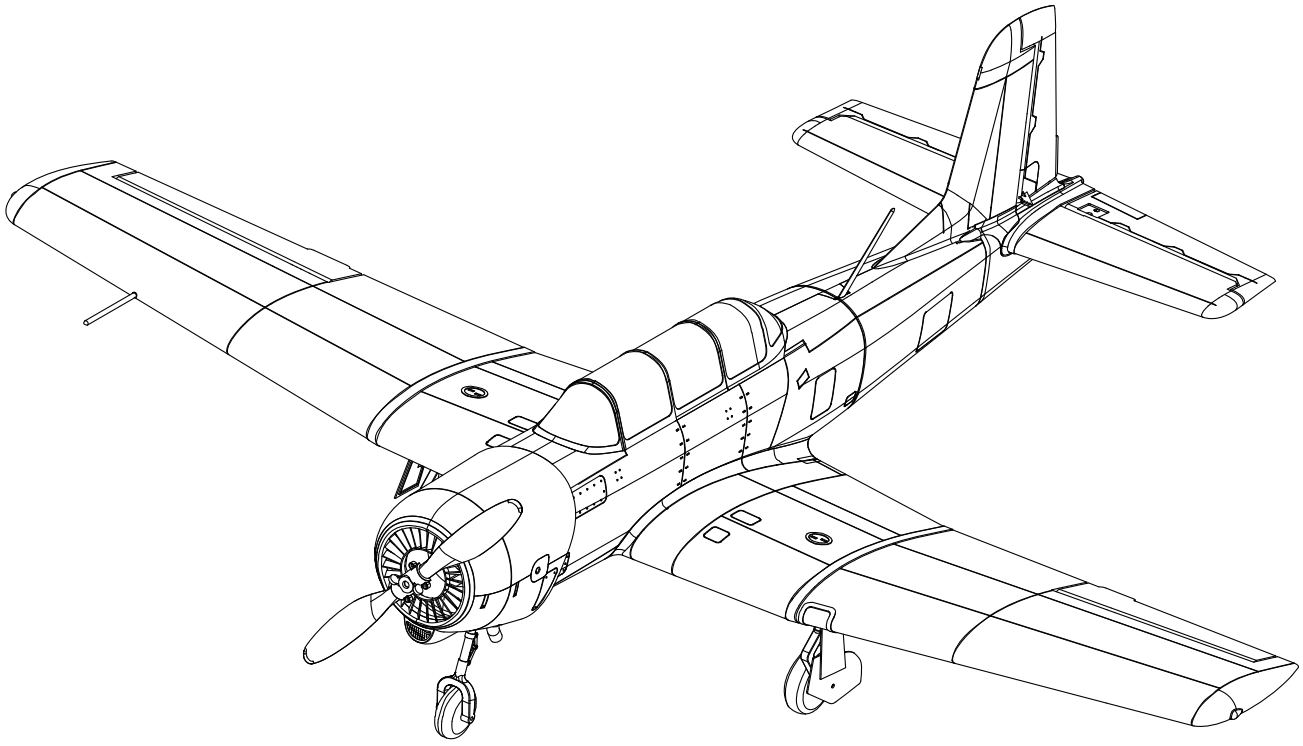
1200mm CJ-6 V2



Instruction Manual
操作手册

REALISTIC
• RETRACT & FLAPS INSTALLED

RIGID
• STRONG DURABLE EPO

STABLE
• SMOOTH FLYING PERFORMANCE

FMSMODEL.COM

WARNING

WARNING: Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product,personal property and cause serious injury.

This is a sophisticated hobby product and NOT a toy. It must be operated with caution and common sense and failure to do so could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision.

This manual contains instructions for safety operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual prior to assembly, setup or use, in order to operate and avoid damage or serious injury.

Safety precautions and warnings

As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others. This model is controlled by a radio signal subject to interference from many sources outside your control. This interference can cause momentary loss of control so it is advisable to always keep a safe distance in all directions around your model, as this margin will help avoid collisions or injury.

Age Recommendation: Not for children under 14 years. This is not a toy.

·Never operate your model with low transmitter batteries.

·Always operate your model in an open area away from cars, traffic or people.

·Avoid operating your model in the street where injury or damage can occur.

·Never operate the model in populated areas for any reason.

·Carefully follow the directions and warnings for this and any optional support equipment you use (chargers,rechargeable battery packs, etc.)

·Keep all chemicals, small parts and anything electrical out of the reach of children.

·Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.

·Never lick or any place of any your model in your mouth as it could cause serious injury or even death.

Safety

Lithium Polymer (Li-Po) Battery Warning

CAUTION: Always follow the manufacturer's instructions for safe use and disposal of batteries. Fire, property damage, or serious injury can result from the mishandling of Li-Po batteries.

- By handling, charging or using a Li-Po Battery you assume all risks associated with lithium batteries. If at any time the batteries begin to swell or balloon, discontinue use immediately!
- Always store the batteries at room temperature in a dry area to extend the life of the battery. Always transport or temporarily store the battery in a temperature range of 40-120F. Do not store the battery or model in a car or in direct sunlight. If stored in a hot car, the battery can be damaged or even catch fire.
- Never use a Ni-Mh Charger to charge Li-Po Batteries. Failure to charge the battery with a Li-Po compatible charger may cause fire resulting in personal injury and property damage.
- Never discharge Li-Po Cells below 3V.
- Never leave charging batteries unattended.
- Never charge damaged batteries.

Charging the Flight Battery Warning

- Use a battery charger that is designed to safely charge the Li-Po Battery. Read the charger instructions care fully before use. When charging the battery, make certain the battery is on a heat resistant surface. It is also highly recommended to place the Li-Po Battery inside a fire resistant charging bag readily available at hobby shops or online.

Introduction

FMS 1200mm Nanchang CJ-6 V2 “PLAAF Demonstration team”.

FMS is proud to release the popular Nanchang CJ-6 V2 with a brand-new PLAAF demonstration team trim scheme.

Known for its predictable flight characteristics, aerobatic capabilities and rugged dependability- the Nanchang CJ-6 has served as the basic trainer aircraft for the PLAAF since 1958.

Like its predecessor, the FMS 1200mm Nanchang CJ-6 V2 is built with a carbon-reinforced EPO foam structure- this lightweight yet robust construction allows for excellent durability, light wing-loading and prolonged flight times.

A redesigned electric landing gear system can withstand heavy impacts- expected with any trainer aircraft!

Visually, bright LED navigation lights and the realistic PLAAF demonstration team trim scheme add to what was already a very accurate model of the Nanchang CJ-6.

If you’re looking for an aircraft that will help you learn the ropes with ease and teach you basic aerobatics, don’t miss the FMS 1200mm Nanchang CJ-6 V2!

Features:
- 3541- 840KV motor, 40A ESC
- Ultra-bright LED navigation lights
- Realistic airframe design
- Ultra lightweight carbon-reinforced EPO structure
- Functional split-flaps
- PLAAF demonstration team trim scheme

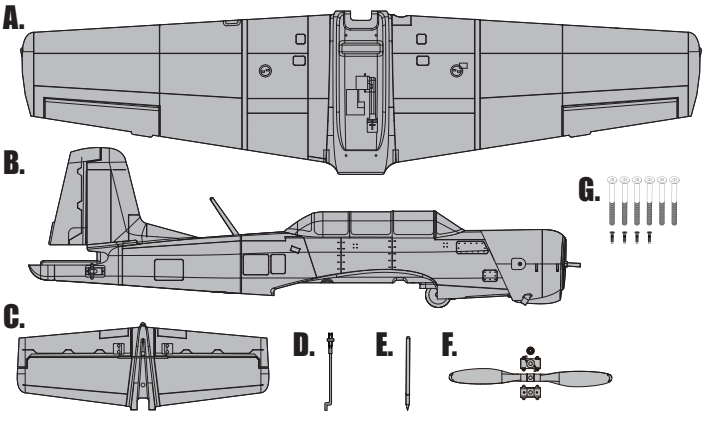
Table of contents

Kit contents

Before assembly, please inspect the contents of the kit. The photo below details the contents of the kit with labels. If any parts are missing or defective, please identify the name or part number (refer to the spare parts list near the end of the manual) then contact your local shop or email us: support @fmsmodel.com.

Specifications

Wingspan: 1200mm/47.2in
Overall Length: 1000mm/39.4 in
Flying Weight: Around 1560g
Motor Size: Brushless 3541-KV840
Wing Load: 57.8 g/dm² (0.13oz/in²)
Wing Area: 25.1dm²(389.1 sq.in)
ESC: 40A
Servo: 9g Servo x 6
Recommended Battery: 4S 14.8V 2200mAh 25C

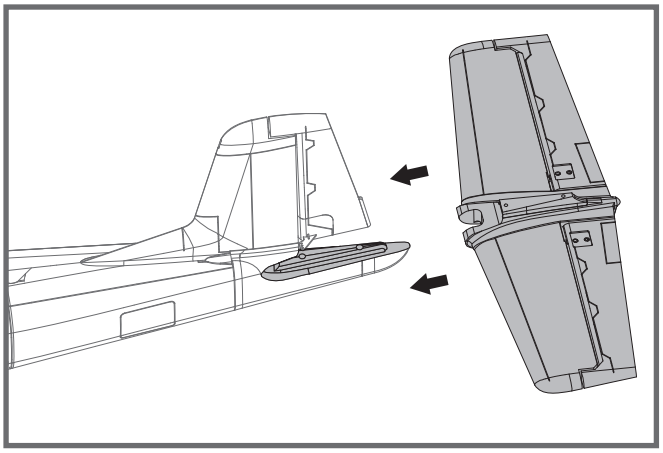


A: Main wing
B: Fuselage
C: Horizontal stabilizer
D: Linkage rods
E:Pitot tube
F: Propeller set
G:Screws
(HKM3.0x32*6
KA2.0x8*4)

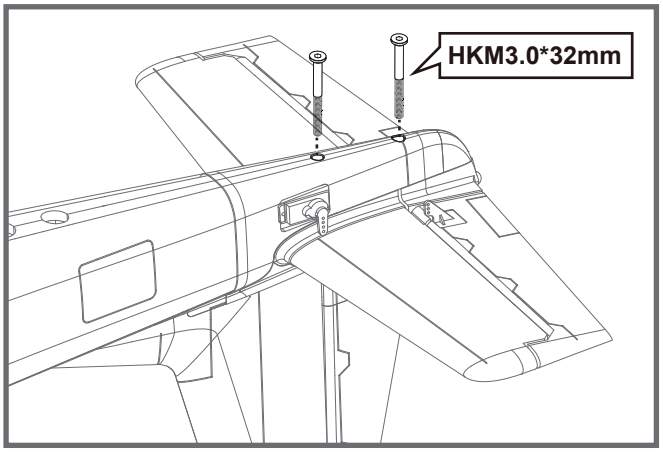
Model assembly

Horizontal stabilizer Installation

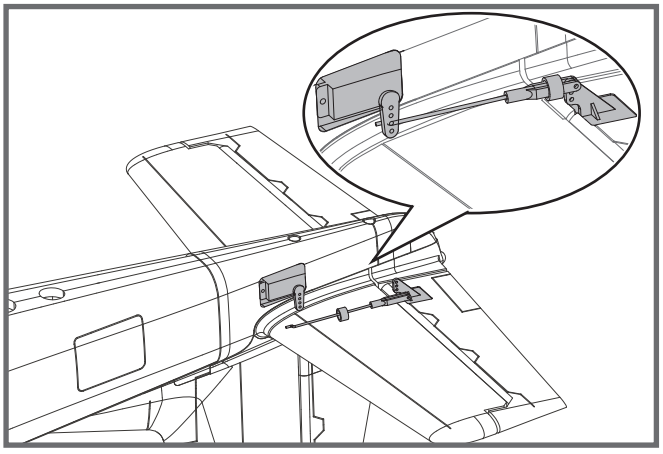
1. Slide the horizontal stabilizer into the slot in the rear of the fuselage. Ensure the control horns face down.



2. Secure the horizontal stabilizer in place using the include screws included. Do not over-tighten the screws.



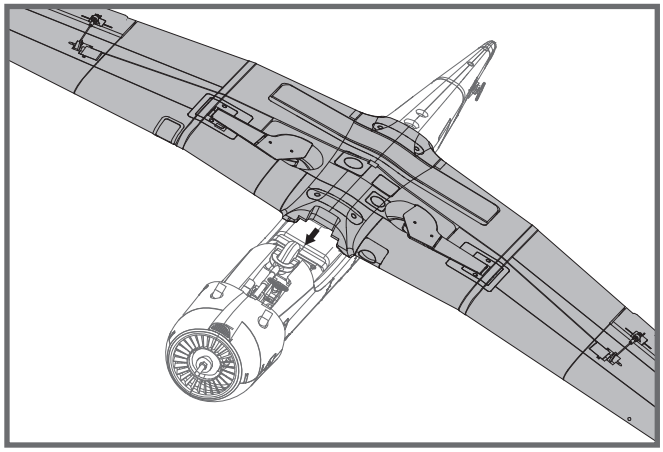
3. Attach the clevis to the elevator control horn. See instruction for clevis connection on page 9.



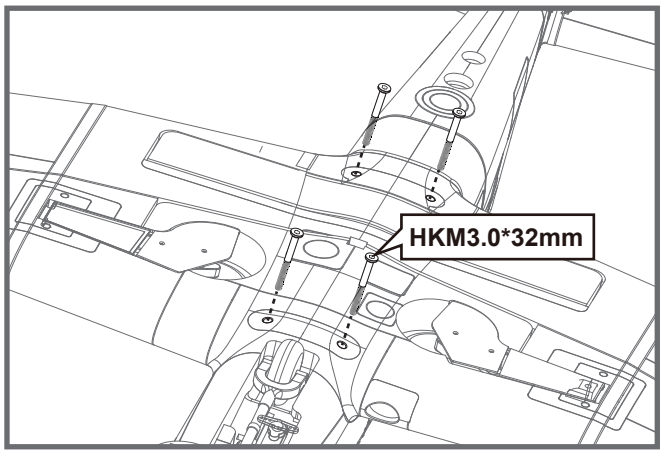
Model assembly

Wing installation

1. Guide the multi Connector wires through the hole located in the bottom of the fuselage as shown.

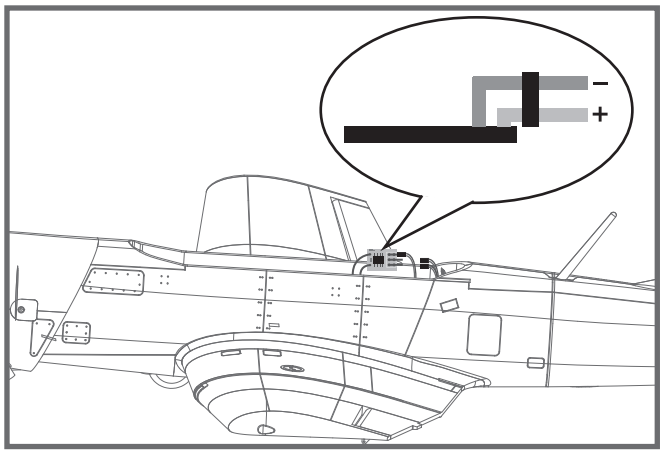


2. Align the wing with the fuselage and secure into position using screws HKM3.0*32.



3. Insert the two LED wires with LIGHT labels on into LED controller.

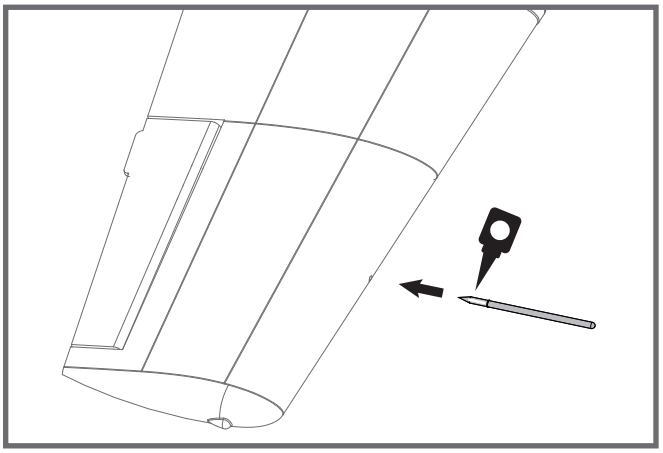
Note: Do not reverse the positive and negative poles.



Model assembly

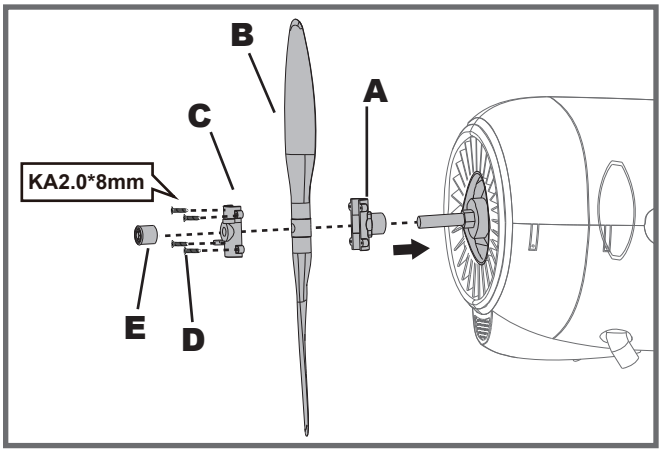
Pitot tube installation

1. Insert the pitot tube into the wing slot as shown.



Install the propeller and spinner

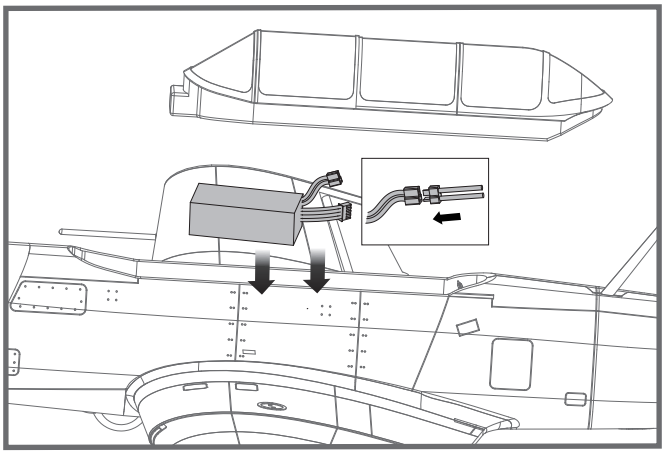
1. Assemble the spinner and propeller as shown.



Battery installation

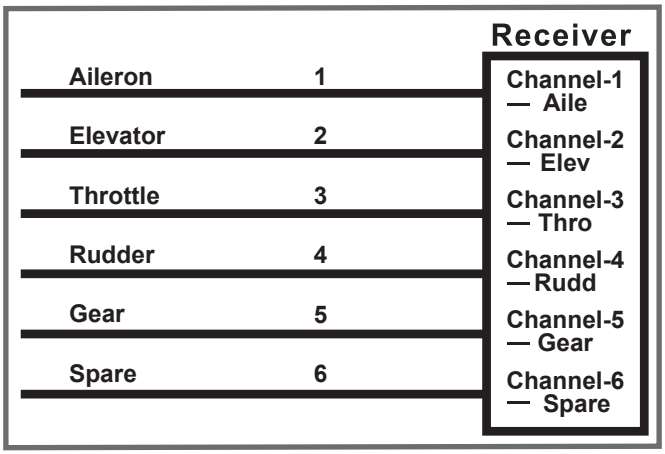
1.Pull back on the latch and remove the battery hatch.
2.Apply the hook tape to the cable end of the battery.
3.Slide the full charged battery into the battery compartment with the power supply cable toward the rear end of the plane.

Note: The center of gravity can be adjusted by moving the battery forward or aft.Having the correct center of gravity is critical to achieving proper flight characteristics.



Receiver diagram

The cables from the servo connector board should be connected to your receiver in the order shown. Note that the LEDs can be powered by any spare channel on the receiver. Tuck the wire leads into the recessed cavity towards the rear of the battery hatch.



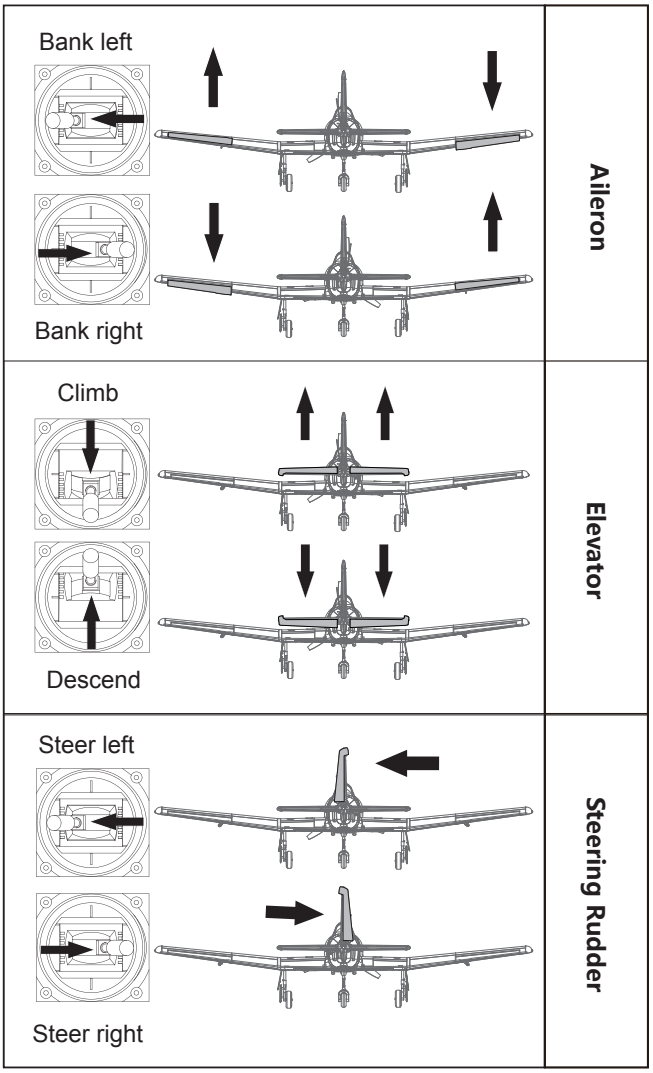
Get your model ready to fly

Important ESC and model information

1. The ESC included with the model has a safe start. If the motor battery is connected to the ESC and the throttle stick is not in the low throttle or off position, the motor will not start until the throttle stick is moved to the low throttle or off position. Once the throttle stick is moved to the low throttle or off position, the motor will emit a series of beeps. Several beeps with the same tune means the ESC has detected the cells of the battery. The count of the beeps equals the cells of the battery. The motor is now armed and will start when the throttle is moved.
2. The motor and ESC come pre-connected and the motor rotation should be correct. If for any reason the motor is rotating in the wrong direction, simply reverse two of the three motor wires to change the direction of rotation.
3. The motor has an optional brake setting. The ESC comes with brake switched off and we recommend that the model be flown with the brake off. However, the brake could be accidentally switched on if the motor battery is connected to the ESC while the throttle stick is set at full throttle. To switch the brake off, move the throttle stick to full throttle and plug in the motor battery. The motor will beep one time. Move the throttle stick to low throttle or the off position. The motor is ready to run and the brake will be switched off.
4. Battery Selection and Installation. We recommend the 14.8V 2200mAh 25c Li-Po battery. If using another battery, the battery must be at least a 14.8V 2200mAh 25c battery. Your battery should be approximately the same capacity, dimension and weight as the 14.8V 2200mAh 25c Li-Po battery to fit the fuselage without changing the center of gravity significantly.

Transmitter and model setup

Before getting started, bind your receiver with your transmitter. Please refer to your transmitter manual for proper operation.
CAUTION: To prevent personal injury, DO NOT install the propeller assembly onto the motor shaft while testing the control surfaces. DO NOT arm the ESC and do not turn on the transmitter until the Transmitter Manual instructs you to do so.
Tips: Make sure all control sticks on your radio are in the neutral position (rudder, elevator, ailerons) and the throttle is in the OFF position. Make sure both ailerons move up and down (travel) the same amount. This model tracks well when the left and right ailerons travel the same amount in response to the control stick.
Move the controls on the transmitter to make sure the aircraft control surface moves correctly. See diagrams right.



Control throws

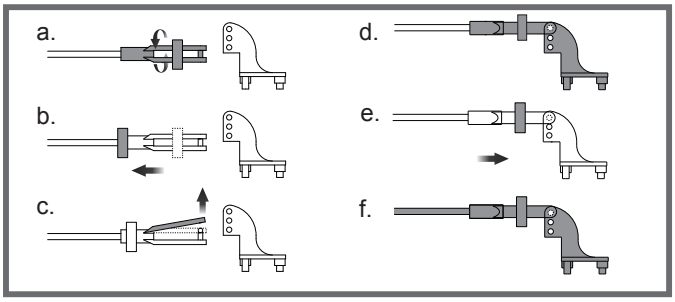
The suggested control throw setting for the CJ-6 V2 are as follows (dual rate setting):

Tips: On the first flight, fly the model in low rate. The first time you use high rates,be sure to fly at low to medium speeds. High rate, as listed, is only for EXTREME maneuvering.

	High Rate	Low Rate
Elevator	16mm up / dowm	10mm up / dowm
Aileron	12mm up / dowm	8mm up / dowm
Rudder	25mm left / right	20mm left / right

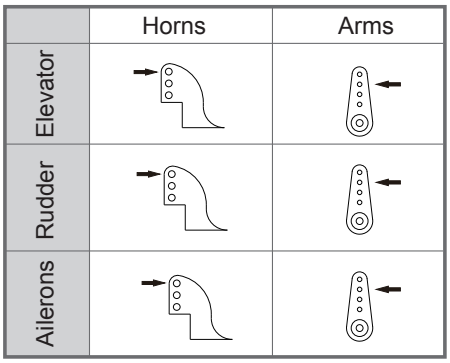
Clevis installation

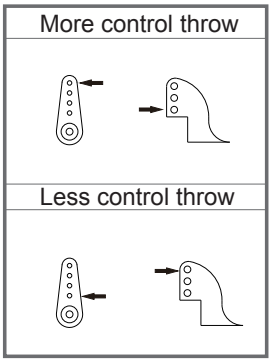
1.Pull the tube from the clevis to the linkage.
2.Carefully spread the clevis, then insert the clevis pin into the desired hole in the control horn.
3.Move the tube to hold the clevis on the control horn.



Control horn and servo arm settings

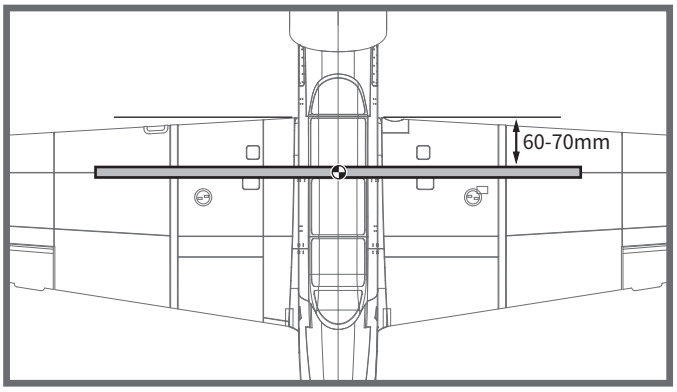
The table shows the factory settings for the control horns and servo arms. Fly the aircraft at the factory settings before making changes.
After flying,you may choose to adjust the linkage positions for the desired control response.





Check the C.G. (Center of gravity)

When balancing your model, adjust the battery as necessary so the model is level or slightly nose down. This is the correct balance point for your model. After the first flight, the CG position can be adjusted for your personal preference.
1. The recommended Center of Gravity (CG) location for your model is(60-70mm) from the leading edge of the main wing (as shown) with the battery pack installed. Mark the location of the CG on top of the wing.
2. When balancing your model, support the plane at the marks made on the bottom of the main wing with your fingers or a commercially available balancing stand. This is the correct balance point for your model. Make sure the model is assembled and ready for flight before balancing.



Before flying the model

Find a suitable flying site

Find a flying site clear of buildings, trees, power lines and other obstructions. Until you know how much area will be required and have mastered flying your plane in confined spaces, choose a site which is at least the size of two to three football fields - a flying field specifically for R/C planes is best. Never fly near people - especially children, who can wander unpredictably.

Perform the range check for your plane

As a precaution, an operational ground range test should be performed before the first flight each time you go out. Performing a range test is a good way to detect problems that could cause loss of control such as low batteries, defective or damaged radio components, or radio interference. This usually requires an assistant and should be done at the actual flying site you will be using.

First turn on the transmitter, then install a fully-charged battery into the fuselage. Connect the battery and install the hatch.

Remember, use care not to bump the throttle stick. Otherwise, the propeller/fan will turn and possibly cause damage or injury.

Note: Please refer to your Transmitter Manual that came with your radio control system to perform a ground range check. If the controls are not working correctly or if anything seems wrong, do not fly the model until you correct the problem. Make certain all the servo wires are securely connected to the receiver and the transmitter batteries have a good connection.

Monitor your flight time

Monitor and limit your flight time using a timer (such as on a wristwatch or in your transmitter if available). When the batteries are getting low you will usually notice a performance drop before the ESC cuts off motor power, so when the plane starts flying slower you should land. Often (but not always) power can be briefly restored after the motor cuts off by holding the throttle stick all the way down for a few seconds. To avoid an unexpected dead-stick landing on your first flight, set your timer to a conservative 4 minutes. When your alarm sounds you should land right away.

Flying course

Take off

While applying power, slowly steer to keep the model straight. The model should accelerate quickly. As the model gains flight speed you will want to climb at a steady and even rate. It will climb out at a nice angle of attack (AOA).

Flying

Always choose a wide-open space for flying your plane. It is ideal for you to fly at a sanctioned flying field. If you are not flying at an approved site always avoid flying near houses, trees, wires and buildings. You should also be careful to avoid flying in areas where there are many people, such as busy parks, schoolyards, or soccer fields. Consult laws and ordinances before choosing a location to fly your aircraft. After takeoff, gain some altitude. Climb to a safe height before trying technical manoeuvres, including high speed passes, inverted flight, loops, and point rolls.

Landing

Land the model when you hear the motor pulsing (LVC) or if you notice a reduction in power. If using a transmitter with a timer, set the timer so you have enough flight time to make several landing approaches.
The model's three point landing gear allows the model to land on hard surfaces. Align model directly into the wind and fly down to the ground. Fly the airplane down to the ground using 1/4-1/3 throttle to keep enough energy for proper flare. Before the model touches down, always fully decrease the throttle to avoid damaging the propeller or other components. The key to a great landing is to manage the power and elevator all the way to the ground and set down lightly on the main landing gear. After a few flights you will find the model can be set down lightlyon the mains and you can hold the nose wheel off balancing themodel on the mains until it slows and gently settles the nose.

Maintenance

Repairs to the foam should be made with foam safe adhesives such as hot glue, foam safe CA, and 5min epoxy. When parts are not repairable, see the Spare Parts List for ordering by item number.
Always check to make sure all screws on the aircraft are tightened. Pay special attention to make sure the spinner is firmly in place before every flight.

Trouble shooting

Problem	Possible Cause	Solution
Aircraft will not respond to the throttlebut responds to other controls.	-ESC is not armed. -Throttle channel is reversed.	-Lower throttle stick and throttle trim to lowest settings. -Reverse throttle channel on transmitter.
Extra propeller noise or extra vibration.	-Damaged spinner, propeller, motor or motor mount. -Loose propeller and spinner parts. -Propellor installed backwards.	-Replace damaged parts. -Tighten parts for propeller adapter, propeller and spinner. -Remove and install propeller correctly.
Reduced flight time or aircraft underpowered.	-Flight battery charge is low. -propeller installed backward. -Flight battery damaged.	-Completely recharge flight battery. -Replace flight battery and follow flight battery instructions.
Control surface does not move, or is slow to respond to control inputs.	-Control surface, control horn, linkage or servo damage. -Wire damaged or connections loose.	-Replace or repair damaged parts and adjust controls. -Do a check of connections for loose wiring.
Controls reversed.	Channels are reversed in the transmitter.	Do the control direction test and adjust controls for aircraft and transmitter.
-Motor loses power -Motor power pulses then motor loses power.	-Damage to motor, or battery. -Loss of power to aircraft. -ESC uses default soft Low Voltage Cutoff(LVC).	-Do a check of batteries, transmitter, receiver, ESC, motor and wiring for damage(replace as needed). -Land aircraft immediately and recharge flight battery.
LED on receiver flashes slowly.	Power loss to receiver.	-Check connection from ESC to receiver. -Check servos for damage. -Check linkages for binding.

Spare parts list content

FMSEE101	Fuselage
FMSEE102	Main Wing Set
FMSEE103	Horizontal Stabilizer
FMSEE104	Cockpit
FMSEE105	Cowl
FMSEE106	Spinner
FMSEE107	Pitot tube
FMSEE108	Oil-cooler Vent
FMSEE109	Antenna
FMSEE110	Landing Gear Set
FMSEE111	Main Landing Gear System
FMSEE112	Front Landing Gear System
FMSEE113	Linkage Rod
FMSEE114	Decal Sheet
FMSEE115	LED set
FMSEE116	LED controller
FMSRE012	E-retract
FMSPROP061	Propeller
FMSDJ015	Motor Mount
FMSDZ010	Motor Shaft
FMSBM018	Motor Board
FMSCON002	Multi-connector Set
FMSKV840	Motor
PRESC001	40A ESC
FMS9GDP	9g digital gear servo positive

Visit our website: www.fmsmodel.com to see photo of this product. Enter the key word "ESC" in the search bar for the stock ESC instruction manual.

警告

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警告：在组装、调整及飞行前请务必认真阅读产品说明书以熟知产品的特性。请严格按照说明书提示进行飞机的组装、调整及飞行。如操作不当会造成产品本身损坏及其它财产损失，甚至造成严重的人身伤害。
声明：模型不是玩具，具有一定的危险性，操作者需要具备一定的飞行经验，初学者请在专业人士指导下操作。
禁止十四岁以下儿童操作、飞行。

安全须知

本产品飞行由无线电遥控器控制，在飞行过程中可能会受到外界强信号源干扰而导致失控，甚至坠机。因此，在飞行过程中务必始终与飞机保持一定的安全距离，避免意外碰撞、受伤。

☒请勿在发射器电池低电量的情况下操纵模型飞机。
☒请勿在公路、人群、高压线密集区、机场附近及其它法律法规明确禁止飞行的场合飞行。
☒请勿在雷雨、大风、大雪或者其它恶劣气象环境下飞行。
☒请严格遵照产品指导说明及安全警告操作本产品及其相关配置（例如充电器、电池等）。
☒请勿将相关化工类产品、零部件、电子部件等置于儿童可触及的范围。
☒请勿将电子件暴漏于潮湿的环境中，以免造成损坏。
☒请勿将本品任意处置于口中，以免造成人身伤亡。

锂聚合物电池使用安全须知

- 使用锂聚合物电池时，须严格遵守制造商说明、要求并了解相关风险，使用不当会导致锂聚合物电池起火，从而造成严重的财产损失甚至人身伤害。
- 禁止使用变形、胀气的锂聚合物电池。
- 禁止使用过充、放电的锂聚合物电池，避免发生危险。长时间不使用须将锂聚合物电池放电至存储电压（3.8~3.85V / 节）。锂聚合物电池须储存在室内干燥区域（4.5~48.5℃），禁止将锂聚合物电池置于阳光下暴晒或车内，高温可能会导致锂聚合物电池起火，造成财产损失和人身伤害。
- 请使用专用充电器对锂聚合物电池进行充放电，禁止使用其它如：镍氢电池充电器。充放电时，禁止将锂电池放置于高温物体表面，建议使用锂电池防爆袋。不正确的充放电操作会对锂聚合物电池造成损伤，甚至会引起火灾，造成财产损失和人身伤害。
- 禁止将锂聚合物电池单节电压放至低于 3V，禁止给已损坏的锂聚合物电池充电。
- 锂聚合物电池充放电须在有人看管的情况下进行，避免发生意外造成不必要的损失。

飞机电池充电警告：
请确保使用合格的电池充电器给锂电池充电。在使用充电器前，请认真阅读充电器说明书。充电过程中，请确保把电池置于耐热的表面。建议把锂电池置于防火充电袋内充电，防火充电袋可在相关模型实体店或网上买到。

产品特点

FMS 1200mm 初教 -6 V2 版——空军天之翼飞行表演涂装，和大家隆重见面了。

初教 -6 是由南昌飞机制造公司研制的螺旋桨教练机，具有优良的飞行性能和操纵品质，是中国空军初级教练机主力机型，为我国培养了上万名飞行员，被誉为中国空军的成长摇篮，还是中国空军天之翼飞行表演队的专用机型。

作为 FMS 年度国产机力作，初教 -6 V2 版延续了 V1 版有口皆碑的飞行性能，如新型高倍率发泡技术材料大大降低了整体飞行重量，精确的原型飞机布局设计让性能足以媲美大多数上单翼教练机，新款可收放起落架与电子配件延续了飞机经久耐用的特性。V2 版在细节方面的优化也是有目共睹，新增仿真 LED 航灯，加上整机的水性漆处理，让飞机整体设计感更精良，而富有浓厚中国特色的空军天之翼飞行表演涂装，也具有很高收藏价值。

初教 -6 V2 版，是经典机型与 FMS 匠心设计的凝聚，正如空军天之翼宣传片所说：“头上是星辰无垠，翼下是山海无疆，披靡归来，不忘初心。”

特征：

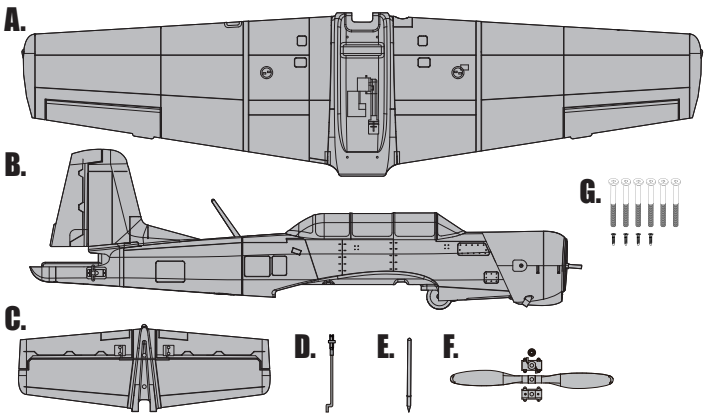
- 3541-KV840 电机 ， 40A 电调
- 新增仿真 LED 航灯
- 还原真机设计布局
- 新型高倍率发泡技术材料
- 分离式襟翼，还原真机原貌
- 经典空军天之翼飞行表演涂装

目录

产品组成

在组装产品之前，请仔细检查以下配件，如有缺失或者损坏，请及时联系当地店面或者邮件至厂家（support@fmsmodel.com），告知缺失或损坏的配件名称及编码（请在本说明书尾页查看相应的配件编码）。请注意，不同配置，包装盒内部物品不同。

产品参数
翼展: 1200mm/47.2in
机身长: 1000mm/39.4 in
飞行重量: Around 1560g
电机: Brushless 3541-KV840
翼载荷: 57.8 g/dm² (0.13oz/in²)
翼面积: 25.1dm²(389.1 sq.in)
电调: 40A
舵机: 9g Servo x 6
电池: 4S 14.8V 2200mAh 25C

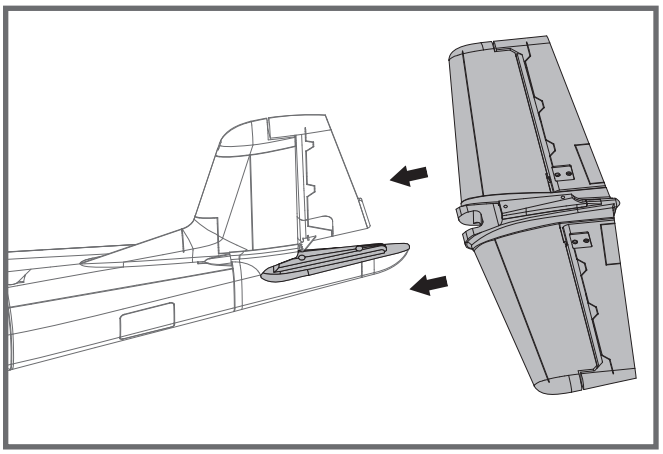


A: 主翼
B: 机身
C: 平尾
D: 连接杆
E: 空速管
F: 螺旋桨组
G: 螺丝组
(HKM3.0x32*6
KA2.0x8*4)

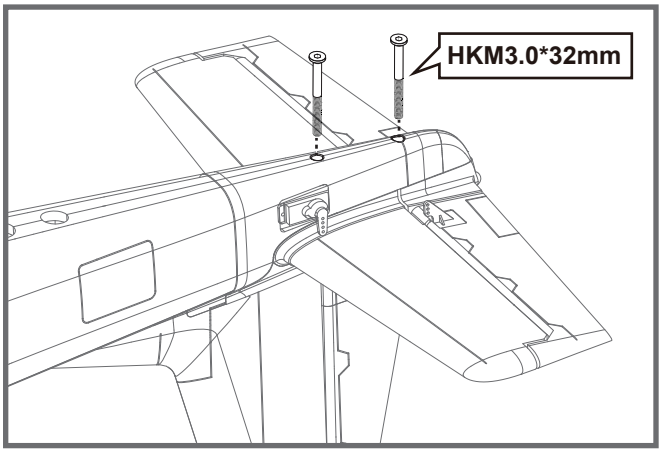
机体安装

平尾安装

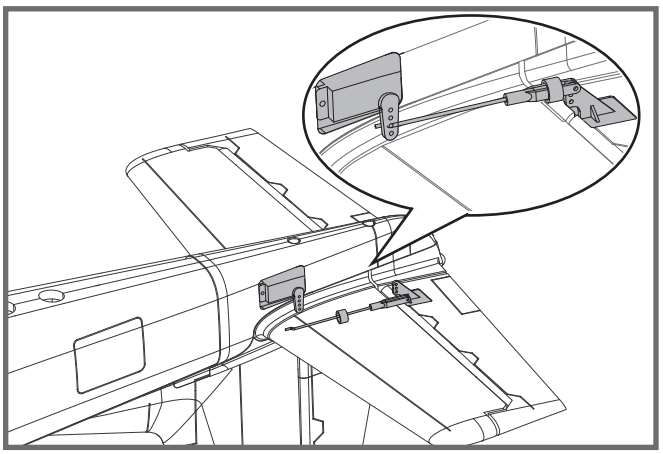
1. 如图所示，将平尾安装至机身尾部槽位，确保舵面朝下。



2. 使用所附螺丝将平尾固定到位。注意，请勿过锁螺丝。



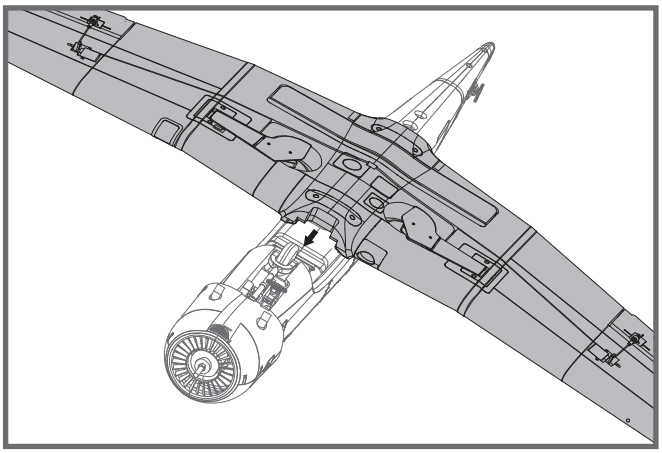
3. 参照本说明书后页的夹头安装描述和推荐安装孔位，安装夹头至平尾舵角。



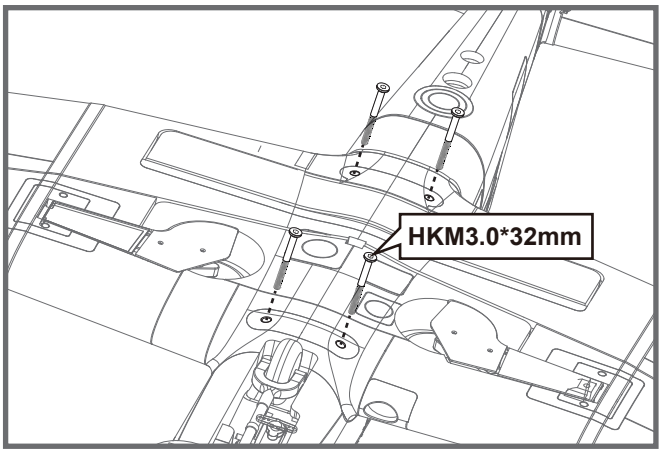
机体安装

主翼安装

1. 如图所示，引导排插接线穿过机身底部的安装孔。

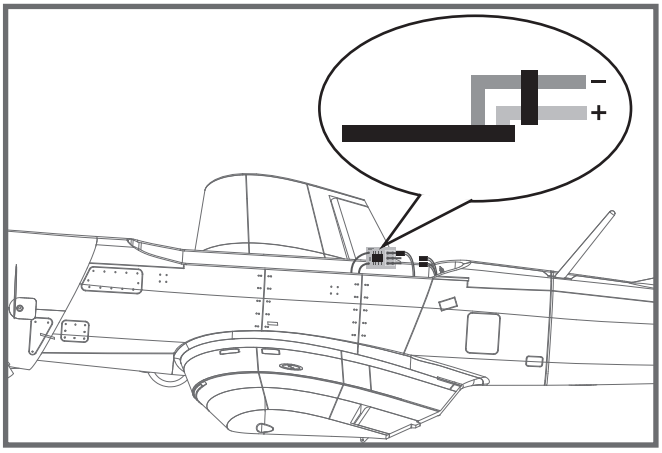


2．安装主翼至机身，使用所附螺丝固定。



3. 如图所示，将贴有 LIGHTS 通道贴的两个 LED 灯线分别插在 LED 控制板上

注意：正负极不要接反。

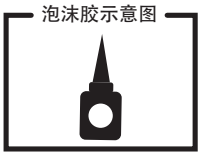


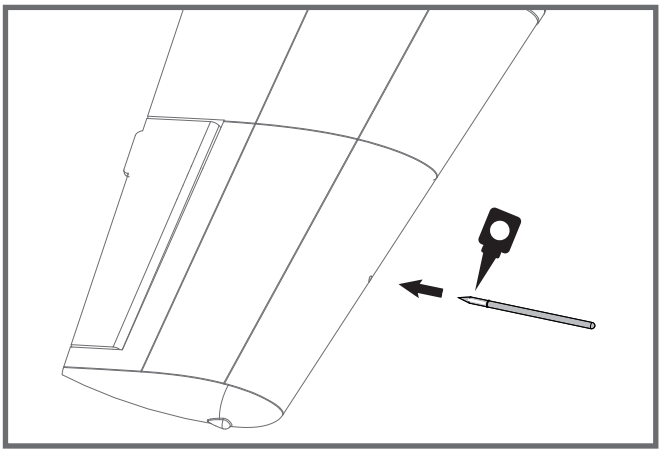
机体安装

空速管安装

1. 如图所示，安装空速管至主翼槽位。

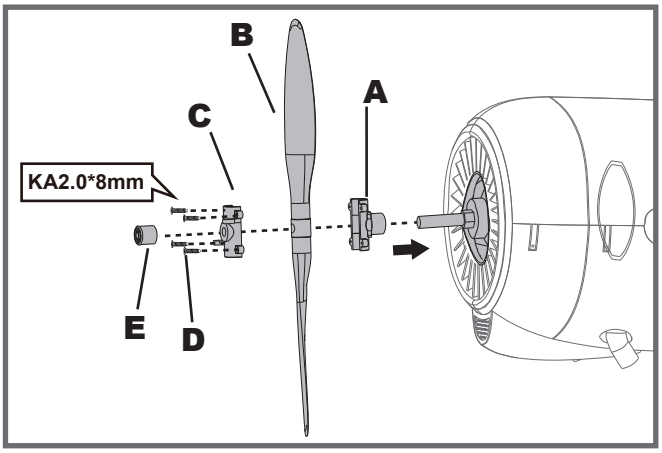
泡沫胶示意图





螺旋桨安装

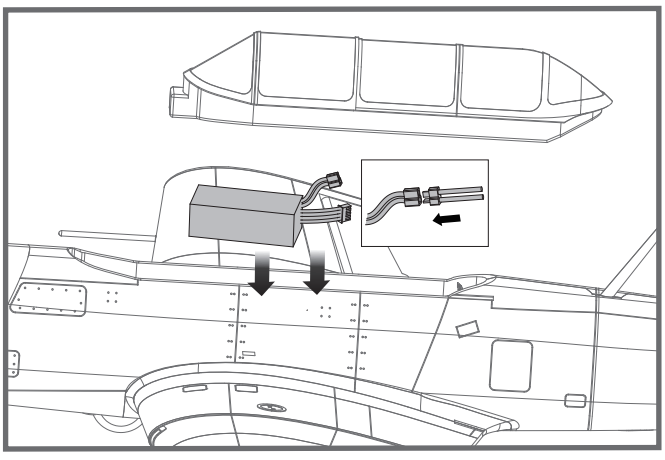
1. 如图所示，依序安装螺旋桨组。



电池安装

1. 移开座舱。
2. 取下电池板上的魔术贴(毛面)贴于电池表面。
3. 如图所示，将电池置于电池舱内，用魔术带绑紧，使有电源线的那端朝向飞机的尾部。

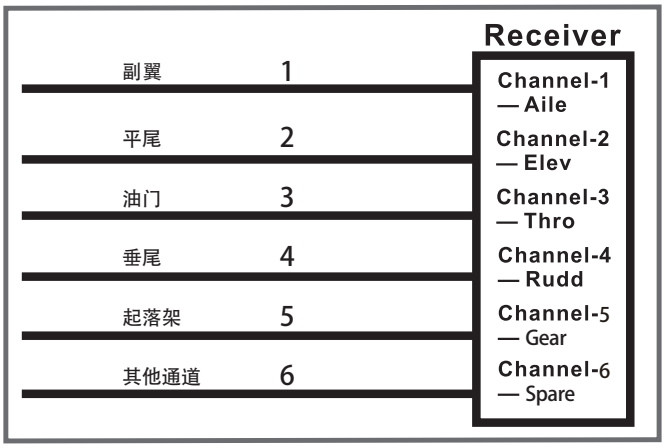
注意：由于不同电池厂家生产的电池重量有轻微的差异，需要调整电池的前后位置来平衡飞机的重心位置。



接收机连接示意图

如图所示, 以 Futaba 遥控器为例, 将副翼舵机信号线插入接收机副翼通道、升降舵舵机信号线插入接收机升降舵通道、方向舵舵机信号线插入接收机方向舵通道、电调信号线插入接收机油门通道。最后将所有连接线整理整齐并固定在电池仓后部的凹槽内, 随后固定好接收机 。

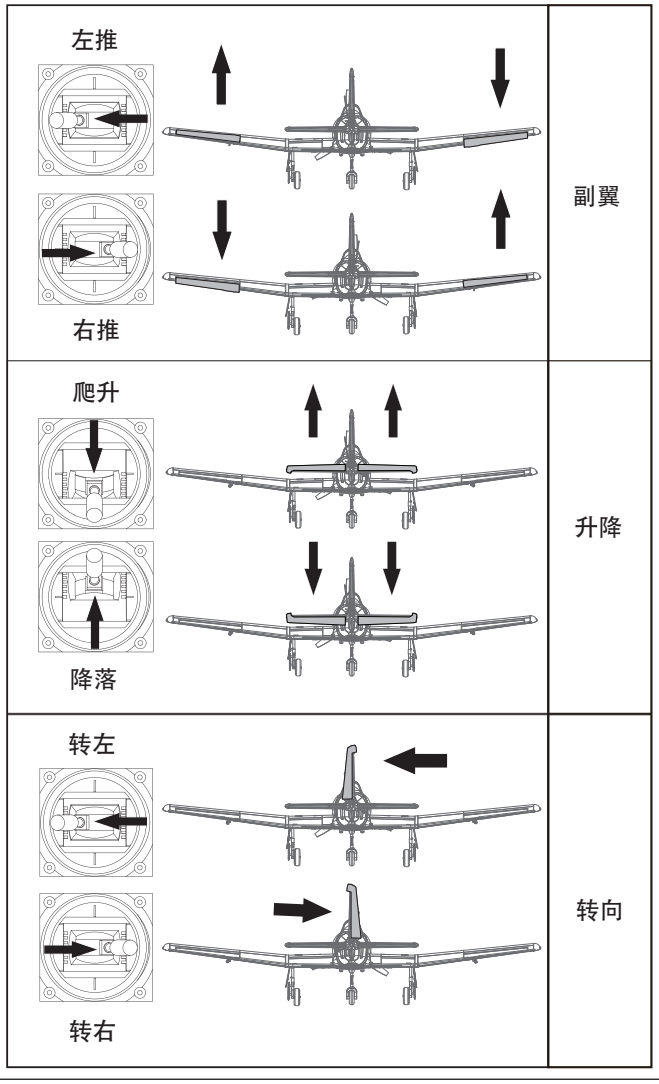
请注意, 如产品带有襟翼功能, 则将襟翼舵机信号线插入接收机的襟翼通道(6CH)。如产品配有LED,则LED信号线可插入任何闲置通道。



遥控器设置

警告:为保证安全, 在遥控器参数设置及舵面调整过程中, 请务必拆下螺旋桨, 以免电机意外启动发生事故。遥控器发射机开机前, 确保油门杆在最低位置, 其它摇杆在中立位置。开发射机并给接收机通电, 随后听到电调初始化音(音符释义见后文"电子调速器说明书")。观察所有舵面是否回中, 如果没有回中, 尽量通过调整舵机摇臂角度、连杆长度的方式来使舵面回中, 若调整长度在安全范围内仍未回中, 则使用遥控器通道微调或者菜单中的"SubTrim"选项来使舵面归中。如下图所示观察摇杆动作与舵面动作的对应关系, 如发生舵面反向需要使用遥控器中的通道反向功能来纠正。

1.移动发射器上的控制杆位置, 确保舵面可以自如移动。



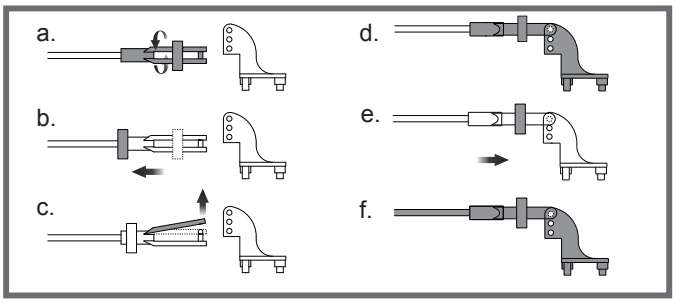
推荐舵面行程

温馨提示:首飞建议用小舵面行程

	大	小
升降舵	16mm up / dowm	10mm up / dowm
副翼舵	12mm up / dowm	8mm up / dowm
方向舵	25mm left / right	20mm left / right

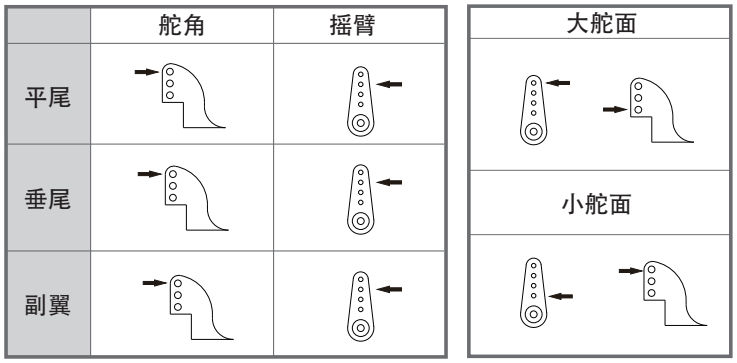
夹头安装方式

1. 保证舵机为回中状态, 将连接杆夹头调整到合适位置。
2. 将 O 型圈移开, 打开夹头, 将夹头安装到舵角孔位。
3. 将 O 型圈移回相应位置, 锁紧夹头。



舵角和舵机摇臂安装

图示是舵角和舵面摇臂的出厂设置。首飞建议用出厂设置的舵角飞行。首飞后, 可按图调整舵角。

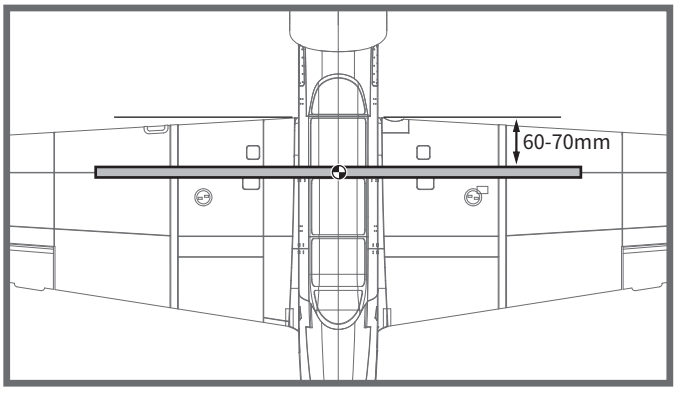


重心调整

通过移动电池在电池舱内的前后位置调整飞机的重心 ,使飞机保持水平或稍微头重的状态。首飞以后, 重心位置可以根据你自己的飞行偏好再做更改。

1.如图所示, 推荐重心位置是机翼前缘往后 60-70mm处(安装电池以后)。推荐把食指放在机翼下面的重心位置来帮助调整重心。

2.在调整飞机重心的时候请确定飞机处于组装完毕待飞的状态。



飞行前准备

起飞前的检查

每次飞行前须做严格的地面检查, 可有效避免飞行事故的发生。

1. 检查全机螺丝是否安装到位、舵角摇臂连接可靠。机翼快拆装置已锁紧。
2. 安装电池, 并调整飞机重心到说明书推荐位置。
3. 动力电池、遥控器发射机电池等已充满电, 处于可靠工作状态。
4. 发射机油门杆保持在最低位(推荐使用带有油门锁定功能的遥控设备), 打开发射机, 随后连接动力电池, 待电调初始化完成后检查各个舵面是否回中, 是否动作正确。
5. 轻推油门观察螺旋桨转向是否正确。

所有检查完成后, 方可进行飞行, 初学者首次飞行需要有经验的爱好者协助完成, 避免因操作不当发生飞行事故。

合适的飞行场地

航模飞行须远离人群、建筑物、树木、高压线及禁飞区的空旷场地(至少 2-3 个足球场大小)。初学者飞行前需要向有经验的爱好者询问相关安全事宜。

关于飞行时间

厂家推荐的飞行时间是使用厂家推荐型号的电池, 由有经验的爱好者在微风天完成飞行测试得到的飞行时间, 该时间与电池参数、飞机全备重量、飞行条件以及飞行手法相关, 不同飞行条件可能得到不同的飞行时间。

建议爱好者在飞行时使用遥控器的"计时功能", 建议初始飞行时间设定为 4 分钟, 飞行时间倒计时告警后, 降落飞机并测量电池电压, 方可估算飞行时间并重新调整遥控器计时。如发射机没有计时功能, 需要其他设备辅助测算飞行时间, 以保证飞行安全。

在电池放电后期, 禁止将飞机飞入下风区(风向指向的远端), 防止动力不足而导致飞机不能安全返航。

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故障检修指导

问题	问题原因	解决方式
油门推杆无响应，但舵机有响应	——电调未连接电机 ——油门通道反向	——降低油门推杆和油门微调设定 ——反过来重新装油门通道
桨的噪音过大或者震动过大	——桨罩、桨、电机、电机架坏了 ——桨或者桨罩的小部件松动了 ——桨装反了	——更换损坏的配件 ——把桨、桨夹和桨罩的小部件拧紧 ——反过来重新装桨
飞行时间变短，飞机无力	——电池电量低 ——桨装反了 ——电池坏了	——重新给电池充电 ——依照电池说明书更换新的电池
飞舵面不动，或者动作响应较慢	——舵面、舵角、连接杆、舵机坏了 ——连接线坏了或者接头松了	——更换或者维修坏了的配件 ——检查所有连接线，确保所有接头无松动现象
舵面反向	——遥控器发射机通道反向	——检查通道控制（舵面）方向，调试飞机舵面和遥控器的舵面控制杆
电机无力	——电机或电池坏了 ——电调用了不合适的低压保护装置	——检查电池、发射机、接收机、电调、电机是否有损坏（如有，请及时更换） ——立刻操控飞机降落，重新给电池充电
接收器的 LED 灯慢闪	——接收器低电量	——检查电调和接收器之间的连接 ——检查舵机是否受损 ——检查连接杆是否安装到位

配件列表

FMSEE101	机身	FMSEE116	LED灯控制器
FMSEE102	主翼	FMSRE012	收放
FMSEE103	平尾	FMSPROP061	螺旋桨
FMSEE104	座舱	FMSDJ015	电机架
FMSEE105	机头罩	FMSDZ010	电机轴
FMSEE106	桨夹 /桨帽	FMSBM018	电机板
FMSEE107	空速管	FMSCON002	排插
FMSEE108	油冷却通风口	FMSKV840	电机
FMSEE109	天线	PRESC001	电调
FMSEE110	起落架组	FMS9GDP	9g塑胶数码正向舵机
FMSEE111	主起落架系统		
FMSEE112	前起落架系统		
FMSEE113	连接杆		
FMSEE114	贴纸		
FMSEE115	LED灯组		

如需查找产品图片，请登录FMS官方淘宝店 https://fmsmodel.taobao.com 。如需查找电调说明书，则在以上网址搜索栏中搜索关键词“电调”，即可在任何一款电调产品页面查看。

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