HELICOPTER 5#4

User Handbook

Specifications:

A Main Rotor Diameter: 340mm	Overall Height: 135mm	All-up Weight: 235g (Battery included)
B Tail Rotor Diameter: 340mm	Drive System: 2X180SD	Battery: Li-Pomer7.4V 800mAh
Overall Length: 425mm	Transmitter: 4CH PPM	Gyro: Built-in

Receiver: 3-in-1 receiver (receiver, speed controller, and gyro)

Servo: weight 8.5g / speed 0.11sec/60° / torque 0.9kg.cm / dimension 22.5 X11.5X24mm

Model Features:

1). Coaxial structure is of emulational effect. The usage of CW and CCW spinning of the upper and lower main rotor blades and the auto control of built-in gyro assure your helicopter flying stable and easy. HM 5#4 is an optimal mode for the beginner.

2). 2 x 180 brushed motors as drive is powerful and suitable for various flight courses.

3). High quality servo is prompt in reaction.

4). 3-in-1 receiving circuit, is capable of servo extent adjustment and built-in gyro sensitivity adjustment, offers you with customized and fine parameter adjustment.

5). HM 5#4 will fly 8-12 minutes on 7.4V 800mAh LiPo battery pack, which is equipped with charging protection circuit.

HELICOPTER

100% READY-TO-FLY RADIO CONTROL HELICOPTER

Contents

Introduction

Thank you for your purchase of our product. In order to fly your helicopter more easily and conveniently, we kindly recommend you to read carefully the whole user handbook and keep it in a safe way as a reference book for maintenance and adjustment in the future.

Warning

1. The HM 5#4 is not a toy. It is a complex combination of electronics, mechanics, and aerodynamics. It requires proper setup and fine adjustment to avoid accident. We accept no liability for damage and consequent damage arising from the use of the products, because we have no control over the way they are installed, used, and operated.

2. When charging the battery, do not overcharge. Overcharging may result in fire or explosion. When the battery is hot during charging, please stop charging at once. Use specified charger only. Never short circuit! The battery must be properly disposed of.

3. Children under 12 years old are strictly forbidden from flying the helicopter.

4. **Attention:** the brushed motor is just suitable for Ni-MH battery pack. If a Li-Po battery is used, your helicopter may be damaged!

Cautions

1. Because the helicopter is operated by radio control, it is important to make sure you are always using fresh and/ or fully charged batteries. Never allow the batteries to run low or you could lose control of the helicopter.

2. Do not allow any of the electrical components to get wet. Otherwise electrical damage may occur.

3. You should complete a successful range check of your radio equipment prior to each new day of flying, or prior to the first flight of a new or repaired model.

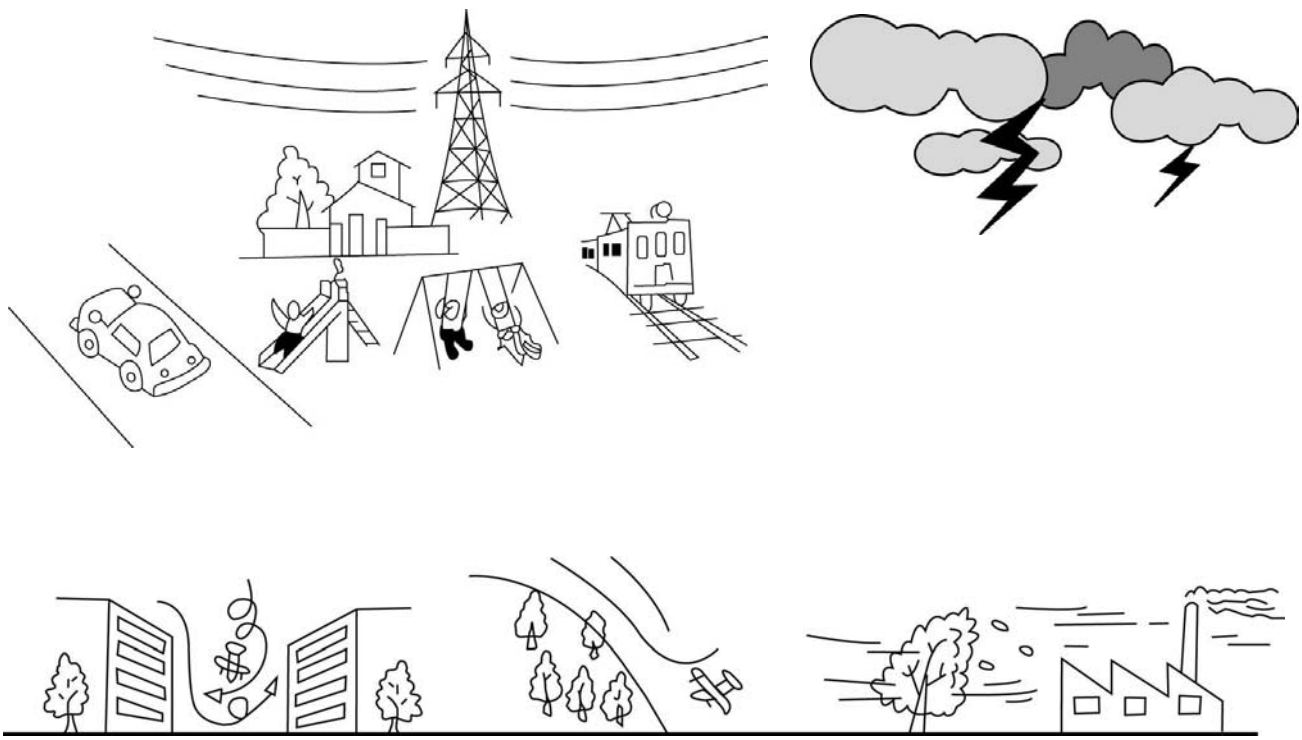
4. If the helicopter gets dirty, don't use any solvents to clean it. Solvents will damage the plastic and composite parts.

5. Always turn on the transmitter before plugging in the flight battery and always unplug the flight battery before turning off the transmitter.

6. Never cut the receiver antenna shorter or you could lose control of the helicopter during flight.

7. When flying the helicopter, please make sure that the transmitter antenna is completely extended and is pointed up toward the sky, not down toward the ground.

Don't fly helicopter at the places with these signs



Transmitter Features

Control Identification and function:

MODE I - EUROPE & AUSTRALIA

1. **Left stick / Rudder.** It controls your helicopter forward, backward, left, and right. Push up to fly your helicopter forward, pull down to fly backward, push leftward to fly left, and push rightward to fly right.

2. **Right stick / Throttle.** It controls your helicopter ascending, descending, left moving and right moving. Push up to ascend your helicopter; pull down to descend, push leftward to move your helicopter left, and push rightward to move right.

MODE II - NORTH AMERICA

1. **Left stick / Throttle.** It controls your helicopter ascending, descending, left, and right. Push up to ascend your helicopter, pull down to descend, push leftward to fly left, and push rightward to fly right.

2. **Right stick / Rudder.** It controls your helicopter forward, backward, left moving and right moving. Push up to fly your helicopter forward, pull down to fly backward, push leftward to move your helicopter left, and push rightward to move right.

3. **Power indicator.** The indicator is consisted of three colors: red, yellow, and green. Green LED on means the electricity is enough to fly; Green LED off and red LED on indicate the power is not enough and stop flying; Both green and red LED show the power is in extreme shortage, and please stop flying at once.

4. **Elevator trim.** It controls and modifies your helicopter forward and backward. Push up to fly forward, and pull down to fly backward.

5. **Rudder trim.** The trim controls and modifies your helicopter leftward and rightward. Move the trim left to fly leftward, and move right to fly rightward.

6. **Throttle trim.** The throttle trim controls your helicopter to ascend and descend. Push up the trim to ascend, and pull down to descend.

7. **Aileron trim.** The aileron trim controls your helicopter leftward and rightward. Push the trim left and fly left, and push the trim rightward and fly right.

8. **Power switch.** Turn on or off the power of the transmitter. Push up the witch to turn on the power, and push down to turn off.

9. **Antenna.** Transmit the signals.

10. **Crystal jack.** It facilitates to alter the frequency by changing the crystal oscillator.

11. **Charge jack.** Charge the battery back.

12. **Battery box.** Please note the polarities while inserting the batteries.

DIP Switch Identification (Fig. 2):

1. **Tail rotor blade.** Reverse the rudder stick direction.

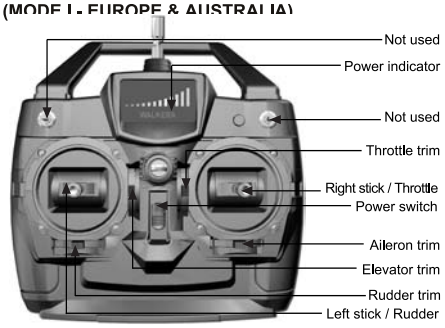
2. **Flybar paddle.** Reverse the aileron servo direction.

3. **Elevator.** Reverse the elevator servo direction.

4. **Throttle.** Reverse the throttle stick direction. **Note**: ascertain the throttle stick to be worked in a correct way before flight.

5-8. **Not used.**

(MODE I - EUROPE & AUSTRALIA)



(MODE II - NORTH AMERICA)

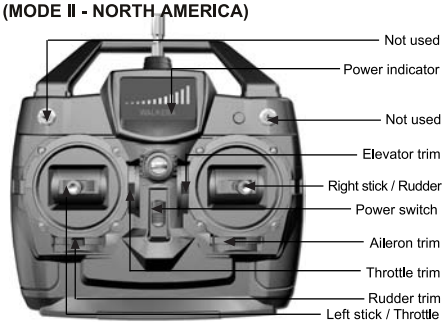


Fig. 1

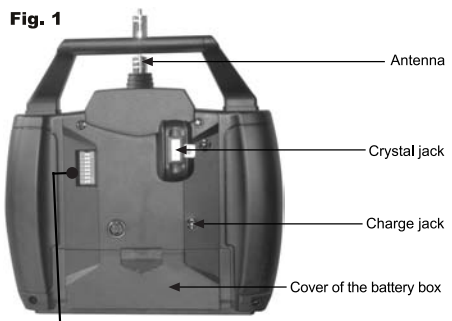
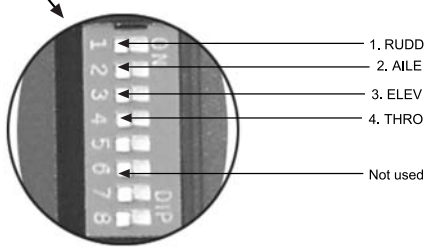


Fig. 2



The Factory Default Settings:

CHANNEL	ON/OFF
1	OFF
2	ON
3	ON
4	ON
5-8	NOT USED

Receiver Identification

1. **Gyro sensitivity adjustment (SENSITIVE).** Adjust the sensitivity according to the flight performance. Clockwise adjustment increases the sensitivity and counterclockwise adjustment decreases the sensitivity.

2. **LED.** LED indicates the receiving status. Quick flash means the signal is being received; LED on means the signal has been received; slow flash means the signal failed to be received.

3. **Servo extent adjustment (EXTENT).** EXTENT knob is used to set up the servo travel. Clockwise adjustment increases the servo travel, and counterclockwise adjustment decreases the servo travel.

4. **Tail motor.** Connect to the tail motor.

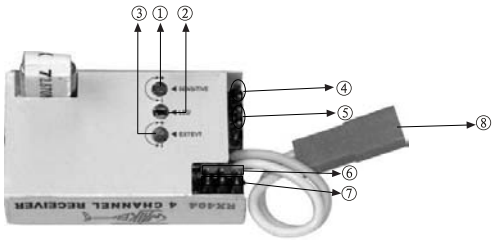
5. **Main motor.** Connect to the main motor.

6. **Aileron servo.** Connect to the aileron servo.

7. **Elevator servo.** Connect to the elevator servo.

8. **/ power cable.** Connect to the battery.

Fig. 3



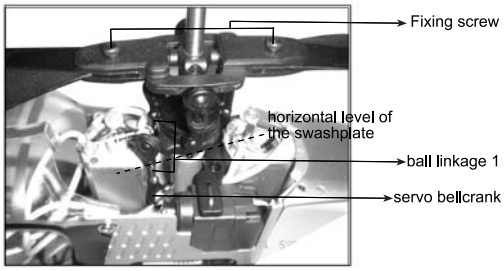
① SENSITIVE	⑤ MAIN MOTOR
② LED	⑥ AILERON SERVO
③ EXTENT	⑦ ELEVATOR SERVO
④ TAIL MOTOR	⑧ POWER CABLE

Swashplate Adjustment

1. **Swashplate inspection.** Pull down the throttle stick and throttle trim to the lowest position, and put the elevator trim and aileron trim in the neutral position (MODE I). Then turn on the transmitter and then connect the helicopter power cable. Check whether or not the swashplate is in a horizontal level.

2. **Swashplate adjustment. I**f the swashplate is not horizontal, you can adjust through the following three steps: ① servo and servo bellcrank adjustment. Re-connect the power cable of your helicopter again, and adjust the angle between ball linkage 1 and servo bellcrank to 90° degrees. ② ball linkage 1 adjustment. Adjust the length of ball linkage 1 and make the swashplate horizontal (Fig. 4).

Fig. 4

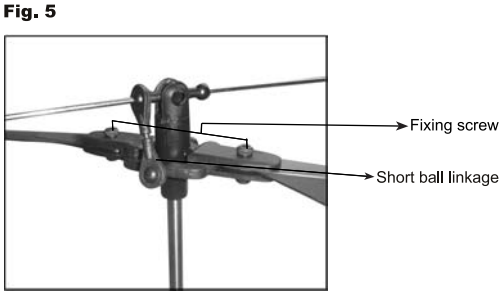


Main Rotor Blade Adjustment

1. **Main rotor blade inspection.** ① check whether the fixing screws of main rotor blade are too loose or tight. ② check the tracking problem.

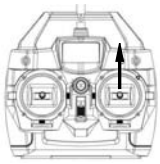
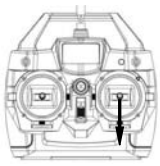
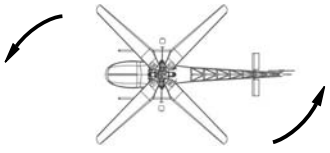
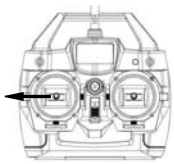
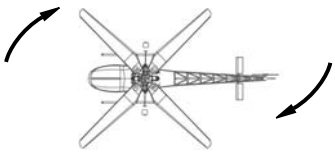
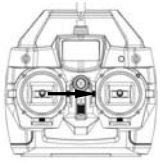
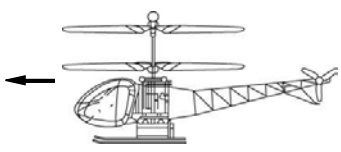
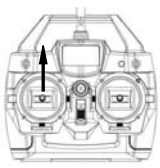
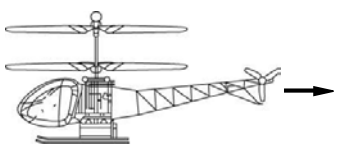
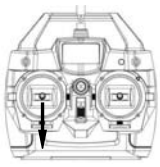
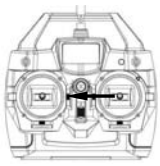
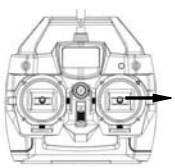
2. **Main rotor blade adjustment.** ① If the fixing screws are too loose, tighten to some extent; otherwise, unscrew to some extent. ② If there exists tracking problem, adjust long or short ball linkage 1(Fig. 5).

Fig. 5



Flight Mode

Normal Mode

ascending			throttle pushing up
descending			throttle pulling down
head turning left			rudder stick moving left
head turning right			rudder stick moving right
head forward			elevator stick pushing up
head backward			elevator stick pulling down
helicopter moving left			aileron stick moving left
helicopter moving right			aileron stick moving right

R/C WALKERA PRODUCT

The specifications of the R/C aircraft may be altered without notice.