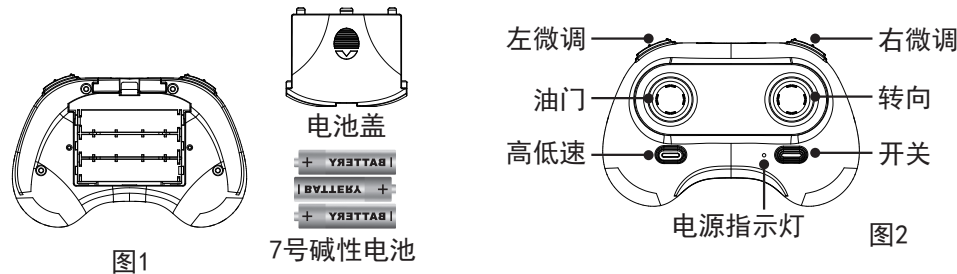


Z-SERIES

2. 4G遥控飞机使用说明书

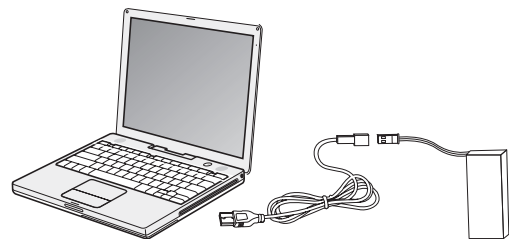
遥控器的组装及功能介绍

打开遥控器背面的电池盖，将3粒7号碱性电池（电池需另购，且不可混用新旧不一或不同类型的电池）依照电池箱的极性依次装入，然后扣紧电池盖（如图1）。遥控器功能如图2所示。



为飞机电池充电

将原厂配备的USB充电线插入电脑USB插座，此时指示灯不亮，然后连接电池插头，红色指示灯亮起，这样就可以充电了，当指示灯熄灭时就代表充满了。充电时间约为40分钟。

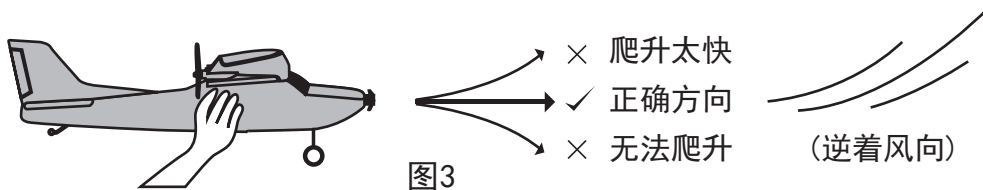


飞行前准备

1. 请选择无雨雪、风力小于4级的室外环境飞行，避开人、动物及障碍物。
2. 将原厂配备的锂电池装入飞机底部的电池仓，并打开电源开关，飞机指示灯闪亮，此时将其静放在地面，等待对频。
3. 将油门杆拉至最低，打开遥控器电源，将油门杆由最低推至最高，再拉回最低，飞机指示灯变为常亮，此时完成对码，可以飞行了。

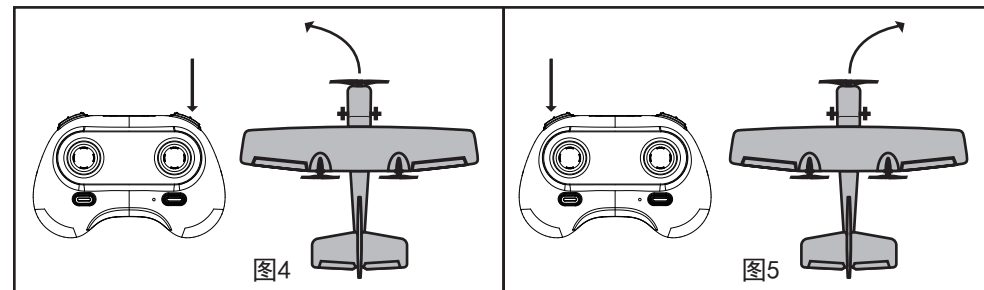
准备起飞

1. 地面起飞：选择一条大约5-10米长的跑道，逆着风向，推动油门逐步至最大，飞机滑行一段距离后会起飞。如果飞机在地面滑行时偏航，请调整遥控器的左右微调，直到飞机滑行方向为直线。
2. 手抛起飞：用手握着机身的后半部分，推动油门，以平行的方向把飞机逆风抛向空中，不可使飞机倾斜（如图3）。



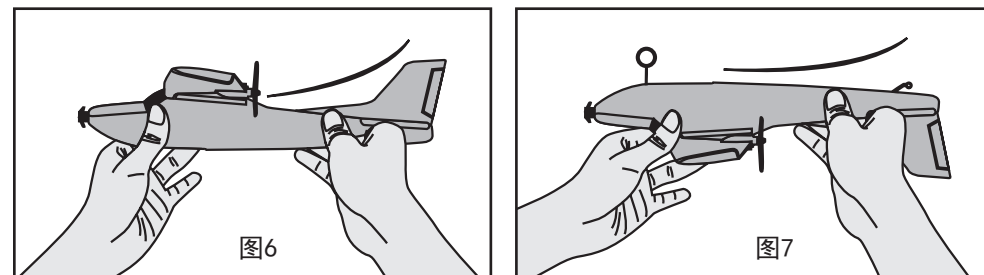
偏航调整

当飞机在空中时，若飞机向左旋转，那么轻按右微调（如图4），直至平稳；若飞机向右旋转，那么轻按左微调（如图5），直至平稳。



通过调整机身来调整飞机的飞行状态

飞机的飞行状态，可通过弯曲飞机的尾部以作调整，弯曲时要用手指压住被弯曲部分以防折断。当飞机不易起飞，把飞机尾部向上弯（如图6）；当飞机爬升太快，把飞机尾部向下弯（如图7）。



飞机故障与修理

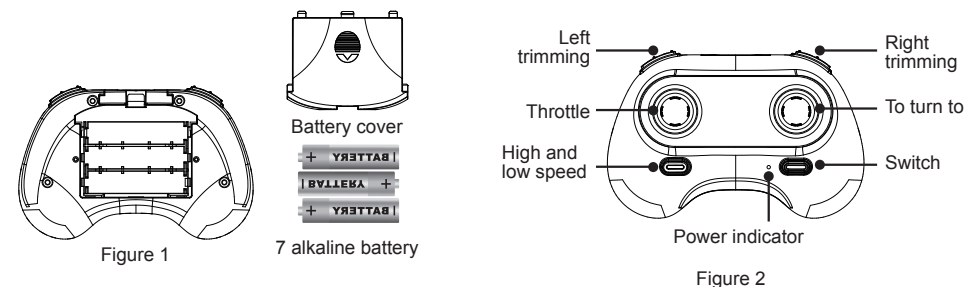
问题	原因	解决方法
螺旋桨不转动	未打开电源开关 飞机电量不足	打开电源开关 给飞机充电
起飞不停打转或起飞后很快下降	没有调好平衡	通过微调 and 机身调整好
不能起飞或是飞行时下降	飞机没有逆风起飞 飞机电量不足 飞机角度不够或速度不够	起飞时逆风起飞 给飞机充电 更有技巧的操作方向杆
在上升或起飞时下降	飞机电量不足	给飞机充电
飞机对遥控器的指令没有反应或是反应缓慢	受高压线、其他遥控产品或建筑物的干扰	尽可能避免这种情况选择另一地方操作
失控	超过可控制范围	在遥控范围内操作 (遥控范围80米)

Z-SERIES

2.4G REMOTE CONTROL AIRCRAFT INSTRUCTIONS

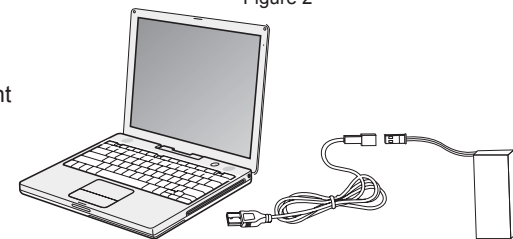
The assembly and function introduction of remote controller

Open the remote control on the back of the battery cover, the 3 grain 7 alkaline batteries (batteries sold separately, and do not mix old and new or different types of batteries) in accordance with the polarity of the battery box are loaded, then tighten the battery cover (Figure 1). The function of the remote controller is shown in figure 2.



Charging for aircraft batteries

Insert the original USB charging line into the computer USB socket, then the indicator light doesn't turn on, and then connect the power. The red indicator lights up, so that it can be charged, and when the indicator goes out, it means full. The charge time is about 40 minutes.

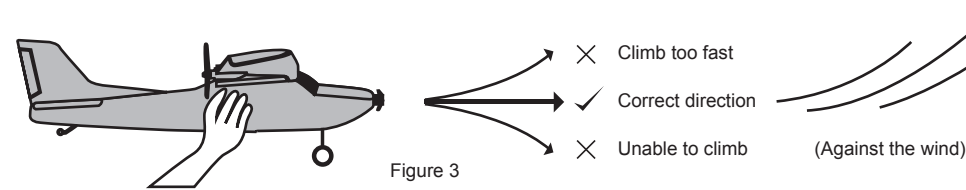


Preparation before flight

1. Please choose no rain and snow, wind less than 4 outdoor environmental flight, avoid people, animals and obstacles.
2. The original factory equipped with lithium batteries installed at the bottom of the aircraft battery warehouse, and open the power switch, aircraft lights flashing, at this time will be placed on the ground, waiting for the frequency.
3. Pull the throttle rod to the minimum, open the remote control power supply, push the throttle rod from the lowest to the highest, then pull back to the minimum, the aircraft indicator lights become normal, at this time to complete the code, you can fly.

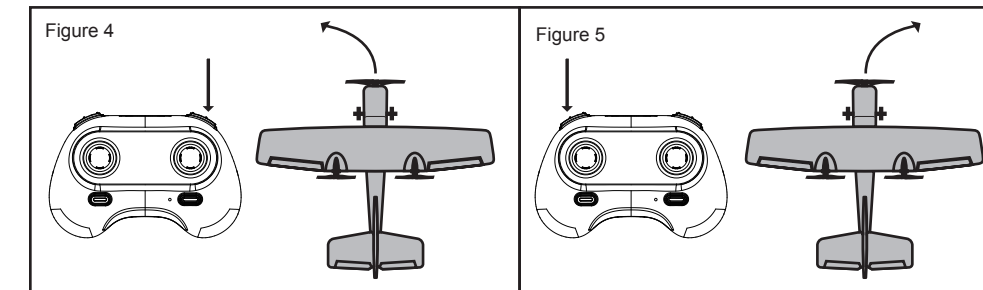
Ready to take off

1. Ground takeoff: choose a runway about 5-10 meters long, against the wind direction, push the accelerator gradually to the maximum, the plane taxiing distance will take off automatically. If the aircraft is taxiing on the ground, adjust the left and right trim of the remote control until the plane is in a straight line.
2. Hand throwing off: use the second half of the fuselage to push the throttle, parallel to the direction of the aircraft against the wind thrown into the air, not to tilt the aircraft (see Figure 3).



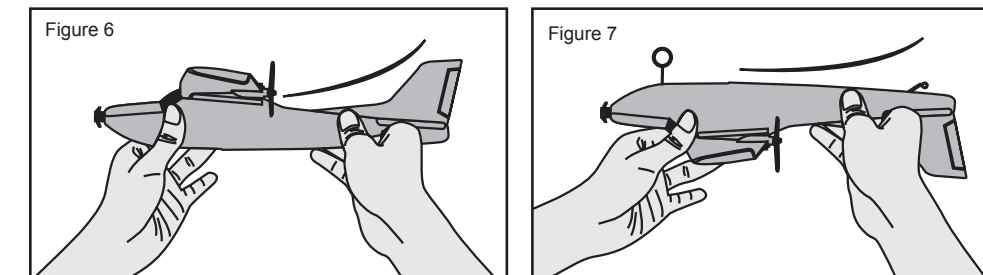
Yaw adjustment

When the plane is flying in the air, if the aircraft rotates to the left, then light right fine tune (Figure 4) until smooth; if the aircraft rotates to the right, then light left fine tune (Figure 5), until smooth.



Adjust the flight state of the aircraft by adjusting the fuselage

The flight state of the aircraft can be adjusted by bending the tail of the aircraft. When bending, it is necessary to press the bending part with fingers to avoid breaking. When the plane is not easy to take off, turn the tail up (see Fig. 6). When the plane climbs too fast, bend the tail of the aircraft (Fig. 7).



Aircraft failure and repair

PROBLEM	REASON	RESOLVENT
Propeller does not rotate	*Open power switch *Lack of aircraft capacity	*Turn on the power switch *Charging aircraft
Take off and turn around or take off soon after takeoff	*Not adjusting the balance	*Fine tuning and body adjustment
Can't take off or fly down	*The plane did not take off from the wind *Lack of aircraft capacity *The angle of the aircraft is not enough or the speed is not enough	*Take off at takeoff *Charging aircraft *More skillful operation of the direction bar
Drop in ascent or takeoff	*Lack of aircraft capacity	*Charging aircraft
The airplane doesn't respond to the instructions of the remote controller or react slowly	*Interference by high voltage lines, other remote control products or buildings	*As far as possible avoid this situation, choose another place operation
Be out of control	*Beyond the controlled range	*Operate within the remote control range (remote control 80 meters)