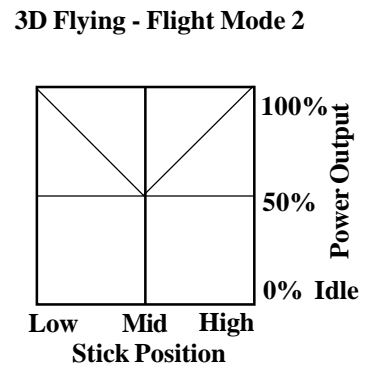
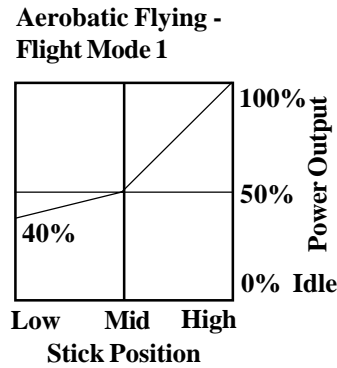
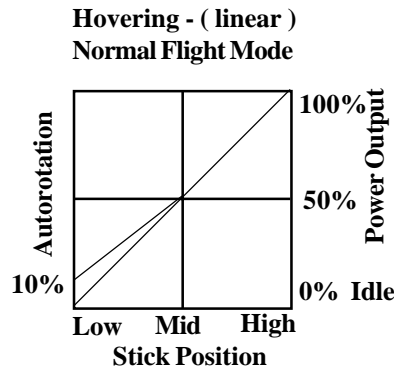


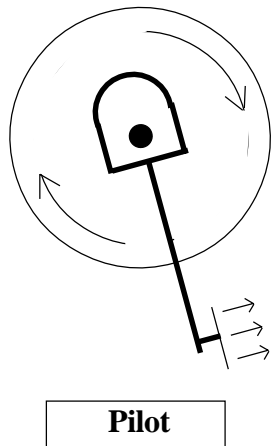
## Throttle Curve Adjustments

After several tanks of fuel the engine will be run-in, at this time you can modify throttle settings. Remember that the smoother the engine the less adjustment required. Not all engine /muffler /fuel combinations are the same which will shift some of the values shown below.



## Tail Rotor Setup

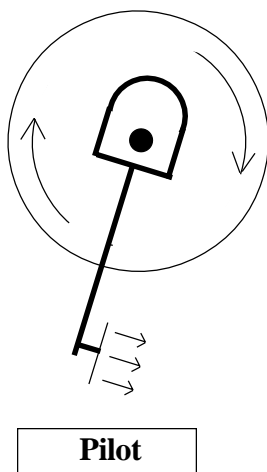
What separates airplane radio equipment from the helicopter version is in the control of the individual curves discussed earlier and in the Revo-mixing. Take a moment to consider the helicopter hovering in front of you - tail in.



1 Nose rotates left at hover.

**Problem:** Not enough pitch in tail rotor to match torque setting of engine.

**Action:** Increase pitch by shortening the rudder pushrod. If the yawing is minimal, then one can apply some right rudder trim at the Transmitter.



2 Nose rotates right at hover.

**Problem:** Too much pitch in tail rotor to match torque setting of engine.

**Action:** Decrease pitch by lengthening the rudder pushrod. If the yawing is minimal, one can apply some left rudder trim at the transmitter.

Once the tail rudder pushrod is adjusted correctly so the tail does not rotate ( don't consider wind now ) the revolution mixing can be adjusted.

## Revolution Mixing

The revolution mixing function allows the helicopter to climb or descend without the tail rotating. There is a high & low setting on the helicopter radio.

The values shown will vary depending on engine, blade pitch and fuel but provide a starting point for the beginner. For each flight mode setting, there will be different Revo-mixing amounts. For forward flight the settings will be lower than hovering due to the aerodynamic forces effecting the helicopter. Here is a starting point for revo values:

|                        |                    |
|------------------------|--------------------|
| High Stick Setting: 40 | Normal Flight Mode |
| Low Stick Setting: 20  |                    |

These values correspond to the total travel for the tail rotor pitch. To adjust the high setting, hold the helicopter at hover and increase the throttle/collective to maximum so the helicopter climbs steadily. Notice the direction the nose rotates:

| Nose rotates |   |
|--------------|---|
| High & Low   | left increase revo value to increase tail pitch.<br>right decrease revo value to decrease tail pitch. |

To adjust the low setting, start from a high hover and decrease the throttle to descend, notice which direction the helicopter rotates.

## Gyro Gain Adjustment

The gyro assists in holding the tail rotor, actually compensating for changes in wind direction or quick stick movements.

First check that the gyro is installed correctly by watching the rudder servo. While holding the rotor head move the rudder stick to the right and observe the direction the servo arm moves. Now quickly rotate the nose to the left, the servo horn should move in the same direction as it does when given a right stick command. If the rudder servo horn moves in the opposite direction, reverse the gyro direction.

Generally the starting setting for the gyro gain is 60%, keep increasing the gain setting until the tail starts wag back and forth, then reduce the setting slightly.

**Problem:** Tail rotor makes sudden uncontrolled rotation.

**Solution:** Reverse gyro direction switch.