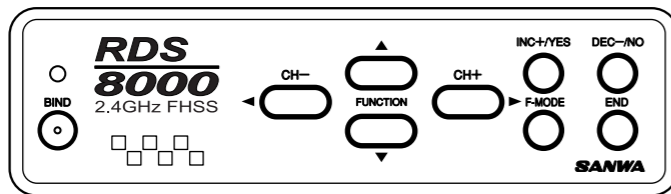
To program your throttle curves, press the (CH -) or (CH +) key to select P-F on the Channel indicator.



Press the INC+/YES key to set an increase in value or press the DEC-/NO key to set a lesser value. Press both INC+/YES and DEC-/NO keys simultaneously to return to the default value.



Next, press the FUNCTION down key and scroll down to the CV-PH screen.



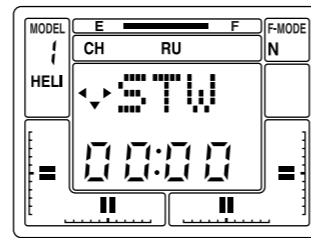
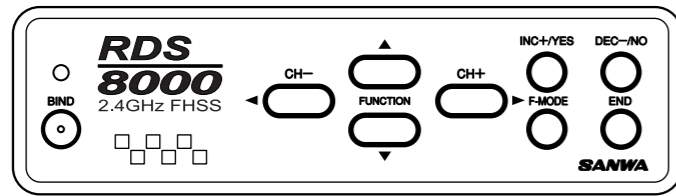
Fine tuning of the Hover Throttle is also available by the HOV-TH digital trim switch located above the elevator stick.

REVOLUTION MIXING

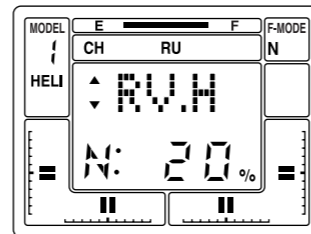
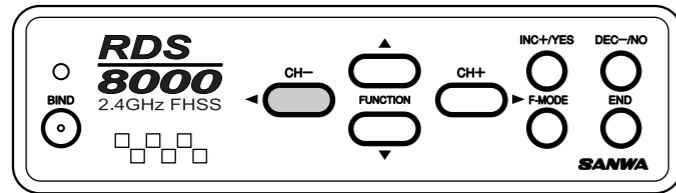
The RDS8000 provides for setting Revolution Mixing for each of the four Flight Modes. Each Flight Mode has its own curve for adjusting tail rotor position in response to the throttle/collective stick movements. The default settings for RV.H (Revolution Mixing High Point), RV.M (Revolution Mixing Mid Point), and RV.L (Revolution Mixing Low Point) are as follows:

FLIGHT MODE	RV.H	RV.M	RV.L
Normal	20%	0%	-20%
F. Mode #1	0%	-2%	-5%
F. Mode #2	0%	-5%	-10%
F. Mode #3	0%	0%	0%

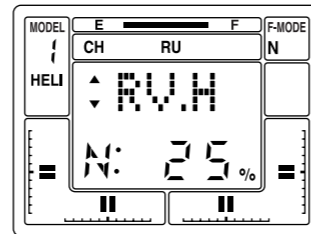
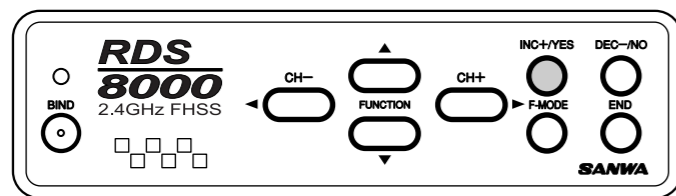
To program Revolution Mixing, press either the (CH -) or (CH +) key to select RU (rudder) on the Channel indicator.



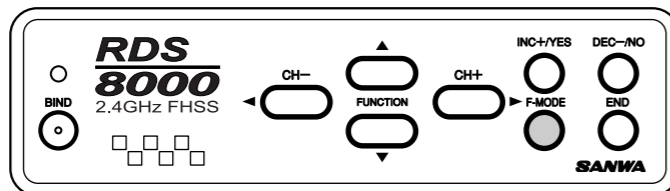
Next, press the FUNCTION down key to select RV.H, which is the revolution mixing high point.



Use the INC +/YES or DEC -/NO key to change the default value if you desire to do so for any of the three flight modes. In this example, we have set RV.H for the Normal flight mode to + 25%.



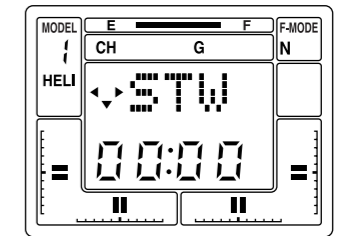
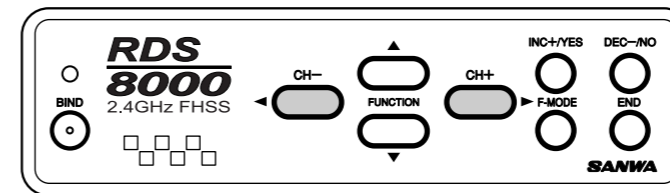
The same procedure can be used to input values for RV.M and RV.L. Press the Flight Mode switch to select the different Flight Modes.



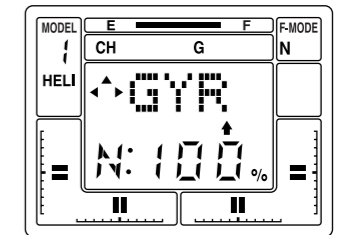
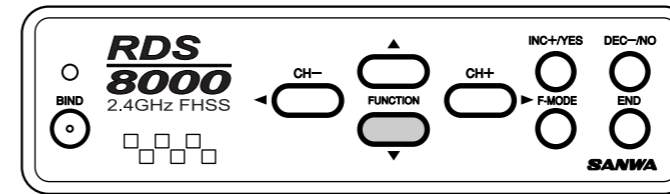
GYRO ADJUSTMENT

The RDS8000 allows you to set the Gyro sensitivity of your helicopter's gyro if it has that capability. The gain of the gyro can be adjusted for all of the four Flight Modes 2 settings for each. In this manner the pilot can adjust the gyro for a suitable level of sensitivity (gain) for one flight mode (for instance, hover), and by changing to a different flight mode alter the sensitivity for more or less stabilization. Note that you must be using a gyro that offers remote sensitivity adjustment.

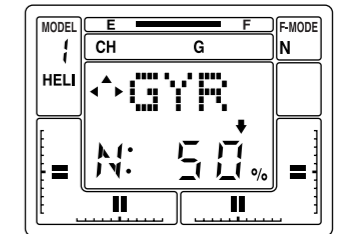
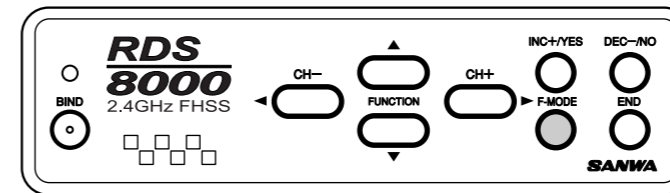
Press either the (CH -) or the (CH +) key to select G (Gyro) on the Channel indicator.



Now, press the FUNCTION down key several times to access the GYR (gyro) screen. The display will look like the following screen when the Normal flight mode is selected.



To adjust the gyro sensitivity for a specific flight mode, press either the INC +/YES or DEC- /NO key. Default values are : Normal 100%, F.Mode #1 50%, F.Mode #2 60% and F.Mode #3 100%. The range of adjustment is from - 150% to +150%. Press the Flight Mode switch to change from one flight mode to another.



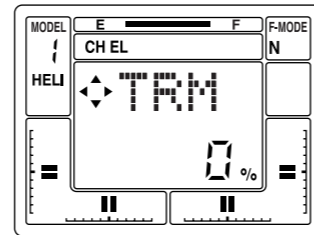
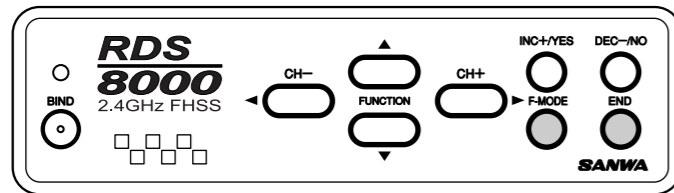
Fine-tuning of your gyro sensitivity for the various flight modes can be accomplished by flight tests.

TRM (TRIM MEMORY)

The RDS8000 offers the Trim Memory Function on all four flight control channels. Trim Memory for Elevator, Aileron, Throttle, and Rudder is input by the Digital Trim keys. It can also be set when you use the INC +/YES or DEC -/NO keys to input trim.

Any trim that you set while your model is in flight by use of the Digital Trim keys will automatically be stored in memory for that specific channel and model.

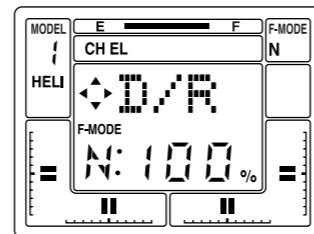
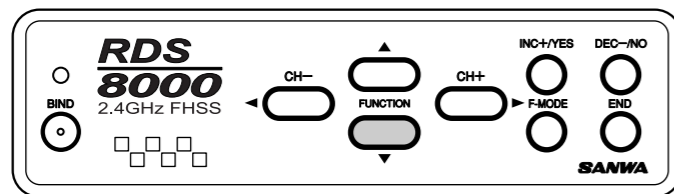
The Trim value in % that you set during flight is shown on the TRM screen for each Channel. In addition, there are bar graph indicators on the screen that show how much trim has been set for Elevator, Aileron, Throttle and Rudder channels.



D/R (DUAL RATE)

Dual Rate adjustments allow you to switch from your "standard" control deflection to a reduced amount of throw by using your flight mode switches. The actual speed of signal processing and servo movement are not affected by the Dual Rate settings, only the amount of total throw available.

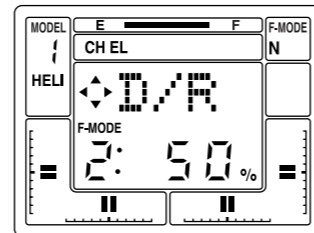
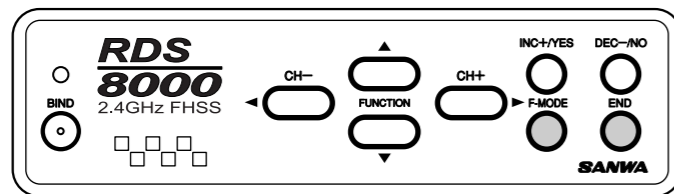
The RDS8000 allows Dual Rate settings for Aileron, Elevator and Rudder. To access the Dual Rate setting for Elevator when you are on the STW or REV screen, press the FUNCTION down key to reach this screen.



The screen tells you the present rate status and the flight mode that you have selected. We are showing an example for the Elevator channel. However, all of the other channels are set in the same way.

Dual Rate settings can be varied from 0 to 150% for each flight mode, N, 1, 2 and 3. Default for all flight modes is 100%. Select each flight mode using the "F-MODE" key and set the value for dual rate.

An initial setting of 50% is a good starting point and you can tailor it later following a test flight.



CAUTION: Prior to taking off your model, check the positions of your flight mode switches and make sure they are in the position you want.

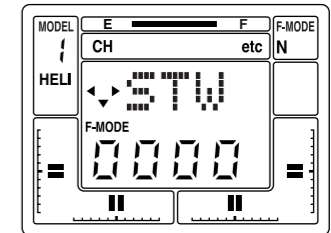
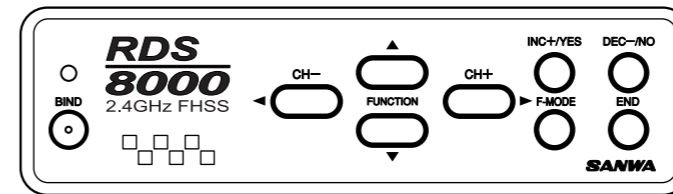
DTM (DYNAMIC TRIM MEMORY)

Dynamic Trim Memory (DTM) is an advanced function that can be used in conjunction with the Flight Mode OPTIONS. When activated, Dynamic Trim Memory allows you to make trim changes while in any flight mode WITHOUT affecting any other flight mode or model.

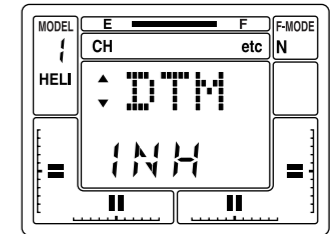
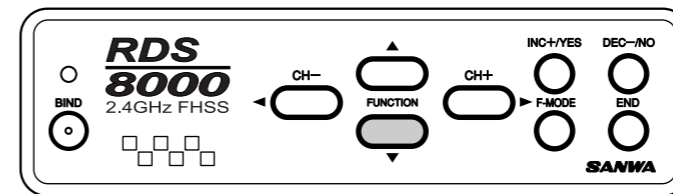
Flight Modes are used to allow activation of the DTM function. The four flight modes are:

- NORMAL
- F.M. #1.....IDLE-UP 1
- F.M. #2.....IDLE-UP 2
- F.M. #3.....THOTTLE HOLD

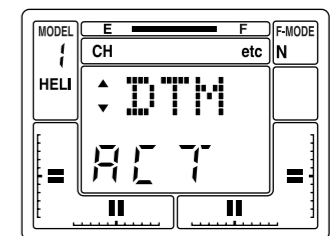
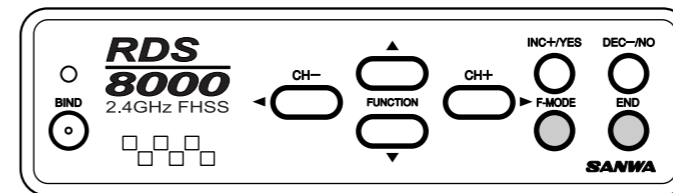
Activating DTM will allow trim changes made in one flight mode to affect ONLY that specific mode. To activate Dynamic Trim Memory, press the (CH +) or the (CH -) key to select "etc" on the Channel indicator.



Now, press the FUNCTION down key to scroll down the menu to the DTM screen.



Press the INC +/YES or the DEC -/NO key to change DTM to ACT (active). Pressing either key will toggle the indication from ACT to INH. Press the END key to return to the STW screen.



Once activated, the Dynamic Trim Memory function is transparent to the pilot. Simply activate a Flight Mode, (for instance "Normal") and trim the aircraft for stable hover using the digital trim keys. Then, switch to another flight mode, and do the same as desired. Note that when you change flight modes, the servos affected by the DTM function will return to the original neutral position regardless of the value of trim for the previous flight mode. However, the throttle channel is an exception to the rule. The trim that is set for one flight mode will affect all other flight modes. Also be aware that the throttle trim key only affects the low throttle position of the throttle servo. Throttle trim DOES NOT affect the collective pitch servo.

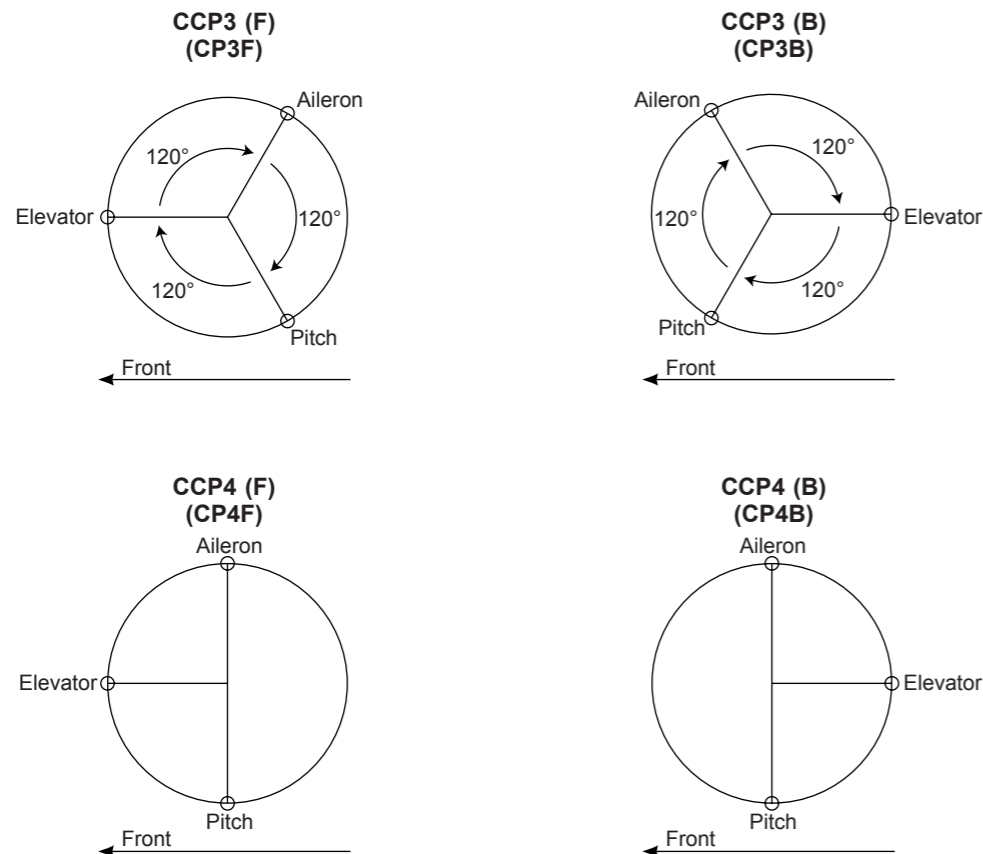
SWH (SWASH PLATE TYPE)

Your RDS8000 allows you to select the SWH (Swash) mode of operating the main rotor pitch, which is controlled by the Swash Plate moving up or down. When the Swash Mode is selected, the outputs of the Elevator, Aileron and Pitch servos are mixed to control the pitch of the helicopter's main rotor. Cyclic, Collective, Pitch Mixing (CCPM) can only be used on a helicopter that is designed for CCPM. The servos are mounted on the side frames directly under the Swash Plate with a direct linkage connection from the servo arm to the Swash Plate. This installation is designed to eliminate any slop that can occur with multiple linkages and levers. The three servos are mixed in various ways to obtain the control response that is needed for Aileron, Elevator and Pitch control.

The RDS8000 can control the following types:

- NOR Normal type. The elevator, aileron and pitch servos are independent of each other on the receiver channels.
- CP3F Three joint balls are located in a triangle. The Elevator ball is located in front.
- CP3B Same as CP3F but Elevator ball is located in the rear or back.
- CP4F The Elevator ball joint is located at 90 degrees from the Aileron ball joint. The Elevator ball joint is located in the front.
- CP4B The same as CP4F except the Elevator ball is located in the rear or back.

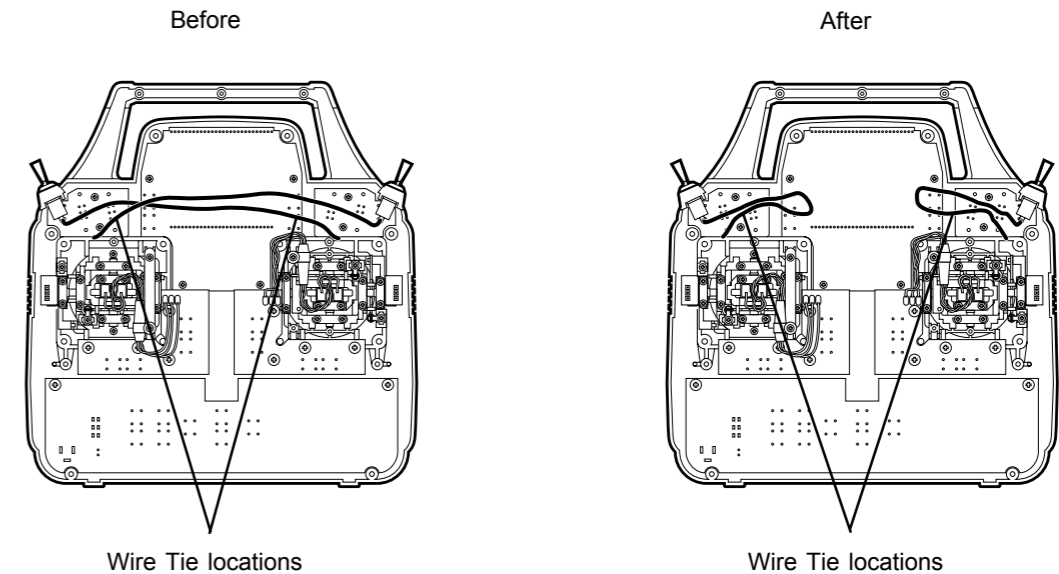
The following drawings illustrate the various types of CCPM available with the RDS8000.



CHANGING FLIGHT MODE 1 and 2 Switch Locations

From the factory, flight mode 1 switch is on the right top toggle and flight mode 2 is on the left top toggle switch. Some flyers prefer flight mode 1 switch on the left top and flight mode 2 on the right top switch. The following will be how to change flight mode 1 and 2 switch locations.

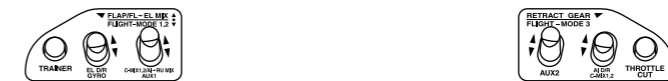
- 1 Remove the NiCd battery cover and NiCd battery pack.
- 2 Remove the antenna by unscrewing it counter clockwise.
- 3 Remove all 8 screws located on the back of the transmitter. Refer to page 12 for screw locations.
- 4 Remove both left and right switch retainer nuts located on top of the switches.
- 5 Cut both left and right wire ties holding the wiring to both switches.
- 6 With a black marker pen put a dot on the plastic base of the switch to indicate the rear of the switch. This will help to not mistakenly flip the switch over.
- 7 Remove both switches by sliding them down into the transmitter case and change the locations.
- 8 Reinstall both switch retainer nuts and secure in place.
- 9 Arrange both switch wires away from any moving parts and secure with new wire ties, making sure the wires will not get in the way of the antenna as it is being reinstalled.
- 10 Reinstall the transmitter rear case and be careful when placing it over the NiCd battery connector pins.
- 11 Reinstall all 8 case screws.
- 12 Reinstall Antenna by screwing clockwise.
- 13 Reinstall the NiCd battery and battery cover.



After you have changed the switches, you can replace the two front switch identifying labels. (new labels are supplied)

Use a small screw driver to pry up the old label. Be careful not to damage the plastic transmitter case. Next, peel the backing off the new label and secure in place.

New switch location labels



WARNING:

Any modifications made to the transmitter other than changing the flight mode switch locations will void any and all warranties covered by Airtronics Inc.

MODEL #..... MODEL NAME.....

WING TYPE	NORMAL	DELTA	V-TAIL	FLAPERON	DUALELEVATOR
	SPOIRON(GLID)	FLAPERON & V-TAIL	SPOIRON & V-TAIL(GLID)	FLAPERON & DUALELEVATOR	SPOIRON & DUALELEVATOR

CH FUNCTION		(1)EL	(2)AI	(3)TH	(4)RU	(5)G	(6)F	(7)7	(8)8							
TRM		%	%	%	%	---	%	---	---							
REV		NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV							
D/R	1	%	%	---	---	---	---	---	---							
	2	%	%	---	---	---	---	---	---							
EXP	1	%	%	---	---	---	---	---	---							
	2	%	%	---	---	---	---	---	---							
CNT		%	%	%	%	---	%	%	%							
EPA	↑ DN	%	← LT	%	↑ HI	%	← LT	%	↑ HI	%	↑ 1	%	↑	%	↑	%
	↓ UP	%	→ RT	%	↓ LO	%	→ RT	%	↓ LO	%	↓ 2	%	↓	%	↓	%

MIX	E → F	A → R	R → A	R → E	F → E	T → E
	%	%	← % ← → % →	%	%	%

MODEL #..... MODEL NAME.....

C-MIX	
1	2
MAS	MAS
EL AI TH RU GE FL 7 8	EL AI TH RU GE FL 7 8
SLV	SLV
EL AI TH RU GE FL 7 8	EL AI TH RU GE FL 7 8
VALUE	VALUE
← ↑ % → ↓ %	← ↑ % → ↓ %

OPT ALL ON	TRM	REV	D/R	EXP	CNT	EPA
	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF
	E → F	A → R	R → A	T → E	R → E	F → E
	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF
	T · CUT	NAM	C · M1	C · M2	STW	INT
	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF
	STEP	TYP	SW · R	CPY	RST	CLK
	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF
FLAPE	SPOIR	DELTA	V-TAIL	D · EL	AI-DIF	
ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	
L-DIF	CR : LA	CR : RA	D/R · A			
ON/OFF	ON/OFF	ON/OFF	ON/OFF			

T · CUT	%
STW	:
STEP	
SW · R	NOR / REV
AI-DIF	%
L-DIF	%
CR : LA	%
CR : RA	%
D/R · A	INH / ACT
BASIC	ON / OFF

MODEL #..... MODEL NAME.....

SWASH TYPE		NORMAL	CP3F	CP3B	CP4F	CP4B				
FUNCTION	CH	(1)EL	(2)AI	(3)TH	(4)RU	(5)G	(6)P	(7)7	(8)8	
	TRM	N	%	%		%				
DTM ACT	1	%	%	%	%	---	---	---	---	
	2	%	%		%	---	---	---	---	
	3(HOLD)	%	%		%	---	---	---	---	
REV		NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV	NOR / REV	
D/R	N	%	%		%					
	1	%	%	---	%	---	---	---	---	
	2	%	%		%					
	3(HOLD)	%	%		%					
EXP	N	%	%		%					
	1	%	%	---	%	---	---	---	---	
	2	%	%		%					
	3(HOLD)	%	%		%					
CNT		%	%	%	%	---	%	%	%	
EPA	↑ DN		←	↑	←	↑		↑	↑	
		%	%	%	%	%	HI	%	%	
		N	%							
	↓ UP		→	↓	→	↓		↓	↓	
		%	%	%	%	%	LO	%	%	
		N	%							

MODEL #..... MODEL NAME.....

TH-CV				
FLIGHT MODE N	FLIGHT MODE 1	FLIGHT MODE 2	FLIGHT MODE 3 (HOLD)	
PL P1 P2 P3 PH	PL P1 P2 P3 PH	PL P1 P2 P3 PH	PL P1 P2 P3 PH	
% % % % %	% % % % %	% % % % %	% % % % %	
PI-CV				
FLIGHT MODE N	FLIGHT MODE 1	FLIGHT MODE 2	FLIGHT MODE 3 (HOLD)	
PL P1 P2 P3 PH	PL P1 P2 P3 PH	PL P1 P2 P3 PH	PL P1 P2 P3 PH	
% % % % %	% % % % %	% % % % %	% % % % %	
RV		PL	PM	PH
	N	%	%	%
	1	%	%	%
	2	%	%	%
	3(HOLD)	%	%	%

MODEL #..... MODEL NAME.....

C-MIX													
1							2						
(%) 150 100 50 0 -50 -100 -150 VALUE R/L NEUTRAL L/H							(%) 150 100 50 0 -50 -100 -150 VALUE R/L NEUTRAL L/H						
MASTER STICK TRAVEL							MASTER STICK TRAVEL						
MAS	EL	AI	TH	RU	GY	PI 7 8	MAS	EL	AI	TH	RU	GY	PI 7 8
SLV	EL	AI	TH	RU	GY	PI 7 8	SLV	EL	AI	TH	RU	GY	PI 7 8
VALUE	←↑	%	→↓	%	VALUE	←↑	%	→↓	%				

T · CUT	%
STW	:
STEP	
SW · R	NOR / REV
DTM	INH / ACT
BASIC	ON / OFF

OPT	TRM	REV	D/R	EXP	CNT	EPA
ALL ON	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF
	TH · C	PI · C	T · CUT	RVL	NAM	C · M1
	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF
	C · M2	STW	INT	STEP	TYP	SW · R
	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF
	CPY	RST	CLK	DTM	SWH	
ON/OFF	ON/OFF	ON/OFF	ON/OFF	ON/OFF		