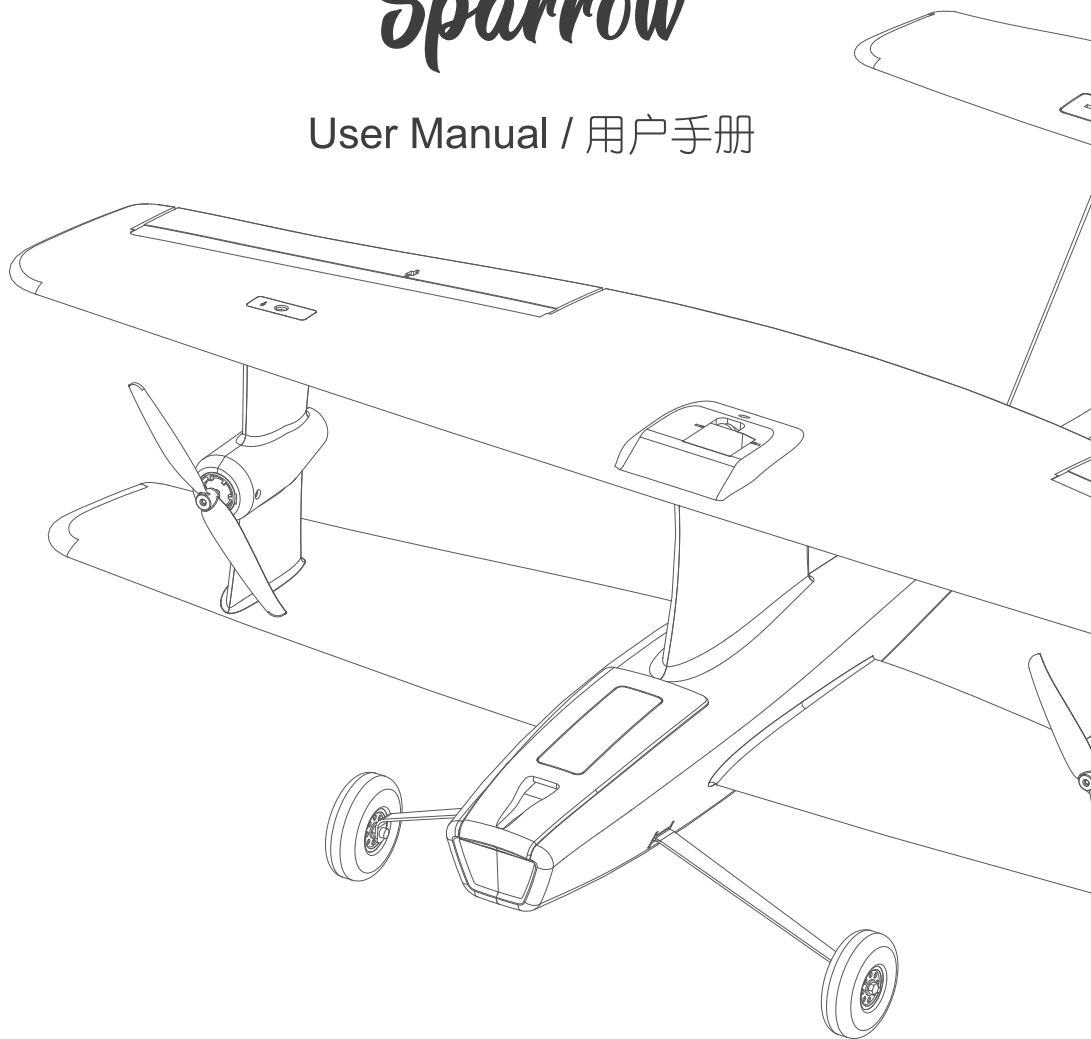




Sparrow

User Manual / 用户手册



E SKY[®]

Safety Precautions and Warnings

RC aircraft is controlled by radio signals. It may be interfered by other radio signals during operation. These interference may cause the aircraft lose control.

Warning

1. Improper operation to ESKY Sparrow may lead to damage or loss. It is prohibited for children under 14 years to operate this product.
2. Keep it away from high temperature environment for storage and flight.
3. Suggested operation temperature: 5-35°C , Humidity: 20-80%.
4. Keep away from fan, air conditioner, table light while flying.
5. Do not contact the motor in case of damage or injury.

Prohibition

1. Keep away from crowds in case of accidents.
2. Do not operate ESKY Sparrow in shower room or under rain. Moisture may go inside the aircraft which may cause electronic parts malfunction and unexpected incident.
3. Do not re-equip or repair your aircraft with unauthorized parts.
4. Keep people and objects away from the spinning unit and parts in case of damage or injury.

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Specifications

Wing Span	610mm	Flying Time	10-15 Minutes
Length	515mm	Main Material	EPP
Flying Weight	172g	Battery Connector	JST SYP 2.5mm 2-Pin

Configuration (RTF)

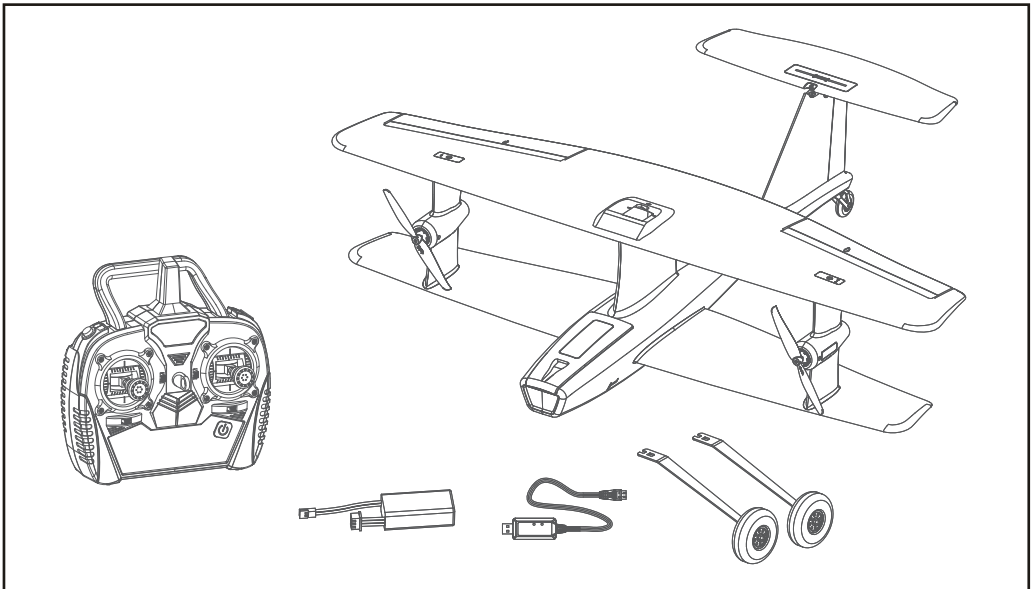
Motor	1220-420Kv Coreless	Receiver	ESKY Multi Control Unit
ESC	10A BEC 3A	Flight Control	ESKY Multi Control Unit
Battery	2S 650mAh 20C	Battery Charger	2S Balance Charger
Servo	4.3g Digital Servo	Transmitter	ESKY MINI 6X 6CH Transmitter

Configuration (BTF)

Motor	1220-420Kv Coreless	Receiver	Required to Complete
ESC	10A BEC 3A	Flight Control	Required to Complete
Battery	Required to Complete	Battery Charger	Required to Complete
Servo	4.3g Digital Servo	Transmitter	Required to Complete (6CH or above)

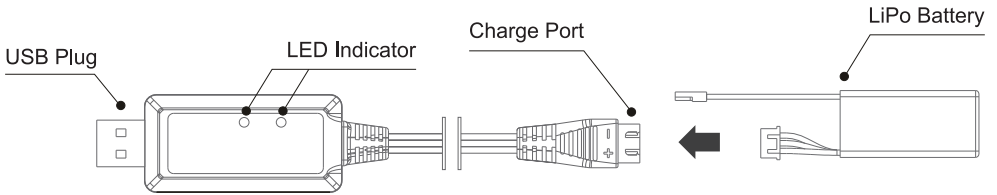
Box Contents

- | | |
|--|--|
| 1 x ESKY Sparrow Aircraft | 1 x 650mAh 2S 7.4V Li-Po Battery (BTF Not Included) |
| 2 x Main Landing Gear | 1 x 2S Battery Charger (BTF Not Included) |
| 1 x MINI 6X 2.4Ghz Transmitter (BTF Not Included) | |



Battery Charging

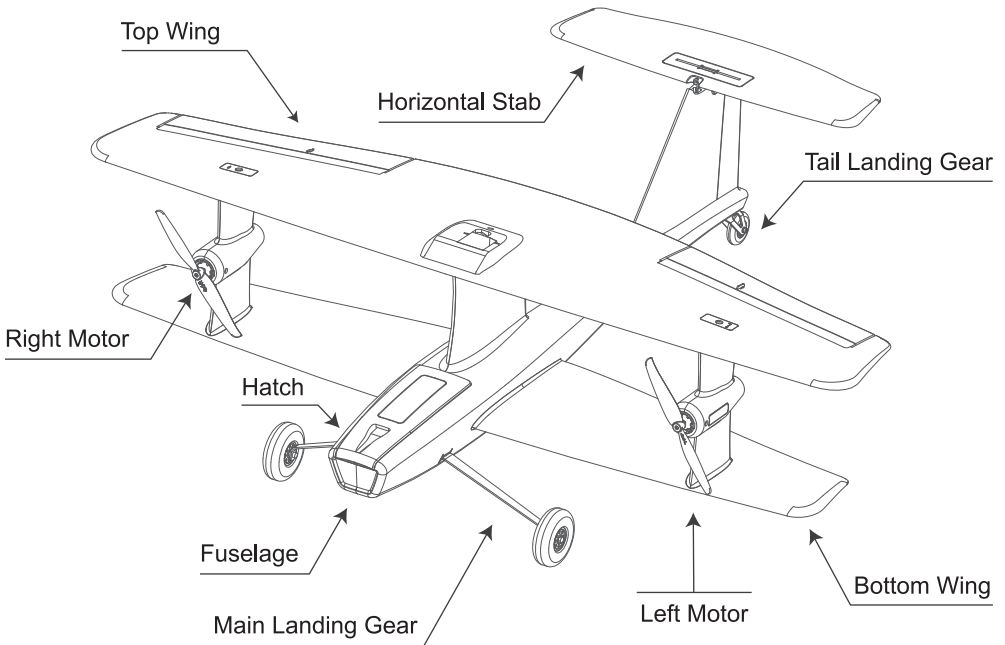
- 1) Insert the 7.4V 2S LiPo Battery into the charger and insert the charger into the USB port or a USB power supply.
- 2) The LED on the charger glows solid red and blinking green, indicating charging has begun.
- 3) When the LiPo Battery is fully charged, the LED glows solid red and solid green.



Red Solid and Green Blinking LED: Charging
Red and Green Solid LED: Charging Complete
Red Solid LED: Power Connected (Stand By)

Red Blinking LED Only: Battery Error
Red and Green Blinking LED: Charger Error
Red Blinking and Green Solid LED: Input (V) too high

Aircraft Parts



Pre-Flight Checklist

Always turn the transmitter on first

Make sure the transmitter controls are neutral, the throttle is at the lowest position and set the THROTTLE CUT switch on the transmitter to the RED DOT position

Plug the flight battery into the aircraft and place it on a level and in an unobstructed open field

Check the Aileron movement

Push the Aileron Stick left, Left Wing will tilt up and Right Wing will tilt down

Push the Aileron Stick right, Left Wing will tilt down and Right Wing will up

Check the Elevator movement

Push the Elevator Stick up, the back edge of Left and Right Horizontal Tail will tilt down

Push the Elevator Stick down, the back edge of Left and Right Horizontal Tail will tilt up

Check the Rudder movement (Control by the Motors)

Set the THROTTLE CUT switch on the transmitter to the GREEN DOT position, the motor will control by throttle and spin at low idle speed

Push the Rudder Stick left to point the nose of aircraft left

Push the Rudder Stick right to point the nose of aircraft right

Check the Alignment

Keep the throttle at zero and aileron, rudder, elevator to neutral. All the wing, horizontal tail and vertical fin should align to the aircraft. Adjust the pushrod of the servo if one of them do not align to the aircraft. Refer to the "Control Surface Centering" for more information

If the aircraft control surfaces do not respond as above, DO NOT FLY

Refer to the "Troubleshooting Guide" for more information

If you need further assistance, contact the Zonda Hobby Product Support Department by email

If the aircraft responds as above, continue on to the "MINI 6X Transmitter Control Direction" section

Flying Checklist

Always turn the transmitter on first

Make sure the transmitter controls are neutral, the throttle is at the lowest position and set the THROTTLE CUT switch on the transmitter to the RED DOT position

Plug the flight battery into the aircraft, place it on a level surface and let it to initialize

Do not touch the aircraft after plugging the flight battery and let it to initialize. Secure the flight battery with the hook and loop strap, then put back the battery hatch after the aircraft initialized successfully

Place the aircraft in an unobstructed open field and takeoff with upwind (If there is wind)

Pilots stand on a safe, unobstructed and well-viewed area

Set the THROTTLE CUT switch on the transmitter to the GREEN DOT position

Push the Throttle Stick up and push down the Elevator Stick, fly the aircraft

Take off to a suitable height and start to control the two sticks to let the aircraft fly in the desired trajectory.

Land the aircraft

Unplug the flight battery then turn the transmitter off last

Skill 1: Ensure not to tilt the throttle stick and maintain in the center when taking off

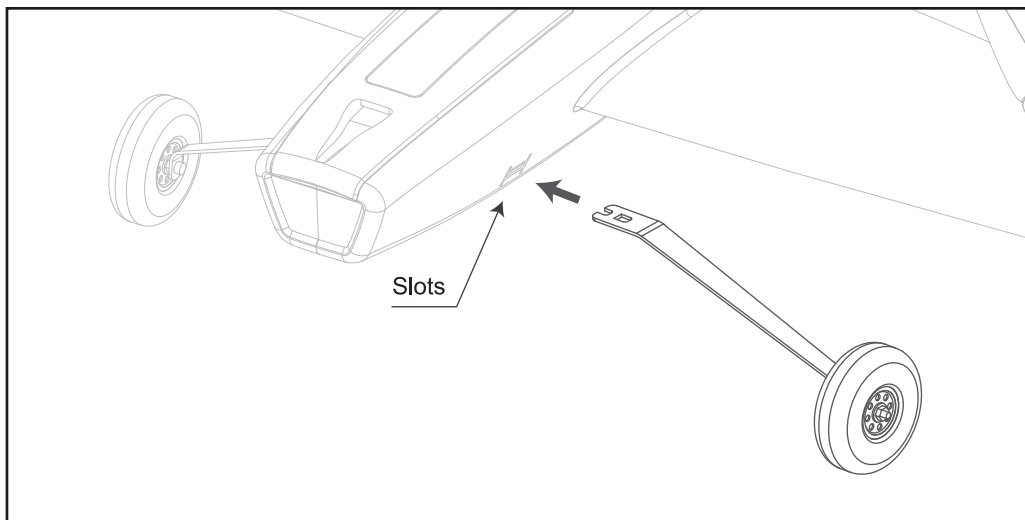
It help the aircraft keep steady during the take-off period

Skill 2: During the take-off period, push the throttle higher and pull the elevator lower will shorten the take-off time

Skill 3: Find an unobstructed open field to land the aircraft. Begin the landing by lower the throttle and descending towards the runway

Once the aircraft about to touchdown, gently pull back the elevator to raise the nose and flair for a gentle landing

Assemble the Main Landing Gear



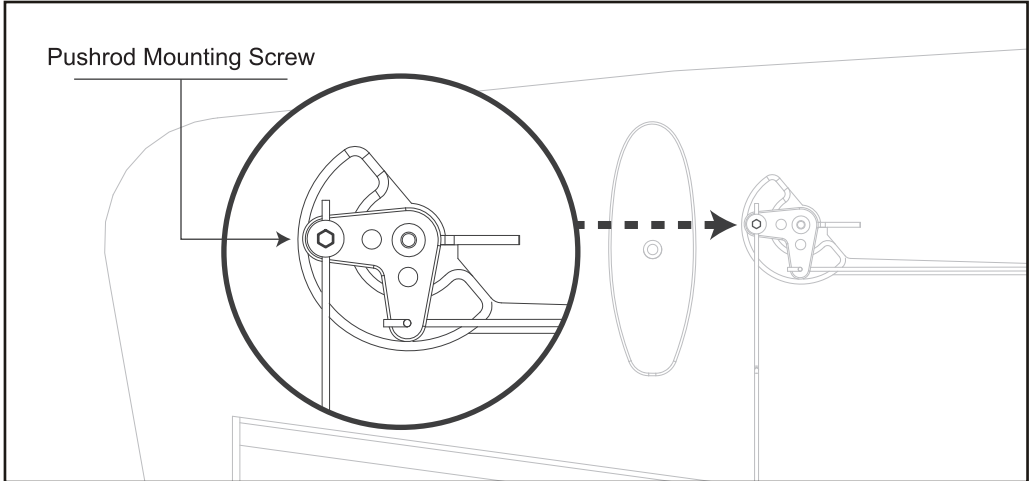
Slide the main landing gear into the slots in the fuselage until they lock into place.

Control Surface Centering

Turn off the Transmitter and Plug the flight battery into the aircraft (All the servo will back to neutral position automatically) before performing Control Surface Centering

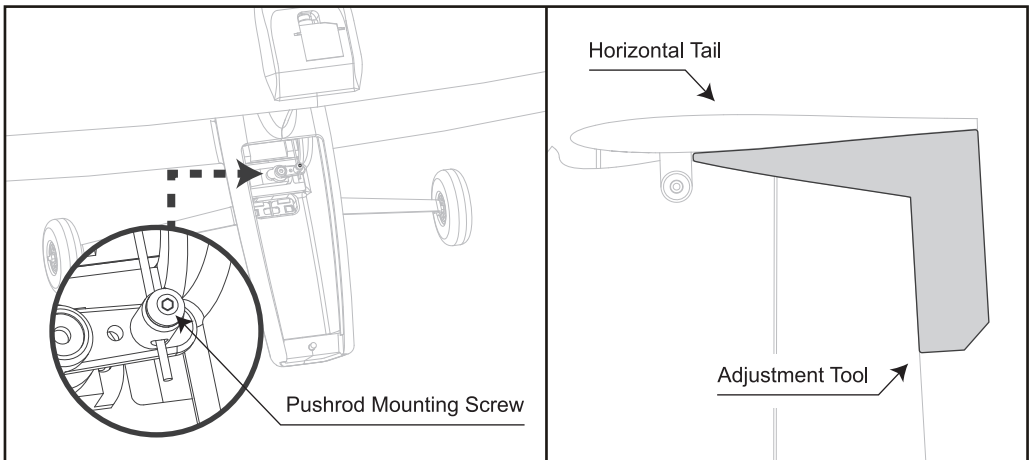
Aileron Adjustment

Unscrewing the Pushrod Mounting Screw under the wing, adjust the Aileron until the control surface is centered, screwing in the Pushrod Mounting Screw after adjustment

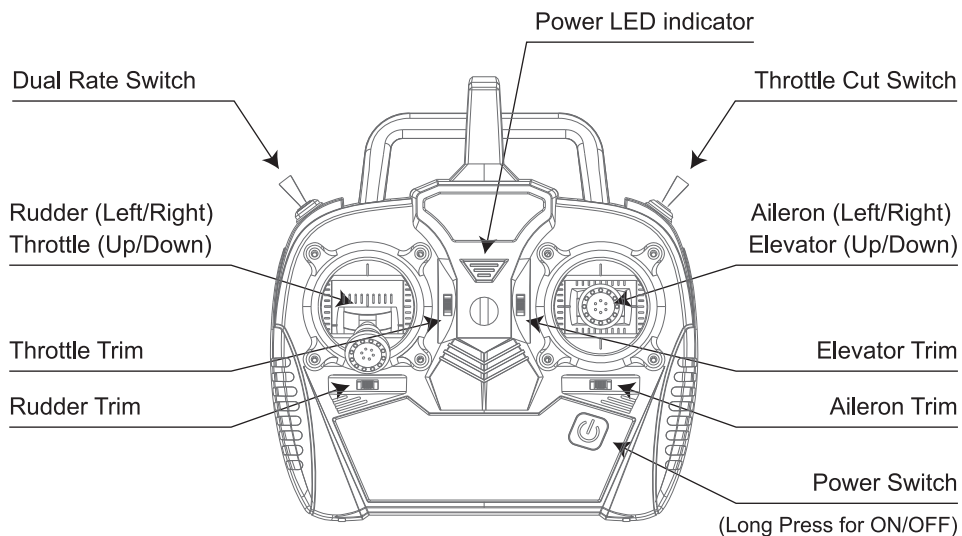


Horizontal Tail Adjustment

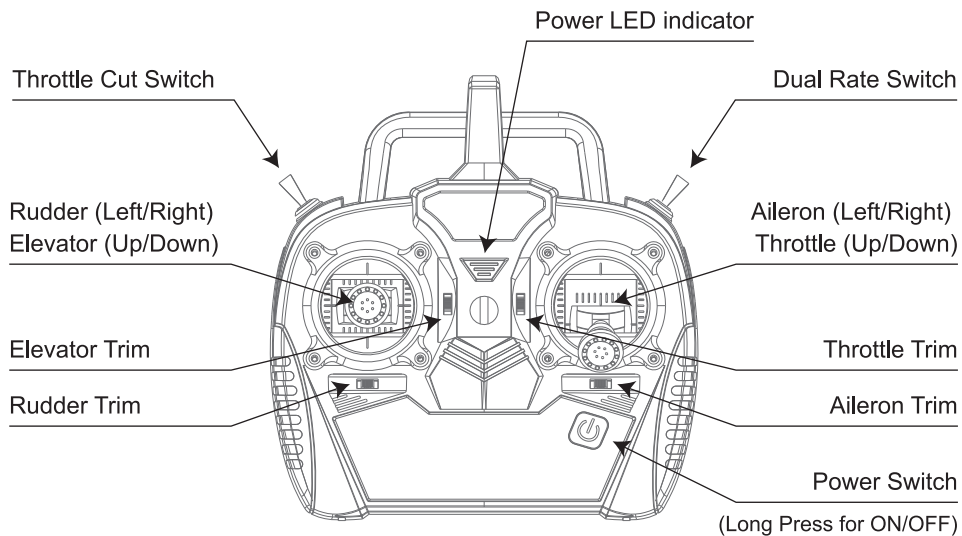
Unscrewing the Pushrod Mounting Screw on the Elevator Servo, adjust the Horizontal Tail by using the Adjustment Tool which attached in the package until the control surface is centered, screwing in the Pushrod Mounting Screw after adjustment



MINI 6X Transmitter (RTF Version) - Left hand throttle Mode2



MINI 6X Transmitter (RTF Version) - Right hand throttle Mode1



Dual Rate Selection

The control sensitivity and aircraft stability can be changed by set the Dual Rate switch HI and LO on the transmitter.

HI - High Rate

In this rate there are no pitch or bank angle limits so you have complete control. You can even fly inverted (upside down) and perform aerobatic maneuvers including loops, rolls, stall turns and more.

LO - Low Rate

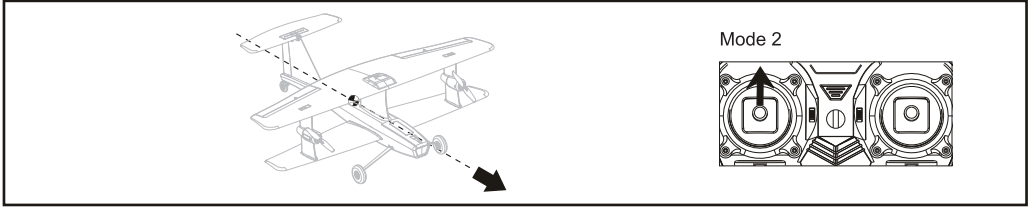
In this rate, the airplane has pitch (up/down) and bank (left/right) angle limits that prevent over-control which could lead to a loss of orientation and crashes. That is means you can not fly inverted (upside down) and perform aerobatic maneuvers including loops, rolls, stall turns. When the control sticks are released, the airplane automatically returns to level flight.

If you lose control of the aircraft in the (HI) High Rate, simply set the Dual Rate switch to the (LO) Low Rate and release the control sticks. The aircraft automatically returns to level flight.

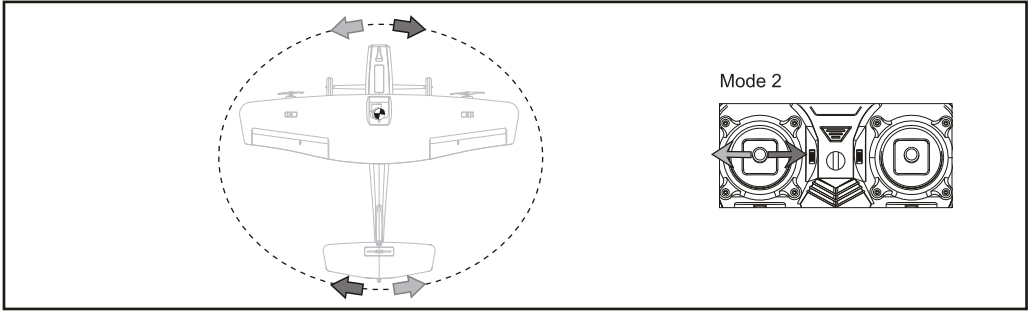
Throttle Cut

Throttle Cut Switch on the transmitter is used to turn off the motor quickly if the aircraft is out of control. The motor will out of throttle control and stop spinning when Throttle Cut is activated (switch in red dot position), the motor will control by throttle and continue to spin when Throttle Cut is deactivate (switch in green dot position). For safety, set the Throttle Cut in red dot position any time you need to touch the aircraft or check the direction controls.

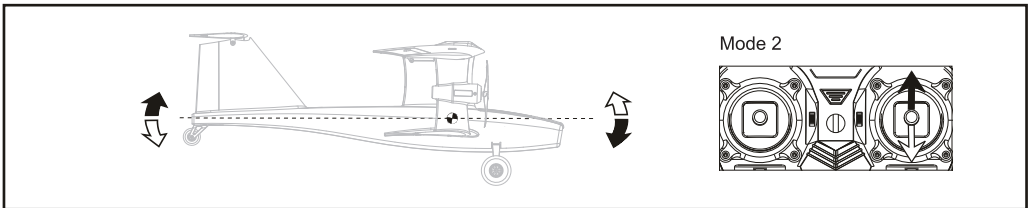
MINI 6X Transmitter Control Direction - Left hand throttle Mode2



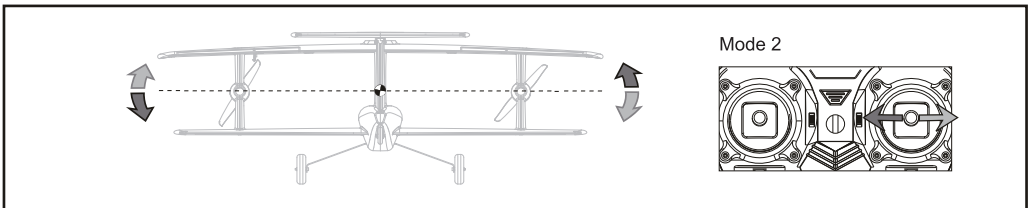
Push the "Left Stick" up, the aircraft motor speeds up to make the aircraft go faster.
When pushing the "Left Stick" down, the aircraft motor speeds down and slow down the aircraft.
This procedure is Throttle Control.



Push the "Left Stick" left or right to point the nose of the aircraft left or right.
The rudder stick is also used to steer the aircraft left and right while taxiing on the ground. This procedure is Rudder Control.

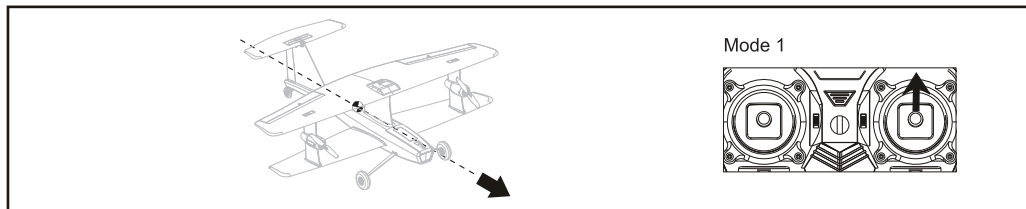


Push the "Right Stick" up to make the aircraft go down.
Push the "Right Stick" down to make the aircraft go up. This procedure is Elevator Control.

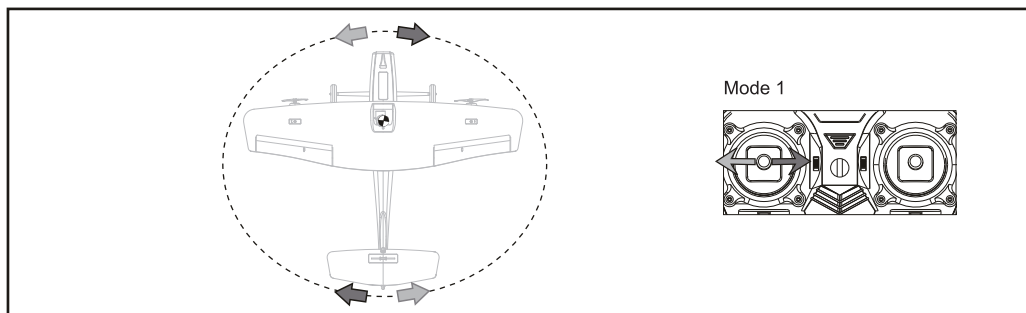


Push the "Right Stick" left to make the aircraft roll or bank left,
Push the "Right Stick" right to make the aircraft roll or bank right. This procedure is Aileron Control.

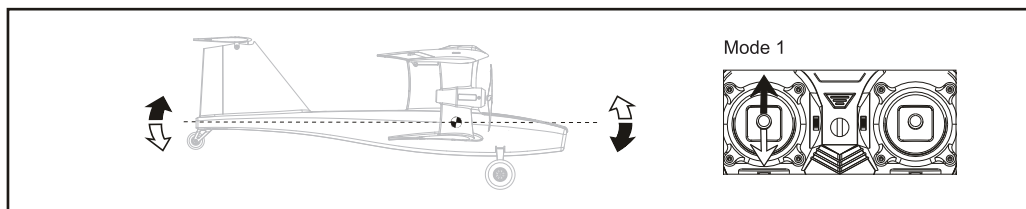
MINI 6X Transmitter Control Direction - Right hand throttle Mode1



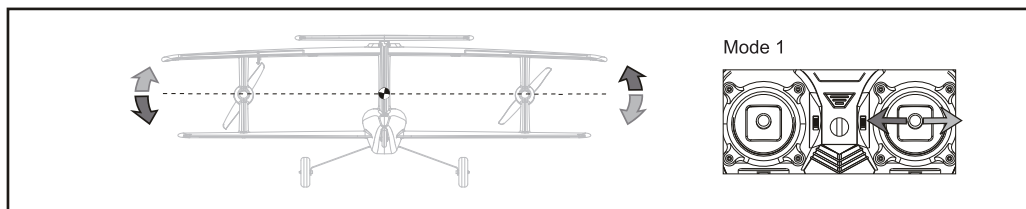
Push the "Right Stick" up, the aircraft motor speeds up to make the aircraft go faster.
 When pushing the "Right Stick" down, the aircraft motor speeds down and slow down the aircraft.
 This procedure is Throttle Control.



Push the "Left Stick" left or right to point the nose of the aircraft left or right.
 The rudder stick is also used to steer the aircraft left and right while taxiing on the ground. This procedure is Rudder Control.

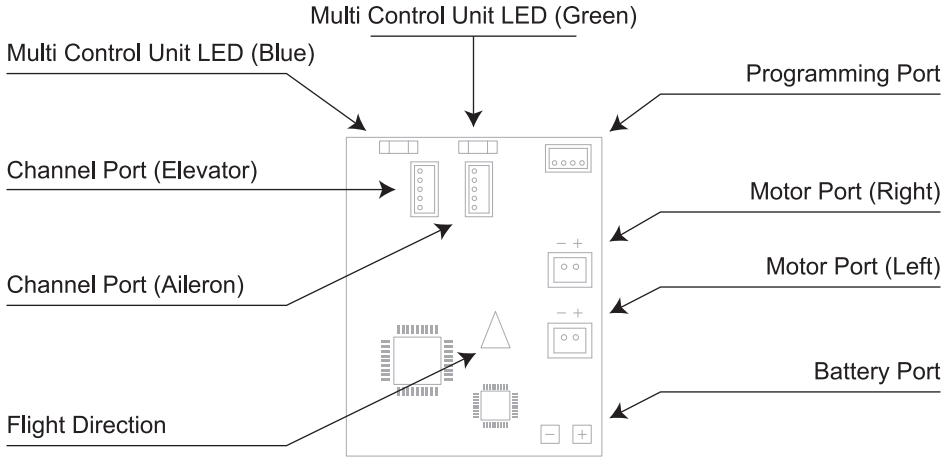


Push the "Left Stick" up to make the aircraft go down.
 Push the "Left Stick" down to make the aircraft go up. This procedure is Elevator Control.



Push the "Right Stick" left to make the aircraft roll or bank left,
 Push the "Right Stick" right to make the aircraft roll or bank right. This procedure is Aileron Control.

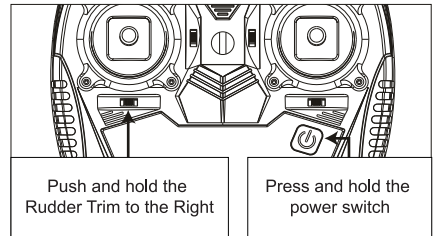
Multi Control Unit Wiring Diagram (RTF Version)



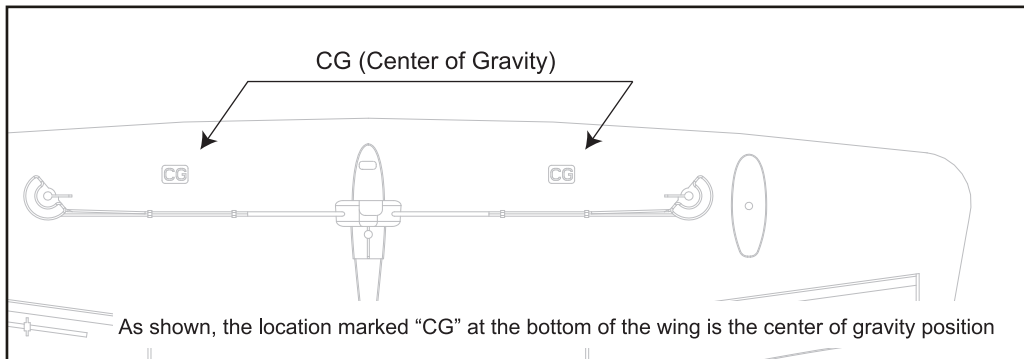
Transmitter and Receiver Binding (RTF Version)

- 1) Power off the transmitter and power on the aircraft, the condition green LED in the Multi Control Unit (Esky Sparrow) flashes rapidly in a short period of time.
- 2) Push and hold rudder trim to right and power on the transmitter.
- 3) When the condition green LED from aircraft is light up which implies the binding is completed, release the rudder trim button.

(Aircraft was completely binded in the factory setting.)



Center of Gravity (CG)



An aircraft with the correct CG has its weight balanced on the center of the aircraft for safe and stable flight. The aircraft CG and weight are based on having the **recommended** battery installed.

(7.4V 2S 650mAh 20C Li-Po Battery, 35g)

The CG location is marked on the bottom of the wing with a raised "CG". Balance the aircraft on your fingertips at the raised marks and **adjust the battery position as needed get the aircraft to balance correctly.**

- If the nose goes down, move the flight battery back until the aircraft balances.

- If the nose goes up, move the flight battery forward until the aircraft balances

Troubleshooting Guide

Situation: Aircraft does not operate

Solution: Please check the following

Step 1 - Turn the transmitter on first always, then plug the flight battery into the aircraft

Step 2 - Rebind transmitter to the aircraft (Multi control unit green LED glow solid and blue LED flashes slowly)

Step 3 - Servo channel connectors must plug in the correct port in the multi control unit

Situation: Aircraft compatible with other batteries

Solution: The included 7.4V 650mAh 2S 20C Li-ion Battery is highly recommended to use. The capacity, dimensions and weight for other batteries should be similar to place in the fuselage

Situation: Aircraft keeps turning in one direction

Solution: Please check the following

Step 1 - Adjust stick trims or manually adjust aileron positions

Step 2 - Land immediately and replace damaged propeller if needed

Step 3 - Replace left motor if aircraft keeps turning left and replace right motor if aircraft keeps turning right

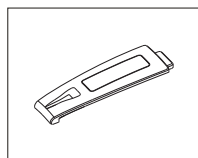
Step 4 - Replace both motor if aircraft still turning in one direction

Situation: Motor do not spin after Initialize successfully and servo works normally

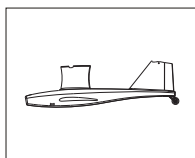
Reason/Solution: Throttle Cut Function is activated, refer to the "Flying Checklist" for more information

If you need further assistance, contact the Zonda Hobby Product Support Department by email

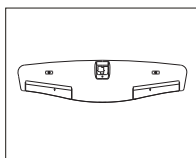
Parts Listing



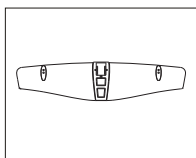
ESKY008450
Hatch



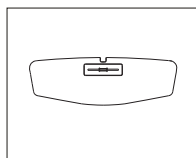
ESKY008451
Fuselage



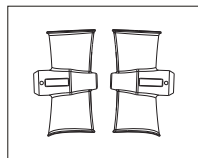
ESKY008452
Top Wing Set



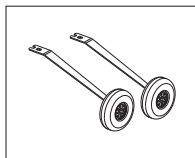
ESKY008453
Bottom Wing Set



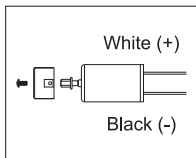
ESKY008454
Horizontal Stab Set



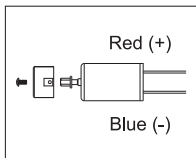
ESKY008455
Wing Strut Set



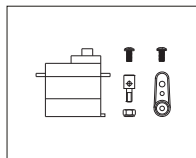
ESKY008456
Main Landing Gear Set



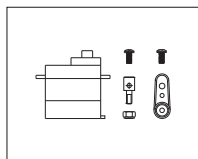
ESKY008457
Left Motor



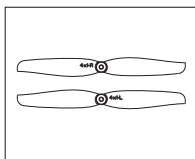
ESKY008458
Right Motor



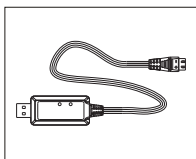
ESKY008459
5-Wire Elevator Servo



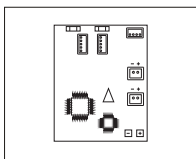
ESKY008460
5-Wire Aileron Servo



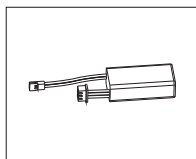
ESKY008461
Propeller Set



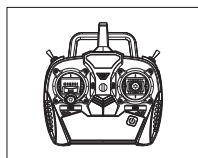
ESKY005907
USB Charger



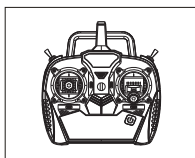
ESKY008563
Multi Control Unit



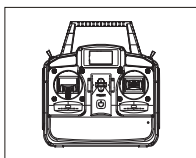
ESKY008565
Li-Po Battery



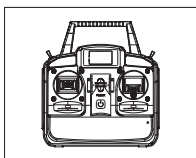
ESKY008083
MINI 6X Transmitter
(Mode 2)



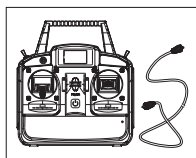
ESKY008083a
MINI 6X Transmitter
(Mode 1)



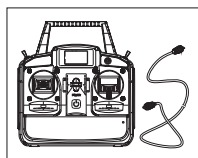
ESKY008085
ECH6 Transmitter
(Mode 2)



ESKY008085a
ECH6 Transmitter
(Mode 1)



ESKY008575
ECH6 Trainer Transmitter
(Mode2)



ESKY008575a
ECH6 Trainer Transmitter
(Mode1)

安全注意事项和警告

本产品是通过无线电信号控制的，在操作时可能会受到其他无线电信号干扰，此干扰可能会影响本产品性能甚至会导致本产品失控。

警告

1. 本产品具有一定的危险性，禁止14岁以下人士进行操作！
2. 不要将产品直接暴露在火或者对温度有影响的热源下。
3. 建议在5-35度，相对湿度20%-80%的环境中使用此产品。
4. 建议在没有风扇，冷气机，台灯或其他危险物件的地方操作此产品。
5. 电机为发热部件，请勿触摸，以免烫伤。

禁止

1. 飞行时要远离人群，避免旁人围观！以免误伤他人！
2. 本产品内部是由许多精密的电子零件组成，因此必须保证防潮防水，避免在浴室或雨雾天气时使用，以免水气进入机体内部导致机器零件或电子零件故障而引发不可预测的意外。
3. 请勿对本产品进行任何改装或拆解。
4. 本产品在空中飞行时禁止用手或其他物品触及本产品的任何部位！避免造成不必要损失及人身伤害！

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产品参数

翼展	610mm	飞行时间	10-15分钟
全长	515mm	主体材质	EPP
起飞重量	172g	电池接头	JST SYP 2.5mm 2-Pin

配置 (RTF)

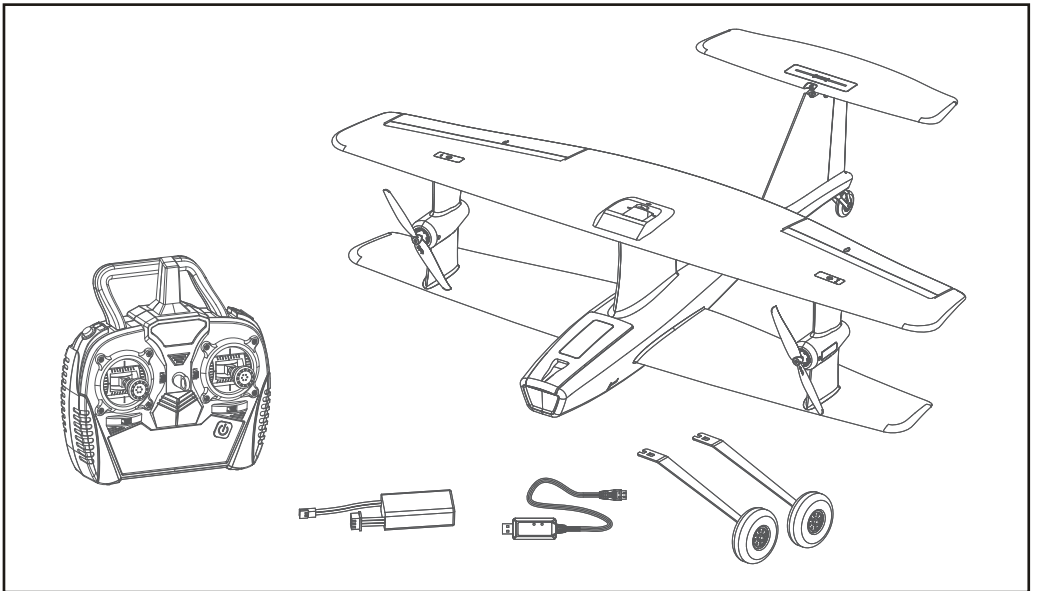
电机	空心杯 1220-420Kv	接收机	ESKY复合控制系统
电调	10A BEC 3A	飞控	ESKY复合控制系统
电池	2S 650mAh 20C	充电器	2S平衡充电器
舵机	4.3克数字舵机	发射机	ESKY MINI 6X 六通道发射机

配置 (BTF)

电机	空心杯 1220-420Kv	接收机	无
电调	10A BEC 3A	飞控	无
电池	无 (建议2S 650mAh 20C)	充电器	无
舵机	4.3克数字舵机	发射机	无 (建议6CH及以上)

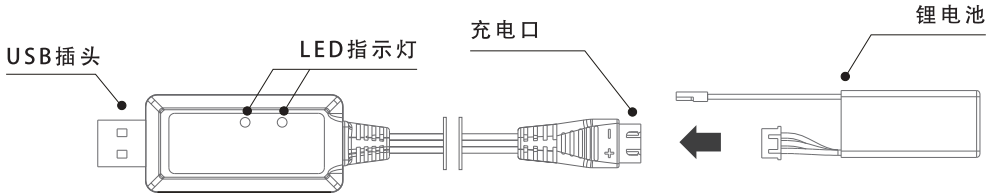
包装内容

1 x ESKY麻雀飞机	1 x 2S 650mAh 20C 锂电池 (BTF不包含)
1 x 主起落架	1 x 2S锂电池充电器 (BTF不包含)
1 x MINI 6X 2.4Ghz 发射机 (BTF不包含)	



飞行电池充电方法

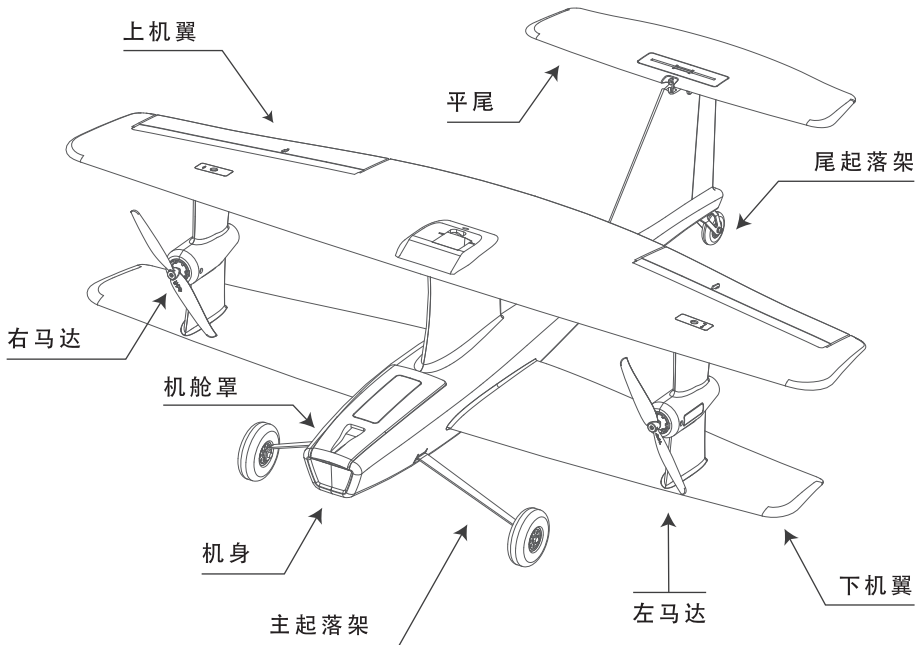
- 1) 将7.4V 2S LiPo电池插入充电器，然后将充电器插入USB端口或USB电源。
- 2) 充电器上的红色LED灯常亮，同时绿色LED灯闪烁，表明充电已开始。
- 3) 电池充满时，红色和绿色LED灯都变为常亮。



红色LED灯常亮且绿色LED灯闪烁：正在充电
 红色和绿色LED灯常亮：充电完成
 仅红色LED灯常亮：电源已连接（待机）

仅红色LED灯闪烁：电池异常
 红色和绿色LED灯闪烁：充电器异常
 红色LED灯闪烁且绿色LED灯常亮：输入电压过高

飞机零件介绍



起飞检查

□ 打开发射机电源

注意把油门杆放在最低位置。油门熄火开关打在红点位置

□ 飞机通电, 固定好电池, 并把飞机水平摆放在无遮挡的开阔场地中

□ 检查副翼动作

站在飞机后方, 面朝飞行方向

往左操纵副翼摇杆, 机翼左边副翼往上偏转, 右边副翼往下偏转

往右操纵副翼摇杆, 则偏转方向相反。

□ 检查升降动作

站在飞机后方, 面朝飞行方向

往前推升降舵摇杆, 平尾的尾部朝下偏转

往后拉升降舵摇杆, 平尾的尾部朝上偏转

□ 检查航向动作

此款飞机航向是通过左右电机差速进行控制, 无方向舵

在检查此功能前, 需将油门熄火开关打在绿点位置上, 此时左右电机会低速开始转动

站在飞机后方, 面朝飞行方向

往左操纵方向舵摇杆, 飞机往左偏转

往右操纵方向舵摇杆, 飞机往右偏转

□ 检查舵面齐整情况

在发射机油门最低, 方向杆, 副翼杆, 俯仰杆居中情况下, 副翼应与主翼面平整, 不应该与连接的机翼面成台阶。若出现台阶, 请参看后面的"舵面手动调整"调整舵机拉杆至机翼齐整。

如果任何一个控制舵面没有按以上指示动作, 请务必不要飞行!

然后查看后面的问题排解, 若有必要, 可联系忠达模型售后服务中心进行咨询。

如果飞机正确按照上面指示动作正确, 请前往"MINI 6X发射机控制说明"

飞行操作步骤

□ 务必打开发射机电源

确保发射器左右摇杆处于中位，油门处于最低位置
将发射器上的“油门熄火开关”拨动到红点位置。

□ 给飞机装上飞行电池，并通电，放平，静待自检完成

飞机通电之后，马上放在水平面上不要动飞机，静待飞机自检完成。
飞机自检完成后，绑好电池并盖上电池仓盖。

□ 把飞机摆放到开阔场地，若有风，则机头需逆风摆放(需逆风起飞)

飞行员找一个安全无遮挡且视线良好的场地站好。

□ 将发射器上的“油门熄火开关”拨动到绿点位置

□ 向上推油门杆，同时向下拉俯仰杆，飞机起飞

起飞到合适高度，开始控制两个摇杆让飞机按照自己希望的轨迹飞行。

□ 飞行结束，降落飞机

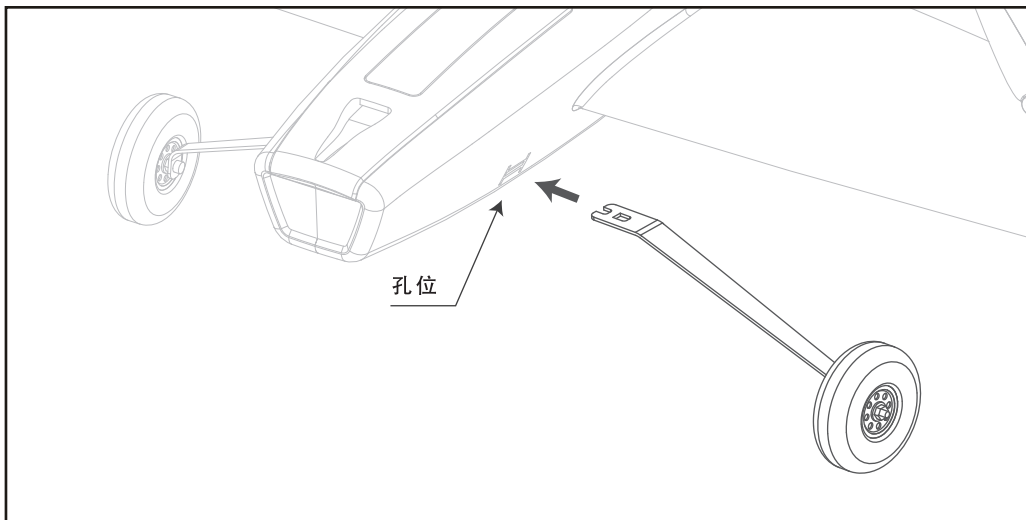
飞机断开电池连接，关闭发射机电源。

小技巧1：起飞时推油门杆务必不要左右歪，保证飞机起飞阶段不会左右乱跑。

小技巧2：起飞阶段，推油门越高，向下拉俯仰杆越大的话，起飞距离越短，飞机越快离地。

小技巧3：降落时请找开阔场地，修正飞机姿态，收油门，同时根据飞机降落情况向下拉俯仰杆，尽量让飞机的主轮先着地，尾轮后着地。

主起落架组装



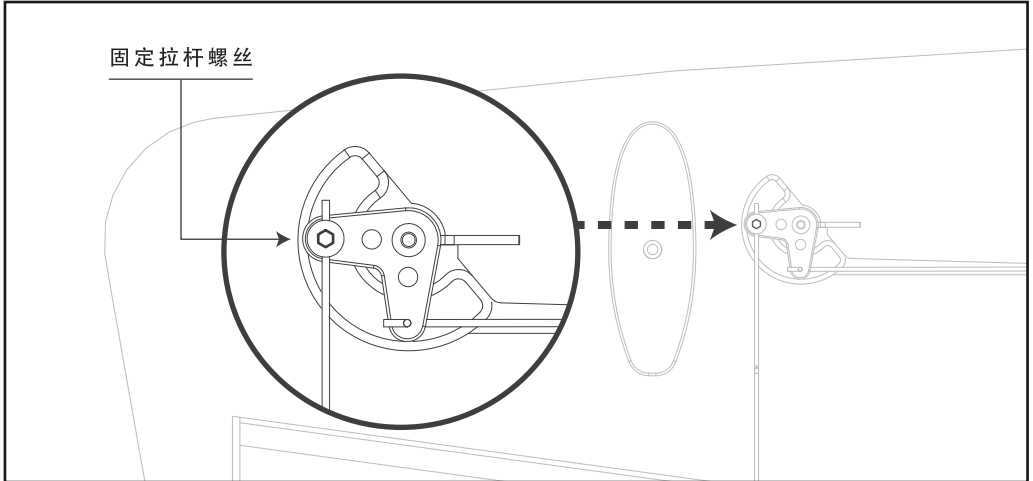
如上图所示，将主起落架插入底部对应的孔位内，无需使用任何工具：

舵面手动调整

特别说明：调整各舵面之前，先关闭发射机，然后给飞机接通电源，此时各舵机会自动回复到中立点，在此状态下进行舵面的调整。（工具：随机附带的“L”型内六角扳手）

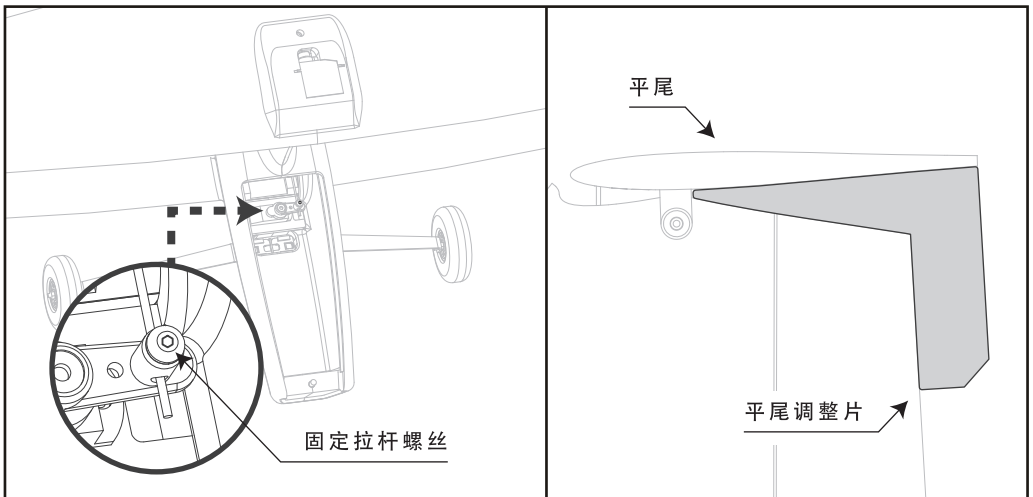
副翼调整

副翼两端与机翼主体应保持平齐，不得有明显的错位情况，如有错位，需松开机翼下方固定拉杆螺丝调整副翼拉杆至平齐状态，并重新拧紧螺丝。

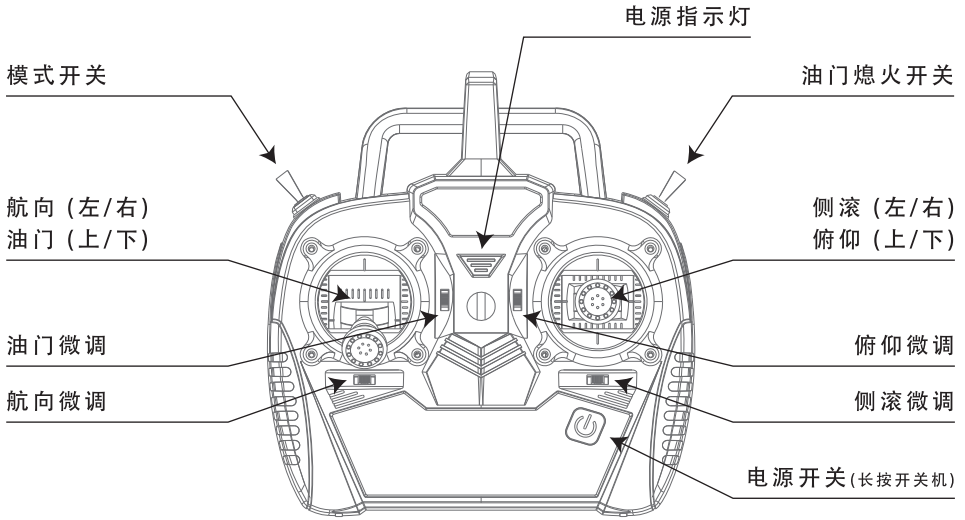


平尾调整

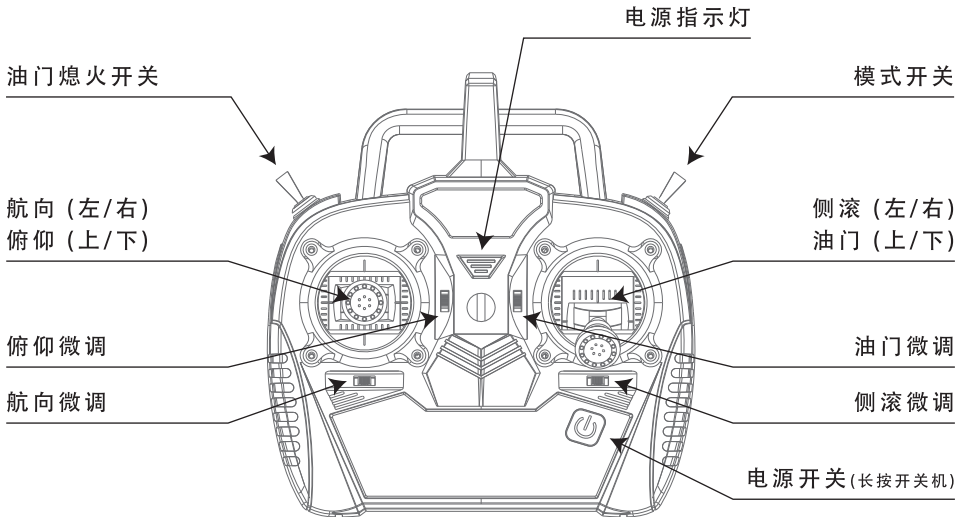
松开升降舵机上的拉杆固定螺丝，使用随机附带的“平尾调整片”（如下图所示），贴合在垂尾右上角的边缘处，调整平尾与“平尾调整片”的上边缘重合，此时固定舵机上的拉杆固定螺丝即可。



MINI 6X 左手发射机介绍 (RTF版本) - Mode 2



MINI 6X 右手发射机介绍 (RTF版本) - Mode 1



增稳自稳开关

可以通过拨动模式开关到增稳模式(HI)或自稳模式(LO)位置来更改控制灵敏度。
当选择增稳模式在户外飞行因气流环境造成操控困难时可尝试使用自稳模式飞行。

增稳模式

开关拨至“HI”位置时，飞机处于增稳模式状态

除增加飞机飞行稳定性外，所有飞行动作的操控及飞行姿态不受系统限制。

自稳模式

开关拨至“LO”位置时，飞机处于自稳模式状态

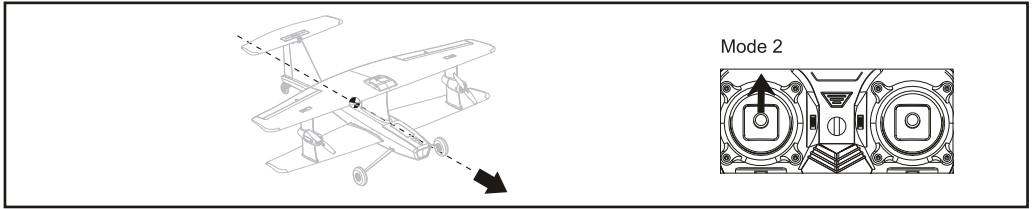
除增加飞机飞行稳定性外，俯仰、滚转和航向的操控及飞行姿态会受到系统限制，也就是说飞机不能做横滚、拉筋斗及倒飞等特技动作，当除油门外的操控停止时，飞机会自动恢复到水平直线飞行状态。

当飞机处于“HI”位置的任意操控飞行状态时，切换到“LO”位置，飞机立刻会回复到水平直线飞行状态，可在紧急状况下使用，最大限度保证飞行的安全。

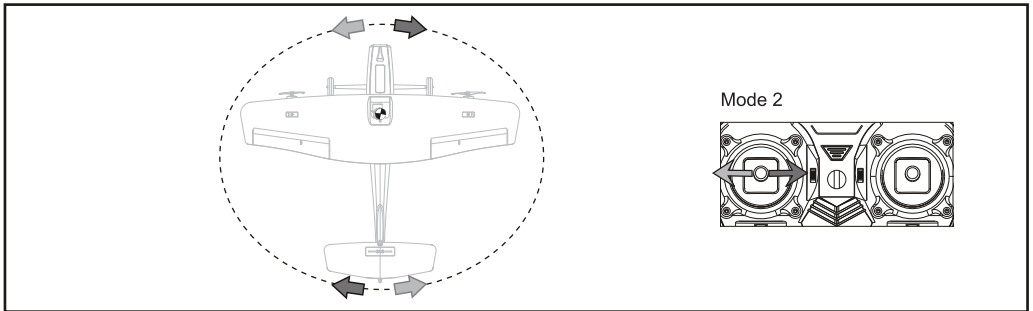
油门熄火开关

当飞机失去控制时油门熄火开关可用于快速关闭电机。油门熄火开关拨至红点位置时电机将停止转动并不受油门摇杆控制，油门熄火开关拨至绿点位置并且油门摇杆处在最低位置时，电机将怠速转动并可被油门摇杆控制。当熄火开关拨至绿点位置并且油门摇杆处在高位时，电机将怠速转动但不受油门摇杆控制，直至油门摇杆被拉至最低位置。

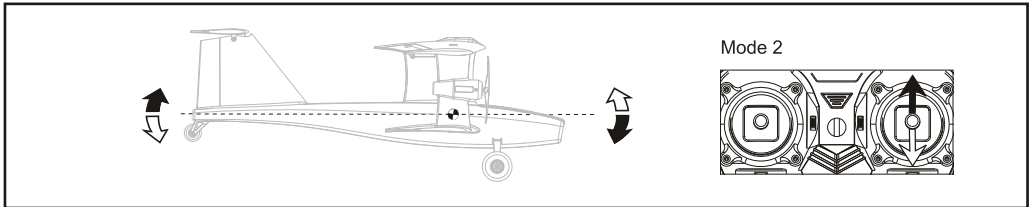
MINI 6X 左手发射机控制说明 (RTF版本) - Mode 2



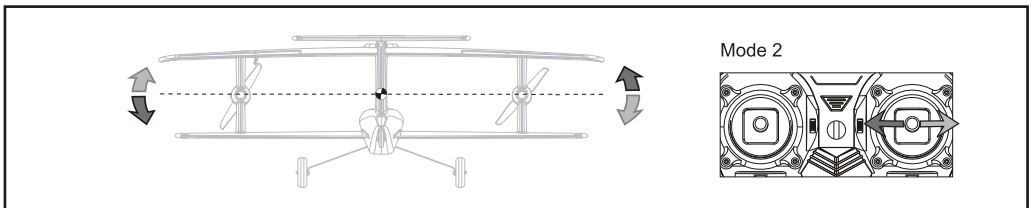
当"左摇杆"向上推动时,飞机马达转速加快并使飞机向前加速飞行。
当"左摇杆"向下推动时,飞机马达转速降低并使飞机向前减速飞行。此过程是油门控制。



当"左摇杆"向左推动时,飞机向左拐弯。
当"左摇杆"向右推动时,飞机向右拐弯。此过程是航向控制。

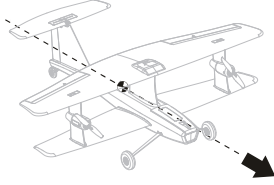


当"右摇杆"向上推动时,飞机低头向下飞行。
当"右摇杆"向下推动时,飞机抬头向上飞行。此过程是俯仰控制。

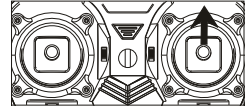


当"右摇杆"向左推动时,飞机向左侧倾斜飞行并有左拐弯现象。
当"右摇杆"向右推动时,飞机向右侧倾斜飞行并有右拐弯现象。此过程是侧滚控制。

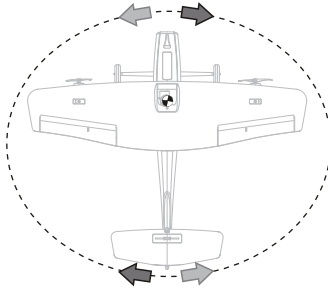
MINI 6X 右手发射机控制说明 (RTF版本) - Mode 1



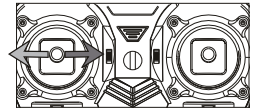
Mode 1



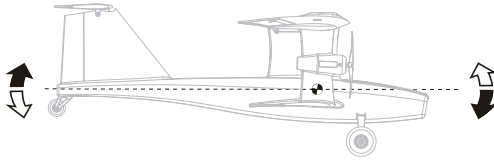
当"右摇杆"向上推动时,飞机马达转速加快并使飞机向前加速飞行。
当"右摇杆"向下推动时,飞机马达转速降低并使飞机向前减速飞行。此过程是油门控制。



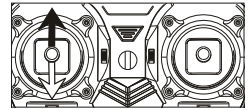
Mode 1



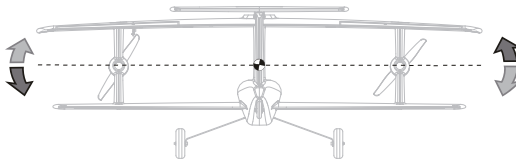
当"左摇杆"向左推动时,飞机向左拐弯。
当"左摇杆"向右推动时,飞机向右拐弯。此过程是航向控制。



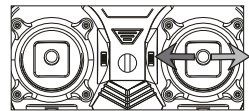
Mode 1



当"左摇杆"向上推动时,飞机低头向下飞行。
当"左摇杆"向下推动时,飞机抬头向上飞行。此过程是俯仰控制。

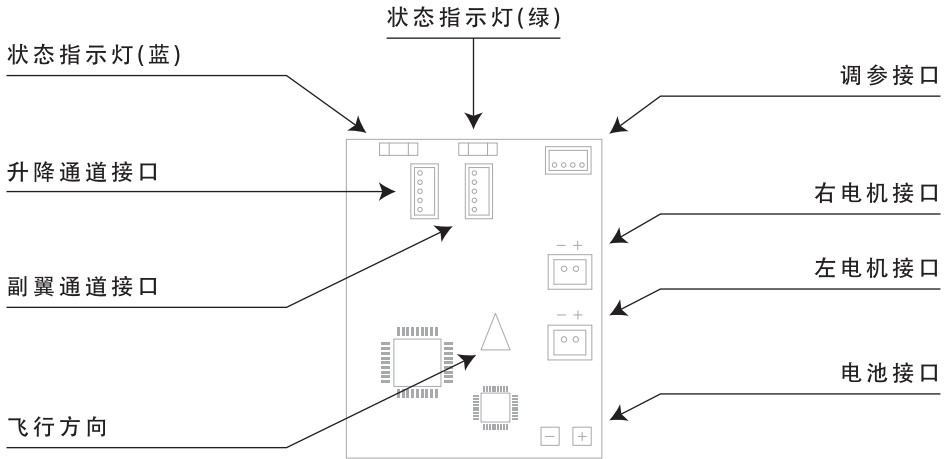


Mode 1



当"右摇杆"向左推动时,飞机向左侧倾斜飞行并有左拐弯现象。
当"右摇杆"向右推动时,飞机向右侧倾斜飞行并有右拐弯现象。此过程是侧滚控制。

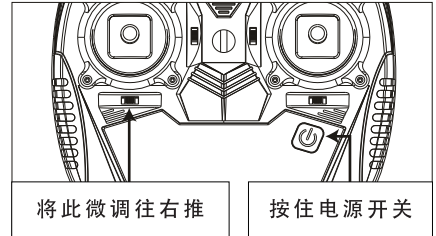
复合控制器接线示意图 (RTF版本)



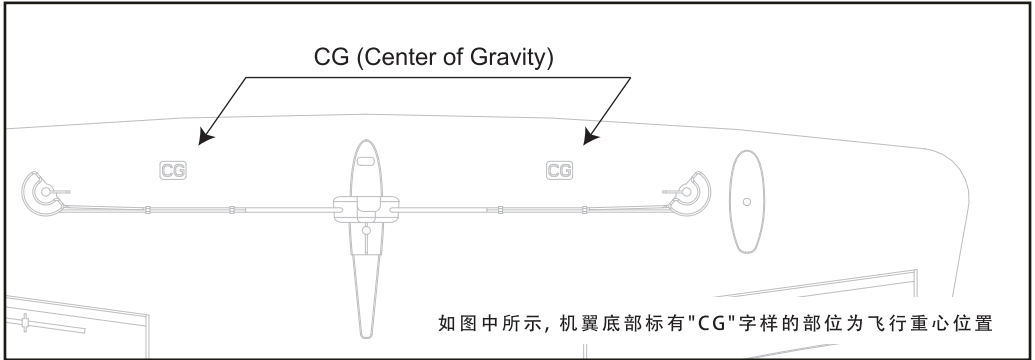
对码方法 (RTF版本)

- 1) 关闭发射机电源并打开飞机电源，飞机中复合控制器的绿色LED灯会在短时间内快速闪烁。
- 2) 向右按住航向微调键不放并打开发射机电源。
- 3) 当飞机中复合控制器的状态LED(绿色灯)常亮时，表示对码完成，松开航向微调键。

(飞机在出厂时已对好码)



重心调整方法



飞机安装完好后(含电池)，用双手的食指顶住飞机副翼底部2个CG小凸台，若此时飞机姿态能够水平或接近水平，则重心正确。若此时飞机低头或抬头，请后移或前移电池的安装位置。若始终无法平衡重心，则电池的重量太轻(飞机始终偏向抬头)或者太重(飞机始终偏向低头)，请更换重量合适电池或自己进行配重。

请注意！配重后，飞机可能无法在最佳设计性能下飞行。

飞行中的异常排除(如果以下方法未能解决问题，请与售后支持联系)

情况：拨动发射机摇杆，飞机没有反应

解决方法：请检查以下部位

- 确保发射机打开，飞机处于通电状态。
- 发射机与复合控制接收机是否对频成功(复合控制系统绿色灯务必常亮，蓝灯慢闪)。
- 舵机插头与接收机板对接是否有松动，插接是否到位。

情况：飞机使用其他电池可以吗？

原因/解决方法：推荐使用随机附带的650mAh 7.4V 20C电池，也可使用接近此容量并同电压的电池，不过重心需调整在此款飞机指定的位置上，同时电池安放完毕后不得与机舱盖干涉。

情况：飞机在起飞时或在飞行过程中处于偏航状态，使用微调也没能调整到直线飞行？

解决方法：检查螺旋桨是否有破损、变形或是松脱。如果螺旋桨没有问题，找出偏航方向。

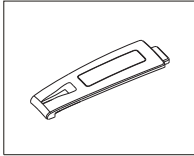
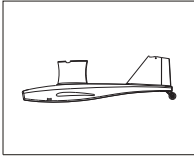
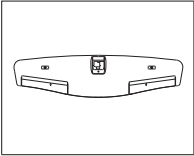
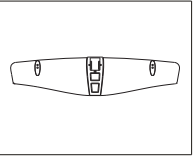
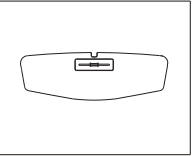
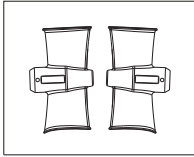
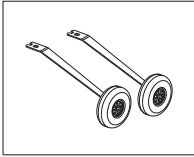
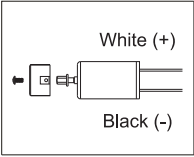
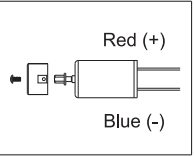
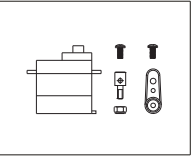
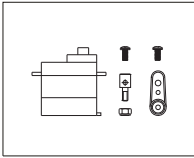
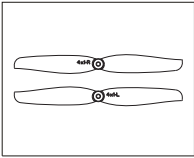
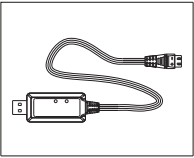
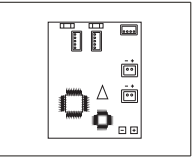
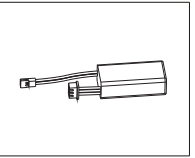
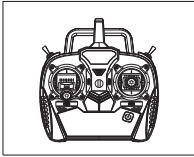
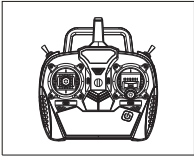
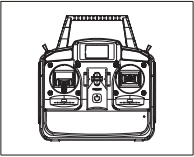
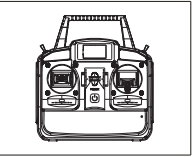
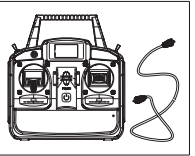
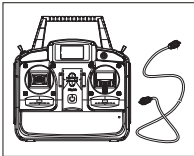
(偏航方向往左)那么需更换左边电机，(偏航方向往右)那么需更换右边电机。

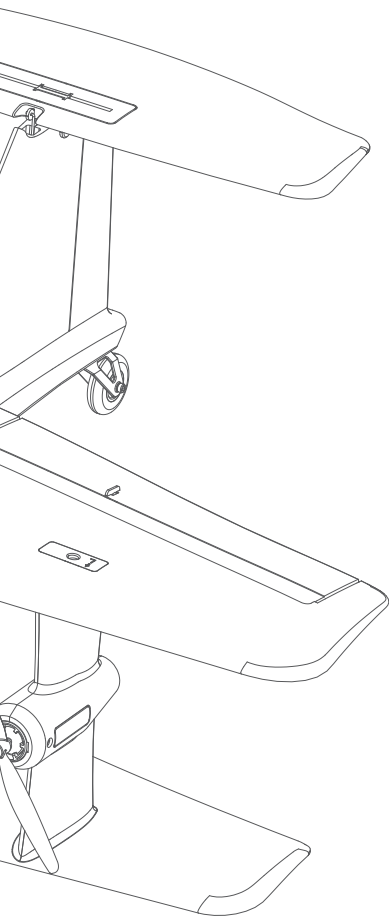
如果还是偏航，那么需同时更换左右电机。

情况：为什么自检完成后舵机可以正常操作而电机不转动？

解决方法：操作步骤错误飞机进入安全保护状态，请按照“起飞检查”第一步进行操作。

配件表

				
ESKY008450 机舱罩	ESKY008451 机身	ESKY008452 上机翼	ESKY008453 下机翼	ESKY008454 平尾
				
ESKY008455 机翼支架	ESKY008456 主起落架	ESKY008457 左马达	ESKY008458 右马达	ESKY008459 五线升降舵机
				
ESKY008460 五线副翼舵机	ESKY008461 螺旋桨	ESKY005907 USB充电器	ESKY008563 复合控制器	ESKY008565 锂电池
				
ESKY008083 MINI 6X发射机 (左手油门)	ESKY008083a MINI 6X发射机 (右手油门)	ESKY008085 ECH6发射机 (左手油门)	ESKY008085a ECH6发射机 (右手油门)	ESKY008575 ECH6教练机 (左手油门)
				
ESKY008575a ECH6教练机 (右手油门)				



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All instructions are subject to change at the sole discretion of Zonda Hobby. For up-to-date product literature, Visit esky-rc.com and click on the support tab for this product.

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