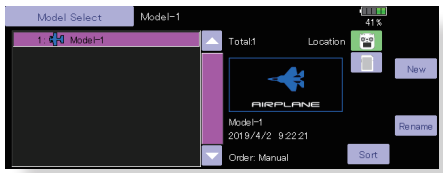
MODEL BASIC SETTING PROCEDURE

Airplane/glider basic setting procedure

1. Model addition and call

Default settings assign one model to the T32MZ-WC transmitter. To add new models or select previously setup models, use the Model Select function in the Linkage Menu.

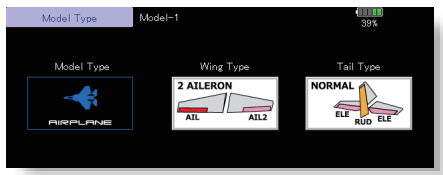
When a new model is added, relink with the receiver used in that model.

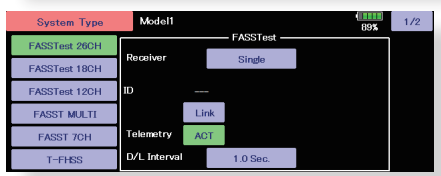


This is convenient when calling a model after its name has been registered.

The currently selected model name is displayed at the top of the screen. Before flying and before changing any settings, always confirm the model name.

When a new model is added, the model type select screen/ system type/receiver link automatically appears. Please be aware that the transmitter will stop transmitting when you change the model.

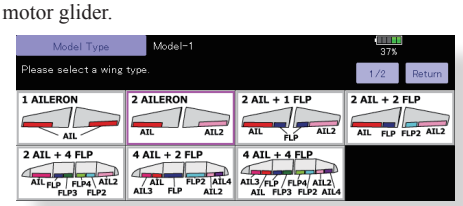


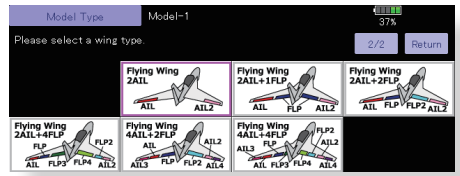


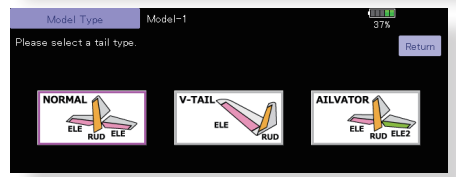
2. Model type selection

Select the model type matched to the fuselage with the Model Type select function of the Linkage Menu. For an airplane, select the model type from among the 3 types: airplane, glider, and motor glider. When the wing type select screen is displayed and the wing type is selected when selecting the model type, the tail type select screen is displayed. Select the tail type matched to the fuselage.

There are 13 wing types and 3 tail types for airplane, glider, and motor glider.



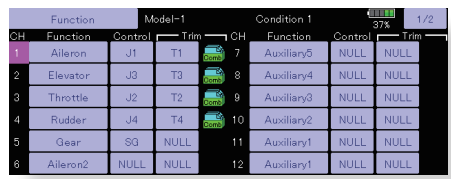




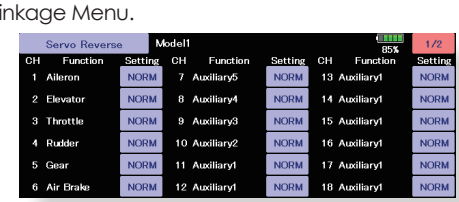
3. Airplane linkage

Link the ailerons, elevators, throttle, rudder, etc. in accordance with the model's instruction manual. For a description of the connection method, see the receiver and servos connection.

Note: The channel assignment of the T32MZ-WC is different from that of our existing systems. Note that even for the same "airplane model", when the wing type and tail type are different, the channel assignment has been optimized and may be different. (The channel assigned to each function can be checked in the Function menu of the Linkage Menu.)



- When the direction of the linkage is reversed, adjust the direction with the Servo Reverse function in the Linkage Menu.

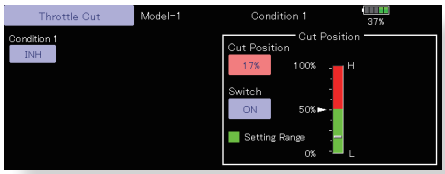


- Connect the throttle linkage so the carburetor is open at full trim and full open so that the throttle can be cut.
- Adjust the neutral position and rudder angle with the linkage, and fine tune them with the Sub Trim and End Point functions (rudder angle adjustment). To protect the linkage, a limit position can also be set with the End Point function. The End Point function can adjust the amount of up/down and left/right movement, limit, and servo speed of each channel.

4. Throttle cut setting (In case of engine model)

Throttle cut can be performed with one touch by a switch without changing the throttle trim position.

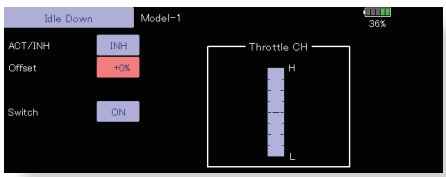
Set throttle cut with the Throttle Cut function of the Linkage Menu. After activating the throttle cut function and selecting the switch, adjust the throttle position so that the carburetor becomes full close. For safety, the throttle cut function operates the throttle stick in the slow position.



5. Idle down setting (In case of engine model)

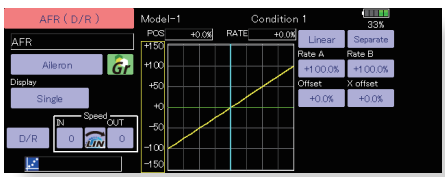
The idling speed can be lowered with one touch by a switch without changing the throttle trim position. Perform this setting with the Idle Down function of the Linkage Menu. After activating the Idle Down function and selecting the switch, adjust the idle down speed. For safety, the idle down function acts only when the throttle stick is in the slow position.

*While the Throttle Cut function is in operation, the Idle Down function does not work.



6. AFR (D/R)

AFR function is used to adjust the throw and operation curve of the stick, lever, and switch functions for each flight condition. This is normally used after End Point (ATV) has defined the maximum throw directions (End Point acts on all flight condition settings). When mixing is applied from one channel to another channel, both channels can be adjusted at the same time by adjusting the operation rate through the AFR function.

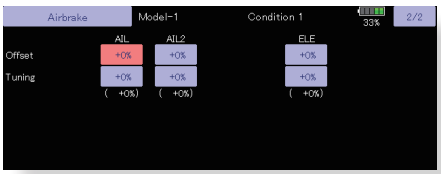


7. Airbrake

This function is used when an air brake is necessary when taking off or diving, etc.

The preset elevators and flaps (camber flap, brake flap) offset amount can be activated by a switch.

The offset amount of the aileron, elevator, and flap servos can be adjusted as needed. Also the speed of the aileron, elevator, and flap servos can be adjusted. (IN side/OUT side) A delay can be set for each condition, and a cut switch which will turn OFF the delay can be chosen. Trim amounts can be fine-tuned by setting a VR. You can also set the auto mode, which will link Airbrake to a stick, switch, or dial. A separate stick switch or dial can also be set as the ON/OFF switch.



8. Addition of flight conditions

The transmitter can install up to eight flight conditions per model. You can assign all switches including sticks, switches, trim levers and trim switches as flight-condition selection switches. You can also add delayed mixing to these functions in order to avoid sudden changes. Moreover, you can set priority order for flight conditions when you set more than one condition. In addition, you can copy conditions and/or change names of conditions. This command may also be used to define what switches and/or controls are used to activate each flight condition.

The Condition Select function automatically allocates the condition 1 for each model type. Condition 1 is the default condition, also referred to as normal, and is the only one active when a new model type is defined. This condition is always ON, and remains ON until other conditions are activated by switches.

The Condition Delay can be programmed for each channel. The Condition Delay is used to change the servo throw smoothly when switching conditions.

*When a new condition is added, "Condition1" data is automatically copied.

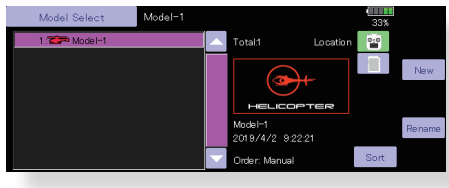
*Select the condition switch and set the new condition data with the switch in the ON position. However, if the group mode (Gr.) was selected in advance, the same data will be input to all new conditions. Select the single mode (Sngl) and adjust the condition you want to change.

Helicopter basic setting procedure

1. Model addition and call

Default settings assign one model to the T32MZ-WC transmitter. To add new models or select previously setup models, use the Model Select function in the Linkage Menu.

When a new model is added, relink with the receiver used in that model.

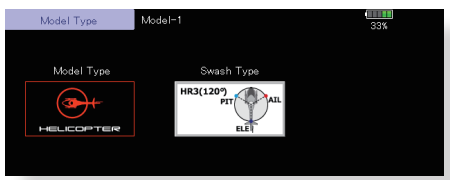


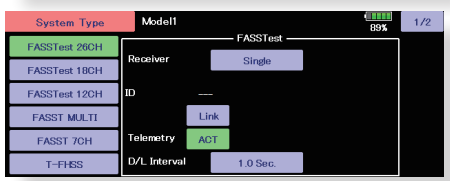
This is convenient when calling a model after registering the model names in advance.

The currently selected model is displayed at the top of the screen. Before flying and before changing any settings, always confirm the model name.

Please be aware that the transmitter will stop transmitting when you change the model.

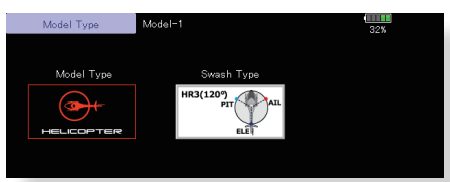
When a new model is added, the model type select screen/ system mode/receiver link automatically appears. Please be aware that the transmitter will stop transmitting when you change the model..

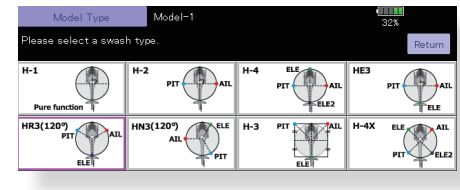




2. Model type and swash type selection

When a separate model type is already selected, select helicopter with the Model Type function of the Linkage Menu, and then select the swash type matched to the helicopter.





3. Flight condition addition

The transmitter can install up to eight flight conditions per model. You can assign all switches including sticks, switches, trim levers and trim switches as flight-condition selection switches. You can also add delayed mixing to these functions in order to avoid sudden changes. Moreover, you can set priority order for flight conditions when you set more than one condition. In addition, you can copy conditions and/or change names of conditions. This command may also be used to define what switches and/or controls are used to activate each flight condition.

The Condition Select function automatically allocates the default Condition 0 (Normal) for each model type. Condition 0 (Normal) is the only one active when a new model type is defined. This condition is always ON, and remains ON until other conditions are activated by switches.

The Condition Delay can be programmed for each channel. The Condition Delay is used to change the servo throw smoothly when switching conditions.

(General flight condition setting example)

- Normal: (Use initial setting conditions/operate when switch OFF)
  Use from engine starting to hovering.
- Idle up 1: (Switch setting example: Operate at SW-E center)
  Use in stall turn, loop, and other maneuvers.
- Idle up 2: (Switch setting example: Operate at SW-E forward side)
  Use in rolls.
- Throttle hold: (Switch setting example: Operate at SW-G forward side)
  Use in auto rotation.

The priority is throttle hold/idle up 2/idle up 1/normal. Throttle hold has the highest priority.

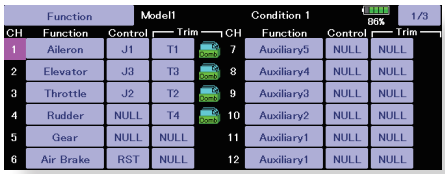
Add other conditions, as required.

→Click GO to TABLE OF CONTENTS

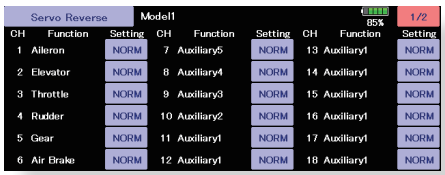
4. Helicopter linkage

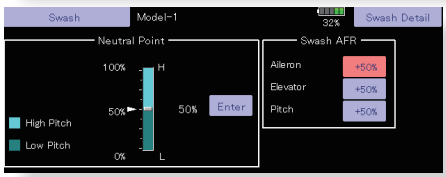
Connect the throttle rudder, ailerons, elevators, pitch, and other rudder linkages in accordance with the kit instruction manual. For a description of the connection method, see "Receiver and servos connection".

*The channel assignment of the T32MZ-WC is different from that of our existing systems. (The channel assigned to each function can be checked at the function menu of the Linkage Menu.)

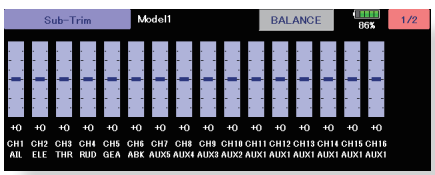


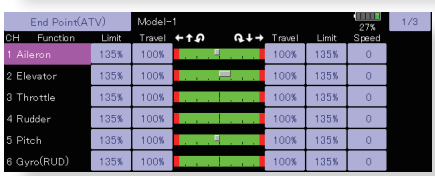
- When the direction of the linkage is reversed, use the Reverse function of the Linkage Menu. Also use the swash AFR function in any swash set up other than the H-1 mode.



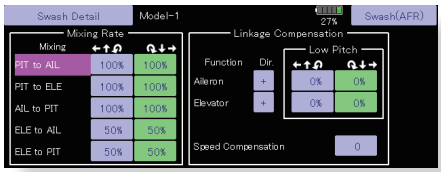


- Adjust the direction of operation of the gyro. (Gyro side function)
- Connect the throttle linkage so it is fully closed with the trim setting all the way down.
- Adjust the neutral position and rudder angle at the linkage side and fine tune with the Sub-Trim function and End Point function (rudder angle adjustment). To protect the linkage, a limit position can also be set with the End Point function.





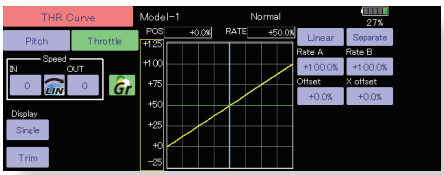
- Swash plate correction (Except H-1 mode)
  Operation of the swash plate near the hovering point can be corrected by swash AFR function correction mixing. Use this when pitch, aileron, and elevator operation causes the swash plate to deviate from the normal direction.



(Call the Swash→Swash details screen.)
Pitch slow side and high side linkage correction is also possible. Adjust so that pitch operation causes the swash plate to move up and down in the horizontal state.

5. Throttle curve setting

This function adjusts the pitch operation curve in relation to the movement of the throttle stick for each condition.



(17 points curve)

The pitch curve can be freely selected from linear operation curve to smooth curve, and adjusted to match the curve you want by means of the T32MZ-WC's powerful Curve Edit Function (Six types of curves can be selected). Up to 17 points can be set for linear or curve types. However, when using the 3 points or 5 points specified to create a curve, a simple and smooth curve can be created by selecting the curve type and reducing the number of input points to 3 or 5, and then entering the specified value at the corresponding points that you created.

<Setting example>

Call the throttle curve of each condition with the condition select switch.

●Normal curve adjustment
Normal curve uses Normal (Linear) type and creates a basic pitch curve centered near hovering. This curve is adjusted together with the Throttle Curve (Normal) so that the engine speed is constant and up/down control is easiest.

●Idle up curve adjustment
The high side pitch curve sets the maximum pitch regardless of the engine load. The low side pitch curve creates a curve matched for aerobatics (loop, roll, 3D, etc.).

Note: When the curve type is changed, the data is reset.

●Throttle hold curve adjustment
The throttle hold curve is used when performing auto rotation dives.

HELICOPTER

Confirm that the rate of the slowest position (0%) of the stick is 0% (initial setting).
Be sure that when set to high side 100%, the curve of any condition does not exceed 100%.

Example of pitch curve setting:

1. Call the pitch curve of each condition with the condition select switch.

*Pitch curve graph display can be switched to pitch angle direct reading display.

A. Pitch curve (Normal)
Make the pitch at hovering approximately +5°~6°. Set the pitch at hovering with the stick position at the 50% point as the standard.

*Stability at hovering may be connected to the throttle curve. Adjustment is easy by using the hovering throttle function and hovering pitch function together.

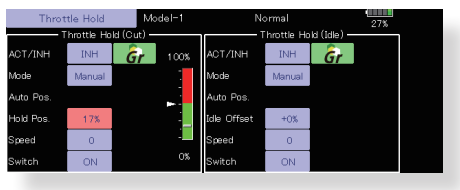
B. Pitch curve (Idle up 1)
The idle up 1 pitch curve function creates a curve matched to airborne flight.
Set to -7°~+12° as standard.

C. Pitch curve (Idle up 2)
The high side pitch setting is less than idle up 1.
The standard is +8°.

D. Pitch curve (Hold)
At auto rotation, use the maximum pitch at both the high and low sides.
[Pitch angle setting example]
Throttle hold: -7°~+12°

6. Throttle hold setting

Call the Throttle Hold function from the Model Menu and switch to the throttle hold condition with the condition select switch.



Note: At initial setting, the setting mode is the group mode. Since this function is not used at other conditions, switch to the single mode before setting.

●Setting to the state which activates the function
The throttle hold function allows setting for throttle cut and switching of the function fixed at the idle position by switch for training. Either one or both functions can be performed.

●Hold position setting
This function sets the servo operation position at throttle hold. (Throttle cut and idle positions)

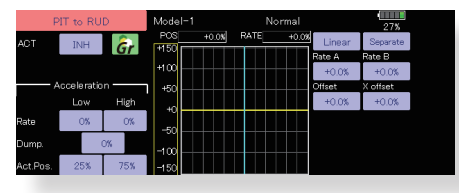
●Other settings
When you want to link operation with stick manipulation, the Auto mode can be set.
When you want to adjust the servo speed, adjust [Speed].

7. Pitch to RUD mixing setting

Use this function when you want to suppress the torque generated by the changes in the pitch and speed of the main rotor during pitch operation. Adjust it so that the nose does not swing in the rudder direction. However, when using a heading hold gyro like those shown below, do not use Pitch to RUD mixing.

Note: When using a Futaba GY series gyro, or other heading hold gyro, this Pitch to RUD mixing should not be used. The reaction torque is corrected at the gyro side. When operating the gyro in the AVCS mode, the mixed signal will cause neutral deviation symptoms and the gyro will not operate normally.

Call the Pitch to RUD mixing function from the Model Menu, and set the curve for each condition. (At initial setting, this function is in the "INH" state. To use it, set it to the "ON" state.)



(17 points curve)

Curve setting of up to 17 points is possible. However, in the following setting example, a simple curve can be adjusted by using the [Linear] curve type.

Note: At initial setting, the setting mode is the group mode. In this mode, the same contents are set at in all conditions. When you want to set the selected condition only, switch to the single mode.

<Setting example>

Call the mixing curve of each condition with the condition select switch.

1. A curve setting example is shown below.

A. Pitch to RUD mixing curve (Normal)
Use the hovering system and set this curve to match take off and landing and vertical climb at a constant speed.

*For this curve, use the initial setting [Linear] curve type and adjust the left and right rates in the [Separate] mode.

B. Pitch to RUD mixing (Idle up 1)
Use this curve in stall turn, loop, and adjust it so the fuselage is facing straight ahead when heading into the wind.

*For this curve, [Linear] curve type can be used and the entire curve can be lowered with the [Offset] button.

C. Pitch to RUD mixing (Hold)
This function is set so that the fuselage is facing straight ahead during straight line auto rotation. The pitch of the tail rotor becomes nearly 0°.

*For this curve, [Linear] curve type can be used and the entire curve can be lowered with the [Offset] button.

●Other settings
The mixing rise characteristic of pitch operation can be adjusted. An acceleration (ACLR) function, which temporarily increases and decreases the mixing amount, can be set.

8. Swash Mix corrects aileron, elevator and pitch interaction

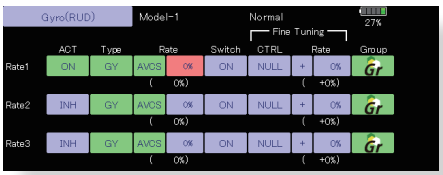
The swash mix function is used to correct the swash plate in the aileron (roll) direction and elevator (cyclic pitch) corresponding to each operation of each condition.

9. Throttle mixing setting

RPM loss caused by swash operation of aileron or elevator can be corrected with the Throttle Mix function in the Model Menu. The effects of clockwise and counterclockwise torque applied when pirouetting can also be corrected.

10. Gyro sensitivity and mode switching

The gyro sensitivity and mode switching function is dedicated to gyro mixing for each model used, and can be set for each condition.



●Normal condition (hovering): Gyro sensitivity maximum

●Idle up 1/Idle up 2/Throttle hold: Gyro sensitivity minimum

●However, at auto rotation of a tail-driven helicopter, this function may not have any affect at high gyro sensitivity.

11. Throttle cut setting

Throttle cut provides an easy way to stop the engine, by flipping a switch with the throttle stick at idle. The action is not functional at high throttle to avoid accidental dead sticks. The switch's location and direction must be chosen, as it defaults to NULL.

*With throttle stick at idle, adjust the cut position until the engine consistently shuts off, but throttle linkage is not binding. When finished, touch the "Throttle Cut" button to exit.

12. Other special mixings

●Pitch to Needle mixing
This mixing is used with engines with a construction which allows needle control during flight (fuel-air mixture adjustment). A needle curve can be set. The needle servo rise characteristics at throttle stick acceleration/deceleration operation can be adjusted. (Acceleration function)

●Fuel mixture function
This mixing is used in needle adjustment of engines which use a fuel mixture control carburetor.

●Governor mixing
This mixing is dedicated governor mixing when a governor is used. Up to 3 rates (speeds) can be switched for each condition.

HELICOPTER

Servos connection by model type

The T32MZ-WC transmitter channels are automatically assigned for optimal combination according to the type selected with the Model Type function of the Linkage Menu. The channel assignment (initial setting) for each model type is shown below. Connect the receiver and servos to match the type used.

*The set channels can be checked at the Function screen of the Linkage Menu. The channel assignments can also be changed. For more information, read the description of the Function menu.

Airplane/glider/motor glider

●Airplane and V tail

AIRPLANE

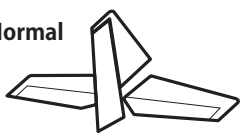
GLIDER

Rx CH	1Aileron			2Aileron			2Aileron+1FLAP			2Aileron+2FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
3	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7
4	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder
5	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Aileron2	Aileron2	Aileron2
6	Airbrake	Airbrake	Airbrake	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Flap	Flap	Flap
7	AUX5	AUX5	AUX5	AUX5	AUX5	AUX5	Flap	Flap	Flap	Flap2	Flap2	Flap2
8	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	AUX5	AUX5	AUX5	Gear	AUX6	AUX6
9	AUX3	AUX3	AUX3	AUX3	AUX3	AUX3	AUX4	AUX4	AUX4	AUX5	AUX5	AUX5
10	AUX2	AUX2	AUX2	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3	AUX4	AUX4	AUX4
11	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3
12	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2
13	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
14	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
15	AUX1	AUX1	AUX1	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly
16	AUX1	AUX1	AUX1	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW

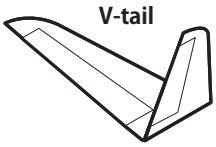
The output CH of each system

FASST 7CH / S-FHSS / FASSTest 12CH / FASSTest 18CH / FASST MULT / T-FHSS / FASSTest 26CH

Normal



V-tail

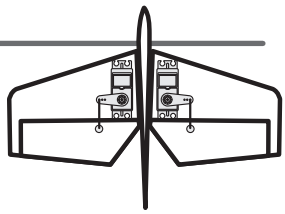


Rx CH	2Aileron+4FLAP			4Aileron+2FLAP			4Aileron+4FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
3	Throttle	Rudder	Rudder	Throttle	Rudder	Rudder	Throttle	Rudder	Rudder
4	Rudder	Aileron2	Aileron2	Rudder	Aileron2	Aileron2	Rudder	Aileron2	Aileron2
5	Gear	Flap	Flap	Gear	Aileron3	Aileron3	Gear	Aileron3	Aileron3
6	Aileron2	Flap2	Flap2	Aileron2	Aileron4	Aileron4	Aileron2	Aileron4	Aileron4
7	Flap	Flap3	Flap3	Aileron3	Flap	Flap	Aileron3	Flap	Flap
8	Flap2	Flap4	Flap4	Aileron4	Flap2	Flap2	Aileron4	Flap2	Flap2
9	Flap3	Motor	AUX7	Flap	Motor	AUX7	Flap	Flap3	Flap3
10	Flap4	AUX6	AUX6	Flap2	AUX6	AUX6	Flap2	Flap4	Flap4
11	AUX5	AUX5	AUX5	AUX5	AUX5	AUX5	Flap3	Motor	AUX7
12	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	Flap4	AUX6	AUX6
13	AUX3	AUX3	AUX3	AUX3	AUX3	AUX3	AUX5	AUX5	AUX5
14	AUX2	AUX2	AUX2	AUX2	AUX2	AUX2	AUX4	AUX4	AUX4
15	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly	AUX3	Butterfly	Butterfly
16	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW

The output CH of each system

FASST 7CH / S-FHSS / FASSTest 12CH / FASSTest 18CH / FASST MULT / T-FHSS / FASSTest 26CH

→Click GO to TABLE OF CONTENTS



●Ailevator（Elevator 2 servo)

RxCH	1Aileron			2Aileron			2Aileron+1FLAP			2Aileron+2FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
3	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7
4	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder
5	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2
6	Airbrake	Airbrake	Airbrake	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2
7	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2	Flap	Flap	Flap	Flap	Flap	Flap
8	AUX5	AUX5	AUX5	AUX5	AUX5	AUX5	Gear	AUX6	AUX6	Flap2	Flap2	Flap2
9	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	AUX5	AUX5	AUX5	Gear	AUX6	AUX6
10	AUX3	AUX3	AUX3	AUX3	AUX3	AUX3	AUX4	AUX4	AUX4	AUX5	AUX5	AUX5
11	AUX2	AUX2	AUX2	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3	AUX4	AUX4	AUX4
12	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3
13	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2
14	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
15	AUX1	AUX1	AUX1	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly
16	AUX1	AUX1	AUX1	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW

The output CH of each system

FASST 7CH
S-FHSS
FASSTest 12CH
FASSTest 18CH
FASST MULT
T-FHSS
FASSTest 26CH

RxCH	2Aileron+4FLAP			4Aileron+2FLAP			4Aileron+4FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
3	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7
4	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder
5	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2	Elevator2
6	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2
7	Flap	Flap	Flap	Aileron3	Aileron3	Aileron3	Aileron3	Aileron3	Aileron3
8	Flap2	Flap2	Flap2	Aileron4	Aileron4	Aileron4	Aileron4	Aileron4	Aileron4
9	Flap3	Flap3	Flap3	Flap	Flap	Flap	Flap	Flap	Flap
10	Flap4	Flap4	Flap4	Flap2	Flap2	Flap2	Flap2	Flap2	Flap2
11	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Flap3	Flap3	Flap3
12	AUX5	AUX5	AUX5	AUX5	AUX5	AUX5	Flap4	Flap4	Flap4
13	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	Gear	AUX6	AUX6
14	AUX3	AUX3	AUX3	AUX3	AUX3	AUX3	AUX5	AUX5	AUX5
15	AUX2	Butterfly	Butterfly	AUX2	Butterfly	Butterfly	AUX4	Butterfly	Butterfly
16	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW

The output CH of each system

FASST 7CH
S-FHSS
FASSTest 12CH
FASSTest 18CH
FASST MULT
T-FHSS
FASSTest 26CH

●Tail-less wing

RxCH	2Aileron			2Aileron+1FLAP			2Aileron+2FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4
3	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7
4	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder
5	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Aileron2	Aileron2	Aileron2
6	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Flap	Flap	Flap
7	AUX5	AUX5	AUX5	Flap	Flap	Flap	Flap2	Flap2	Flap2
8	AUX3	AUX3	AUX3	AUX5	AUX5	AUX5	Gear	AUX6	AUX6
9	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3	AUX5	AUX5	AUX5
10	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3
11	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2
12	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
13	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
14	AUX1	AUX1	AUX1	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly
15	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
16	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW

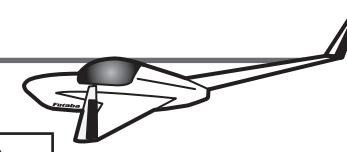
The output CH of each system

FASST 7CH
S-FHSS
FASSTest 12CH
FASSTest 18CH
FASST MULT
T-FHSS
FASSTest 26CH

RxCH	2Aileron+4FLAP			4Aileron+2FLAP			4Aileron+4FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2
3	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7
4	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder
5	Flap	Flap	Flap	Aileron3	Aileron3	Aileron3	Aileron3	Aileron3	Aileron3
6	Flap2	Flap2	Flap2	Aileron4	Aileron4	Aileron4	Aileron4	Aileron4	Aileron4
7	Flap3	Flap3	Flap3	Flap	Flap	Flap	Flap	Flap	Flap
8	Flap4	Flap4	Flap4	Flap2	Flap2	Flap2	Flap2	Flap2	Flap2
9	AUX4	AUX4	AUX4	AUX4	AUX4	AUX4	Flap3	Flap3	Flap3
10	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Flap4	Flap4	Flap4
11	AUX5	AUX5	AUX5	AUX5	AUX5	AUX5	AUX4	AUX4	AUX4
12	AUX3	AUX3	AUX3	AUX3	AUX3	AUX3	Gear	AUX6	AUX6
13	AUX2	AUX2	AUX2	AUX2	AUX2	AUX2	AUX5	AUX5	AUX5
14	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly	AUX3	Butterfly	Butterfly
15	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
16	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW

The output CH of each system

FASST 7CH
S-FHSS
FASSTest 12CH
FASSTest 18CH
FASST MULT
T-FHSS
FASSTest 26CH



●Tail-less wing Winglet 2Rudder

RxCH	2Aileron			2Aileron+1FLAP			2Aileron+2FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	Rudder2	Rudder2	Rudder2	Rudder2	Rudder2	Rudder2	Rudder2	Rudder2	Rudder2
3	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7
4	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder
5	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Aileron2	Aileron2	Aileron2
6	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Flap	Flap	Flap
7	AUX5	AUX5	AUX5	Flap	Flap	Flap	Flap2	Flap2	Flap2
8	AUX3	AUX3	AUX3	AUX5	AUX5	AUX5	Gear	AUX6	AUX6
9	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3	AUX5	AUX5	AUX5
10	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2	AUX3	AUX3	AUX3
11	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX2	AUX2	AUX2
12	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
13	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
14	AUX1	AUX1	AUX1	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly
15	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
16	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW

The output CH of each system

FASST 7CH
S-FHSS
FASSTest 12CH
FASSTest 18CH
FASST MULT
T-FHSS
FASSTest 26CH

RxCH	2Aileron+4FLAP			4Aileron+2FLAP			4Aileron+4FLAP		
	Airplane	Glider		Airplane	Glider		Airplane	Glider	
		EP			EP			EP	
1	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron	Aileron
2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2	Aileron2
3	Throttle	Motor	AUX7	Throttle	Motor	AUX7	Throttle	Motor	AUX7
4	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder	Rudder
5	Flap	Flap	Flap	Aileron3	Aileron3	Aileron3	Aileron3	Aileron3	Aileron3
6	Flap2	Flap2	Flap2	Aileron4	Aileron4	Aileron4	Aileron4	Aileron4	Aileron4
7	Flap3	Flap3	Flap3	Flap	Flap	Flap	Flap	Flap	Flap
8	Flap4	Flap4	Flap4	Flap2	Flap2	Flap2	Flap2	Flap2	Flap2
9	Rudder2	Rudder2	Rudder2	Rudder2	Rudder2	Rudder2	Flap3	Flap3	Flap3
10	Gear	AUX6	AUX6	Gear	AUX6	AUX6	Flap4	Flap4	Flap4
11	AUX5	AUX5	AUX5	AUX5	AUX5	AUX5	Rudder2	Rudder2	Rudder2
12	AUX3	AUX3	AUX3	AUX3	AUX3	AUX3	Gear	AUX6	AUX6
13	AUX2	AUX2	AUX2	AUX2	AUX2	AUX2	AUX5	AUX5	AUX5
14	AUX1	Butterfly	Butterfly	AUX1	Butterfly	Butterfly	AUX3	Butterfly	Butterfly
15	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber	Camber
16	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator	Elevator
17-24	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1	AUX1
DG1	SW	SW	SW	SW	SW	SW	SW	SW	SW
DG2	SW	SW	SW	SW	SW	SW	SW	SW	SW

The output CH of each system

FASST 7CH
S-FHSS
FASSTest 12CH
FASSTest 18CH
FASST MULT
T-FHSS
FASSTest 26CH

* Output channels differ by each system of a table. When using a system with few channels, there is a wing type which cannot be used. It cannot be used when there is a function required out of the range of the arrow of a figure.

AIRPLANE

GLIDER

→Click GO to TABLE OF CONTENTS

● FASSTest26CH / FASSTest18CH / FASST MULTI / FASST 7CH / S-FHSS / T-FHSS

CH	All Other	H-4/H-4X Swash
1	Aileron	Aileron
2	Elevator	Elevator
3	Throttle	Throttle
4	Rudder	Rudder
5	Gyro/RUD	Gyro/RUD
6	Pitch	Pitch
7	Governor	Governor
8	Governor 2	Elevator2
9	Gyro2/AIL	Gyro2/AIL
10	Gyro3/ELE	Gyro3/ELE
11	Needle	Governor 2
12	AUX5	Needle
13	AUX4	AUX4
14	AUX3	AUX3
15	AUX2	AUX2
16	AUX1	AUX1
17-24	AUX1	AUX1
DG1	SW	SW
DG2	SW	SW

● FASSTest12CH

CH	All Other	H-4/H-4X Swash
1	Aileron	Aileron
2	Elevator	Elevator
3	Throttle	Throttle
4	Rudder	Elevator2
5	Pitch	Pitch
6	Gyro/RUD	Gyro/RUD
7	Governor	Governor
8	Governor 2	Rudder
9	Gyro2/AIL	Gyro2/AIL
10	Gyro3/ELE	Gyro3/ELE
DG1	SW	SW
DG2	SW	SW

→Click GO to TABLE OF CONTENTS