

## Flight mode settings through 3GX unit

### Flight mode setting

1. With 3GX in operation mode, push rudder to left or right, and press the SET button for about a second.
2. After entering setting mode, the STATUS LED will flash specific number of times to indicate specific settings.
3. During setting process, LED 1 to 5 indicate the rate of setting; flashing LED represents 10%, while steady lit LED represents 20%. For example, if LED 1 and LED2 are steady lit with LED3 flashing, the set rate is  $2*20+10=50\%$ .

### Aileron roll rate

1. After entering setting mode, STATUS LED flashes once.
2. Aileron and elevator rate can be adjusted independently.
3. Moving the aileron stick will display aileron roll rate on the LED. The more LEDs, the faster the roll rate. Moving the aileron stick can increase or decrease the number of LEDs that lights up between LED1 to LED5, which sets the aileron roll rate. Same method is used to adjust the elevator flip rate when elevator stick is moved.
4. Elevator flip rate is adjusted based on aileron roll rate. When the difference between elevator flip rate and aileron roll rate differs by 20% or more, 3GX will automatically adjust until the error rate falls within range. Therefore, we recommend adjustment aileron roll rate first, and then adjust elevator flip rate.
5. Moving the related control stick, LED will automatically jump to the set rate display of the specific stick function. For example, moving the aileron stick, LED1 to LED5 will display aileron set rate. Moving elevator stick, LED to LED5 will display elevator set rate.

### Elevator end point setting

1. Before entering elevator and aileron limit setting, please switch the transmitter to throttle hold mode and push the throttle down to 0° position to avoid mechanical interference due to excess travel range.
2. After entering setting mode, STATUS LED flashes twice
3. After entering setting mode, elevator may deviate as much as 8 degrees plus compensating rate either forward or back. Moving elevator stick can adjust servo travel limit. For example, if LED shows 50%, total elevator travel range is  $8+0.5*8 = 12$  degrees.
4. Generally 70% is suitable for most helicopter frame. If recommended value is not used, please adjust setting until maximum is reached without mechanical binding.

### **Aileron end point setting**

1. After entering setting mode, STATUS LED flashes 3 times.
2. After entering setting mode, aileron may deviate as much as 8 degrees plus compensating rate either forward or back. Moving aileron stick can adjust servo travel limit. For example, if LED shows 50%, total elevator travel range is  $8+0.5*8 = 12$  degrees.
3. Generally 70% is suitable for most helicopter frame. If recommended value is not used, please adjust setting until maximum is reached without mechanical binding.

### **Swashplate dampening setting**

1. After entering setting mode, STATUS LED flashes 4 times.
2. Move the aileron stick to adjust cyclic pitch dampening rate; the more LED lights up, the more dampening effect. Please note aileron and elevator dampening cannot be adjusted separately. Moving aileron stick is for adjusting cyclic pitch dampening rate, but moving elevator stick is for adjusting collective pitch dampening rate, NOT elevator dampening rate.
3. The more dampening effect, the smoother helicopter flies, but feels less direct. The rate of dampening should be adjusted to suit pilot's preferences.

### **Swashplate accelerate setting**

1. After entering setting mode, STATUS LED flashes 5 times.
2. Move the aileron stick to adjust cyclic pitch acceleration rate; the more LED lights up, the more acceleration effect. Please note aileron and elevator acceleration cannot be adjusted separately. Moving aileron stick is for adjusting cyclic pitch acceleration rate, but moving elevator stick is for adjusting collective pitch acceleration rate, NOT elevator acceleration rate.
3. When cyclic pitch acceleration is active, hovering point fixation ability may be reduced. Beginners or F3C pilots should minimize cyclic pitch acceleration rate value, or set it to zero.
4. Setting swashplate acceleration may increase the burst amp draw of servos. Therefore, BEC output capability should be confirmed to handle burst current when setting collective pitch acceleration, otherwise insufficient current supply may result in flight accidents. We recommend direct power supply if acceleration is higher than 50%.