

XFLY-MODEL

80MM T-7A RED HAWK

Overall Length: 1360mm/53.5in
Wingspan: 975mm/38.4in

操作手册

Instruction Manual

<http://www.xfly-model.com/>

Warnings

Please read through the whole user manual carefully and follow the instructions strictly for product installation and operation. Improper operation may lead to product damage or property loss or even severe personal injury. Xfly-model and its distributors will not assume responsibility if damage or loss is caused by violating the instructions listed.

Caution

This product is Not a toy! Flying experience is required by users. Beginners should only operate the product under the supervision of professionals.

This product is not intended for use by children under 14 years!

Safety Precautions

This product is radio-controlled and subject to interference from other signal sources which may result in momentary loss of control or even crash. So please always keep a safe distance in all directions around your model in order to avoid unexpected collision or injury.

- NEVER operate your model with low transmitter batteries.
- Always operate your model in an open area with the sun behind you away from cars, traffic or people.
- Do not operate your model in bad weather such as wet weather, thunderstorm, strong wind or heavy snow.
- Always follow the instructions and pay attention to the warnings for this product and other associated devices you use (charger, rechargeable battery pack, etc.)
- Always keep all chemicals, small parts and electronic components out of reach of children.
- Do not expose the electronic components to moist environment in case of damage.
- This model kit contains small parts, plastic bags, and materials that can be harmful to children if swallowed.
- ALWAYS ensure the transmitter is turned ON with the throttle at its lowest setting before connecting model battery.

Lithium-Polymer (Li-Po) Battery Use

Caution: Always follow the manufacturer's instructions for safe use and disposal of batteries. Improper use of Li-Po batteries may cause a fire, property damage, or severe injury.

- Do not use the battery that is swollen, or overcharged, or has been damaged. Keep in mind to discharge the battery to storage voltage (3.8-3.85V per cell) if they are not in use for a long time and as soon as possible after use for safe storage. Always store the battery at room temperature in a cool dry area to extend the lifespan of the battery. Do not store the battery in a car or expose it to direct sunlight. For maximum safety Xfly-Model recommends storing Li-Po batteries in a proper battery bunker, or sealed (not airtight) fire resistant container.
- Only use a Li-Po compatible charger to charge & discharge Li-Po batteries - NEVER try to use any other charger in case of personal injury and property damage.
- Do not discharge the Li-Po to below 3V per cell or irreversible damage can occur to the battery.
- NEVER leave charging battery unattended.
- Do not charge damaged battery - instead dispose of Li-Po batteries by fully discharging then taking to an appropriate disposal agent.

Warning for Battery Charging

As stated previously ONLY use a Li-Po compatible charger to charge the battery. Be sure to read and understand the charger instruction manual carefully before charger use. Make sure battery is on a heat-resistant surface when being charged. It is highly recommended to place the Li-Po battery inside a fire-resistant charging bag readily available at hobby shops or online stores.

Product Overview

To meet the needs of a wider variety of experienced pilots, XFly Model scaled up the T-7A 64mm EDF jet to make an 80mm version with the same care and attention to appearance and performance. The T-7A 80mm EDF jet is packed full of scale details including molded-in panel lines, simulated antenna, pitot tube, clear canopy, removable missiles plus drop tank and more. Featuring the functional LED navigation and landing lights, full-flying horizontal stabs, sequenced gear doors, scale retractable CNC metal landing gears and operational flaperon setting, this larger version can bring you unexpected scale-like flying experience!

With a 6S Lipo battery, the high-power 80mm EDF with 12-blade fan, 6S-compatible brushless inrunner motor and 100A ESC deliver fantastic top speed and vertical performance plus amazing turbine-like sound. With stability it's a scale jet that flies smooth and handles like a sport jet. Integrated wing connectors and glueless design facilitate fast and easy assembly, so you can get the 80mm T-7A airborne in less than one hour.

Features

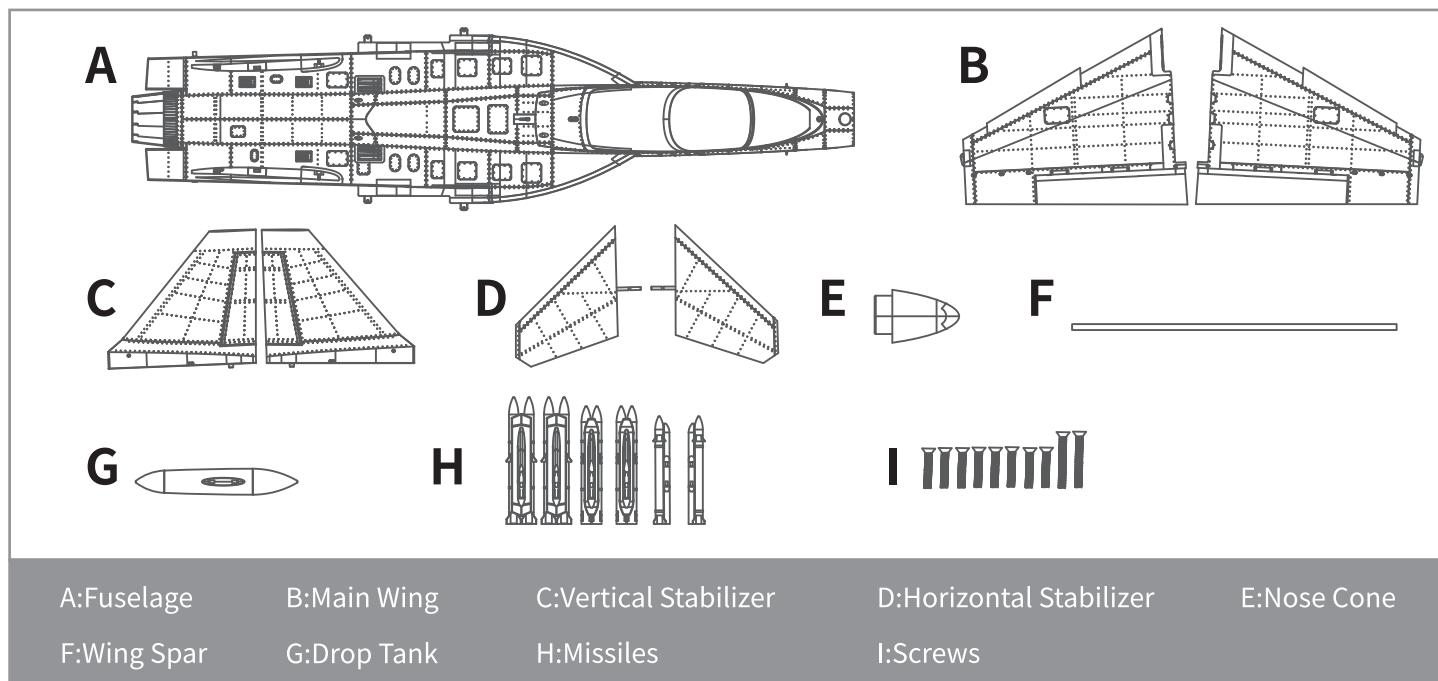
- Scale replica of the iconic aircraft flown by the U.S. Air Force for training and other missions.
- High-power 80mm EDF with 12-blade fan, 6S-compatible brushless inrunner motor and 100A ESC.
- Scale retractable shock-absorbing metal landing gears with sequenced gear doors.
- Factory-installed 4 bright LED navigation and landing lights, full-flying horizontal stabs plus operational flaperon setting.
- Removable missiles and drop tank for optional use.
- Integrated wing connectors for easy installation or removal of main wings.
- Latch-type top hatch with clear canopy, cockpit detail and pilot figure.
- Large battery tray allows for 6S 4000-7000mAh LiPo battery for increased flight times.
- Fast and easy assembly – no glue required.

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Product Packing List

Please check the below parts carefully before assembly. If anything appears missing or damaged, please contact your distributor in the first instance, or send us an email (support@xfly-model.com) and advise the item name or part number of the missing or damaged part(s). (Please refer to the spare parts list on Page 12 of this manual for full parts listing). Please note that different versions can sometimes include slightly different items inside the package.



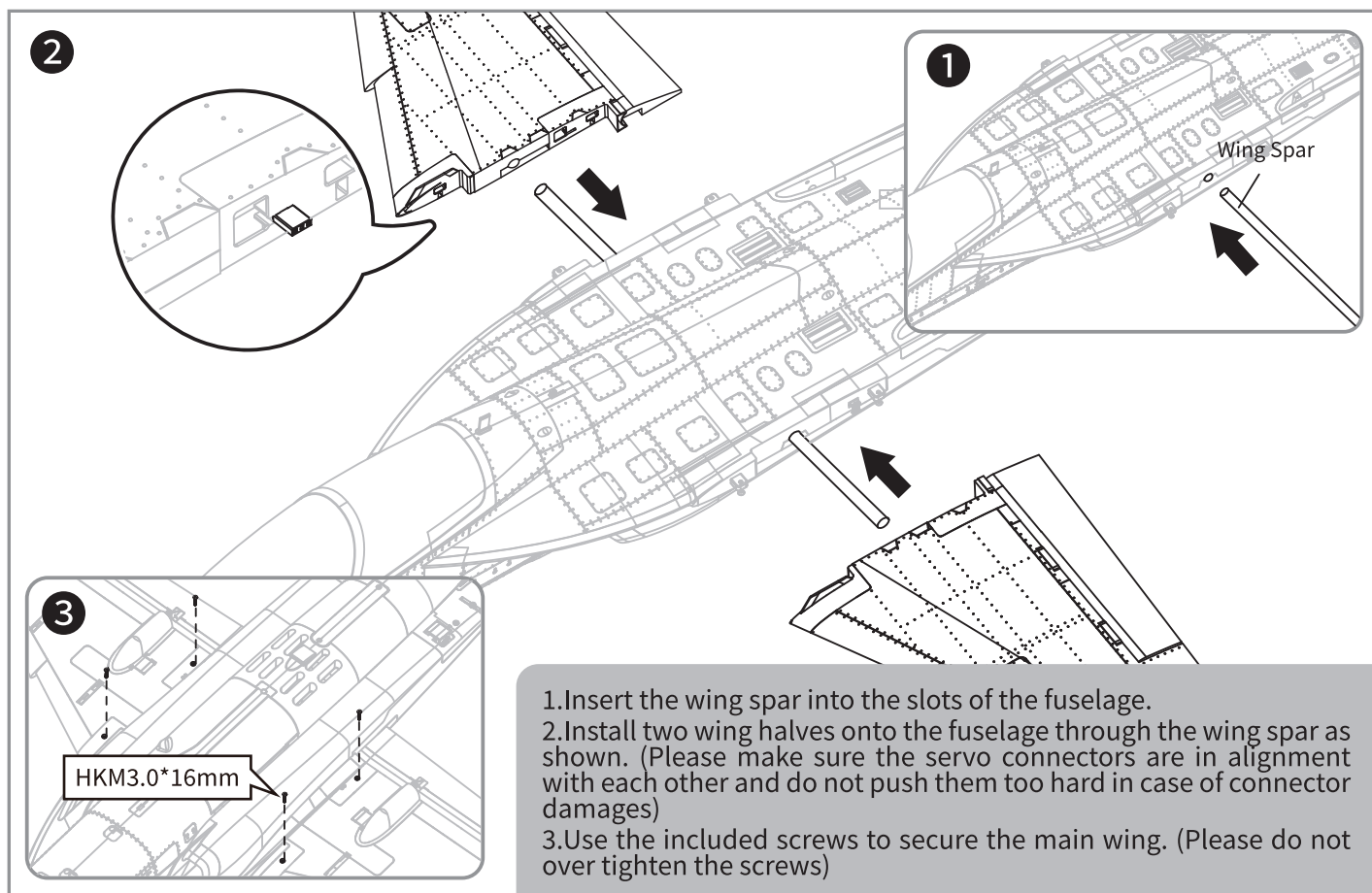
Specifications

| | |
|-----------------|--|
| Material: | Lightweight yet strong EPO, ABS engineering plastics |
| Wingspan: | 975mm/38.4in |
| Overall Length: | 1360mm/53.5in |
| Wing Load: | 146g/dm ² |
| Wing Area: | 21.5dm ² |
| Flying Weight: | 3150g |
| Propeller/EDF: | 80mm EDF with 12-Blade Fan |
| Motor: | 3280-KV2200 |
| ESC: | 100A |
| Servos: | 9g Servo*5 13g Servo*5 |

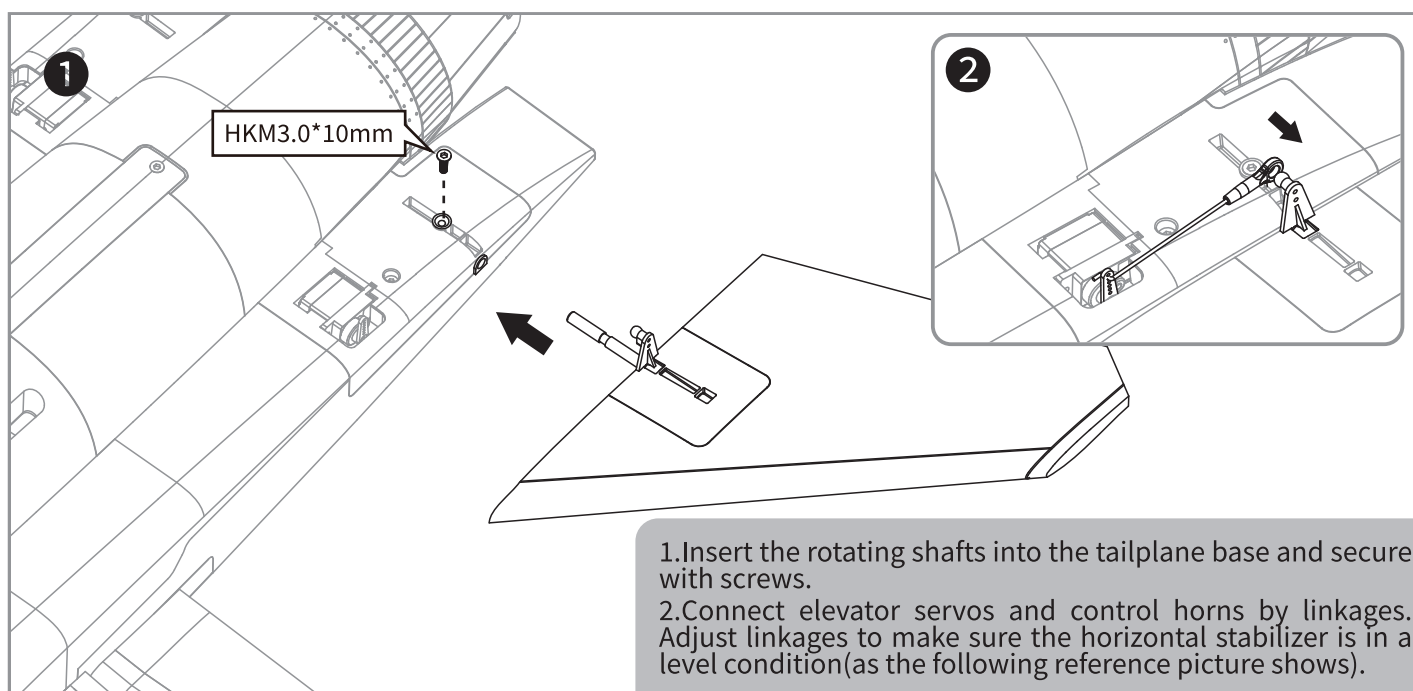
| | |
|----------------------|--|
| Flying Duration: | 5 minutes |
| Landing Gear: | Retractable shock-absorbing metal landing gears |
| LED lights: | Wingtip lights *2, landing lights*2 |
| Other Electronics: | Multi-function Control Board |
| Channels: | 5/6 CH- Flaperon(Aileron & Flap), Elevator, Throttle, Rudder and Retracts |
| Skill Level: | Intermediate/Advanced |
| Recommended Battery: | 22.2V 4000-5000mAh |
| Build&Test Time: | ~15 minutes |

Assembly Instructions

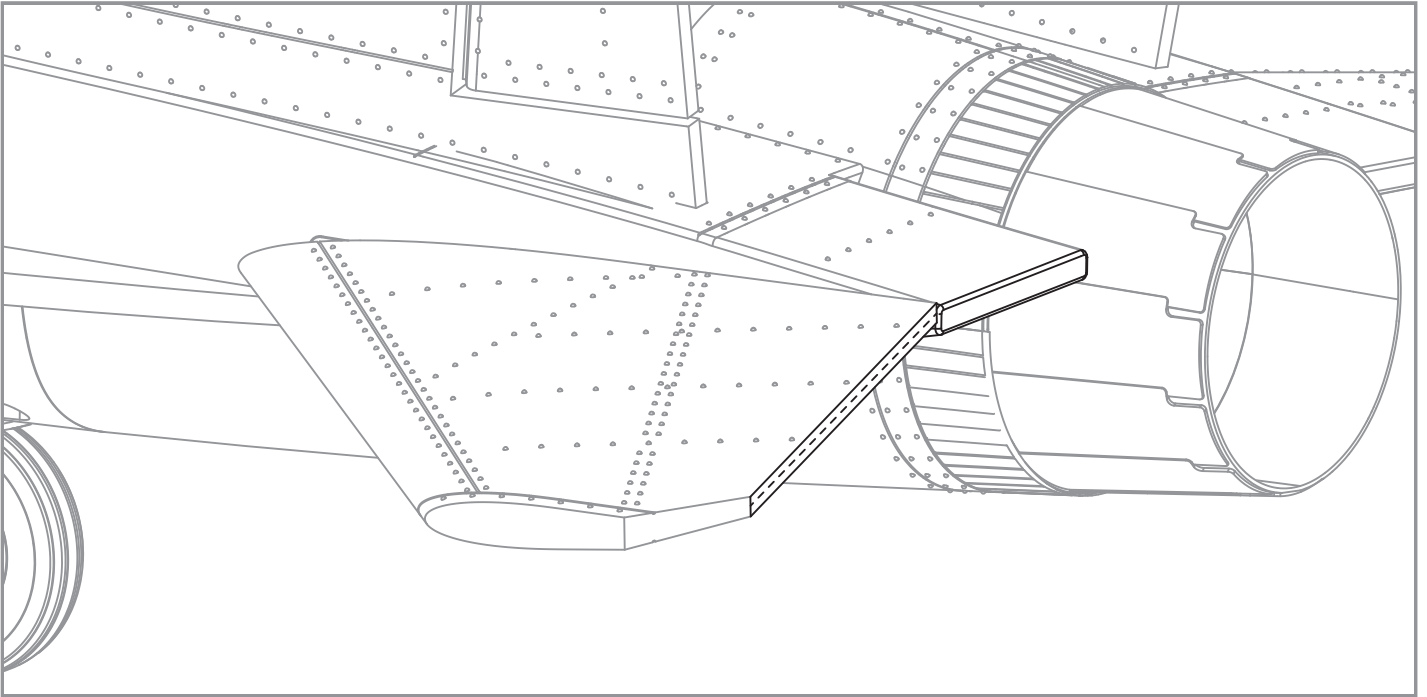
Main Wing Installation



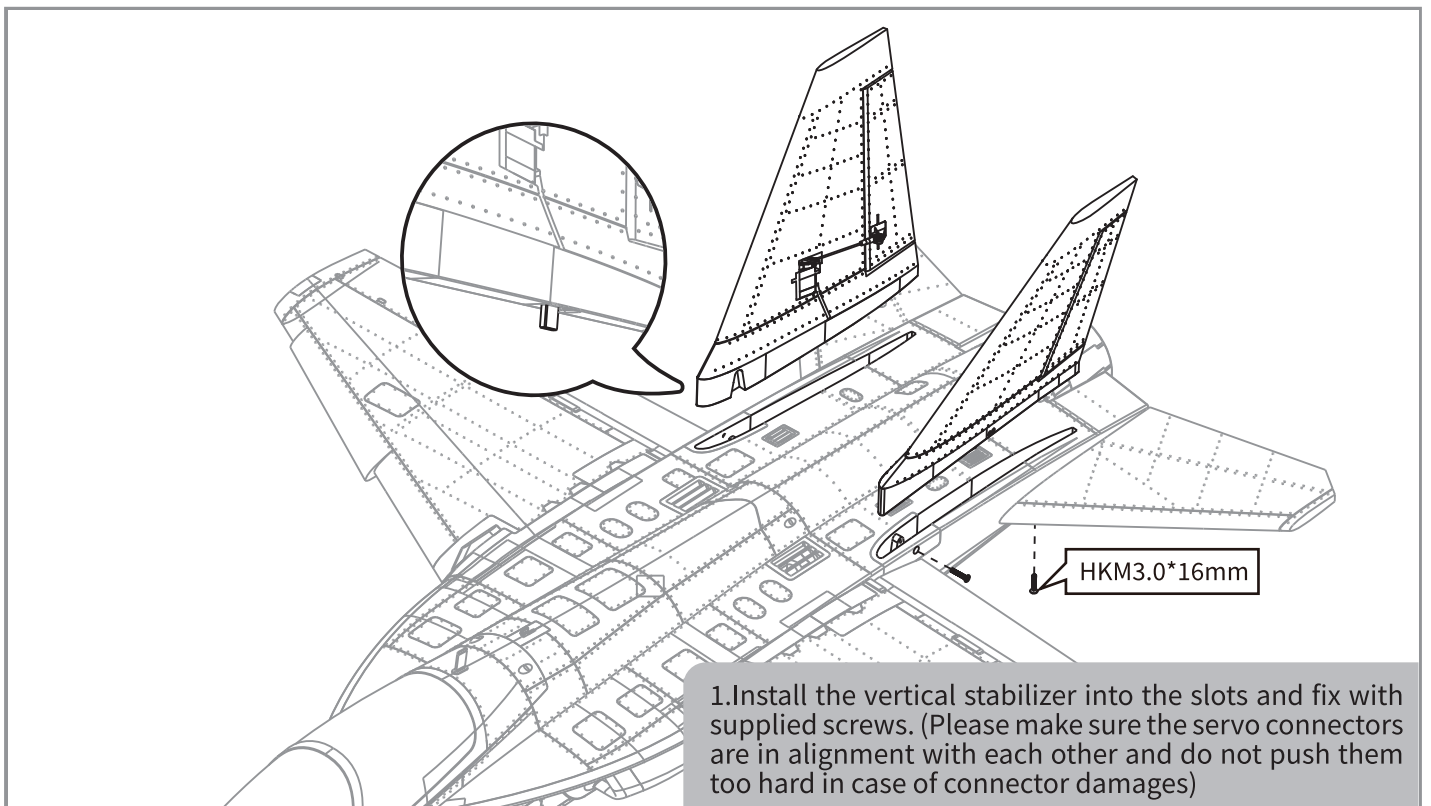
Horizontal Stabilizer Installation



Reference picture

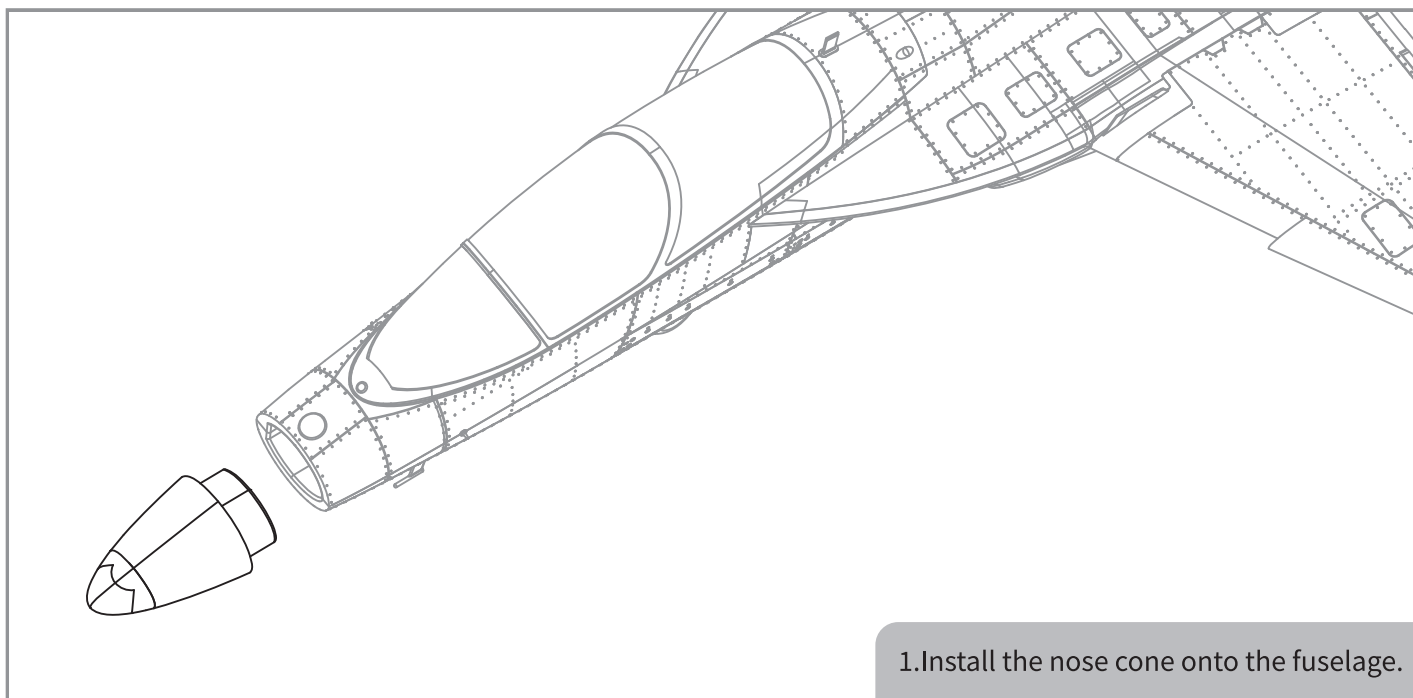


Vertical Stabilizer Installation

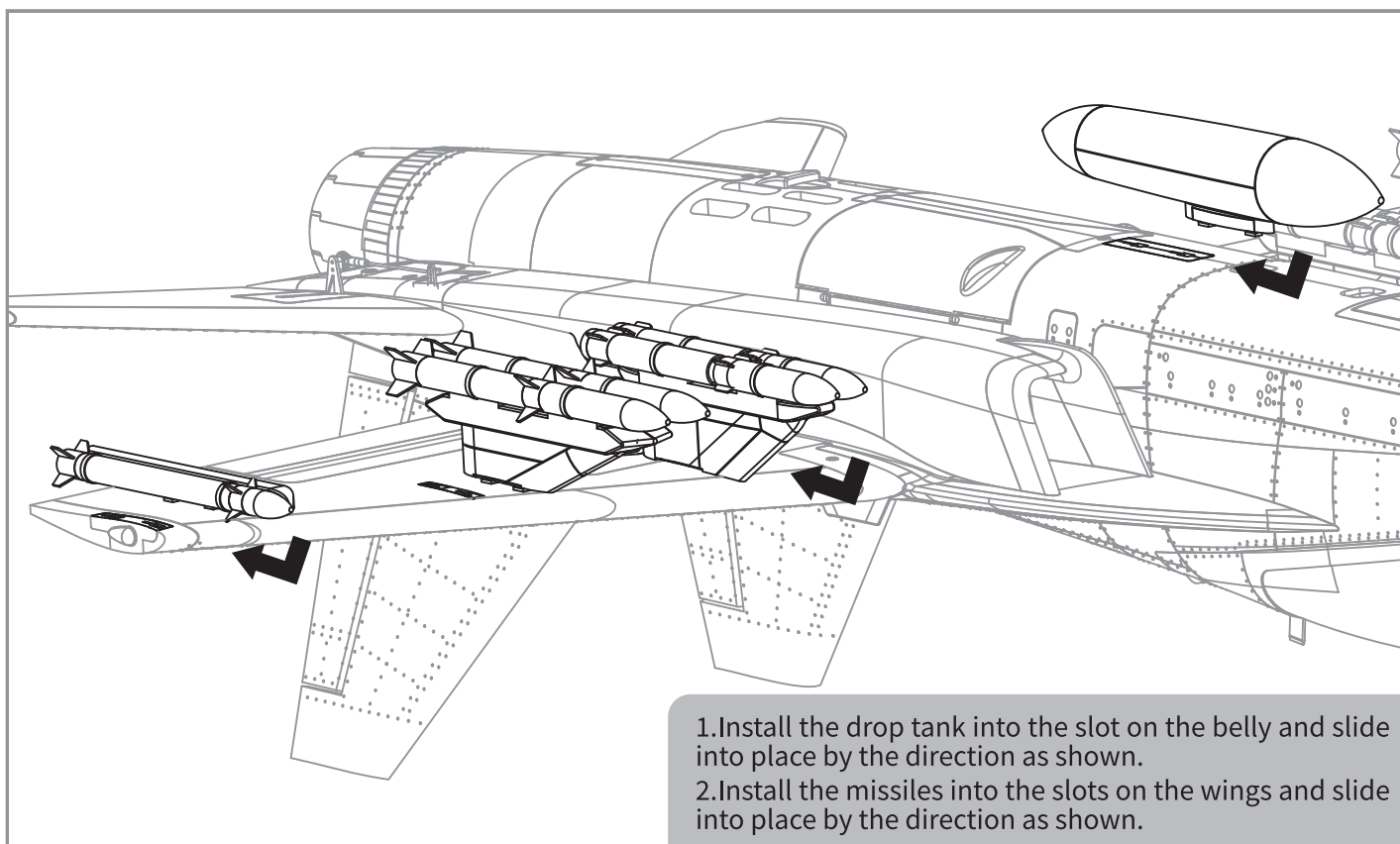


Assembly Instructions

Nose Cone Installation



Missiles and Drop Tank Installation

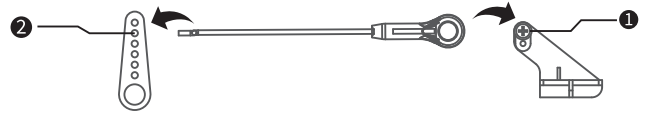


Control Horns Installation

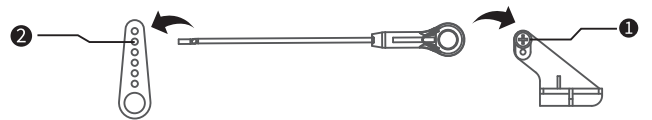
Make sure all servos are in their central position and adjust the linkages to the indicated positions.

The following pictures show the default factory settings for the control horns and linkages recommended for use for initial flight.

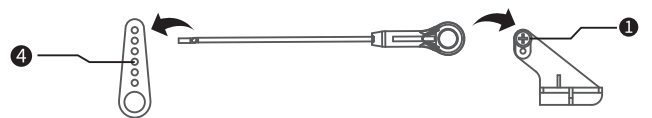
Hole reference for aileron flap servo linkage



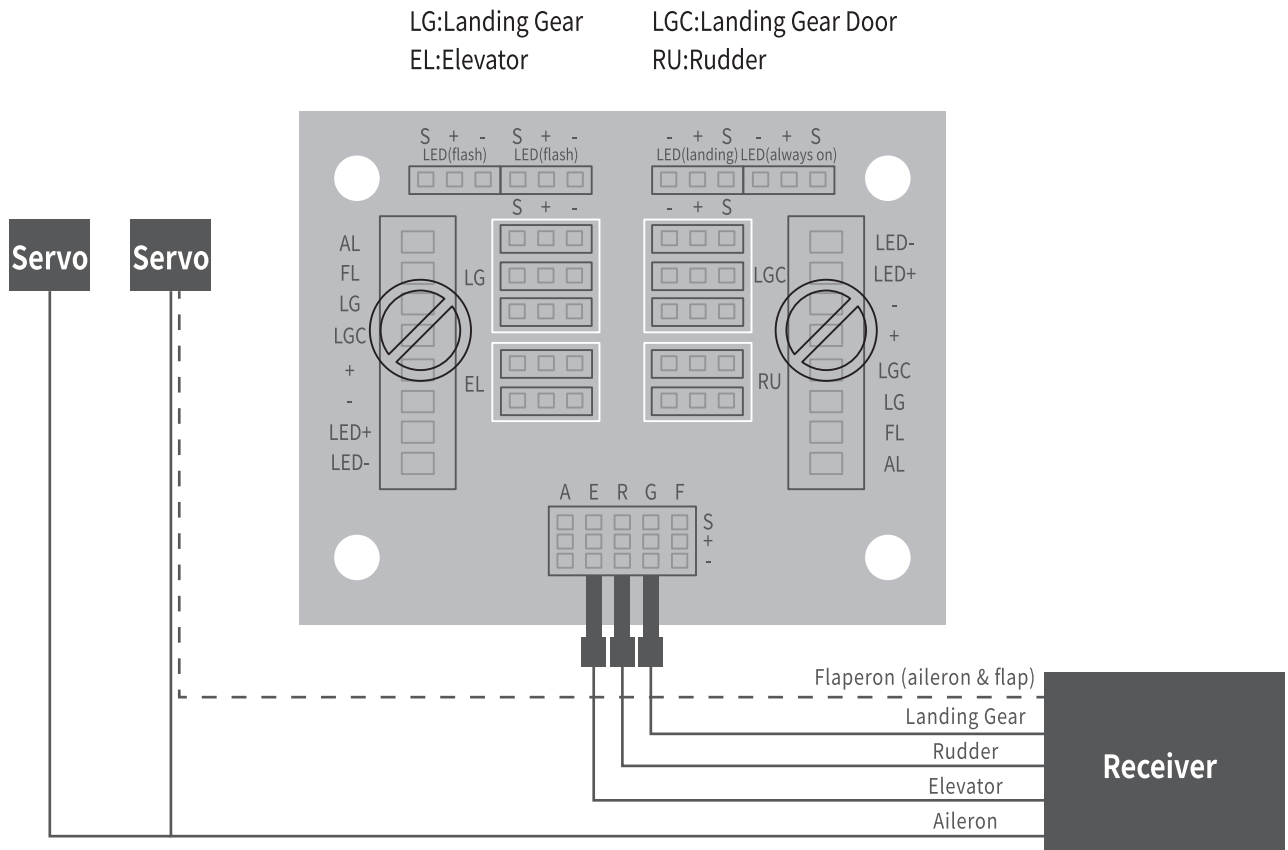
Hole reference for elevator servo linkage



Hole reference for rudder servo linkage



Wiring Board Connection Diagram



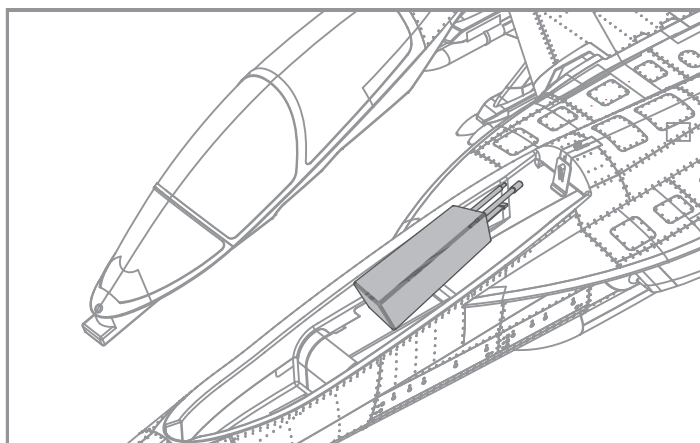
Battery Installation

1. Before connecting the battery to the plane, power on the transmitter and ensure throttle lever in the lowest position.

2. Remove the battery hatch.

3. Insert battery into the battery compartment with the power cable towards the rear of the plane and use straps to secure the battery.

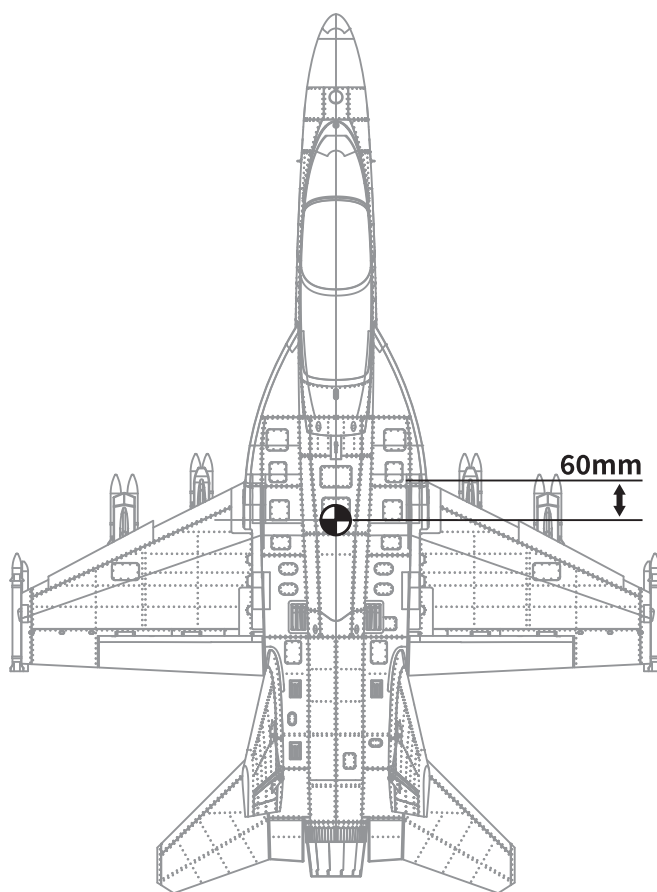
4. If necessary reposition battery to adjust the center of gravity (CG) by moving the battery forward or backward.



CG Setting

Correct center of gravity is very essential for a successful flight. Please refer to the below diagram to adjust the CG of the plane.

— Adjust the CG position by moving the battery forwards or backwards. If necessary add ballast weight to achieve the correct CG position before flight.



Control Surface Testing

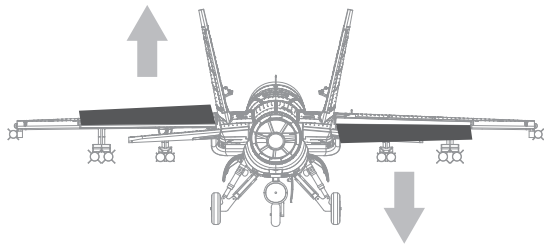
Before each flight turn on the transmitter BEFORE connecting a fully charged battery and perform a full pre-flight functional check-pay attention to all control surfaces for correct direction of operation.

Xfly-Model Strongly recommends you also perform a full range test prior to each flight!

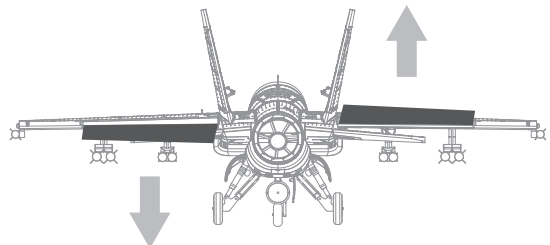
Note: SAFETY FIRST!! Please remove the propeller(where applicable) before carrying out any pre-flight maintenance to the power system to prevent potential injury from unintended propeller operation.

ALWAYS CHECK CONTROL SURFACE DIRECTION FROM BEHIND THE MODEL LOOKING FORWARD TO ENSURE CORRECT OPERATION

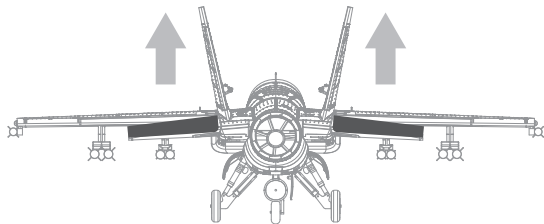
Aileron control lever moving leftward



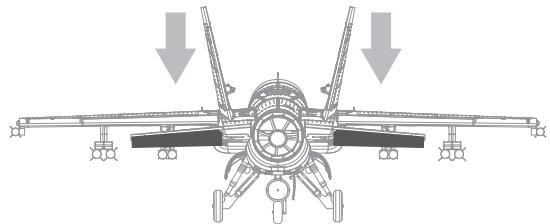
Aileron control lever moving rightward



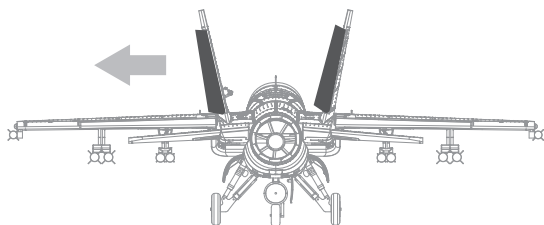
Elevator control lever moving downward



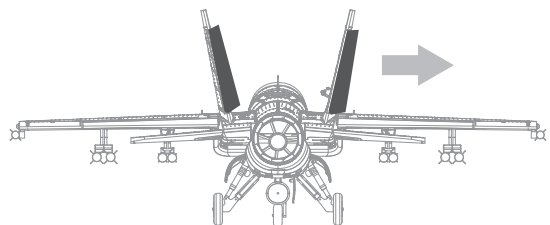
Elevator control lever moving upward



Rudder control lever moving leftward



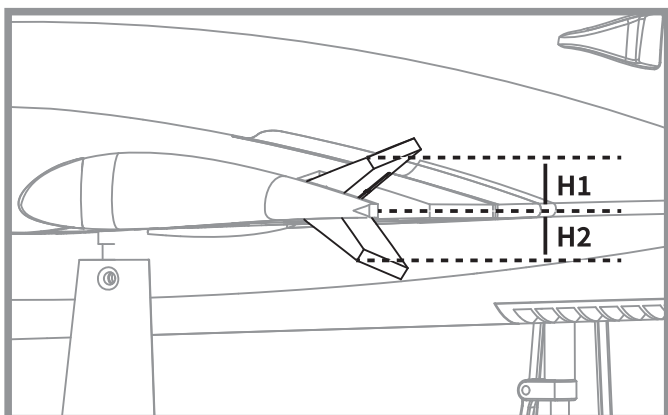
Rudder control lever moving rightward



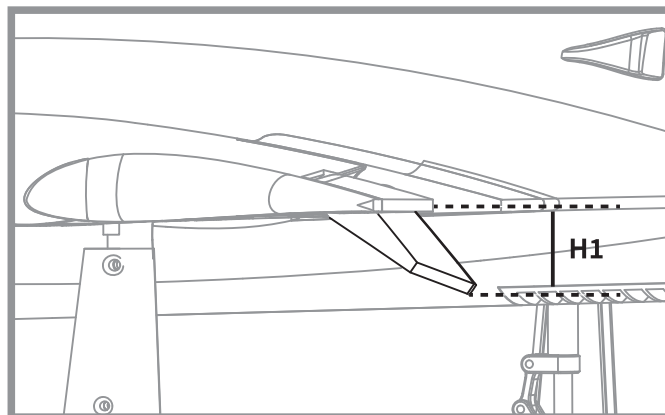
Dual Rate Setting

Based on Xfly-Model's testing experience, the following rates are recommended for optimum performance. It is suggested that initial flights are carried out using low rates until you are comfortable with the flight characteristics of the plane.

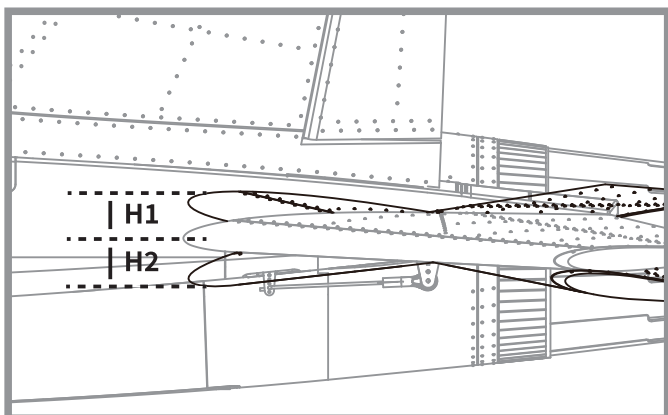
Aileron



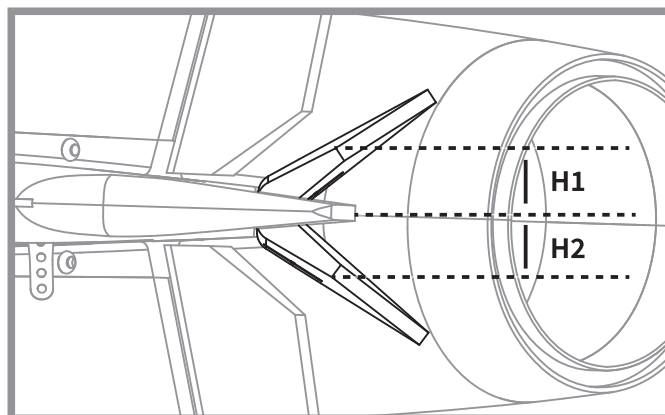
Flap



Elevator



Rudder



Note: When flaps are released, the aircraft will be heading up, so mixed elevator control is required for good landings. It requires 1mm height lower for high dual-rate flap and 2mm lower for low dual-rate flap.

| | Aileron | Elevator | Rudder | Flaps |
|------------------------------|---------|----------|--------|-------|
| Low dual rate(H1/H2) | 14mm | 16mm | 4mm | 15mm |
| Transmitter Setting | 80% | 55% | 80% | / |
| High dual rate(H1/H2) | 18mm | 20mm | 6mm | 18mm |
| Transmitter Setting | 100% | 75% | 100% | / |

\ Trouble Shooting /

| Problem | Possible Cause | Solution |
|--|--|--|
| Aircraft not responding to the throttle but responding to other controls | -ESC not calibrated -throttle deactivated on radio -motor wire disconnected | -Calibrate ESC according to manual -activate throttle on radio -check motor wires and connect/repair as required |
| Excessive propeller noise or Excessive vibration | -Propeller/EDF loose or damaged -Propeller/EDF out of balance -Propeller/EDF fan incorrectly installed or mounting loose | -Tighten and/or Replace damaged parts -balance propeller/EDF unit -Remove and install the propeller correctly -ensure mounting tight and parts correctly fitted |
| Reduced flight times or aircraft underpowered | -Low battery charge -ESC overheating -Defective battery | -Recharge battery -Ensure adequate cooling to ESC -Replace battery with new one |
| Control surface not moving, or responds slowly to control inputs | -Control surface, control horn, linkage or servo damaged -Wire damaged or connector loose | -Replace or repair damaged parts and adjust controls -Check all wires and ensure connections are secure -Repair/replace damaged wires or connectors |
| Control surface reversed | Channels reversed on the transmitter | -Check transmitter settings and adjust as required |
| Motor losing power in flight | -ESC not calibrated correctly -ESC LVC low voltage cutoff activated -Defective motor, ESC, or battery | -Recalibrate ESC -Check the battery, transmitter, receiver, ESC, motor and replace it if defective -Get the aircraft land immediately and recharge the battery |
| Slow LED flash on the receiver | Receiver power loss | -Check the connection between ESC and receiver -Check if servo is damaged -Check if the linkages are in place |

\ Spare Parts List /

| | | | |
|----------|--|---------------|--|
| XF111-01 | Fuselage | XF111-22 | Nose Cone |
| XF111-02 | Main Wing Set | XFRE005 | Front Electronic Retract |
| XF111-03 | Horizontal Stabilizer (including Rotating Shafts) | XFRE006 | Main Electronic Retract |
| XF111-04 | Vertical Stabilizer | XFPILOT001 | Pilot 001 |
| XF111-05 | Missiles and Oil Tank | XF-DF004 | 80mm Ducted Fan (12-blade) without Motor |
| XF111-06 | Cockpit | XFKV2200 | 3280-KV2200 Motor |
| XF111-07 | Wheel Set | XFESC100A | 100A ESC |
| XF111-08 | Wing Spar | XFSER13P-50 | 13g Digital Metal Gear Servo Positive with 50mm Lead |
| XF111-09 | Linkages | | |
| XF111-10 | Screw Set | XFSER13P-330 | 13g Digital Metal Gear Servo Positive with 330mm Lead |
| XF111-11 | Control Horn Set | | |
| XF111-12 | Front Landing Gear Door | XFSER13P-1000 | 13g Digital Metal Gear Servo Positive with 1000mm Lead |
| XF111-13 | Main Landing Gear Door | | |
| XF111-14 | Front Landing Gear Set | XFSER13R-1000 | 13g Digital Metal Gear Servo Reverse with 1000mm Lead |
| XF111-15 | Main Landing Gear Set | | |
| XF111-16 | Front Landing Gear System | XFSER9P-50 | 9g Digital Metal Gear Servo Positive with 50mm Lead |
| XF111-17 | Main Landing Gear System | | |
| XF111-18 | Decal Sheet | | |
| XF111-19 | Elevator Rotating Shafts | XFSER9PP-700 | 9g Digital Servo Positive with 700mm Lead |
| XF111-20 | LED Set | XFSER9PR-700 | 9g Digital Servo Reverse with 700mm Lead |
| XF111-21 | Multi-function Control Board | XFSER9PP-150 | 9g Digital Servo Positive with 150mm Lead |

ESC User Manual

Please read the safety information contained in this manual carefully before using this product. XFly Model have no control over the use, installation, application, or maintenance of these products, thus no liability shall be assumed nor accepted for any damages, losses or costs resulting from the use of this item.

IMPORTANT WARNINGS

- XFly is not responsible for your use of this product, or any damage or injuries you may cause or sustain as a result of its usage.
- Always place safety as priority when you use the product.
- An electric motor that is connected in combination with a battery and/or ESC may start unexpectedly and cause serious damage and so should always be used with care and respect.
- We recommend you always remove the propeller when working on a model with the power source connected.
- Follow and observe all local laws and by-laws relating to model flying when flying RC planes.
- Never fly over others or near crowds.

KEY FEATURES

1. Utilizes powerful next generation MOSFET with a low thermal signature, high peak current threshold and reliability.
2. Features high performance 32bit microprocessor as standard. Stronger computing ability and faster processing rates.
3. Super smooth start up and throttle throughout the power range.
4. Higher driving efficiency and more energy-saving.
5. Adjustable SBEC output voltage, 5V/6V. (40A/50A/60A/80A/100A have SBEC adjustable)
6. Multiple protection protocols: start-up, over-heat, low-voltage cutoff, signal loss, phase loss etc.
7. Supports wide range of high RPM type motors commonly found in today's market.
8. Fully programmable via optional mobile app or LCD programming card.

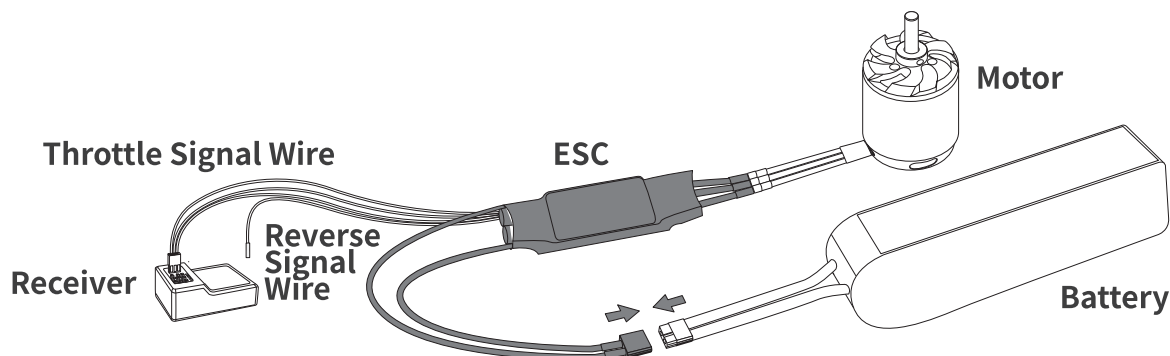
SPECIFICATION

| Type | PN#Model | Cont./Burst Current(A) | Battery cell NiXX\Lipo | Weight (g) | BEC Output | Size(mm) L*W*H | User Program |
|-----------|----------|------------------------|------------------------|------------|------------|----------------|--------------|
| 20A SBEC | 3020211 | 20A/30A | 5-12NC\2-4Lipo | 25 | 5.5V/4A | 60*25*10 | Yes |
| 30A SBEC | 3030211 | 30A/40A | 5-12NC\2-4Lipo | 25 | 5.5V/4A | 60*25*10 | Yes |
| 40A SBEC | 3040211 | 40A/55A | 5-12NC\2-4Lipo | 37 | 5V/6V 4A | 68*25*10 | Yes |
| 50A SBEC | 3050211 | 50A/65A | 5-12NC\2-4Lipo | 37 | 5V/6V 4A | 68*25*10 | Yes |
| 60A SBEC | 3060211 | 60A/80A | 5-18NC\2-6Lipo | 50 | 5V/6V 8A | 70*34*10 | Yes |
| 80A SBEC | 3080211 | 80A/100A | 5-18NC\2-6Lipo | 75 | 5V/6V 8A | 90*37*10 | Yes |
| 100A SBEC | 3100211 | 100A/120A | 5-18NC\2-6Lipo | 80 | 5V/6V 8A | 90*37*10 | Yes |

Wires Connection:

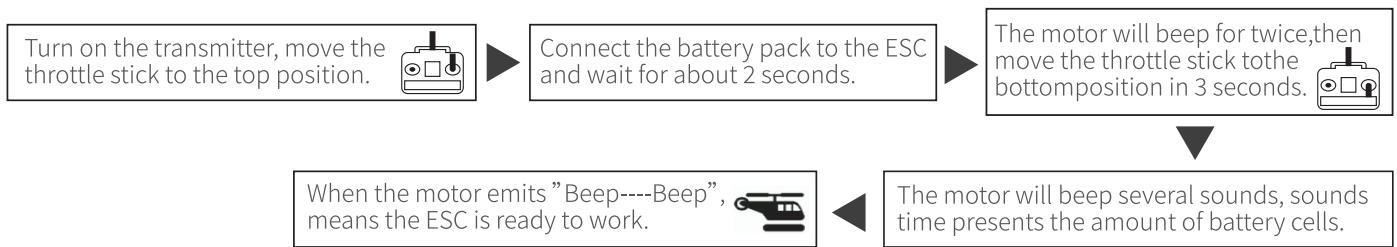
The speed controller can be connected to the motor by soldering directly or with high quality connectors. Always use new connectors, which should be soldered carefully to the cables and insulated with heat shrink tube. The maximum length of the battery pack wires shall be within 6 inches.

- Solder controller to the motor wires.
- Solder appropriate connectors to the battery wires.
- Insulate all solder connectors with heat shrink tubes.
- Plug the "JR" connector into the receiver throttle channel.
- Controller Red and Black wires connects to battery pack Red and Black wires respectively.

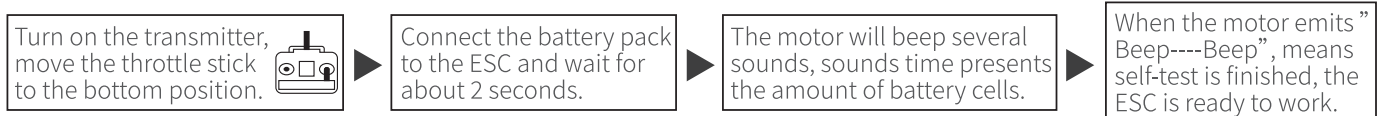


THROTTLE CALIBRATION

(Important: Please make the throttle calibration for the first time using ESC!!!)



NORMAL STARTUP PROCEDURE



PROGRAMMING ITEMS (The option written in bold font is the default setting)

1. SMR Function: **OFF**/ON

This function supports switching the motor rotation to decelerate when the airplane landing to the ground.

The factory default is OFF, the 1Pin signal wire is completely invalid at this time.

If you need to turn it on, using Phone App or transmitter to program it "ON", plug the 3Pin signal wire into the throttle channel, and plug the 1Pin signal wire into any 2-stage switch channel of the receiver, then turn on the transmitter 2-stage switch. The SMR function is turned on now, you can change the forward and reverse directions of the motor by flipping the 2-stage switch of the transmitter.

Warning: This function can only be effective when the throttle is below 50%, and it is only allowed to be used when the airplane is landing on the ground, otherwise it may cause the ESC to burn!

2. Brake Type: **OFF**/Soft/Mid/Hard

3. Timing: **Auto**/Low/Mid/High(5°/15°/25°)

4. Motor Rotation: **CW**/CCW

5. SR function: ON/**OFF**

The synchronous rectification function makes ESC with higher driving efficiency and more energy-saving.

6. Battery cells: **Auto**/2S/3S/4S/5S/6S

7. Low Voltage Cutoff Threshold: OFF/NIMH50%/NIMH60%/**3.0V**/3.2V/3.4V/3.6V

For example: using 3 lithium batteries and setting 3.0V as the low voltage cutoff value, then the low voltage protection threshold is: $3 \times 3.0 = 9.0V$

8. Low Voltage Cutoff Type: **Reduce Power**/Cut Off Power

Reduced power: When the voltage drops to the set low-voltage protection threshold, the ESC will reduce power to 70%.

Cut Off power: When the voltage drops to the set low-voltage protection threshold, the ESC will cut off the power immediately.

9. 40A, 50A, 60A, 80A, 100A ESCs have adjustable SBEC 5V/6V, the default set is **5.0V**.

10. Acceleration: **Normal**/Soft

ENTERING THE PROGRAMMING MODE

1. Turn on the transmitter, move the throttle stick to the top position.
2. Connect the battery pack to ESC.
3. Wait for 2 seconds, the motor will emit special tone like "beep-beep beep"
4. Wait for another 3 seconds, the motor will emit special tone like "123", which means program mode entered.

PROGRAMMABLE ITEMS

After entering program mode, you will hear 11 tones in a loop with the following sequence.

Tones

- 1). "beep"
- 2). "beep.beep"
- 3). "beep.beep.beep"
- 4). "beep.beep.beep.beep"
- 5). "beep- -"
- 6). "beep- -.beep"
- 7). "beep- -.beep.beep"
- 8). "beep- -.beep.beep.beep"
- 9). "beep- -.beep.beep.beep.beep"
- 10). "beep- -beep- -"
- 11). "beep- -beep- -.beep"

Programmable items

| | |
|--------------------------------|------------------|
| SMR Function | (1 short tone) |
| Brake Type | (2 short tone) |
| Motor Timing | (3 short tone) |
| Motor Rotation | (4 short tone) |
| SR Function | (1 long tone) |
| Battery cells | (1 long 1short) |
| Low Voltage Cutoff Threshold | (1 long 2 short) |
| Low Voltage Cutoff Type | (1 long 3 short) |
| BEC Voltage | (1 long 4 short) |
| Acceleration | (2 long tone) |
| Restore Factory Setup Defaults | (2 long 1 short) |

Note: 1 long "beep- -" = 5 short "beep"

SET ITEM VALUE

Moving the throttle stick to the bottom position within 2 seconds after one kind of following tones, this item will be selected. After the programmable item selected, then you will hear several tones in loop as follows on each programmable item, set the value matching to a tone by moving throttle stick to top position when you hear the tone, then the motor will emit special tone like "123", means this value is set and saved.

For example: If you want to set the motor rotation, when you hear four short tones of "Beep", moving the throttle stick to the bottom position within 2 seconds, means you enter the motor rotation menu. One short tone of "Beep" is forward direction(CW), two short tones of "Beep" is reverse direction(CCW). If you want to set to reverse direction(CCW), moving the throttle stick to the top position when you hear the two short tones of "Beep", then you will hear a special confirmation tone like "123", which means the "CCW" is set and saved.

Keeping the throttle stick at top, you will go back to programming mode and you can select other items; or moving the stick to bottom within 2 seconds will exit program mode directly).

PROGRAMMING TONE REFERENCE TABLE

| Items \ Tones | "beep" | "beep.beep" | "beep.beep .beep" | "beep.beep .beep.beep" | "beep- -" | "beep- - beep" | "beep- - beep.beep" |
|------------------------------|----------------------|---------------|-------------------|------------------------|-----------|----------------|---------------------|
| | 1short tone | 2short tone | 3short tone | 4short tone | 1long | 1long 1short | 1long 2short |
| SMR Function | *OFF | ON | | | | | |
| Brake Type | *OFF | Soft Brake | Mid Brake | Hard Brake | | | |
| Motor Timing | *Auto | Low | Mid | High | | | |
| Motor Rotation | *CW | CCW | | | | | |
| SR Function | ON | *OFF | | | | | |
| Battery Cells | *Auto | 2S | 3S | 4S | 5S | 6S | |
| Low voltage Cutoff Threshold | OFF | NIMH50% | NIMH60% | *3.0V | 3.2V | 3.4V | 3.6V |
| Low Voltage Cutoff Type | *Reduce Power | Cut off Power | | | | | |
| BEC Voltage | *5V | 6V | | | | | |
| Acceleration | *Normal | Soft | | | | | |
| Restore Factory Default Sets | Restore | | | | | | |

! Note: " * " value means default settings.

PROTECTION FUNCTION

1. Start-up protection: If the motor fails to start normally within 2 seconds after pushing the throttle to start, the ESC will cut off the output power, and you need to make the throttle calibration again, then ESC can be restarted. Possible reasons: disconnection or poor connection between ESC and motor, the propeller or motor is blocked by other objects, the gearbox is damaged, etc.)
2. Over-heat protection: When the temperature of the ESC is over about 110°C, the ESC will automatically reduce the output power for protection, but will not fully shut down the power, reduce it to 70% of the full power at most to ensure the motor has enough power to avoid crashes.
3. Throttle signal loss protection: The ESC will reduce the output power if throttle signal is lost for 1 second, will cut off output to the motor if the throttle signal is lost over 2 seconds. If the throttle signal recovers during power down, the ESC will immediately resume throttle control. In this way, the ESC will not protect when the signal loss less than 2 seconds, only when the signal lost is over 2 seconds or longer time. And the ESC will reduce the output power gradually instead of cutting off it immediately, so the player has certain amount of time to save the plane, taking into account safety and practicality.
4. Over load protection: The ESC will cut off power or restart automatically when the load increased a lot suddenly, possible reason is the motor blocked.

TROUBLE SHOOTING

| Trouble | Possible Reason | Action |
|---|--|--|
| After powering up, ESC emits the sound of battery cells, but motor can't run. | ESC doesn't set throttle range. | Set throttle range again. |
| After powering up, motor doesn't run and doesn't emit any sound. | <ol style="list-style-type: none"> 1.Bad connection between ESC and battery. 2.Bad soldering cause bad contact. 3.Low voltage of the battery. 4.Quality problem of ESC. | <ol style="list-style-type: none"> 1.Clean the connectors or replace them, check the connection polarity. 2.Solder the wires again. 3.Check battery pack, use full-charged battery. 4.Change ESC. |
| Motor does n' t work and no audible tone emitted after connecting the battery. Servos are not working either. | <ol style="list-style-type: none"> 1. Poor/loose Connection between battery Pack and ESC. 2. No power 3. Poor soldered connections 4. Wrong battery cable polarity 5. ESC throttle cable connected to receiver in the reverse polarity | Check all the connections make sure you are doing it right. |
| Motor does not work but servos do | <ol style="list-style-type: none"> 1. Poor / loose connection between ESC and motor 2. Burnt motor coils 3. The battery pack voltage exceeds the acceptable range. 4. Throttle stick is not at the lowest position 5. The ESC throttle calibration has not set up | <ol style="list-style-type: none"> 1. Check all the connections make sure you are doing it right. 2. Change a new motor. 3. Solder the wires again. 4. Check the battery pack, use full-charged battery. 5. Set throttle range again. |
| When the ESC is powered on, the motor does not work and an alarm sound (continuously beeping) will sound. | The throttle stick is not in the bottom position after power on. | Move the throttle stick to the bottom position. |
| Motor runs in reverse rotation | Wrong cables polarity between the ESC and the motor. | Swap any two of the three cable connections between the ESC and the Motor or access the Motor Rotation function via the ESC programming mode and change the pre-set parameters. |
| Motor stops running in flight. | Lost throttle signal | Check proper operation of the radio equipment. Check the placement of the ESC and the Receiver and check the route of the receiver's aerial and ESC |

使用必读

警告

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。迅飞模型及其销售商,对于违反说明书的要求操作而造成的损失、将不负任何法律责任!

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。飞机的使用年龄必须是14岁以上的儿童或者成人!

操作使用安全须知

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。
- 请勿在在公共场合、高压线密集区、高速公路附近、机场附近或者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。
- 请勿将电子件暴露于潮湿的环境中,以免造成损坏。
- 请勿将本产品任意处置于口中,以免造成人身伤亡。
- 在任何情况下,都必须保证油门杆处于起始位、发射机处于打开状态时,才能连接模型飞机内部的动力电池。

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°C),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。
- 损坏或者报废处理的模型飞机电池,应妥善回收处理,不准随意抛弃,避免自燃而引发火灾。

飞机电池充电须知:

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。

产品简介

为迎合玩家极高的呼声，XFly 迅飞在 64mm T-7A 的基础上整合升级，推出大尺寸的 80mm T-7A 像真涵道机。一体成型的铆钉线条、仿真的天线和空速管、高清透亮的座舱罩、滑槽拆装的导弹和副油箱以及高还原度的起落架等静态细节，高亮度的 LED 航灯和着陆灯、可电动收放的 CNC 金属减震起落架、延时开合的起落架舱门、像真的全动平尾、可设置襟副翼混控等功能性细节，使这款 80mmT-7A 同时拥有精品级别的静态观赏价值和高像真度的飞行姿态。

原装的动力系统包含银河 X 系列 80mm 12 叶涵道、3280-KV2200 6S 内转电机和 100A 电调，搭配 6S 4000-5000mAh 锂电池，80mm T-7A 在高速飞行和垂直爬升性能上均有出色的表现，并且轰油门的同时会有动听的涡喷声浪响应。机翼组装采用快捷插头，整机只需要 10 颗螺丝固锁，零胶水安装。带上这款市面上罕有的机型，只需要一刻钟的安装调试时间，便可直冲云霄！

特征

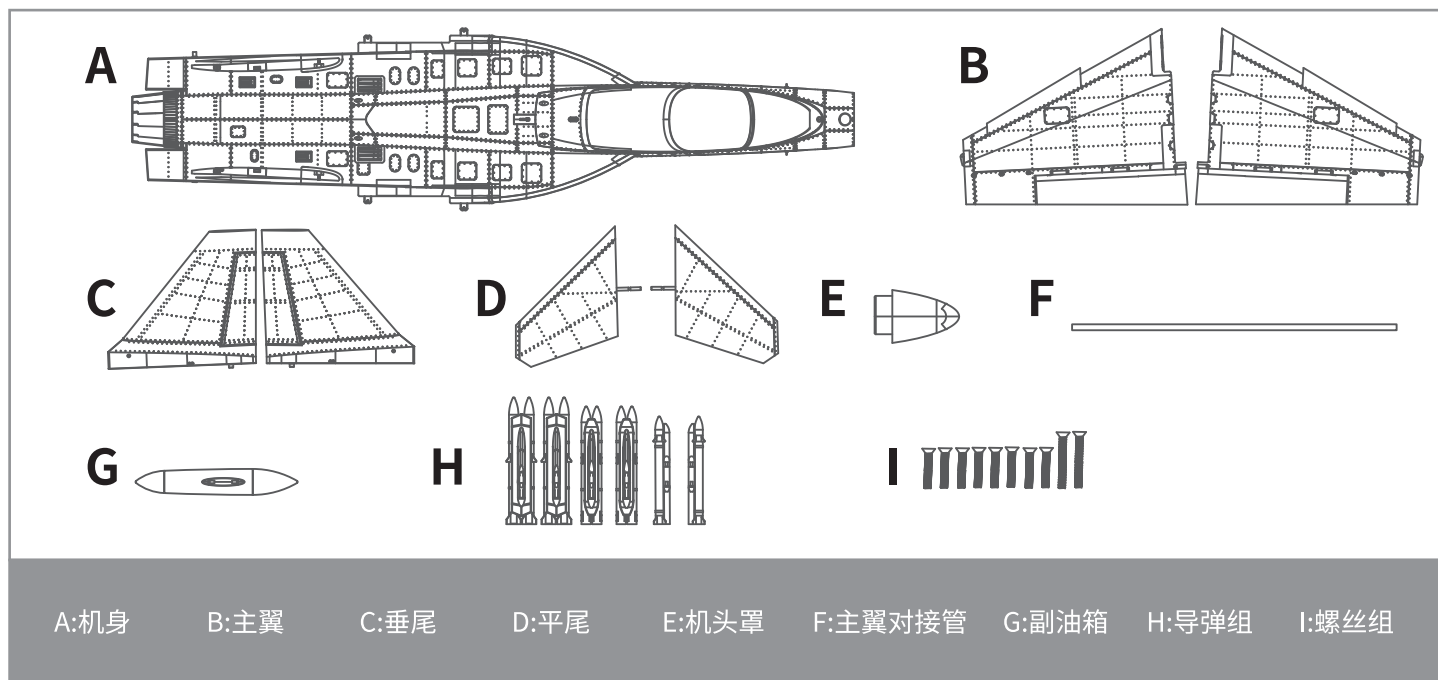
- 美国空军用于训练和其他任务的标志性像真飞机
- 银河 X 系列 80mm12 叶涵道，3280-KV2200 6S 内转无刷电机，搭配 100A 电调
- 可电动收放的 CNC 金属减震起落架和延时开合的舱门
- 4 个高亮度的 LED 航灯和着陆灯
- 可设置襟副翼混控
- 像真的全动平尾，滑槽拆装的导弹和副油箱
- 机翼组装采用快捷插头，整机只需要 10 颗螺丝固锁，零胶水安装
- 便捷的卡扣式座舱和大尺寸的电池仓可容纳 6S 4000-7000mAh 锂电池

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产品包装清单

在组装产品之前,请仔细检查以下配件,如有缺失或者损坏,请及时联系商家或者邮件至厂家(support@x-fly-model.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。

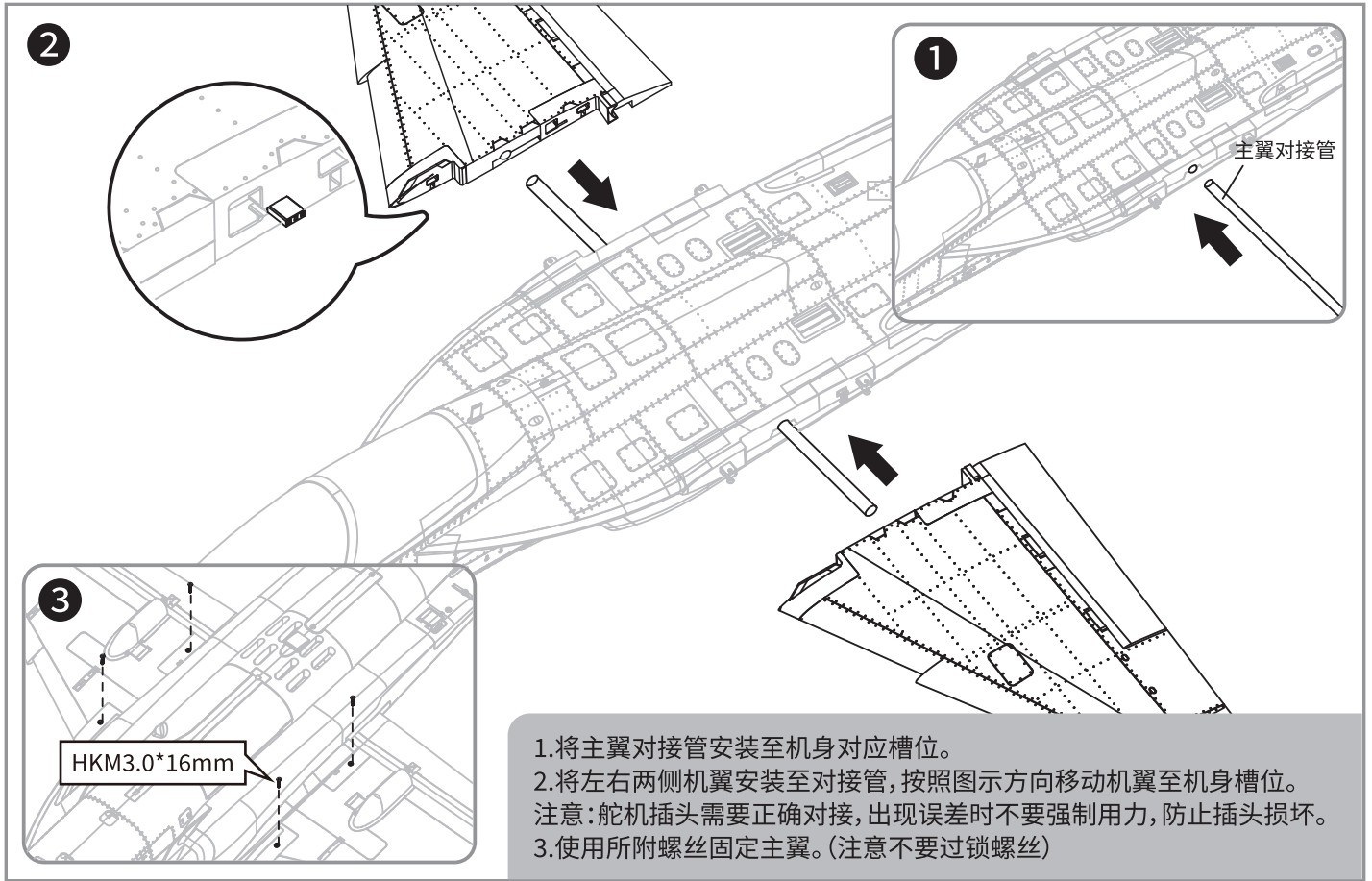


产品参数

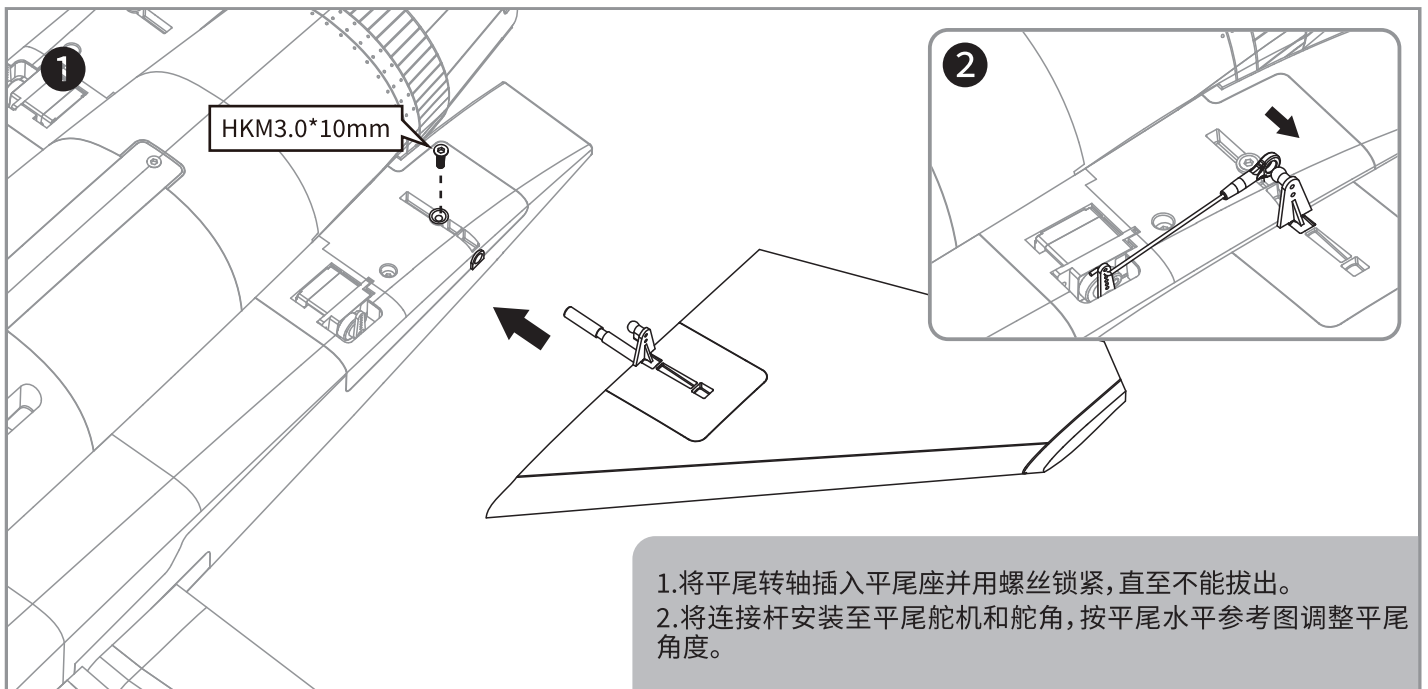
| | |
|-------|-----------------------|
| 材料: | 高密度 EPO, ABS 工程塑料 |
| 翼展: | 975mm |
| 机身长度: | 1360mm |
| 翼载荷: | 146g/dm ² |
| 机翼面积: | 21.5dm ² |
| 起飞重量: | 3150g |
| 桨叶类型: | 80mm 12 叶涵道 |
| 电机: | 3280-KV2200 内转无刷电机 |
| 电调: | 100A 无刷电调 |
| 舵机: | 9g 舵机 *5 13g 舵机 *5 |

| | |
|----------|--------------------------------------|
| 持续飞行时间: | 5 分钟 |
| 起落架系统: | CNC 金属减震起落架 |
| 舱门系统: | 延时开合的舱门 |
| LED 灯系统: | 翼尖 LED 灯 *2, 主起落架着陆灯 *2 |
| 其他电子设备: | 机身集线板 *1 |
| 通道介绍: | 5/6 通 - 襟副翼混控, 升降舵, 油门, 方向舵和收放起落架 |
| 模型难度: | 中级 / 高级经验水平 |
| 推荐锂电池: | 22.2V 4000-5000mAh |
| 组装调试时长: | ~15 分钟 |

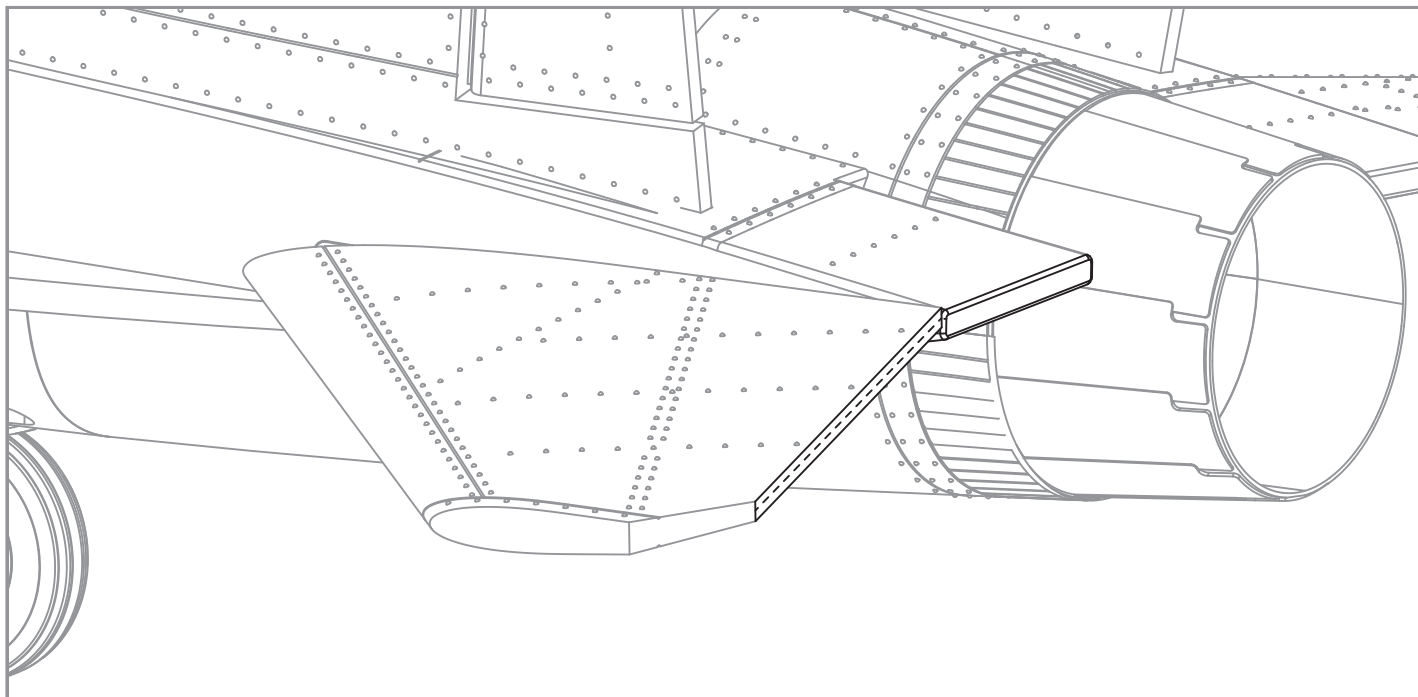
主翼安装



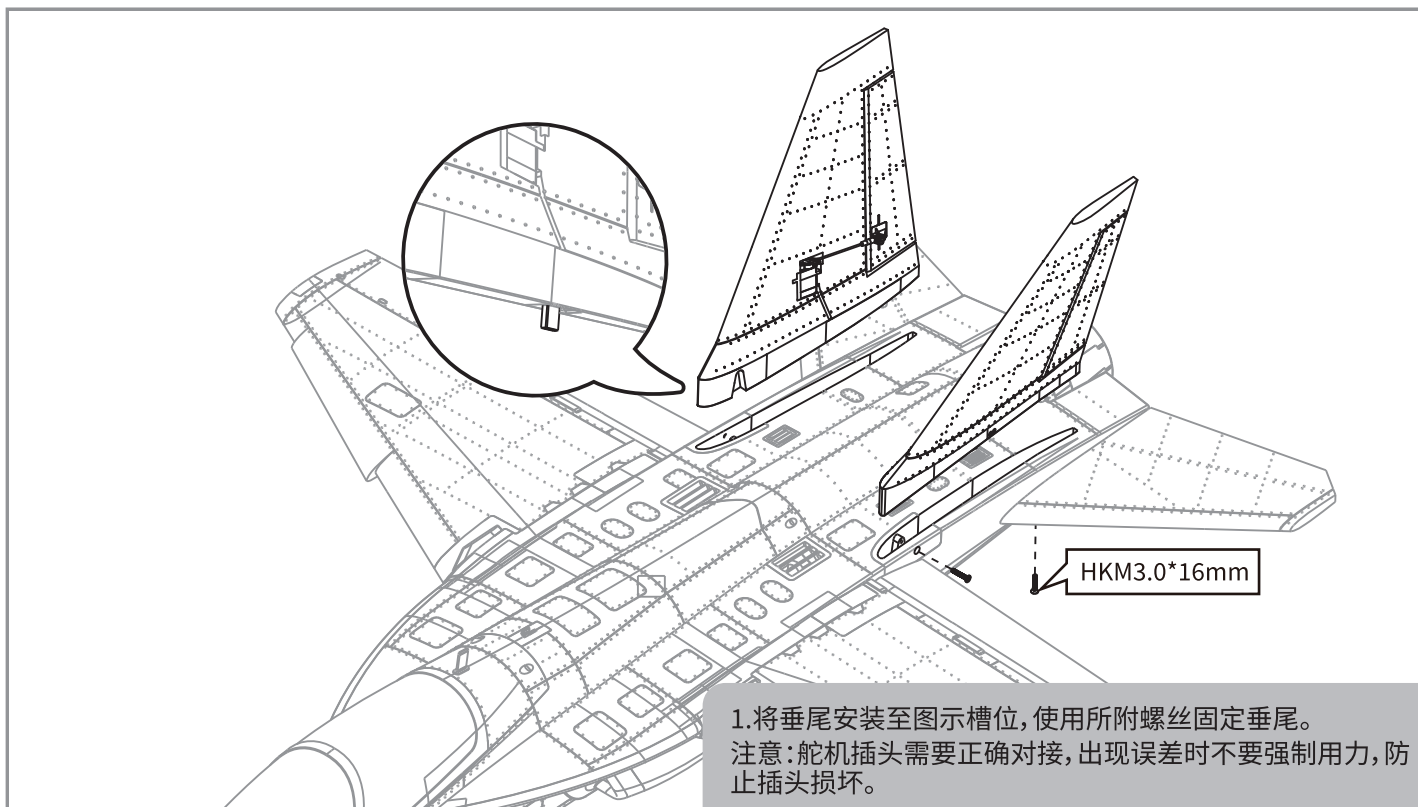
平尾安装



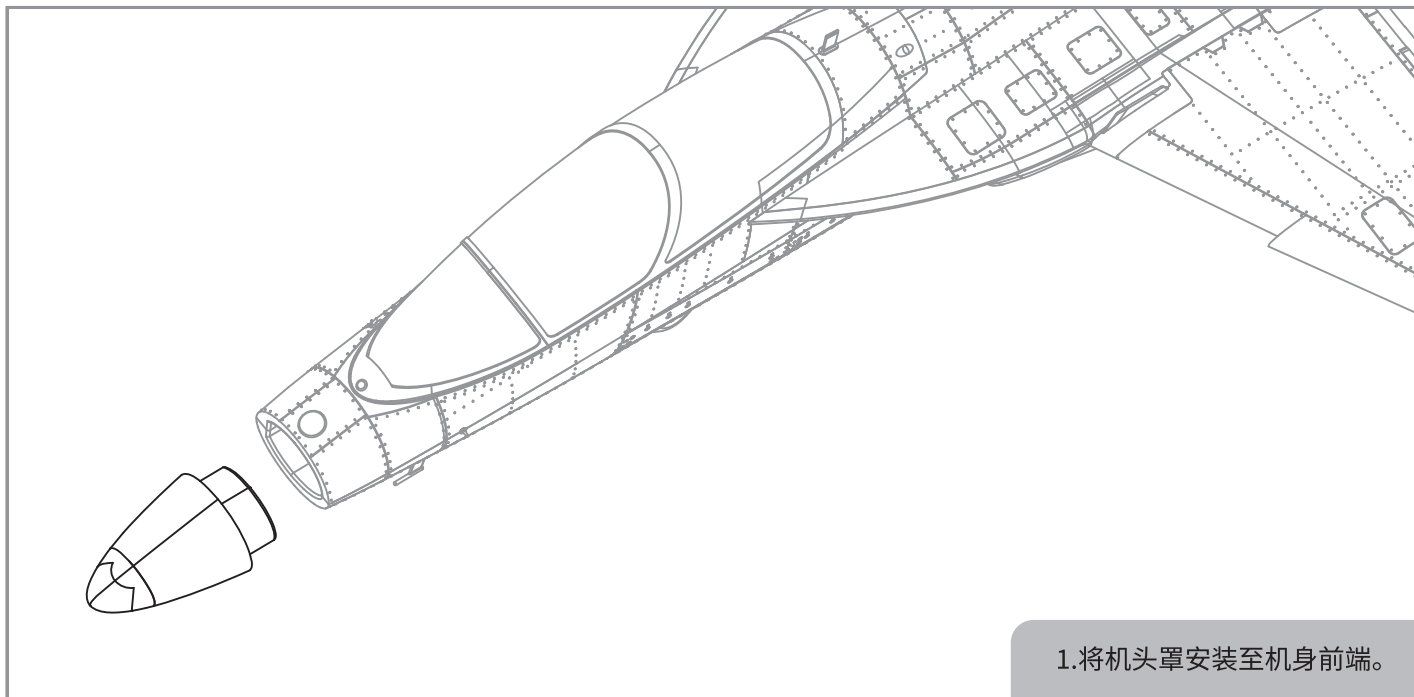
平尾水平参考图



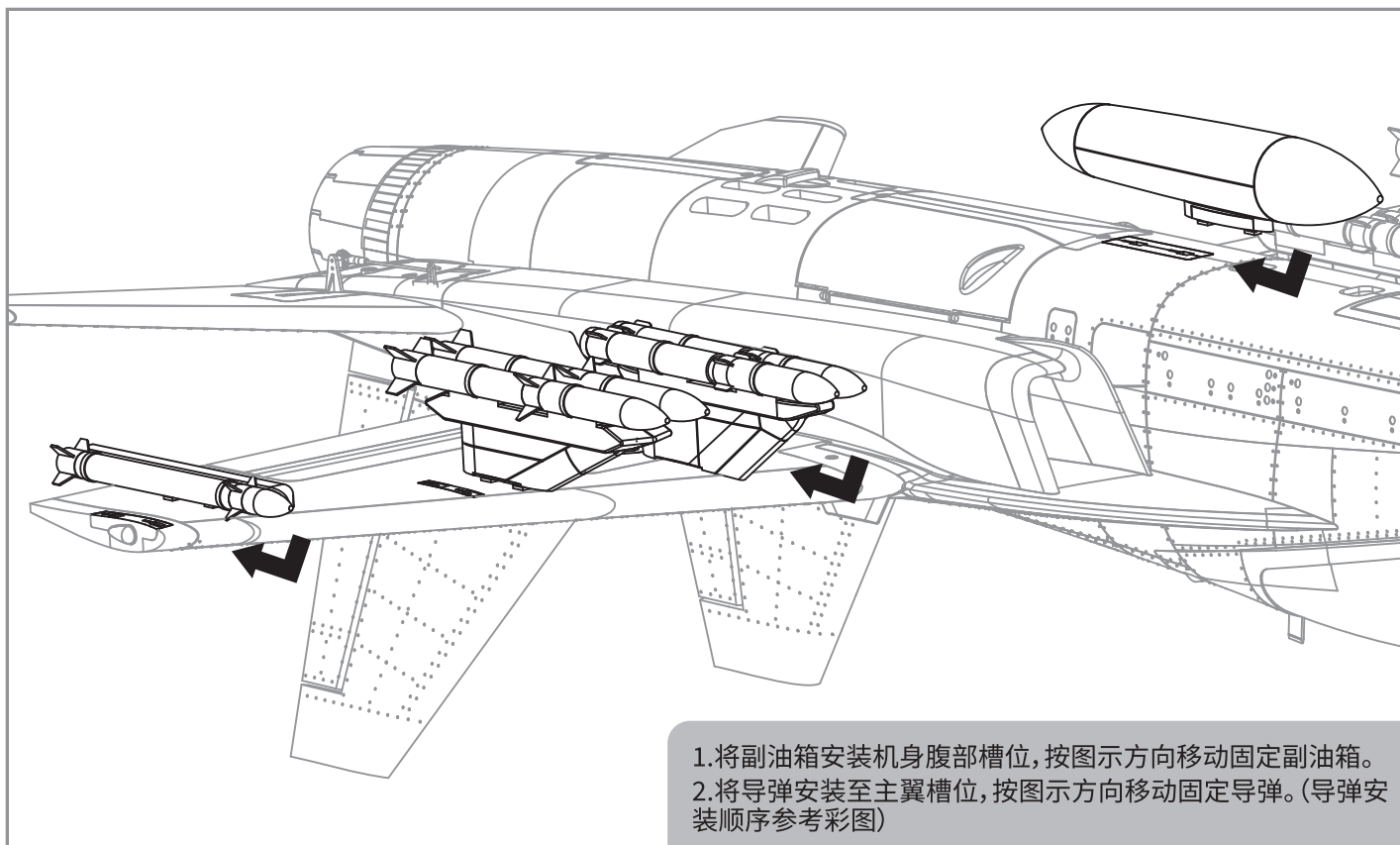
垂尾安装



机头罩安装



副油箱和导弹安装



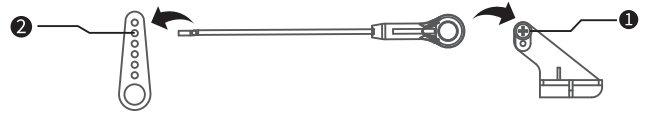
舵角摇臂安装

保证舵机为回中状态，将连接杆调整到合适位置。

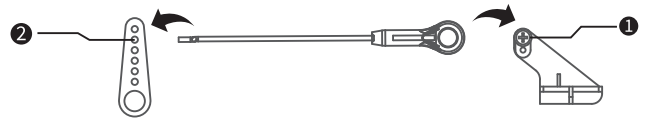
图示是舵角和舵面摇臂的出厂设置。

首飞建议用出厂设置的舵角飞行。

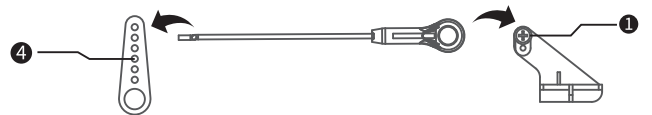
副翼舵机钢丝安装孔位参考



平尾舵机钢丝安装孔位参考



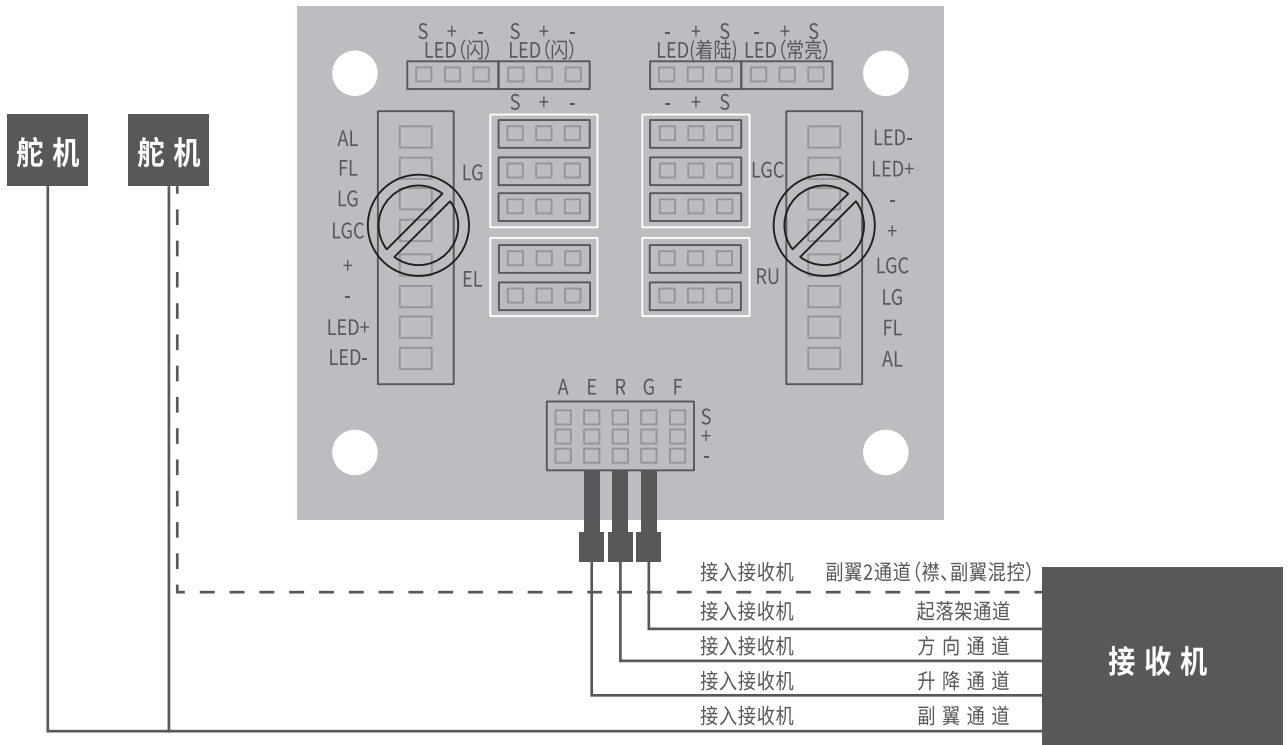
垂尾舵机钢丝安装孔位参考



集线板连接示意图

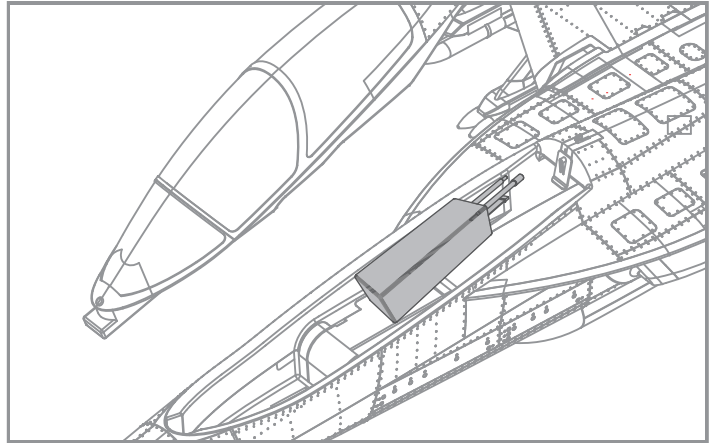
LG:起落架
EL:升降舵

LGC:盖板
RU:方向舵



电池安装

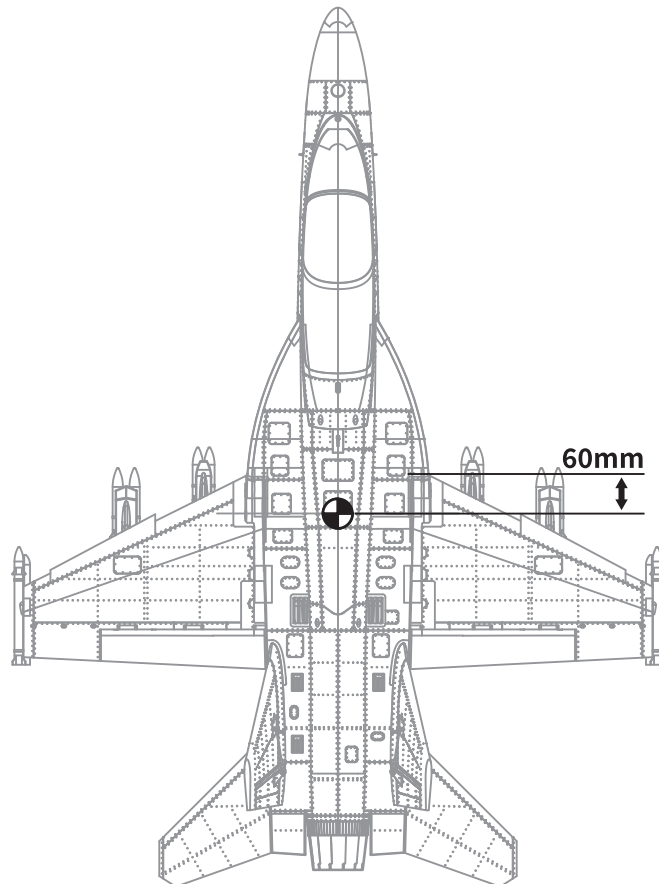
1. 飞机通电前, 首先请打开发射机电源, 确认油门杆处于低位。
2. 移开电池仓罩, 取下电池板上的魔术带。
3. 将电池置于电池仓内, 有电源的线的一端朝向飞机尾部, 使用魔术带固定电池。
4. 由于不同的电池厂家生产的电池重量有差异, 需要调整电池的位置来平衡飞机的重心位置。



重心调整

正确的重心, 直接关系到飞行的成功与否, 请参考下面的重心标示图来调整飞机的重心。

— 您可以将电池向前、后移动来调整飞机的重心; 如果通过移动电池无法调整到正确的重心位置, 您还可以适当的使用一些其他材料来配重, 使得飞机的重心处于正确的位置。

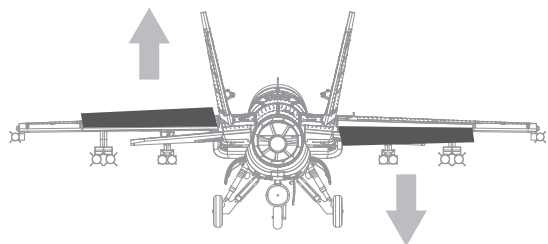


舵面测试

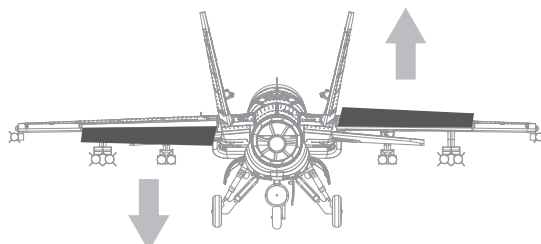
当您按照前面的步骤组装好飞机、调整好舵角摇臂后,在飞机起飞前,我们需要一块满电的电池连接到电调。用遥控器测试每个舵面的工作情况,检查是否正常!

注意:为保证安全,在测试舵面前,请务必拆下螺旋桨,以免电机意外启动发生事故。

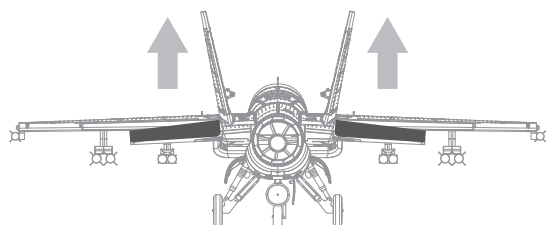
副翼摇杆向左运动



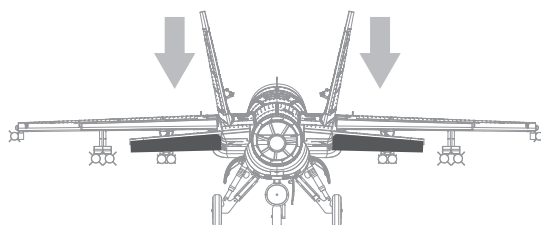
副翼摇杆向右运动



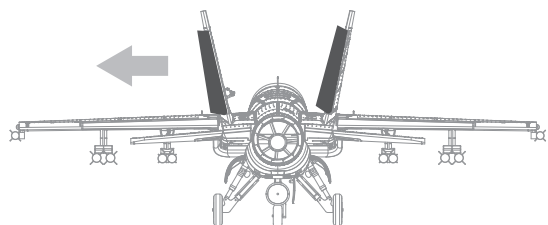
升降摇杆向下运动



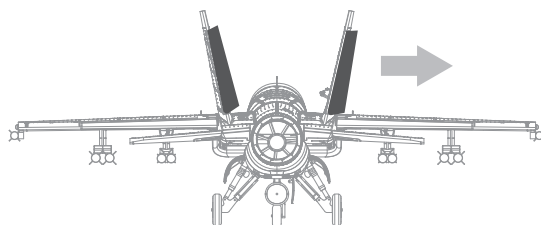
升降摇杆向上运动



方向摇杆向左运动



方向摇杆向右运动

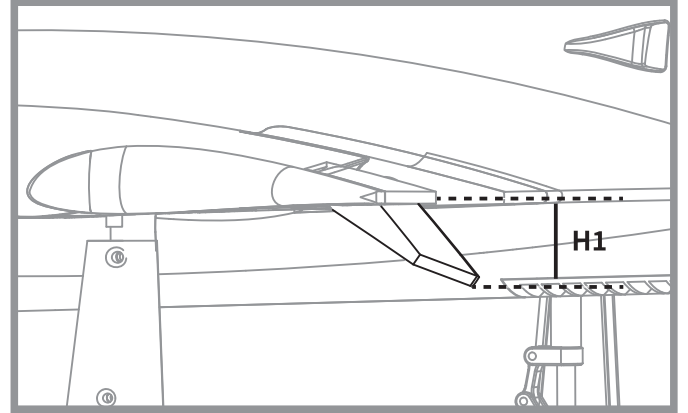
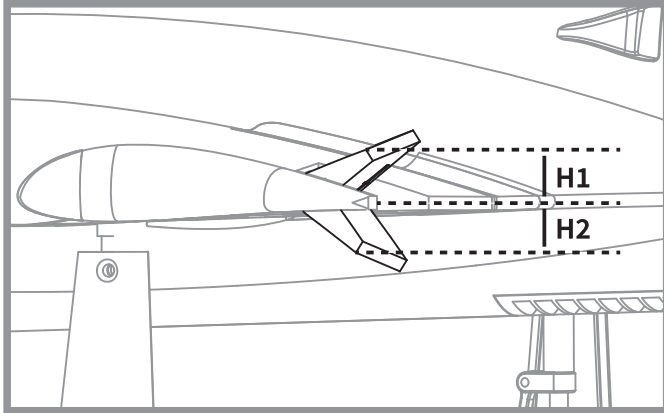


\ 推荐舵面行程 /

根据我们的测试经验,我们认为按以下参数来设置大小舵量将更有助于飞行。小舵量飞机的操纵会显笨拙些,大舵量飞机的操纵会灵敏些,我们建议初次飞行使用大舵量起飞,然后视操纵习惯选用大舵量或小舵量飞行。

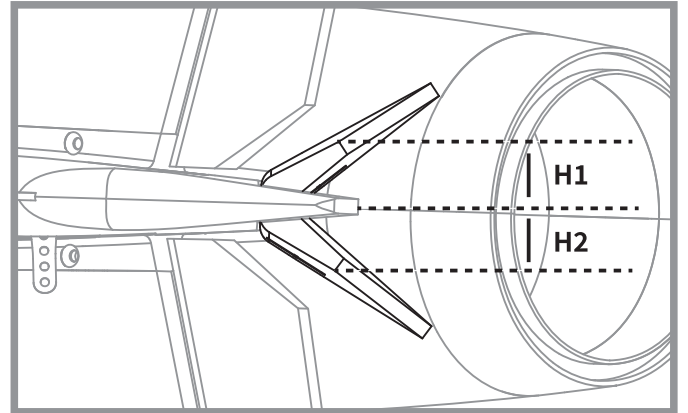
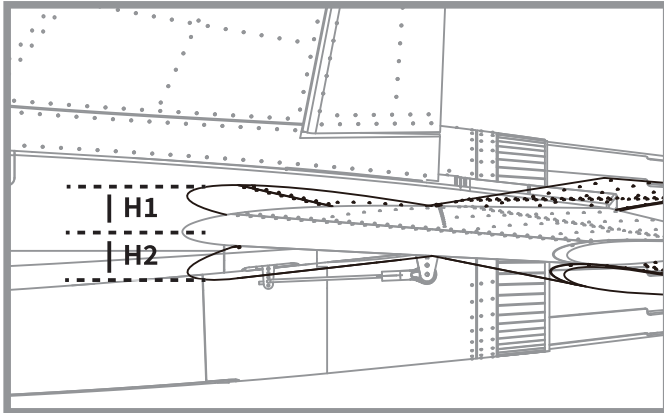
副翼

襟翼



升降舵

方向舵



飞行注意事项:襟翼下放飞机有抬头现象,需要混控升降舵才能很好的降落,小舵量襟翼需要1mm降舵,大舵量襟翼需要2mm降舵。

| | 副翼 | 升降舵 | 方向舵 | 襟翼下放 |
|------------|------|------|------|------|
| 小舵量(H1/H2) | 14mm | 16mm | 4mm | 15mm |
| 遥控器参数 | 80% | 55% | 80% | / |
| 大舵量(H1/H2) | 18mm | 20mm | 6mm | 18mm |
| 遥控器参数 | 100% | 75% | 100% | / |

\ 故障检修 /

| 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 |

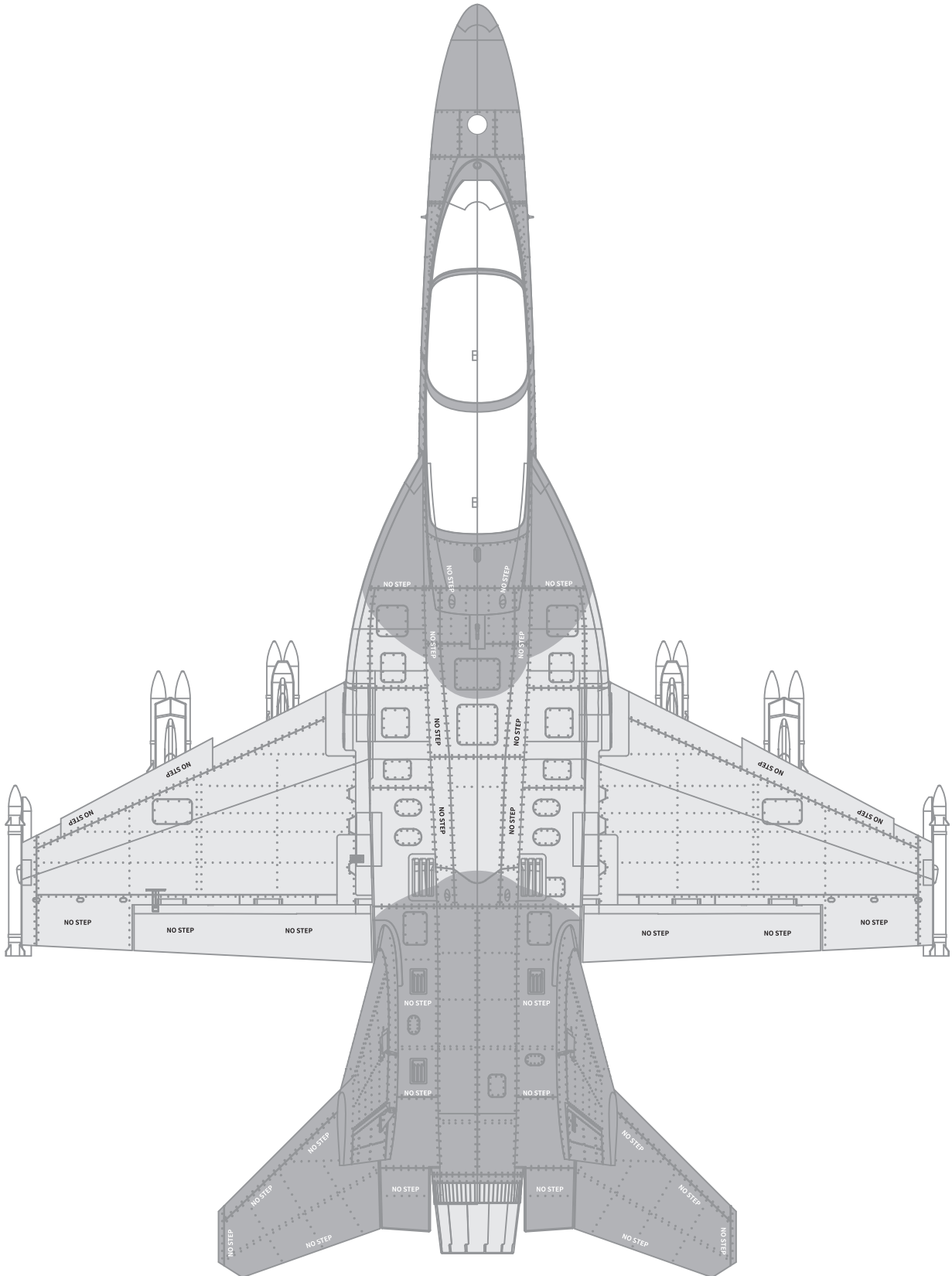
\ 配件列表 /

| | | | |
|----------|----------|---------------|-----------------------|
| XF111-01 | 机身 | XF111-20 | LED灯组 |
| XF111-02 | 主翼 | XF111-21 | 集线板 |
| XF111-03 | 平尾(含转轴) | XF111-22 | 机头罩 |
| XF111-04 | 垂尾 | XFRE005 | 前电子收放 |
| XF111-05 | 导弹副油箱组 | XFRE006 | 主电子收放 |
| XF111-06 | 座舱组 | XFPILOT001 | 飞行员001 |
| XF111-07 | 轮胎组 | XF-DF004 | 80MM 空涵道12叶 |
| XF111-08 | 主翼对接管 | XFKV2200 | 3280-KV2200电机 |
| XF111-09 | 连接杆 | XFESC100A | 100A电调 |
| XF111-10 | 螺丝组 | XFSER13P-50 | 13g金属数码正向舵机(50mm线长) |
| XF111-11 | 舵面摇臂组 | XFSER13P-330 | 13g金属数码正向舵机(330mm线长) |
| XF111-12 | 前起落架舱门盖板 | XFSER13P-1000 | 13g金属数码正向舵机(1000mm线长) |
| XF111-13 | 主起落架舱门盖板 | XFSER13R-1000 | 13g金属数码反向舵机(1000mm线长) |
| XF111-14 | 前起落架组 | XFSER9P-50 | 9g金属数码正向舵机(50mm线长) |
| XF111-15 | 主起落架组 | XFSER9PP-700 | 9g塑胶数码正向舵机(700mm线长) |
| XF111-16 | 前起落架系统 | XFSER9PR-700 | 9g塑胶数码反向舵机(700mm线长) |
| XF111-17 | 主起落架系统 | XFSER9PP-150 | 9g塑胶数码正向舵机(150mm线长) |
| XF111-18 | 贴纸 | | |
| XF111-19 | 平尾转轴(2根) | | |

贴 纸 示 意 图

"NO STEP" 小贴纸出厂时不贴在飞机上,但附于包装盒内供玩家自行选择是否按图示位置贴上。

"NO STEP" small stickers are NOT factory-applied but included in the box for optional use. Customers can choose to put the small stickers on the plane according to this diagram.



无刷电子调速器说明书

感谢您购买使用本产品。我们强烈建议您在使用之前阅读本使用手册。

东莞市迅飞航空科技有限公司有权不经通知变更其产品,包括其外观和性能参数及使用要求;对其产品是否适合特定用途不作任何保证、申明或承诺。不承担因第三方产品相关修改所引起的任何责任,也不承担因应用该产品而产生的任何责任,包括直接损失或间接损失的赔偿责任。

安全须知

检验无线电接收装置上的正确设置,第一次测试电调和马达时不要在马达上安装螺旋桨或传动小齿轮。只有当您确认了无线电接收装置上的设置正确后方能安装螺旋桨或传动小齿轮。

- 不要使用裂开或被刺破的蓄电池组电池。
- 不要使用会变得过热的电池组。
- 不要使用短路电池或马达接线端。
- 电缆绝缘要用正确的绝缘材料。
- 使用正确的电缆连接器。
- 电池或伺服系统的数量不要超过电调的规定。
- 错误的电池极性会损坏电调。

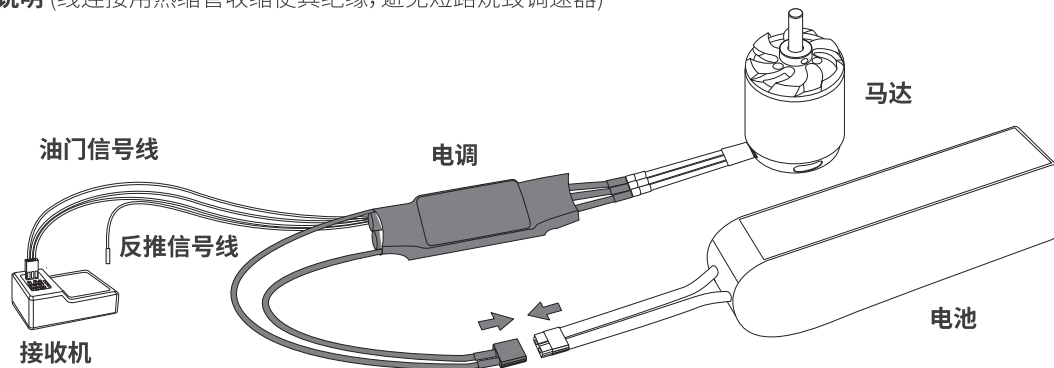
主要特性

1. 功率输出元器件(MOSFET)选用新一代的制作工艺,发热低,瞬间承受电流大,可靠性高。
2. 高性能32位处理器,运算能力更强,运行速度更快。
3. 超流畅的启动与精准的油门线性。
4. 效率高,电调更节能,续航时间更长。
5. SBEC 5V/6V两档可调,持续8A电流供应,给舵机提供更强劲的动力(40A/50A/60A/80A/100A具有SBEC可调)。
6. 多重保护:启动保护,过温保护,低压保护,缺相保护,信号丢失保护。
7. 自动识别马达进角,支持高RPM马达,可兼容市面上绝大多数马达。
8. 支持手机App或LCD编程,操作更简单方便(需单独购买ZTW蓝牙模块或LCD编程卡)。

产品规格

| 型号 | PN#Model | 持续/瞬时电流(A) | 输入电压 | 重量(g) | BEC输出 | 尺寸(mm) 长*宽*高 | 是否支持编程 |
|-----------|----------|------------|----------------|-------|----------|-----------------|--------|
| 20A SBEC | 3020211 | 20A/30A | 5-12NC/2-4Lipo | 25 | 5.5V/4A | 60*25*10 | 是 |
| 30A SBEC | 3030211 | 30A/40A | 5-12NC/2-4Lipo | 25 | 5.5V/4A | 60*25*10 | 是 |
| 40A SBEC | 3040211 | 40A/55A | 5-12NC/2-4Lipo | 37 | 5V/6V 4A | 68*25*10 | 是 |
| 50A SBEC | 3050211 | 50A/65A | 5-12NC/2-4Lipo | 37 | 5V/6V 4A | 68*25*10 | 是 |
| 60A SBEC | 3060211 | 60A/80A | 5-18NC/2-6Lipo | 50 | 5V/6V 8A | 70*34*10 | 是 |
| 80A SBEC | 3080211 | 80A/100A | 5-18NC/2-6Lipo | 75 | 5V/6V 8A | 90*37*10 | 是 |
| 100A SBEC | 3100211 | 100A/120A | 5-18NC/2-6Lipo | 80 | 5V/6V 8A | 90*37*10 | 是 |

调速器接线说明 (线连接用热缩管收缩使其绝缘,避免短路烧毁调速器)

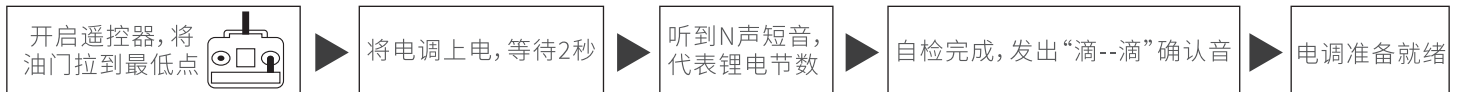


首次使用电调并设置油门行程

温馨提示：在首次使用本电调或更换其他遥控器使用时，请务必先重新设定油门行程。



电调的正常启动程序



编程项简要说明(加粗字体为出厂默认值)

- SMR功能: **关闭**/打开
通过切换电机正反向，快速停止。出厂默认是关闭，此时1Pin信号线完全无效。如需打开，通过App设置或遥控器编程打开SMR功能，将3Pin信号线接入油门通道，将1Pin信号线接入接收机任意的2段开关通道，打开遥控器2段开关，此时SMR功能开启，拨动遥控器2段开关即可调整电机正反向。
▲ 警告:此功能只能在50%油门以下才有效，且只允许在飞机降落至地面使用，否则有可能引起电调烧毁！
- 刹车力度: **关闭**/软/中度/最大
- 进角: **自动**/低/中/高 (分别为5度/15度/25度)
- 马达方向: **正向**/反向
正向:电机默认旋转方向
反向:将电机旋转方向更改
- SR功能:打开/**关闭**
效率更高，更节能，续航时间更长
- 锂电节数: **自动**/2S/3S/4S/5S/6S
- 低压保护点: **3.0V**/3.2V/3.4V/3.6V
例如:使用3节锂电，设定为3.0V为低电压保住值，则低压保护阈值为: $3 * 3.0 = 9.0V$
- 保护方式: **降低功率**/立即关断
降低功率:当达到预设的低压保护阈值时，电调减少输出功率至70%
立即关断:当达到预设的低压保护阈值时，电调立即关断输出功率
- BEC: **5V**/6V
40A、50A、60A、80A、100A电调BEC电压输出可设置5V/6V
- 加速度: **普通**/柔和

电子调速器编程设置模式

首先将遥控器油门拉杆推至最高位置，打开遥控器电源，将电池组连接到调速器，2秒后电机“滴-滴滴”声响，停3秒，发出123特殊声音，表示进入编程模式。设置音按以下顺序滚动播放：

- | | | |
|------------------|--------|----------|
| 1). “滴” | SMR功能 | (1短音) |
| 2). “滴.滴” | 刹车力度 | (2短音) |
| 3). “滴.滴.滴” | 进角 | (3短音) |
| 4). “滴.滴.滴.滴” | 马达转向 | (4短音) |
| 5). “滴——” | SR功能 | (1长音) |
| 6). “滴——滴” | 电池节数 | (1长1短音) |
| 7). “滴——滴.滴” | 低压保护值 | (1长2短音) |
| 8). “滴——滴.滴.滴” | 电压保护类型 | (1长3短音) |
| 9). “滴——滴.滴.滴.滴” | BEC输出 | (1长4短音) |
| 10). “滴——滴.——” | 加速度 | (2长音) |
| 11). “滴——滴.——滴” | 恢复出厂默认 | (2长音1短音) |

注：一声长滴相当于五声短滴。

在听到某个提示音后，2S内将油门摇杆打到最低，则进入该设定项，马达会循环鸣叫，在鸣叫某个提示音后将油门摇杆打到最高点，则选择该提示音所对应的设定值，接着会听到123特殊确认音，表示设置成功。

例如：设置马达转向，听到“滴滴滴滴”四短音，表示进入马达转向菜单，在2S内将遥控器油门打到最低，听到“滴”一短音代表正向(CW)，“滴滴”两短音代表反向(CCW)，如想设置为反向(CCW)，则在听到“滴滴”两短音时将油门拉杆打到最高，会听到123特殊确认音，表示设置成功，2秒内将油门拉杆打到最低位置。(如果听到确定音之后，超过2秒油门仍在最高位，则重新进入编程模式)重复以上操作，设置您所需要的各种功能。

退出设定：参数设置成功后，立即将油门拉杆打到最低位置，即表示退出设定。

编程参数表

| 提示音 设定项 | “嘀” | “嘀.嘀” | “嘀.嘀.嘀” | “嘀.嘀.嘀.嘀” | “嘀—” | “嘀—嘀” | “嘀—嘀.嘀” |
|------------|--------|----------|----------|-----------|------|-------|---------|
| | 1短音 | 2短音 | 3短音 | 4短音 | 1长音 | 1长1短音 | 1长2短音 |
| SMR功能 | 关闭 | 打开 | | | | | |
| 刹车力度 | 关闭 | 软刹车 | 中度刹车 | 最大刹车 | | | |
| 进角 | 自动 | 低 | 中 | 高 | | | |
| 马达转向 | 正向(CW) | 反向(CCW) | | | | | |
| SR功能 | 打开 | 关闭 | | | | | |
| 电池节数 | 自动 | 2S | 3S | 4S | 5S | 6S | |
| 低压保护值 | 关闭 | NIMH 50% | NIMH 60% | 3.0V | 3.2V | 3.4V | 3.6V |
| 电压保护类型 | 降低功率 | 立即关断 | | | | | |
| BEC输出 | 5V | 6V | | | | | |
| 加速度 | 普通 | 柔和 | | | | | |
| 恢复出厂默认 | 复位 | | | | | | |

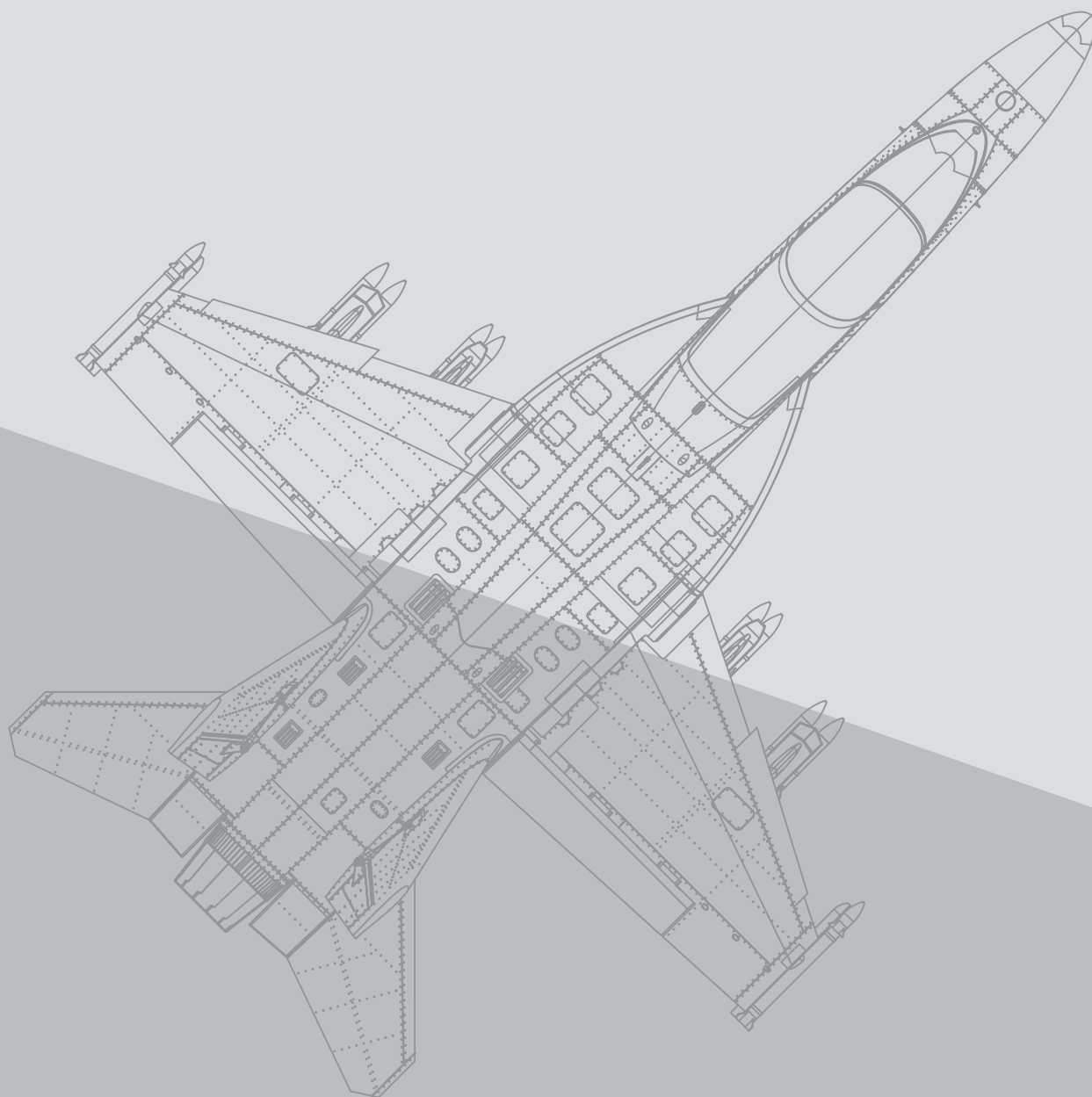
① 注:灰颜色为出厂默认选项参数。

保护功能

1. 启动保护:当推油门启动后,如在两秒内未能正常启动电机,电调将会关闭电机,油门需要重新设置,才可以重新启动。可能原因:电调与电机接线断开或接触不良、螺旋桨被其他物体阻挡、减速齿卡死等。
2. 温度保护:当电子调速器工作温度超过 110 度时,电调将自动降低输出功率进行保护,但不会将输出功率全部关闭,最多降到全功率的 70%,以保证电机留有一定动力,避免摔机。
3. 油门信号丢失保护:当电调检测到油门信号丢失1秒后,将自动减少对马达的输出功率,然后油门信号丢失超过2秒,电调将自动关断马达。如果在降功率过程中油门信号恢复,电调可以立即恢复油门控制。这样在瞬间信号丢失情况下(2秒以下),电调并不会进行油门保护;只有当遥控信号确实长时间丢失,才进行保护,但电调不是立即关闭输出,而是有一个逐步降低输出功率的过程,给玩家留有一定的救机时间,兼顾安全性和实用性。
4. 过负荷保护:当负载突然变得很大时,电调会切断动力,或自动重启,出现负载急剧增加的原因通常是马达堵转。

常见问题解答

| 出现的问题 | 可能的原因 | 解决方法 |
|---|--|--|
| 接通电调后有自动检测电池节数声音,但马达不能启动 | 电调没有油门行程设置 | 对电调进行油门行程设置 |
| 马达不工作,连接电池后马达未发音乐声,伺服系统也未运行 | 电池组与电调之间接触不良 没接通电源 焊接不牢固(接头易断) 电池电缆极性错误 电调信号线与接收机连接极性相反 电调有问题 | 清理连接器终端或替换连接器 用刚充满电的电池组替换 再次焊接电缆连接 检查并确认电缆极性 检查连接在电调上的信号线以确保处于正确极性 更换电调 |
| 马达不工作,连接电池后马达未发出音乐声,但伺服系统在运行接通电调后马达不工作,发出警报音(两声滴滴响后有短暂停顿) | 电调与马达之间接触不良 马达线圈被烧 焊接不牢固(接头易断) 电池组电压超出正常范围 | 检查连接器终端或替换连接器 替换马达 再次焊接电缆连接 更换为刚充满电的电池组 检查电池组电压 |
| 接通电调后马达不工作,发出警报音(持续地滴滴响) | 通电后油门拉杆不在最小位置 | 将油门拉杆移至最小位置 |
| 接通电调后马达不工作,电调发出两声长响之后,有两声更长点的滴滴响 | 被颠倒的油门通道导致电调进入程序设计模式 | 进入发射器上的伺服系统 倒转菜单并倒转油门通道 |
| 马达反向运行 | 电调与马达之间错误的电缆连接 | 交换电调与马达之间三条电缆连接中的任意两条或者通过电调程序设计模式进入马达旋转功能并改变预设参数。 |
| 飞行过程中,马达停止运行 | 丢失了油门信号 | 检查无线电接收装置是否操作得当。 检查电调和接收机信号线路及发送频道和电调信号线之间确保有足够的隔离来防止干扰 在电调的信号线上安装一个磁环 |



XFLY-MODEL



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