6CH 2.4GHz DIGITAL COMPUTER RADIO SYSTEM

OPTIC 6 SPORT 2.4

- Built-in Hitec AFHSS 2.4GHz System
- Smooth and Precise 4 Ball Bearings Gimbal
- Function Assignable Switches
- Easy to Read LCD Screen

Made in the Philippines
The Optic 6 Sport 2.4 advanced features include:

Model Memory:
The computer’s memory is capable of storing all the necessary trim settings and all the mixes and their nuances for each model (up to a total of ten models can be registered in Optic 6 Sport 2.4). The memory is non-volatile—that is, it won’t be lost even if the transmitter’s battery is discharged or even removed.

Pre-mixed Flight Control Functions:
The Optic 6 Sport 2.4 computer automatically mixes rudder and elevator outputs to control a V-tail or mixes aileron and elevator outputs to create elevons for tail-less flying wings, eliminating the need for on-board mixing systems. Other pre-mixes include an aileron-to-rudder mix so turns are automatically coordinated and an elevator-to-flap mix for snap-turns.

Sub-Trim Function:
This computerized radio allows you to easily fine-tune and coordinate the control surfaces (such as keeping a rudder centered or two ailerons each on their own servo-moving the same amount) without having to physically re-adjust linkages.

Open Mix Capability:
The Optic Sport also features one “open-mix” in which you can choose any two channels to mix the servos master-to-slave, such as mixing the throttle with the elevator to counteract pitching or the throttle with the rudder to reduce yawing.

Buddy-Box Function:
For those learning to fly, the transmitter has a “buddy-box” capability so that you can use the optional trainer cord (part # xxxx) to connect your Optic 6 Sport 2.4 to a second Hitec transmitter. This allows one transmitter to be used by an instructor as the primary flight control while the other is controlled by the student pilot. Releasing a button instantly diverts control from the student’s “slave” back to the master transmitter.

If you are new to Computerized RC Transmitters:
If OPTIC 6 SPORT 2.4 is your first programmable radio control transmitter, you’re probably feeling a bit overwhelmed by all the buttons and switches on the case and the cryptic symbols that appear on the radio’s LCD screen. However, if you take a little time to read this manual and follow the programming steps as you watch your model’s control surfaces respond, programming the Optic 6 Sport 2.4 will soon become quite routine. So stick with it. Learning the programming basics won’t take any longer or require any more brain power than it takes to do the average crossword or Sudoku puzzle. You’ll discover that the rewards for mastering this simple but powerful computerized, programmable radio are well worth the effort.

TIP:
Throughout the manual you will see our “Tip Sheet” notes. These highlight specific function details we didn’t want you to miss within the body of the manual. Check these out, they can make programming the Optic Sport easier.
Vibration and Water

Mounting
When you mount each servo, use the supplied rubber grommets and insert an eyelet up through the bottom. Be sure not to over tighten the screws. If any portion of the servo case directly contacts the fuselage or the servo rails, the rubber grommets will not be able to attenuate vibration, which can lead to mechanical wear and possible servo failure.

Servo Throw
Once you have installed the servos, operate each one over its full travel and check that the pushrod and output arms do not bind or collide with each other, even at extreme trim settings. Check to see that each control linkage does not require undue force to move (if you hear a servo buzzing when there is no transmitter control motion, most likely there is too much friction in the control or pushrod). Even though the servo will tolerate loads like this, they will drain the battery pack much more rapidly.

Factory Repair Service Information
Please read the warranty card supplied with your system and return it. Before you decide to have your system repaired, if there is no apparent physical damage, read this instruction manual again and check to be sure that you are operating the system as it was designed to be operated. If you are still having trouble, pack up your system in its original shipping materials and send it to the nearest authorized Hitec R/C Service Center. Be sure to include a note in your package that describes the trouble in as much detail as possible, including: “Symptoms of the problem in as much detail as you can provide, including any unusual mounting conditions or equipment orientation.” A list of items you are sending, and what you want to be repaired.” Your name, address, and telephone number.

Vibration and Water

The receiver contains precision electronic parts. Be sure to avoid vibration, shock, and temperature extremes. For protection, wrap the receiver in the provided “Flight Preserver” foam rubber, or use some other vibration-absorbing materials. If your flying near bodies of water, it’s also a good idea to protect the receiver by placing it in a plastic bag and securing the open end of the bag with a rubber band before wrapping it with foam. If you accidentally get moisture inside the receiver, you may experience intermittent operation or a crash.

Switch Harness Installation
When you are ready to install the receiver’s switch harness, remove the switch cover and use it as a template to cut screw holes and a rectangular hole slightly larger than the full stroke of the switch. Choose a switch location on the opposite side of the fuselage from the engine exhaust, and choose a location where it can’t be inadvertently turned on or off during handling or storage. Install the switch so that it moves without restriction and “snaps” from ON to OFF and vice versa.

BODA Antenna Installation
Secure the BODA antenna to the 2.4 Antenna Holder (part #xxxxx) and attach to the inside/outside of fuselage or boattail of an aircraft.

You may run the antenna inside of a non-metallic housing within the fuselage (a plastic outer pushrod housing works well for this), but range may suffer if the antenna is located near metal pushrods or cables. Be sure to perform a range check before flying. With the 2.4GHz radio system, the range check method is different from the conventional frequency radio system. Detailed range check method can be found in page XX. During the range check period, you should be able to walk away at least 75 feet from the model without losing control or seeing “jitter” in the servos. The range check should be done with the motor running and the model should be securely restrained in case of loss of control.

Warnings
Never pinch or bend the antenna, such behavior will cause serious damage on the antenna.
Changing the length of the antenna reduces range.

Never cut the antenna, such behavior will seriously reduce the reception range.
Connectors

Be sure the alignment of a servo or battery connector is correct before inserting it into the receiver. To remove a connector from the receiver, try to pull on the connector's plastic housing rather than pulling on the wires. Pulling the wires can ruin the connector pins and break wires.

Using Servo Wire Extensions

If any of your servos are located too far away to plug directly into the receiver (like the aileron servo), or you need to unplug the servo each time you disassemble the model, use a servo extension cord to extend the length of the servo lead. Additional Hitec extension cords of varying lengths are available from your hobby dealer.

Charge the Batteries!

Before we dive into the programming and use of the Optic Sport 2.4, let's charge the batteries.

1. Connect the transmitter charging cord to the transmitter's charging socket (on the rear of the case, left side).
2. If your aircraft uses a receiver battery, connect it to the receiver connector on the charging cord.
3. Plug the charger into a wall socket.
4. The charger's LEDs should light, indicating charging is in progress.

Try to charge the batteries with the charger supplied with your system exclusively. The use of a fast-charger may damage the batteries by overheating and dramatically reduce their lifetime.

NOTE: If you need to remove or replace the transmitter battery, do not pull on its wires to remove it. Instead, gently pull on the connector's plastic housing where it plugs in to the transmitter. The battery must be removed to charge it properly with a "peak" charger.

Be careful if you do choose to use a field charger on your batteries. A fast-charger may overcharge the batteries, causing overheating and a premature failure. Never charge your transmitter or receiver battery at a rate higher than the batteries capacity. For example, the capacity of your Optic 6 Sport's 7.2 volt NiMH battery is 1300 mAh and, therefore, should not be charged at a rate any higher than 1.3 amps.

Caution: Stop flying and bring back your aircraft and land at once, when your transmitter starts beeps for low battery warning. (L.B.W. activates when battery level hits below 6.6V)

A training cable may be used to help a beginner pilot learn to fly safer by allowing a second transmitter, operated by an experienced instructor, to be connected to the Optic 6 Sport 2.4 transmitter. The instructor may override the beginner at any time to bring the model back under safe control. For training, the transmitter may be connected to another Hitec 2.4GHz system using the Hitec part No. #58320 TRAINER CABLE (between 6 cell transmitter battery systems) or #58321 TRAINER CABLE FULL PACKAGE (#58320 + Slave DIN + Master DIN). For use between a 6 cell transmitter battery system and 8 cell transmitter battery system.

NOTE

1. WHEN USING THE TRAINER SYSTEM IN THE STEREO JACK TO STEREO JACK FORMAT AS NOTED IN THE NEXT SEVERAL PARAGRAPHS, BOTH TRANSMITTERS ARE GOING TO TRANSMIT.
2. IF THE SLAVE TRANSMITTER HAS A REMOVABLE MODULE, REMOVE IT. THEN, IT WILL NOT BE TRANSMITTING, OTHERWISE, IF YOU ARE FLYING AT A CLUB FIELD USING FREQUENCY CONTROL, BE SURE YOU HAVE THE OK TO USE BOTH FREQUENCIES.
3. IF THERE IS NO REMOVABLE MODULE ON THE SLAVE TRANSMITTER, BOTH TRANSMITTERS MUST BE ON DIFFERENT FREQUENCIES.

Operating with a Trainer Cord

1. To use the training system between STEREO Jack Transmitter and STEREO Jack Transmitter (Needs #58320 between 6 cell Battery Radios)
   1) Set up both the student's and instructor's transmitter to have identical trim and control motions. If the instructor's transmitter is on a different frequency than the student's, use the student's transmitter as the master transmitter, and the other transmitter as the student's.
   2) Turn on the instructor's transmitter and DO NOT turn on the student's transmitter power. Plug Trainer Cord (#58320 Stereo Jack) accordingly into each transmitter. The trainer jack is on the back of the transmitter. Then you can see "MAS MODE" on the LCD screen of Instructor's transmitter and "SLV MODE" on the Student's transmitter screen.
   3) Move the controls on the instructor's transmitter, and verify each control moves the proper direction. Now verify that the student's trims and control travels match the instructor's by using the trainer button (the momentary ENG CUT/TRAINER button on top of the transmitter case) and switching on and off while leaving the control sticks and trims alone, then moving the control sticks.
   4) The instructor's transmitter has normal control over the model unless the trainer button is pressed, passing control to the student's transmitter. If the student loses control, the instructor can quickly "take over" by releasing the trainer button and then controlling the model.
2. To use the trainer system between a STEREO Jack Transmitter and a DIN Jack Transmitter. (Needs trainer cable package #58321 between 6 cell Battery Radio and 8 cell Battery Radio system)
   1) Power on the INSTRUCTORS Transmitter having the STEREO Jack. 2) Plug the STEREO Jack trainer cable (#58320) into the Master, or INSTRUCTORS transmitter. Note you will see "MAS MODE" on LCD screen which means the transmitter is recognized as the INSTRUCTOR or "Master".
   3) Connect the DIN Jack adapter marked "STUDENT" from the cable package #58320 to the other end of the stereo connector cable. This combination enables you to connect the cable to the STUDENT transmitter with a DIN Jack connector.
   4) Plug the DIN connector into the socket on the STUDENT transmitter. 5) Finally, power on the STUDENT transmitter. Though it is powered on, the STUDENT transmitter will not transmit the radio signal as long as the trainer cable is connected properly.

NOTE

This section tells you how to connect the transmitters only. Please read the prior sections for the full information needed to properly operate the trainer cable system.

3. Between the Transmitter having a STEREO jack as INSTRUCTOR and Transmitter having DIN jack as STUDENT.
   1) Power on the INSTRUCTORS Transmitter having the STEREO Jack.
   2) Plug the STEREO Jack trainer cable (#58320) into the Master, or INSTRUCTORS transmitter. Note you will see "MAS MODE" on LCD screen which means the transmitter is recognized as the INSTRUCTOR or "Master".
   3) Connect the DIN Jack adapter marked "STUDENT" from the cable package #58320 to the other end of the stereo connector cable. This combination enables you to connect the cable to the STUDENT transmitter with a DIN Jack connector.
   4) Plug the DIN connector into the socket on the STUDENT transmitter. 5) Finally, power on the STUDENT transmitter. Though it is powered on, the STUDENT transmitter will not transmit the radio signal as long as the trainer cable is connected properly.

NOTE

There is no sign of recognition on the LCD screen of the Transmitter using the DIN jack.

4. Between the Transmitter having a DIN Jack as INSTRUCTOR and a Transmitter having a STEREO Jack as STUDENT.
   1) Connect the INSTRUCTOR or DIN Jack adapter marker "Master" with #58320 stereo jack Trainer cable.
   2) Power on the INSTRUCTOR transmitter.
   3) Plug the combined trainer cable into the INSTRUCTOR transmitter DIN jack connection.
   4) The STUDENT transmitter should be turned off.
   5) Plug the trainer cable into the STUDENT transmitter with the stereo jack. The power to the STUDENT transmitter will turn on automatically and you will see "SLV MODE" on the LCD screen which means the transmitter is recognized as STUDENT or "Slave".
   6) Though the STUDENT transmitter is powered on automatically, it will not transmit a radio signal as long as the trainer cable is connected properly.

NOTE

1) Do NOT turn on the power of the STUDENT transmitter having the STEREO Jack. Once you plug the trainer cable into the STUDENT Transmitter using the STEREO Jack, it will be powered on automatically.
2) All Transmitters in the trainer system use their own batteries. Both batteries in both the Instructor and Student Transmitters should be properly charged and installed when flying in the trainer mode.
3) You may wish to use a simple "contractors cord" knot on the cable to adapter connection to keep it from being "unplugged" when using it. Heat shrink tubing or electrical tape can also be used.
**Stick Length Adjustment**

Hands come in all sizes so to accommodate everyone we use a two piece stick “top” that can be adjusted to fit a wide variety of users. Separate the top from the bottom piece and adjust the top piece to the length required. Screw the bottom up against the top piece to “jam” lock everything into position.

**Stick Lever Tension Adjustment / Mode Change**

**Stick Lever Tension Adjustment**

You may adjust the stick tension of your sticks to provide the “feel” that you like for flying. To adjust your springs, you’ll have to remove the rear case of the transmitter. Using a screwdriver, remove the six screws that hold the transmitter’s rear cover into position, and put them in a safe place. Now, place some padding under the front of the transmitter and set it face-down on the pad. Gently ease off the transmitter’s rear cover. Now you’ll see the view shown. Using a small cross-point screwdriver, rotate the adjusting screw for each stick for the desired spring tension. The tension increases when the adjusting screw is turned clockwise, and decreases for counterclockwise motion.

**Note: Please use XXmm or XXinch Hex key for tension adjustment and mode changes.**

When you are satisfied with the spring tensions, you may close the transmitter. Very carefully reinstall the rear cover.

**Change to ‘Mode 1’ Configuration**

All Optic 6 Sport 2.4 systems sold in US are in ‘Mode 2’ format. However, you may wish to use Optic 6 Sport in ‘Mode 1’ format.

There is a menu choice for this option in the Initial Set-Up function menu described on Page 15. After selecting ‘Mode 1’ in the Initial Set-Up Menu, you must do the following hardware set-up in order to change the transmitter.

1. Carefully remove the plastic side panels from the transmitter.
2. Remove all the six philips screws from the back of the case.
3. Unscrew a hex screw to remove the Copper Ratchet from where it located and move it to the other side.
4. Tighten up the tension spring hex screw on the new location.
5. Loosen up the tension spring hex screw on the original location.
6. Re-assemble the case.

**Flying Safety**

To ensure your own safety and the safety of others, please observe the following precautions:

**Flying Field**

We recommend that you fly at a recognized model airplane flying field. You can find model clubs and fields by asking the nearest hobby dealer, or contacting the Academy of Model Aeronautics. Always pay particular attention to the flying field’s rules, as well as the presence and location of spectators, the wind direction, and any obstacles on the field. Be very careful flying in areas near power lines, tall buildings, or communication facilities as there may be radio interference in their vicinity.

**Once you arrive at the flying field:**

- Before you fly, perform a range check to confirm your radio system is responding correctly.
- To do a range check, Power-up the aircraft and either ask a friend to help hold the aircraft or secure it somehow.
- . . . if the aircraft “glitches” or you notice intermittent control loss .
- Walk away from the aircraft until the aircraft “glitches” or you notice intermittent control loss .
- Walk back to the aircraft, pacing out the distance.
- If a servo operates abnormally, don’t attempt to fly until you determine the cause of the problem.
- Before starting the engine, power up the transmitter and receiver, and check to be sure that the servos follow the movement of the sticks.
- If it is knocked over, the throttle stick may accidentally get moved causing the engine to race unexpectedly, causing damage or injury to anyone nearby.
- Finally, don’t fly in the rain! Water or moisture may enter the transmitter through the antenna or stick openings and cause erratic operation or loss of control.

**If you do not follow these procedures, the receiver has no information to hold the servos steady and you may damage your servos or control surfaces or flood your motor.**

- In case of electric-powered models the motor may unexpectedly turn on and cause a severe injury if the transmitter is switched off before the receiver.
- Before starting the engine, power up the transmitter and receiver, and check to be sure that the servos follow the movement of the sticks.
- If a servo operates abnormally, don’t attempt to fly until you determine the cause of the problem.
- Before starting the engine, be sure to check that the transmitter model memory is correct for the chosen model.
- While you’re getting ready to fly, if you place your transmitter on the ground, be sure that the wind won’t tip it over.
- If it is knocked over, the throttle stick may accidentally get moved causing the engine to race unexpectedly, causing damage or injury to anyone nearby.
- Finally, don’t fly in the rain! Water or moisture may enter the transmitter through the antenna or stick openings and cause erratic operation or loss of control.

**If you must fly in wet weather during a contest, be sure to protect your transmitter with a plastic bag or waterproof barrier.**
This pair of buttons has three basic functions: they get you into the initial setup menu when you hold both EDIT buttons down and then turn on the radio; they get you into the model setup menu when you push both down when the radio is already on; and once you are in either of these menus pushing one button scrolls you up or down through the list of menu items.

"EDIT" buttons

When you are in a particular menu item, you’ll use these two buttons to scroll within it—most commonly to the right or left to select a servo channel. When not in the programming mode, these buttons start, stop and reset the radio’s countdown timer.

"CURSOR" buttons

When you are in a particular menu item, you’ll use these two buttons to scroll within it—most commonly to the right or left to select a servo channel. When not in the programming mode, these buttons start, stop and reset the radio’s countdown timer.

"DATA" buttons

As the '+' and '-' symbols imply, these buttons allow you to change a numerical value (most often a % value of servo travel) up or down within a menu item. When not in the programming mode either of these buttons enable the countdown timer.

"LOCK" button

This button is primarily a safety feature for powered models: When you push this button down the throttle channel on the model is taken off-line so that an accidental movement of the throttle stick won’t change the setting. Get in the habit of using this function whenever you are carrying your model to the flight line.

SAFETY NOTE
KEEPS YOUR HANDS AWAY FROM THE PROPELLER OR ROTORS EVEN AFTER ENABLING THE LOCK FUNCTION-A RADIO GLITCH COULD STILL ACTIVATE THE THROTTLE!

"CLEAR" button

You can use the clear button whenever you want to reset a numerical value to its starting point. It is also used in one of the menu screens (the P MIX TRM) to turn a function on or off.
Optic 6 Sport 2.4GHz Transmitter Features

The following contains the complete instructions on how to use the Hitec AFHSS 2.4GHz system on Optic 6 Sport 2.4 and Optima series receiver set. We encourage you to review this information before using these products.

1. Function Button (With Dual LED Status Indicator)
   - This Function Button with Dual LED indicator has two colored LEDs, blue and red, for status indication and for set-up process indication of 2.4GHz system.
   - This function button can be used for Link(ID-Setting) process between Optic 6 Sport 2.4 to a Optima series receivers, entering the power down mode for range checks, and the Normal / Scan Mode set-up.

2. Sensor Data Output and System Upgrade Connector Port
   - A three pin servo plug connector port is featured on the 2.4GHz module.
   - Using the HPP-22 PC interface accessory this port serves to facilitate upgrading the device's software and downloading information from Optima 7 and 9 channel receiver if using optional onboard sensor station.

Note: Only the basic telemetry function (Receiver Low Battery Warning) is available for Optima 6.
1. Function Button
   Used for Linking(ID-Setting) the receiver to a module, entering Fail-Safe / Hold mode setup function.

2. Dual LED Status Indicator
   Indicates the set-up process codes and use status.

3. SPC Supplementary Power Connection
   Power the Optima receiver function with up to a 35V motor battery.
   Details about the SPC system can be found on page 21.

4. Channel Output and Battery Input Ports
   The ports for battery power, servos, gyros and other accessories are located at each end of the streamlined Optima receivers.

5. Jumpers
   The jumper is installed at the factory and is used when the receiver is powered by an electronic speed control, a commercially available B.E.C. (battery eliminator circuit), dedicated 4.8 to 6V NiMH battery pack, or 2S Li-Po/Li-Fe batteries.
   The jumper is removed when the receiver is powered using the SPC feature as described in more detail on page 19.

6. BODA (Boosted Omni Directional Antenna) System
   Hitot's exclusive 2.4GHZ BODA Antenna System will show you another meaning of using 2.4GHZ system, this single antenna with Omni-directional booster makes whole lot easy to install the 2.4GHZ antenna. Intensive test have proven that the single BODA antenna in our 6 & 7 channel systems is better than or equal to our competitors dual antenna systems while our Optima 9 receiver features a dual BODA system to give the added security that larger models need. Installation is easy and simple, insert the antenna into the supported antenna holder and stick it to the desired spot you wish to install.

**Warning:** Verify your servos are rated for use with higher voltage(7.4V) batteries or a regulator.

**Optima Receiver Connection Diagrams**

**Glow, gas, nitro or electric powered aircraft using a separate receiver battery.**

Follow this connection diagram when using a dedicated 4.8 to 6.0V NiMH battery pack, or 2S Li-PoFe 7.4V batteries.

**Warning :** Verify your servos are rated for use with higher voltage(7.4V) batteries or a regulator.

**Electric powered aircraft with Electronic Speed Control**

Use this method on electric planes using ESC's providing power, A.K.A. BEC (Battery Eliminator Circuit), to the receiver and servo functions.

**Optional BEC shown in diagram. It is recommended to use large capacity BEC where number of high torque servos are used and power requirements exceed which the ESC provides.**
**Optima Series Receiver Features and setup**

**Scan Mode and Normal Mode Selection**

Hitec's Spectra 2.4GHz module and Optima series receivers have two different operational modes to choose from, "Normal Mode" or "Scan Mode.

- Normal Mode
  - In this mode, the receiver/transmitter uses initial factory default frequency setup.
  - Every start-up both transmitter and receiver will hop within the preset 2.4GHz frequency band.
  - After the initial set-up, the everyday start-up is quicker in the Normal Mode, and in most cases the Normal Mode is preferred by users.
  - In the Normal mode, if the transmitter or receiver loses power, then power is restored, the system will reconnected and function normally.
  - The factory default setup is Normal Mode.

**Scan Mode**

- In Scan Mode the receiver/transmitter will scan all available channels every time you turn it on.
  - It will then choose the cleanest frequencies to use. Scan Mode is preferable to use when flying in a crowded 2.4GHz environment.
  - While in Scan Mode if the transmitter loses power, the Fail-Safe function will activated, that's only when the Fail-Safe Position is previously setup. To reconnect the system you need to bring back the aircraft to the ground and reboot the system.
  - In all cases the Scan Mode binding function will take longer than in Normal Mode when you boot-up the system.

**Normal Mode / Scan Mode Configuration**

**Normal Mode**

1. Press and hold the button on the back of the transmitter, and turn on the transmitter.
2. Press and hold the button on Optima 6, and turn on the power.
3. Red LED will blink to indicate searching for a receiver.
4. Release the button.
5. Release the button.
6. After receiver linked to the transmitter, the red LED glows solid and the blue LED flashes on the module.
7. To save the setting turn the power off for both receiver and transmitter. Don’t forget to turn off sequence.

**Scan Mode**

1. Press and hold the button on the back of the transmitter, and turn on the transmitter.
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7. To save the setting turn the power off for both receiver and transmitter. Don’t forget to turn off sequence.

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**Set-up and Use of the Hitec 2.4GHz System**

To turn the system on and off, use the following sequence at all times:

- **Turning On**: Turn on the transmitter, then turn on the receiver.
- **Turning Off**: Turn off the receiver, then turn off the transmitter.

**Normal Mode**

- Normal Mode - In this mode the receiver/transmitter uses initial factory default frequency setup.
- Every start-up both transmitter and receiver will hop within the preset 2.4GHz frequency band.
- After the initial set-up, the everyday start-up is quicker in the Normal Mode, and in most cases the Normal Mode is preferred by users.
- In the Normal mode, if the transmitter or receiver loses power, then power is restored, the system will reconnected and function normally.
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- While in Scan Mode if the transmitter loses power, the Fail-Safe function will activated, that's only when the Fail-Safe Position is previously setup. To reconnect the system you need to bring back the aircraft to the ground and re-boot the system.
- In all cases the Scan Mode binding function will take longer than in Normal Mode when you boot-up the system.

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**ID-Setup A.K.A, Link or Bind**

1. Press and hold the button on the back of the transmitter, and turn on the transmitter.
2. Press and hold the button on Optima 6, and turn on the power.
3. Red LED will blink to indicate searching for a receiver.
4. Release the button.
5. Release the button.
6. After receiver linked to the transmitter, the red LED glows solid and the blue LED flash's on the module.
7. To save the setting turn the power off for both receiver and transmitter. Don’t forget to turn off sequence.
Set-up and Use of the Hitec 2.4GHz System

Switching from Normal Mode to Scan Mode

1. Turn on transmitter, then the receiver.

2. You will hear four short beep sound for Normal Mode.

3. After connected, make sure you have control over the model. Then press & hold the button on the back of transmitter for 6 seconds, you will hear one beep followed by two beeps then release the button.

4. Approximately one second after button released, the system will switch to Scan Mode noted by the blue and red LED and one beep.

Switching from Scan Mode to Normal Mode

1. Turn on transmitter, then the receiver.

2. You will hear two short beep sound for Scan Mode.

3. After connected, make sure you have control over the model. Then press & hold the button on the back of transmitter for 6 seconds, you will hear one beep followed by two beeps then release the button.

4. Approximately one second after button released, the system will switch to Normal Mode noted by the red LED and two beeps.
Optima Series Receiver Features and setup

FAIL-SAFE and Hold Mode

If you use the FAIL-SAFE function, and set it up properly, should the receiver signal somehow be interrupted or interference were to occur, the servos will move to your pre-set FAIL-SAFE point you previously stored in the receiver during the FAIL-SAFE set-up process. If FAIL-SAFE has not been activated, the signal is switched off after the HOLD period of 1 sec. This means that the servos become “soft” and remain in their last commanded position under no load (this may equate to full-throttle!), until a valid signal is picked up again. In the interests of safety, we recommend that FAIL-SAFE should always be activated, and the FAIL-SAFE settings should be selected so as to bring the model to a non-critical situation (e.g. motor idle / electric motor OFF, control surfaces neutral, airbrakes extended, aero-tow release open, etc).

FAIL-SAFE Setup

1. Switch on both. Wait for the system to boot and control over the model.
2. Press and hold the button on the Optima until LED turns off (approx. 6 seconds)
3. 6Sec. Release the button. After 2 seconds both red and blue LEDs blink rapidly. The receiver will count 5 seconds during that time move all the transmitter sticks and other controls to the desired FAIL-SAFE positions (e.g. motor idle, control surfaces neutral), and hold until blink stops.
4. When Blink stops the system will temporary remember the FAIL-SAFE position, turn off the system to save.

FAIL-SAFE and Hold Mode

Always do a pre-flight function check

Before the engine or motor is started, turn on the system as explained above. Then make sure all the servos and control surfaces are working properly. If any control surface is not moving properly, do not fly the aircraft until the problem is solved.

Range Check

Do a complete range check as described on page 18 before each flying session to confirm the radio system is working properly. Your Hitec AFHSS system uses a communication protocol that links and binds the Optima receiver to your Aurora transmitter. Once their ID is set, no other transmitter can interfere with your receiver during its operation. In the case of multiple model memory transmitters like Aurora 9, you can bind or link as many Optima receivers to your transmitter as necessary.

- Binding must be done within 15ft. (5m) of the transmitter and receiver.
- Transmitter and receiver need to be at least 18in. (45cm) from each other to binding properly.
- In the ScanMode, if the transmitter or receiver has been shut off or disconnected for more than one second, note: Each system and module / receiver set is paired at the factory for your convenience.

Use the following Link (ID-Setting) sequence as you add Optima receivers into other aircraft to be controlled by your Aurora.

OPTIC 6 SPORT 2.4 6CH 2.4GHz DIGITAL COMPUTER RADIO SYSTEM

Set-up and Use of the Hitec 2.4GHz System

Always do a pre-flight function check

Before the engine or motor is started, turn on the system as explained above. Then make sure all the servos and control surfaces are working properly. If any control surface is not moving properly, do not fly the aircraft until the problem is solved.

Range Check

Do a complete range check as described on page 18 before each flying session to confirm the radio system is working properly. Your Hitec AFHSS system uses a communication protocol that links and binds the Optima receiver to your Aurora transmitter. Once their ID is set, no other transmitter can interfere with your receiver during its operation. In the case of multiple model memory transmitters like Aurora 9, you can bind or link as many Optima receivers to your transmitter as necessary.

- Binding must be done within 15ft. (5m) of the transmitter and receiver.
- Transmitter and receiver need to be at least 18in. (45cm) from each other to binding properly.
- In the ScanMode, if the transmitter or receiver has been shut off or disconnected for more than one second,

Note: Both module and receiver need to re-boot (turn the power off, and back on).
Testing the FAIL-SAFE Setting

a. Move the sticks to positions other than the FAIL-SAFE settings, and then switch off the transmitter. The servos should now move to the FAIL-SAFE positions previously stored, after the HOLD period (1 sec.) has elapsed.

How to turn FAIL-SAFE Off and reactivate the Hold Mode

a. Switch on the transmitter, then the receiver. Wait for the system to boot and you have control over the model.

b. Press and hold the receiver function button for 6 seconds and release it. After 2 seconds the red and blue LEDs will blink rapidly.
c. Push the function button once shortly, during the time LED blinks. (approx. 5 seconds)

d. FAIL-SAFE Mode is now deactivated, and HOLD mode is activated instead.

e. Turn off the transmitter and the receiver to save the setting.

f. Turn the system back on to use it.

- If FAIL-SAFE is deactivated, the FAIL-SAFE position settings are also deleted!

- The FAIL-SAFE settings should be checked every time before you run the engine/motor.

Range Check Function

It is critical that before each flight session you perform a range check that confirms the signal between the receiver and transmitter is appropriate. Unlike the FM/PPM or PCM signal radios, 2.4GHz systems use a fixed shorter, stubby transmitter antenna so the traditional method of range checking your system by lowering the transmitter antenna will not work. We instead use a power-down mode to reduce the transmitter signal strength. Once the power-down mode is activated it runs for about 90 seconds, shortening the effective range 100 feet (30 m). During this power-down mode that you should walk away from the secured aircraft carrying the transmitter to a distance of approx. 30 meters, testing the effective range.

How to use Power-Down

1. Press the function button on the back of transmitter and hold for 3 seconds.

2. After 3 second Optic 6 Sport will beep once to notify you that the system is in Power Down Mode.

3. Release the button to enter the mode.

4. Power Down Mode is activated for 90 second countdown starts from the time the button released.

If you are unable to accomplish a successful range check of 90 feet, DO NOT ATTEMPT TO FLY.

Low Battery Warning

The 2.4GHz system will automatically recognize the receiver battery voltage among 4 and 5 cell NiMH or NiCd batteries and warns you, and also 2 S LiPo/LiFe battery packs can be used with battery warning level customization. (HPP-22 required)

- When battery level is high(4cell > 5.4V, 5cell > 5.6V): The red module LED glows constantly.
- When battery level is low(4cell < 4.5V, 5cell < 5.6V): Blue LED glows constantly and the red LED will blink fast.

You will hear a continuous loud beep from the module as a low receiver battery warning. Upon hearing the alarm, we advise you to bring back the aircraft and land at once.

Note: Check the Hitec web site for more information on the availability of telemetry systems in the future.
FAIL-SAFE and Hold Mode

The table below shows where the aircraft's servos should plug into a six-channel receiver. Note that some functions shown will not operate until they are activated in the transmitter. The standard function is listed first for each channel.

<table>
<thead>
<tr>
<th>Rx. Ch.</th>
<th>ACRO</th>
<th>GLID</th>
<th>HELI</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Aileron</td>
<td>Aileron</td>
<td>Roll Cyclic or Swash servo 1 (120°)</td>
</tr>
<tr>
<td></td>
<td>or Right Elevon (FLPN ON) or Left Elevon (ELVN on)</td>
<td>or Right Aileron (ADIF on)</td>
<td>or Swash servo 1 (120°)</td>
</tr>
<tr>
<td>Two</td>
<td>Elevator</td>
<td>Elevator</td>
<td>Pitch Cyclic or Swash servo 2 (120°)</td>
</tr>
<tr>
<td></td>
<td>or Right V tail (VTAL on)</td>
<td>or Left Elevon (ELVN on)</td>
<td>or Swash servo 2 (120°)</td>
</tr>
<tr>
<td>Three</td>
<td>Throttle (BEC In / Motor Signal Out)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Four</td>
<td>Rudder</td>
<td>Rudder</td>
<td>Tail Rotor</td>
</tr>
<tr>
<td></td>
<td>or Left V tail (VTAL on)</td>
<td>or Left V tail (VTAL on)</td>
<td>or Swash servo 2 (120°)</td>
</tr>
<tr>
<td></td>
<td>or Left Elevon (ELVN on)</td>
<td>or Left Elevon (ELVN on)</td>
<td>or Swash servo 2 (120°)</td>
</tr>
<tr>
<td>Five</td>
<td>Landing Gear</td>
<td>Left Elevon (ADIF on)</td>
<td>Gyro Gain</td>
</tr>
<tr>
<td>Six</td>
<td>Flap</td>
<td>Flap</td>
<td>Collective or Swash Servo 3 (120°)</td>
</tr>
<tr>
<td></td>
<td>or Left Aileron (FLPN on)</td>
<td>or Left Aileron (FLPN on)</td>
<td>or Swash Servo 3 (120°)</td>
</tr>
</tbody>
</table>

Transmitter Displays and Messages

When you first turn on your transmitter, the first screen shown below appears on the LCD display. Before flying, or even starting the engine, BE SURE that the model number appearing next to the voltage matches the model that you are about to fly! If you don’t, reversed servos and incorrect trims will lead to an immediate crash.

If you press timer or engine cut or lock keys, you go directly to those functions regardless of the display.

Startup Screen

This screen appears whenever you turn on the transmitter without pushing any other buttons. The model number currently enabled is the small number just to the right of the battery voltage and the programming “normal” flight condition is shown in the upper left hand corner. In the center bottom of the screen “NOR” appears in a small black box indicating that the transmitter is in the “Normal” flight mode condition.

Lock Indicator Screen

When you push the Lock button to hold the throttle at an idle, the word “LOCK” appears in a black box above the voltage value. When you push the lock button again, this symbol disappears to indicate that you have disabled the function.

Timer

If you push either DATA button, you will enable the radio’s timer mode. The word “TIMER” appears on the screen as well as a number indicating the starting countdown time (which you can set in the Initial Setup menu). If you push the right hand CURSOR button, the timer will start counting down and the numbers will diminish in one-second increments. Push it again and the countdown stops. Pushing the left hand CURSOR button resets the timer.

Warning Display (Low voltage)

When the battery’s voltage drops to 6.6 volts, this number starts blinking on the screen and the transmitter begins to steadily beep. If your plane is up in the air when this happens, land immediately so you can recharge the battery.

Warning Display (Flight Condition other than NOR)

If you turn the transmitter on and it immediately starts to beep while displaying the word “ON” on the screen, one of the flight condition modes other than Normal is switched on. The symbol in the black box at the bottom of the screen indicates which switch (SW1 or SW3) needs to be reset to Normal.

If this is your first Airplane

If this is your first model Airplane, here are a few tips that will streamline your experience in programming it.

This will make more sense after you read through the manual. Refer back to this section when you are ready to begin the setup:

1. Start with the correct model type, ACRO, in the Initial Setup Menu.
2. Access the main programming menu, then use the REV function, and make sure all the servos are moving in the proper direction.
3. After centering the servo arms manually as close as you can, use the S.TRM or sub-trim function to center the servos.
4. Set your servo and points with the EPA function.
5. Program -35% EXP0 values for aileron, Ch. 1 and elevator, Ch. 2.
6. After your Plane is all ready to fly, put it on a shelf and get an R/C flight simulator program for your PC.
7. Ready to fly your new Plane? If you are lucky you will know someone that is an experienced model pilot and be willing to check over your plane and take it up for its first flight. This is HIGHLY RECOMMENDED, even if you have to drive a hundred miles to get to this person! If you are on your own, start slow and conservatively.
1. Select a model slot:

Hold down both EDIT buttons and slide the on-off switch to "on". The transmitter will beep, the red light will come on, and on the LCD screen you will find yourself in the first menu item of the initial setup menu.

Under the word "MODEL," the number will be blinking on and off to get your attention. If this is the first model you are setting up in this transmitter, go ahead and accept this numbered slot by pushing the right-hand EDIT button to scroll down to the next menu item.

When there are already models inputted, the number that comes up when you turn on the transmitter will be the last activated model slot.

To change to a different slot, push on one of the CURSOR buttons to go to an empty slot (consult your list!) and then scroll to the next screen to automatically select it.

2. Select the Model type programming baseline:

In the second menu screen, the programming baseline of ACRO, GLID, or HELI will be blinking. Since we are setting up a powered aircraft, select ACRO by scrolling to it with a CURSOR button. Push down both DATA buttons simultaneously to tell the program to accept the choice you should hear the transmitter beep twice in acknowledgment.

Now push the right-hand EDIT button to move to the next menu screen.

3. Heli Swash Plate:

If you selected HELI as your model type, this screen will appear allowing you to select between NORMAL (90 degree mechanical) or 120 degree swash plate heli's by pressing one of the CURSOR buttons. Find out which one of these popular swash formats your helicopter uses and select it here.

After selecting the appropriate swash type, continue down to the next menu item.

4. Configure the countdown timer:

Now you are at the TIMER menu item with a number blinking away at you—its 10 (minutes) by default. If you want to set a timer value, go to page 12 for more information on using the timer function. Otherwise, move down to the next menu item.

5. Select the control's Mode configuration:

Under the word "MODE," the number 2 is blinking by default. Go ahead and accept mode 2 by pushing the right-hand EDIT button to continue to the next screen.

Under the word "MODE," the number 2 is blinking by default. Go ahead and accept mode 2 by pushing the right-hand EDIT button to continue to the next screen. Of course, if you are used to the mode 1 configuration (elevator on the left stick, throttle on the right), then select number 1. Other changes to accommodate Mode 1 flyers must be done to the transmitter. Please refer to page 7 for more information.

6. Select the signal shift:

As indicated by the "SFT" symbol on the screen we are now in the shift selection menu. The blinking default selection is "n," meaning negative shift.

If your receiver is marked "positive" shift, push one of the CURSOR buttons so that a "P" starts blinking. Then scroll to the next screen.

7. Reset Screen:

In this screen you should now see a tiny "RST" blinking in the lower right hand corner. This means RESET and if you push both DATA buttons at the same time that's exactly what will happen: You will hear a "double beep" and undo all the initial programming we just did, returning all the programming to the factory's default settings!

Now push the Right EDIT button to scroll right back where we started when we first turned on the transmitter. We are now done with the initial setup programming of your aircraft, so switch off the transmitter.

At this point you have selected the type of model ACRO, GLID or HELI you wish to set-up. In the manual text that follows, we will review and explain the Model Setup Menu of the three different model types. The first is ACRO, followed by GLID, then HELI. All ACRO features will be described in detail within the ACRO section. Within the following GLID and HELI sections, only features exclusive to GLID and HELI programming will be described in detail. For those GLID and HELI features common to ACRO, we will refer you to their description within the ACRO section.
To set up the Optic 6 Sport 2.4GHz to fly a particular model, you need to get into the radio's second programming menu: the model setup menu. In this menu you can program specific control functions; set servo throw direction; and set the values of servo travel, exponential rates and dual rates for the particular model you selected earlier in the initial setup menu.

Go ahead and switch the transmitter on—you are now in the standard operating screen. In the upper left-hand corner it will say “ACRO” and to the right there will be a large number telling you the state of the battery voltage (such as 7.2 v) and a smaller single-digit number indicating the model slot the radio is currently opened to. There will also be a little black box at the bottom of the screen with the symbol “NOR”. This indicates that the system is currently in the “normal” flight condition mode. Later, we will show you how to activate the flight condition modes and it is here on the screen where you will be told which mode is currently active.

Now push down both EDIT buttons at the same time. The following menu items will appear as you scroll down the list by pushing down the right-hand EDIT button:

When programming a model for the first time, start with setting servo direction and then activate any mix’s needed like Flaperon, Elevon or Aileron/Rudder. Next, progress through adjusting subtrim and setting end point travel of each servo; then set exponential and dual rate values.

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This figure shows the assignments for a Mode 2 system as supplied by the factory. Note that some of the functions will not operate until activated in the mixing menus.
EPA (End Point Adjustment)

EPA (End Point Adjustment)

The EPA function is used to set (or limit) the travel of each servo, and may be set anywhere from 0% and 125% for each travel direction. Reducing the percentage settings reduces the total servo throw in that direction. The EPA function is normally used to prevent any servos from binding at the ends of their travel.

Note: We recommend that before setting end points you first confirm the direction of travel for the servo and reverse it if necessary using the servo reverse function as noted on page 22. Then center all the control surfaces as closely as possible by adjusting the pushrods or other mechanical linkages between the servos and the horns on the control surfaces. Then fine-tune the centering in the sub trim (S TRM) function screen as noted on page 22.

Setting up End Points

In this menu function you can set aileron up and down travel, up and down elevator travels, right and left rudder travels, open and closed throttle positions, and aileron up and down travels if you have a second servo for the left wing.

You can also set the end point travel of flaps and landing gear.

The following instructions to set aileron end points is based on an airplane using one aileron servo for both ailerons. This servo would be plugged into the #1 channel of the receiver.

If your airplane uses two aileron servos, one for each aileron, and you are in the ACRO mode, do the following: Plug the right wing servo into ch. 1 and the left wing servo into ch. 6. Activate the Flap Glover mix as shown on page 24. Adjust the servos’ direction of travel and end points as necessary.

If your airplane uses two aileron servos, one for each aileron, and you are in GLID mode plug the right wing aileron servo into ch. 1 and the left wing aileron servo into ch. 5. Activate the ADIF, or aileron differential function as shown on page 33. Adjust the servos’ direction of travel and end points as necessary.

Aileron End Points for Aircraft with one Aileron Servo

1) To set the RIGHT TURN aileron motion (which is upward on the right wing and downward on the left wing), move the aileron stick all the way to the right and hold it. The right wing’s aileron should move upward and the letters “R/D” should appear above the percent value, meaning you are setting “R” for Right aileron turn.

2) If your servo is stalled or binding, you’ll hear a buzzing sound. Hit the minus “−” DATA button until the buzzing stops.

3) To set the maximum travel of the LEFT (downward) motion, move the aileron stick all the way to the left and hold it. The letters “L/U” should appear above the percent sign (as shown in the figure above). (“L” is for Left aileron turn). Again listen and hit the –Decrease DATA button until the buzzing stops.

4) If the servo is not buzzing, apply the same value as you did for the right turn setting.

Flight control surface travel should be published in the manual for your specific model. Many model manufacturers will often publish two values, one for full rates, and one for a diminished dual rates settings.
Setting up Exponential

1. Press the CURSOR buttons repeatedly until the channel "1" is blinking.
2. The default exponential value is 0%. To create some softness around the neutral position of the stick, we want to apply some negative exponential. With switch SW-2 set in the "1" position, push the - DATA button until the screen indicates -25%--a typical exponential value for ailerons. You can, of course, increase or decrease this amount as you get a feeling for how the plane flies.
3. Move over to CH 2 with the CURSOR and set -25% on the elevator; move to CH 4 and set -25%--again these are arbitrary starting points subject to your personal preference.
4. If you want, you can have some "expo" on any or all three of these channels by setting a value with the switch in the "0" position.
5. Return to the regular operating mode by pressing the two EDIT Up Down buttons simultaneously.

Note: If you quickly want to get back to the default 100%, press the Clear button.

Note: Once each flight condition is activated, you can set D/R for each flight condition respectively.

Note: You should understand that you won't see changes in your model's servo response unless you move the sticks. To get a feel for how exponential works, hold partial stick and watch the control surfaces as you switch the Expo on and off (one side of the switch should be set to zero expo in this case).

Note: Once each flight condition is activated, you can set EXP for each flight condition respectively.
**OPTIC 6 SPORT 2.4** 6CH 2.4GHz DIGITAL COMPUTER RADIO SYSTEM

**S. TRM (Sub Trim)**

This is a programmable function for setting the subtrim values for each of the servos, allowing you to make fine adjustments to each individual servo independently of the trim buttons located on the radio case (which can be adjusted in flight). We recommend that you first set up the model's servo pushrods so that the control surfaces are as centered as possible mechanically (with the transmitter's case-mounted trim buttons digitally centered) before attempting to adjust them in the subtrim menu. We also recommend that you try to keep all the subtrim values as small as possible. If the values are large, the servo's full range of travel may be restricted.

**Setting Sub Trims**

At this point you must have your plane in front of you and turned on so you can actually see when the control surfaces are in alignment as you change the subtrim value.

1. Starting with the CH 1 aileron servo, use the DATA buttons to either increase or decrease the subtrim value until the control surface is properly aligned on the model.
2. Move over to CH 2 with the right-hand CURSOR button and align the elevator in the same way.
3. Continue by moving to CH 4 and align the rudder, then to CH 6 to adjust the aileron servo in channel 6 and to CH 5 to adjust the flap.

**S. REV (Servo Reverse)**

When you first turn on your model, you will immediately see whether all the control surfaces are moving in the correct direction when you wiggle the controls. If any are moving in reverse, you can come to this screen to reverse the throw of the offending servo. Let's say your elevator is going down when you pull back on the joystick—this definitely not going to be a good situation when you go to fly your plane! To reverse the elevator servo, come to this screen and use a CURSOR button to move over to CH 2 and push both DATA buttons simultaneously. You'll notice that the symbol “NOR” ahead of CH has changed to “REV”—and that the servo is now operating as it should on your model.

If any other servos need to be reversed, CURSOR over to that channel slot and push both DATA buttons simultaneously.

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**P. MIX (Programmable Mix)**

In this screen you can activate the ability of the Optic 6 Sport to create a custom-made, programmable mix of any two servo channels in which one servo is electronically “slaved” to another. This is a relatively advanced function. The program also provides a way to change the value of the response of the slave servo to that of the master.

For example you could slave the elevator servo to the throttle channel so that when you increase the throttle, a slight downward movement of the elevator kicks in to automatically compensate for any up-pitching due to the increased thrust.

Another typical mix might be to mix rudder with the throttle to reduce yawing.

The Optic Sport’s mixing program also offers an advanced function (call TRM P MIX) that, when activated, allows both servos to be trimmed by the same master servomix trim button on the radio case—a useful option when, for example, you are using two servos to control a split elevator.

**Set Up a Throttle Rudder Mix**

When you apply throttle to a powerful motor, the resultant torque from the spinning propeller often tends to make the plane yaw to one side (usually to the left). This not only interferes with precision aerobatic maneuvers, but it makes it difficult to keep the model aligned with the runway during a full-power takeoff. To reduce the “pilot load” of having to correct the yaw with your left thumb on the rudder stick, you can use the P-Mix program function to automatically mix a proportional amount of rudder with an increase of throttle.

Now let’s set it up:

1) Enter the Main Function menu and scroll down to the P MIX screen with the EDIT buttons. Activate the function by pressing both DATA buttons—“inhibit” will turn off and the default screen show “CH” with “MAS” blinking beneath. If, instead, a percentage value is blinking use the right-hand CURSOR button to scroll over until you get the desired “CH” and “MAS” configuration. One of the servo channel numbers will also be showing the default is “1”.
2) To make the throttle the master channel, push a DATA button to light up “3”.
   Now push the right-hand CURSOR once more: “SLV” will light up with a number. Use a DATA button to change this number to “4”. Now the rudder channel is slaved to the throttle channel.
3) Push the CURSOR button again: MAS 3 and a percentage value will be blinking. Use the DATA buttons to set the value of rudder travel to throttle travel-change to a negative value to move the rudder in the opposite direction if necessary.
   You won’t likely need more than 15% to counteract the torque, but only flight-testing will tell for sure.

**P. Mix Trim**

Set up a double-servo elevator with coordinated trim function

The Optic 6 Sport 2.4GHz offers an unusually sophisticated nuance with its P-Mix function: the ability to trim two servos simultaneously. This is especially useful if you are using two elevator servos (one to each half of the elevator). In flight, if the elevator needs to be trimmed, you can make the adjustment with the trim button next to the right-hand joystick on the case instead of having to enter the model setup programming in order to trim the servos independently.

Let’s set this example up:

1) Enter the P MIX screen and select the master and slave servos (2 and 5 on this radio for split elevators) and then select the travel value (most likely 100% unless your servo pushrods are not set up exactly the same way).
2) Now use the Right CURSOR button to move to the P MIX screen where “TRM” is blinking.
   The default setting is “OFF” turn it to “ON” by pressing the CLEAR button.
3) Exit the menu and you now have a split elevator with trim function.
If you are setting up a tail-less delta or flying wing aircraft, you can use this program to activate the pre-programmed elevon mix that mixes the output on the CH 1 aileron and CH 2 elevator servo channels. (As you will notice in the servo connection chart, you plug one aileron servo in the receiver's channel 1 slot and the other aileron servo into channel 2—the slot that usually feeds the elevator.) This is necessary because on those wing types the ailerons must double as elevators.

**Setting up elevons**

1) Activate the elevon function by pressing both DATA buttons when you are in the ELVN screen. Now check your model to see what happens when you move the right-hand joystick side-to-side—the ailerons should go up and down appropriately.

2) Now set the amount (and direction if necessary as noted above) of each servo—both as ailerons and as elevators.

Because flying wings are extraordinarily pitch sensitive (because the elevator control surface is so close to the airframe's center of gravity), you generally need the elevator travel to be much less than that of the ailerons. We create this type of differential in the next step.

3) For now, leave the “MAS 1” percentage value at the default 100% (unless your servo is stalling) and then CURSOR over to the “SLV 1” where you will also leave the default value at 100%. Push the CURSOR button again to light up “MAS 2” and reduce the value to +40%; CURSOR over to “SLV 2” and reduce that value to +40% as well. If one of the servos' travel directions isn't correct in the elevator function, simply make this servo's travel volume a negative -40%.

4) When you fly the model, if you find that this 40% reduction isn't enough to take out “pitchiness”, land and further reduce the travel volume. To tone down the roll response, you can reduce the endpoints of the aileron travel or set up dual-rates on channel one as described in the setup of Model-1 above.

**IMPORTANT NOTE:**

It is possible due to the particular configuration of your servos that servo reverse won’t fix the problem—you may get the ailerons working properly but not the elevator response on both servos. Don’t worry: You can fix this problem in the elevon programming by changing one of the servo travel volumes to a negative value.

**FLPN (Flaperon)**

This function activates another aileron servo (on channel 6 when in the ACRO menu) so that both ailerons can be slaved together to create a flaperon. This allows both ailerons to move together as flaperons for camber control or independently as usual for roll control. In this menu you can also set individual travel values—upward and downward—for each aileron to create aileron differential. Being able to move an aileron less in one direction (usually downwards) helps reduce yaw in turns (therefore unnecessary drag.)

**Setting up flaperons**

1) Activate the program by pushing both DATA buttons—the “inh” symbol changes to the default 100% value. With your model turned on, test the ailerons by moving the joystick to the right and to the left. To the right, the right-hand aileron should go up while the left-hand aileron goes down. If this isn’t happening, go to the S REV screen and reverse the offending aileron.

2) Now check the travel volume: If the servos are stalling at their maximum throw, turn down the value in the EPA screen (or move the pushrod further up on the aileron horn to physically reduce the throw).

**Create aileron differential**

Now let’s create some aileron differential so that the ailerons move about twice as much upward than downward. Notice that the “MAS” (master) symbol is blinking along with channel 1 and the % sign. This means that we can change the travel value of the right-hand aileron (the master servo). Also notice that LIU is showing, meaning the value will change only for left-stick throw.

1) Reduce the downward movement to 50% by pushing down the left-hand DATA button. Now move the stick to the right and you will see R/D appear along with the default 100% throw value.

2) To create similar differential on the left-hand servo (the slave) push down the right-hand CURSOR button once—now the “1” and the “SLV” symbols will be blinking. This time leave the LIU stick position at 100%, then move the stick to the right to light up R/D and decrease the downward travel value to 50% with the left-hand DATA button.

Now we have differential—each aileron should be moving downward about half the amount it moves upward. You will likely have to adjust these values once you fly the plane and observe the yaw of the fuselage as you roll the aircraft.

**V.TAL (V-Tail)**

This is another built-in mixing program available in the Optic Sport that mixes the rudder and elevator servos for controlling V-tailed aircraft. Similar to elevon programming, the two surfaces can move up and down together (for elevator control) or opposite (for rudder control in this case).

This function activates another elevator servo (on channel 4 when in the ACRO menu) so that both elevators can be slaved together to create a V-tail. The two surfaces can move up and down together (for elevator control) or opposite (for rudder control in this case).
In this screen you can set the throttle's servo travel value (you can also choose the direction in the program) so that you can immediately cut off the motor when the engine is below half throttle with a push of the "Eng Cut" button located on the upper right-hand corner of the transmitter case.

**CUT (Engine Cut Function)**

1) In the "CUT" screen, un-inhibit the program by pushing both DATA buttons—a percentage value comes up on the screen (default is 0%).
2) Use either DATA button to change the value to a setting (you can go positive or negative up to 75%) that moves your throttle servo to the point where its pushrod fully closes the motor's carburetor. (You activate the servo cut movement by pushing the "ENG CUT" button on the upper right portion of the transmitter case.)
3) Watch the servo movement on your model carefully. You don't want to override the travel value or you'll stall the servo (you'll probably hear it buzzing if its stalled which creates a drain on the on-board battery and a potential over-heating problem for the servo).

**CAMB (Wing Camber)**

This program allows you to initiate a mixing of the ailerons ith flaps or Flaperon to camber the trailing edge downward or reflex it upwards. Camber changes the airfoil to create more lift as you slow the aircraft down for landing or to make a scale model fly more slowly and realistically.

You will also be able to set the travel of the elevator on this menu screen to compensate for the model's tendency to nose up when the flaps and ailerons droop downward.

**Setting Up Wing Camber and Elevator Compensation**

1) To use the ailerons as flaperons to slightly droop down in unison to camber the wing we first need to get into the FLT C screen in order to put the flaperons action on the three-position SW-3 "FLT Mode" switch on the upper right-hand top of the transmitter case. Use the right-hand EDIT button to move down to the FLT C screen.
2) Start with the SW-3 switch in the middle position. Now move it toward the front of the case and you'll notice that the "Inh" symbol comes on and the "NOR" symbol in the black box changes to "ST-2". Activate this switch position by pushing both DATA buttons simultaneously.
3) With the SW-3 in the middle, "NOR" position, check to be sure that the values for channels 1, 2 and 6 all read 0%. Now pull the switch toward you "ST 2" appears instead of "NOR"—and use a DATA button to set the downward travel value for the right-hand aileron to 25% (+ or - depending on your servo orientation.)
4) CURSOR over to channel 6 and set the left-hand aileron to deflect 25% down as well.
5) To set a bit of downward compensation in the elevator travel (we are assuming your airplane will likely nose upward when the camber is activated), CURSOR over to channel 5 and set 15% of downward deflection.
6) As always, you will likely have to change all these values somewhat when you get the model up into the air.

This pre-programmed aileron-rudder mix allows you to slave a certain amount of rudder movement with the movement of the ailerons to gain automatically coordinated turns. In addition to aileron differential, this mix reduces the yawing of the fuselage when the ailerons bank the wing.

This mix is especially useful for making the turns of slower-flying scale models appear more realistic.

**Setting up a Rudder-to-Aileron Mix**

1) In the A-R screen, activate the function by pressing both DATA buttons at once. The "Inh" symbol disappears and is replaced with a percentage value (100% is the default).
2) Hold the right-hand joystick to the left, and use the - DATA button to reduce the value to a reasonable mix to begin with, say 25%.
3) You're not done yet, though— we have the same issue with the stick we encountered in the end point adjustment (EPA) screen. If you move the aileron joystick to the right, the value goes back to the default 100% setting. Hold the stick to the right and reduce the value to 25% here as well.
4) Now watch the rudder move as you move the joystick right and left as the right wing's aileron moves up, the rudder should swing about one-quarter of its travel to the right-and to the left with left-hand stick travel.

The optimum value of the mix can only be determined by flying the model. If the nose of the airplane yaws to the right when you bank left, there is too little coupling—increase the rudder travel value. If it veers to the left (with the bank) there is too much.

This program allows you to set a certain amount of elevator-to-flap mixing so that the flaps (or flaperons if you've activated this mix) move downward slightly when you pull back on the elevator stick.

This is a favorite mix for pylon racing and 3-D aerobatics as a downward flap movement combined with up-elevator movement enables the plane to snap-turn more quickly.

**Setting Up an Elevator-to-Flap Mix**

1) In the E-F screen, activate the function by pressing both DATA buttons simultaneously. The "Inh" symbol disappears and is replaced with a percentage value (100% is the default).
2) Now hold the right-hand joystick all the way back (for full up elevator) and then, as you watch your model, change the value to gain the amount of down-flap movement you want at full up-elevator. You probably won't need more than 15%, but only in-flight testing will tell you for sure.
3) Finally, push the stick forward and reduce the value to 0 %—you generally don't want the flaps going up when you push the elevator stick forward.

OPTIC 6 SPORT 2.4

**A → R (Aileron-Rudder Mix)**

This pre-programmed aileron-rudder mix allows you to slave a certain amount of rudder movement with the movement of the ailerons to gain automatically coordinated turns. In addition to aileron differential, this mix reduces the yawing of the fuselage when the ailerons bank the wing. This mix is especially useful for making the turns of slower-flying scale models appear more realistic.

**Setting up a Rudder-to-Aileron Mix**

1) In the A-R screen, activate the function by pressing both DATA buttons at once. The "Inh" symbol disappears and is replaced with a percentage value (100% is the default).
2) Hold the right-hand joystick to the left, and use the - DATA button to reduce the value to a reasonable mix to begin with, say 25%.
3) You're not done yet, though—we have the same issue with the stick we encountered in the end point adjustment (EPA) screen. If you move the aileron joystick to the right, the value goes back to the default 100% setting. Hold the stick to the right and reduce the value to 25% here as well.
4) Now watch the rudder move as you move the joystick right and left as the right wing's aileron moves up, the rudder should swing about one-quarter of its travel to the right-and to the left with left-hand stick travel.

The optimum value of the mix can only be determined by flying the model. If the nose of the airplane yaws to the right when you bank left, there is too little coupling—increase the rudder travel value. If it veers to the left (with the bank) there is too much.

**E → F (Elevator-Flap Mix)**

This program allows you to set a certain amount of elevator-to-flap mixing so that the flaps (or flaperons if you’ve activated this mix) move downward slightly when you pull back on the elevator stick.

This is a favorite mix for pylon racing and 3-D aerobatics as a downward flap movement combined with up-elevator movement enables the plane to snap-turn more quickly.

**Setting Up an Elevator-to-Flap Mix**

1) In the E-F screen, activate the function by pressing both DATA buttons simultaneously. The "Inh" symbol disappears and is replaced with a percentage value (100% is the default).
2) Now hold the right-hand joystick all the way back (for full up elevator) and then, as you watch your model, change the value to gain the amount of down-flap movement you want at full up-elevator. You probably won't need more than 15%, but only in-flight testing will tell you for sure.
3) Finally, push the stick forward and reduce the value to 0 %—you generally don't want the flaps going up when you push the elevator stick forward.

**CAMB (Wing Camber)**

This program allows you to initiate a mixing of the ailerons ith flaps or Flaperon to camber the trailing edge downward or reflex it upwards. Camber changes the airfoil to create more lift as you slow the aircraft down for landing or to make a scale model fly more slowly and realistically.

You will also be able to set the travel of the elevator on this menu screen to compensate for the model’s tendency to nose up when the flaps and ailerons droop downward.

**Setting Up Wing Camber and Elevator Compensation**

1) To use the ailerons as flaperons to slightly droop down in unison to camber the wing we first need to get into the FLT C screen in order to put the flaperons action on the three-position SW-3 "FLT Mode" switch on the upper right-hand top of the transmitter case. Use the right-hand EDIT button to move down to the FLT C screen.
2) Start with the SW-3 switch in the middle position. Now move it toward the front of the case and you’ll notice that the "Inh" symbol comes on and the "NOR" symbol in the black box changes to "ST-2". Activate this switch position by pushing both DATA buttons simultaneously.
3) With the SW-3 in the middle, "NOR" position, check to be sure that the values for channels 1, 2 and 6 all read 0%. Now pull the switch toward you "ST 2" appears instead of "NOR"—and use a DATA button to set the downward travel value for the right-hand aileron to 25% (+ or - depending on your servo orientation.)
4) CURSOR over to channel 6 and set the left-hand aileron to deflect 25% down as well.
5) To set a bit of downward compensation in the elevator travel (we are assuming your airplane will likely nose upward when the camber is activated), CURSOR over to channel 5 and set 15% of downward deflection.
6) As always, you will likely have to change all these values somewhat when you get the model up into the air.
**Setting Up Flight Condition Modes**

**IMPORTANT NOTE:** If you turn on your radio with one (or more) of the switches turned on to an activated flight condition, the radio will start beeping at you and the screen will inform you which switch is on. If this happens don’t panic: simply move the switch(s) until the beeping stops and the “NOR” symbol appears.

1. Move both mode switches to their normal positions: SW-1 toward the back “0” and SW-3 to the middle.
2. To activate a flight mode on switch SW-1 move the switch position toward you to “1” and hit both DATA buttons simultaneously. The “Inh” symbol will change to “On” and ST3 will be blinking. Now move the switch back to the “0” position.
3. To establish a third set of dual rates for the ailerons in flight condition mode ST2, move switch SW-3 to the front of the transmitter. Activate the mode ST2 by hitting both DATA buttons simultaneously. The “Inh” symbol will change to “On” and ST2 will be flashing.
4. The middle position, normal (NOR), is by default the fourth flight mode.

To activate a certain flight mode condition while in flight, simply move the appropriate switch. Note that SW-1 over-rides SW-3 in any of its three positions.

**Let’s set up two dual-rate and exponential settings in addition to those established with the switch SW-3 in the center, normal (NOR) position.**

**IMPORTANT NOTE:** If you turn on your radio with one (or more) of the switches turned on to an activated flight condition, the radio will start beeping at you and the screen will inform you which switch is on. If this happens don’t panic: simply move the switch(s) until the beeping stops and the “NOR” symbol appears.

1. Enter the Main Function menu by pressing both EDIT buttons with the transmitter on.
2. Scroll to the dual rate (D/R) screen with the Right EDIT button: CH 1 should be flashing and “NOR” should appear at the bottom of the screen under the default value of 100%. (If it isn’t, you can return to the default value immediately by pressing the Clear button.) Next to the 100%, a “0” indicates that switch SW-2 is in the 0 position if it isn’t, put it there.
3. Using one of the DATA buttons, enter a rate value for the ailerons in CH 1-then move switch SW-2 to the “1” position and enter another value. This will be the dual-rate range for the ailerons in the normal (NOR) flight mode.
4. To establish a second set of dual rates for the ailerons in flight condition mode ST1, move the switch SW-3 to the back of the case: ST1 appears. Now set a dual rate when the switch SW-2 in the “0” position and then in the “1” position.
5. To establish a third set of dual rates for the ailerons in flight condition mode ST2, move the switch SW-3 to the front of the case: ST2 appears. Now set a dual rate when the switch SW-2 in the “0” position and then in the “1” position.
6. If you wish to set dual-rate ranges for the elevator and the rudder follow the last three steps above-entering the values in elevator CH 2 and then in rudder CH 4.
7. To establish the two additional flight mode exponential settings, scroll to the EXP screen and follow essentially the same process outlined above for setting the dual-rate ranges. (Note that both the dual-rate and exponential settings are toggled on the same switch: SW-2).

**Setting Up Flight Condition Modes with Different Dual Rate and Exponential Values**

Let’s set up two dual-rate and exponential settings in addition to those established with the switch SW-3 in the center, normal (NOR) position. We’ll assume that you have already activated modes ST1 and ST2 on this switch as instructed above:

1. Enter the Main Function menu by pressing both EDIT buttons with the transmitter on.
2. Scroll to the dual rate (D/R) screen with the Right EDIT button: CH 1 should be flashing and “NOR” should appear at the bottom of the screen under the default value of 100%. (If it isn’t, you can return to the default value immediately by pressing the Clear button.) Next to the 100%, a “0” indicates that switch SW-2 is in the 0 position if it isn’t, put it there.
3. Using one of the DATA buttons, enter a rate value for the ailerons in CH 1-then move switch SW-2 to the “1” position and enter another value. This will be the dual-rate range for the ailerons in the normal (NOR) flight mode.
4. To establish a second set of dual rates for the ailerons in flight condition mode ST1, move the switch SW-3 to the back of the case: ST1 appears. Now set a dual rate when the switch SW-2 in the “0” position and then in the “1” position.
5. To establish a third set of dual rates for the ailerons in flight condition mode ST2, move the switch SW-3 to the front of the case: ST2 appears. Now set a dual rate when the switch SW-2 in the “0” position and then in the “1” position.
6. If you wish to set dual-rate ranges for the elevator and the rudder follow the last three steps above-entering the values in elevator CH 2 and then in rudder CH 4.
7. To establish the two additional flight mode exponential settings, scroll to the EXP screen and follow essentially the same process outlined above for setting the dual-rate ranges. (Note that both the dual-rate and exponential settings are toggled on the same switch: SW-2).

This is a sophisticated function of the Optic 6 Sport's programming that allows you to activate up to four different flight condition modes with switches SW-1 and SW-3. In these modes you can select four different amounts of dual-rate, exponential and flaperon and elevator settings for each switch position. We already demonstrated this function previously when we set up one additional flight mode with camber settings. Having the ability to set up four flight modes with different dual-rate and exponential functions offers some useful nuances of flight control when you are flying in changing weather conditions or performing advanced aerobatics.
This figure shows the assignments for a Mode 2 system as supplied by the factory. Note that some of the functions will not operate until activated in the mixing menus.

If this is your first Sailplane...
If this is your first model Sailplane, here are a few tips that will streamline your experience in programming it. This will make more sense after you read through the manual. Refer back to this section when you are ready to begin the setup:
1. Start with the correct model type, GLID, in the Initial Setup Menu.
2. Access the main programming menu, then use the REV function, and make sure all the servos are moving in the proper direction.
3. After centering the servo arms manually as close as you can, use the S.TRM or sub-trim function to center the servos.
4. Set your servos and points with the EPA function.
5. Program -35% EXPO values for aileron, Ch. 1 and elevator, Ch. 2.
6. After your Sailplane is all ready to fly, put it on a shelf and go get an R/C flight simulator program for your PC. Spend quality time crashing the virtual plane in the simulator. Using a sim will save you hundreds of dollars spent on spare parts and countless hours of rebuilding time in the long run.
7. Ready to fly your new Sailplane? If you are lucky you will know someone that is an experienced model pilot and would be willing to check over your plane and take it up for its first flight. This is HIGHLY RECOMMENDED, even if you have to drive a hundred miles to get to this person! If you are on your own, start slow and conservatively.

The following section covers the Optic 6 Sport 2.4 GLID mode programming functions specific to sailplanes. Please refer to the Initial Setup Menu on pages 13-15 and the ACRO Main Function Menu starting on page 17-29 to reference all other Optic 6 Sport 2.4 programming instructions not specific to the GLID menu.
Initial Menu Feature Review for GLID Programming

The following item is located in the Initial Menu as described on page 13-15. We will review it here.

Select the Model type baseline: In the second menu screen, the programming baseline of ACRO, GLID, or HELI will be blinking. If you select GLID, the programming baseline is now GLID.

Important Note: Do you have a “flying wing” glider?

In the GLID mode the ELVN program is rendered unavailable-if your glider is a flying wing, use the ACRO mode to set it up.

Model Setup Main Menu Programming

In the GLID programming baseline three new functions appear that are not available in the ACRO mode: A CROW function allows you to program a descent control in which both ailerons move upward while the flaps move downward; an ADF function creates flaperons and aileron differential and a STCK function moves the throttle of your glider’s motor off the left-hand joystick and places it on the switch SW-1 on the upper left-hand corner of the transmitter case (which frees up the joystick to proportionally control the “CROW” function.)

At this point you should have selected GLID in the Initial Setup Menu as the baseline programming for the model you wish to set-up. In the text that follows, we will review and explain the Model Setup Menu items specific to the GLID Menu for setting up your glider.

For those GLID features common to ACRO, refer to their description within the ACRO section to set up your model’s basic functions (such as servo reverse and end point travel).

STCK (Throttle Stick or Switch)

If your glider uses an electric motor for self-launching, the GLID programming baseline thoughtfully allows you to retain throttle control even if you opt to activate the CROW function on the left-hand joystick/throttle stick. To make this change in order to have a proportional CROW function, follow these two steps:

1. Go into the Main menu and scroll down to the STCK screen.
2. To put the throttle on the switch SW-1, push down both DATA buttons simultaneously and watch as the screen displays “SW 1”. Now, when you move this switch towards you from “0” to “1”, the motor will come on with full power.

Creating Aileron Differential

Now let’s reduce the downward travel of each aileron to about half that of the upward travel (a good starting point for setting up differential on a typical sailplane):

1. Be sure MAS and “1” are blinking. Now, as you hold the stick to the left, reduce the value with the -DATA button to 50%.
2. Use the Right CURSOR to get “SLV 1” blinking and then reduce the travel value to 50% as you hold the stick to the right. Now your ailerons are programmed with 50% differential.

Activating Flaperons

Using the right-hand EDIT button, scroll down to the ADF screen and activate the differential programming by pressing both DATA buttons. The “MAS” and CH “1” should now be blinking and CH 5 “SLV” holding steady (indicating the master servo is channel one and its slave is channel 5).

The default values for both left-hand stick throw (LJ) and right-hand stick (RJ) should be 100%. Now, when the right wing’s aileron moves up and down with the stick throw, the left-wing aileron follows suit (but in the opposite direction).

If you activate the CROW function and/or the Elevator-to-Flap mix, both ailerons will move in unison as Flaperons.

Note: You must activate this program to create flaperons before you can set up Elevator-to-Flap, Camber, or Crow mixing functions.
CROW (Glide-Path and Airspeed Control)

(CROW raises the ailerons and lowers the flaps when you move the left-hand joystick toward the bottom of the transmitter case)

In this screen you can activate the CROW air-brake and glide path control function and set the values for the aileron, flap and elevator servo movements. The more CROW you apply during the landing approach (with the left-hand joystick), the more the glide path steepens and the glider slows down.

Because you can regulate the amount of CROW, you can precisely control where and how slowly the glider lands-an important factor for landing on limited-length runways (gliders are generally a lot more "slippery" than power planes!) and in contests where you are rewarded points for landing on a target.

You must have A.DIF activated for ch. 5 to appear on the CROW screen

1. Activate the function by pressing both DATA buttons simultaneously.
2. Watching the motion of the control surfaces on your model, set the value for each of the servos with the left-hand joystick pulled all the way to the bottom of the transmitter case.
3. Begin with the aileron servos in CH 1 and CH 5: Unless the servos buzz and stall, set both ailerons to rise to approximately 50% of their travel.
4. Don't make this value too large, as you still need to control the aircraft's roll rate with the ailerons.
5. Set the flap servo on CH 6 to 75% of their travel (If you have two flap servos, they should be connected with a Y-harness to the channel 6 slot on the receiver).
6. Finally, cursor to CH 2 and set the elevator travel value so the elevator moves down just a bit for pitch control: 15% is a good starting point.

SAFETY WARNING: When checking out the in-flight response of your model to the crow settings, be sure to first gain at least 200 feet of altitude to allow time for you to recover from any loss of control.

CAMB (Wing Camber)

While the Camber function also appears in the ACRO menu, the use of this feature is significantly different for Sailplanes than it is with Power planes. Please refer to the instructions below to understand how to make the most effective use of Camber on your Sailplane.

A solid understanding of the Flight condition feature will help when programming wing Camber.

When flying gliders featuring modern, thin airfoils the ability to change the shape of the airfoil by reflexing (raising) or cambering (lowering) the trailing edge in combination with making simultaneous, slight changes in elevator trim is crucial to optimizing the performance of the model in a variety of flight conditions and tasks.

The Optic Sport offers a selection of up to four flight condition modes in which you can program varying amounts of aileron, flap and elevator trim (as well as dual-rate and exponential values). These modes are activated by either switch SW-3 or SW-1.

A typical example for setting up a discus-launched glider for optimum performance would consist of these three flight modes (which are all assigned to SW-3):
This section covers the Optic 6 Sport programming that is specific to the HELI mode for flying a model Helicopter.

To avoid duplication of text within the manual we suggest that if you have not already read the following you refer to this previously shown information in the front of the manual:

- Introducing the Optic Sport
- Charging the Batteries
- Mode 1 Configuration
- Initial Setup Menu Programming
- Optic sport Programming Switches and Buttons
- Transmitter Displays and Messages

Please note: To reference all other Optic 6 Sport programming instructions not specific to the HELI menu refer to the Initial Setup menu on page 13 and the ACRO Model Setup menu starting on page 17.

Initial Menu Feature Review For HELI Programming

The following two items are located in the Initial Menu as described on page 13-15. We will review them here.

Select the Model Type Baseline:

In the second menu screen, the programming baseline of ACRO, GLID, or HELI will be blinking. Since we are setting up a helicopter, select HELI by scrolling to it with a CURSOR button. Push down both DATA buttons simultaneously to tell the program to accept the choice—you should hear the transmitter beep twice in acknowledgement.

Heli Swash Plate:

If you selected HELI as your model type, this screen will appear allowing you to select between NOR (Normal 90 degree mechanical) swash plate arrangement or a 120 degree swash plate by pressing one of the CURSOR buttons. Consult your model’s manual to find out which one of these popular swash formats your heli uses and select it here.

NOR is the standard swash plate where one servo each performs the collective pitch, elevator, and aileron functions. 120° is intended for three servo swashplates needing special mixing to get the servos to properly provide the required pitch, elevator, and aileron functions. The swashplate type 120°E is also referred to as SN-3.
The Two Common Types of Power: Electric and Glow

There are some subtle, but important differences in the setup methods for glow- versus electric-powered helis:

- **Glow Engine Setup**
  - Servo plugged into the Ch. 3 slot of the receiver controls the carburetor throttle plate of the engine.
  - There is no need to set up the airplane for a fixed pitch, since there is no pitch control.

- **Electric Motor Setup**
  - A proportional ESC (Electronic Speed Control) is plugged into the Ch. 3 receiver slot to control the RPM of the motor.
  - The Speed Control may have settings that need to be programmed to check the Speed Controller manual.
  - In smaller electric helis, a large motor battery provides the power for the servos, receiver and gyro.

Note: If you have previously set up a model in ACRO, you will notice that in the HELI programming baseline five new functions appear that weren’t in the ACRO mode.

Now push down both EDIT buttons at the same time. The following menu items-in the order in which they appear-will come on the transmitter’s LCD screen as you scroll down the list by pushing down the Right EDIT button:

<table>
<thead>
<tr>
<th>Function</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPA</td>
<td>End Point Adjust (Servo Travels)</td>
</tr>
<tr>
<td>D/R</td>
<td>Dual Rates</td>
</tr>
<tr>
<td>EXP</td>
<td>Exponential Settings</td>
</tr>
<tr>
<td>SREV</td>
<td>SERVO Reverse</td>
</tr>
<tr>
<td>PMIX</td>
<td>Programmable Mixer</td>
</tr>
<tr>
<td>T.CV</td>
<td>Throttle Curve</td>
</tr>
<tr>
<td>P.CV</td>
<td>Pitch Curve</td>
</tr>
<tr>
<td>GYRD</td>
<td>Gyro Gain</td>
</tr>
<tr>
<td>REVX</td>
<td>Revolution Mix</td>
</tr>
<tr>
<td>HOLD</td>
<td>Throttle Hold</td>
</tr>
<tr>
<td>CUT</td>
<td>Throttle Cut</td>
</tr>
<tr>
<td>SWAH</td>
<td>120 Swash</td>
</tr>
<tr>
<td>FLTC</td>
<td>Flight Condition (NOR, ST1, ST2, ST3)</td>
</tr>
</tbody>
</table>
### 6CH 2.4GHz DIGITAL COMPUTER RADIO SYSTEM OPTIC 6 SPORT 2.4

#### T.CV (Throttle Curve)

The throttle & pitch curves are tied to the position of the throttle / collective stick, and are specified at five points labeled through 5 below. These "curves" are really straight lines connecting the settings at the five points, and are defined by assigning servo movement percentages to five positions of the left stick:

- Lowest stick position = Point 1
- 1/4-up stick position = Point 2
- Half-stick = Point 3
- 3/4 position = Point 4
- Top stick position = Point 5

With the numbers defined as shown, the servo would move 50% of full travel to one side at low collective stick position, and 50% of full travel to the other side at high stick position.

#### Example of Five-Point Curve

<table>
<thead>
<tr>
<th>Curve Point</th>
<th>Low</th>
<th>Collectiive Stick</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>25%</td>
<td></td>
<td>75%</td>
</tr>
<tr>
<td>2</td>
<td>50%</td>
<td></td>
<td>50%</td>
</tr>
<tr>
<td>3</td>
<td>75%</td>
<td></td>
<td>75%</td>
</tr>
<tr>
<td>4</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

You can get a linear response by making the five settings line up as shown above. But if you want another shape, you're free to do it.

#### Example of Five-Point Curve

<table>
<thead>
<tr>
<th>Curve Point</th>
<th>Low</th>
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<td>1</td>
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<td></td>
<td>75%</td>
</tr>
<tr>
<td>2</td>
<td>50%</td>
<td></td>
<td>50%</td>
</tr>
<tr>
<td>3</td>
<td>75%</td>
<td>Shallow Slope in this region</td>
<td>75%</td>
</tr>
<tr>
<td>4</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

You can "flatten out" or "soften" the curve around hover as shown here. This is handy for making the control less sensitive around hover.

#### Setting Up The Throttle Curve

1. Press one of the Up Down EDIT buttons until the T.CV window appears. The default is for a linear curve, a straight line from 0 to 100% passing through 50% at hover (center, point 3).
2. Be sure you're in the desired flight Mode by moving the Flip Mode switch (SW-1) to its proper position. Remember, you can input separate, independent throttle curve settings for each separate idle-up mode.
3. You begin a point 1, which will be blinking. This is the idle position and will have a default value of 0.
4. When you're finished with Point 1, move to the next point with the CURSOR Right button. The number 2 position will be blinking and that indicates you are setting the value for Point 2. Note that the function is inhibited (INH) to start with. If you leave it, you get a straight line from points 1 to 3. Otherwise, you can change this setting with the DATA +Increase or -Decrease button, and then changing the value with the DATA +Increase or -Decrease button.
5. Repeat this procedure for Points 3, 4, and 5 by pressing the CURSOR Right button, then adjusting as desired with the DATA +Increase or -Decrease button. 6. When you've completed the settings for the throttle curves in the first flight mode (NOR), go to the Pitch Curve section and setup the pitch curves for the NOR mode.

#### Setting "Idle-Up" curves up in other flight modes

After you learn to fly well in the "NOR" mode, consider programming the "Idle-Up" curves for doing more advanced aerobatic or 3D maneuvers. Use the settings in the NOR curve as a basis for the other flight modes used by advanced heli pilots.

#### P. CV (Pitch Curve)

Like the throttle curve described previously, pitch curves are tied to the position of the throttle / collective stick, just as described in the Throttle curve section.

**Setup instructions are the same as those for throttle curve, except that you may also input a curve for the throttle hold/ST3 flight mode.**

If you are a beginner, don't worry about throttle HOLD for awhile. You can get a linear response by making the five settings line up as shown above. But if you want another shape, you're free to do it. You can "flatten out" or "soften" the curve around hover, which is handy for making the control less sensitive there.

**Inputting The Pitch Curve Values**

1. Press one of the Up Down EDIT buttons until the P.CV window appears.
2. Be sure you're in the desired flight Modes by moving the Flip Mode switch (SW-1) to its proper position. Remember, you can input separate, independent throttle curve settings for each separate idle-up mode.
3. You begin a point 1, which will be blinking. This is the idle position and will have a default value of 0.
4. When you're finished with Point 1, move to the next point with the CURSOR Right button. The number 2 position will be blinking and that indicates you are setting the value for Point 2. Note that the function is inhibited (INH) to start with. If you leave it, you get a straight line from points 1 to 3. Otherwise, you can change this setting with the DATA +Increase or -Decrease button, and then changing the value with the DATA +Increase or -Decrease button.
5. Repeat this procedure for Points 3, 4, and 5 by pressing the CURSOR Right button, then adjusting as desired with the DATA +Increase or -Decrease button.
6. When you've completed the settings for the first flight mode (NOR), test fly your model.

#### Where are the Hover Throttle and Hover Pitch controls?

**Experienced Heli pilots may be looking for the hover throttle and hover pitch controls on the Optic 6 Sport 2.4.**

**Stop looking for it, there aren't any! Fine adjustment of hover throttle and pitch can be done at the number 3 or middle curve point on both the throttle and pitch curves menu.**
The Throttle Hold function moves the engine throttle servo to a selected position near idle, and disengages it from the throttle stick.

1. Press one of the "Up", "Down" EDIT buttons repeatedly to get to the GYRO menu. To begin with, the function is inhibited. Press one of the CURSOR buttons to activate it. Once activated, it's set to 50% in all four flight modes.

2. To set the mixing amount for the normal (NOR) flight mode, flip the Flt. Mode (SW-3) switch all the way back, NOR will be flashing on and off. Set the percentage to yield the desired gyro gain in this flight mode (this is usually a high-gain setting).
   - If for some reason you want a 0% setting, press the Active/Inhibit (Clear) button.

3. Flip the Flt. Mode (SW-3) switch to its center position. ST1 will be flashing on and off. Set the percentage to yield the desired gyro gain in this flight mode (this will usually be a lower-gain setting for reduced damping during stunts).
4. Flip the Flt. Mode (SW-3) switch all the way forward. ST2 will be Flashing on and off. Set the percentage to yield the desired gyro gain.
5. Now you can adjust the throttle hold position with the DATA + or - buttons, anywhere between -25 to +100% (to return to the default 0%, press the Active/Inhibit (Clear) button).

3. Flip the Flt. Mode (SW-3) switch fully down. You may now input a setting for ST3, throttle hold.
4. Make some test flights to see how the settings are working in this flight mode. You can adjust all of the gyro settings in each flight mode to suit your machine.

**GYRO (Gyro Gain)**

Gyro settings are used to automatically control the gyro’s gain in all 4 different flight modes. It may be set to different values in NOR, ST1, ST2, and ST3 flight modes, allowing you to pick the gain you need for each circumstance.

The Gyro settings control the output at receiver CH5. You cannot independently control this channel with a switch. There are many manufacturers of gyros. Not all of their setup are the same. Read your gyro manual for a full understanding on its installation and setup.

**Using Gyro Settings**

1. Press one of the “Up”, “Down” EDIT buttons repeatedly to get to the GYRO menu.
   - To begin with, the function is inhibited. Press one of the CURSOR buttons to activate it. Once activated, it’s set to 50% in all four flight modes.

2. To set the mixing amount for the normal (NOR) flight mode, flip the Flt. Mode (SW-3) switch all the way back, NOR will be flashing on and off. Set the percentage to yield the desired gyro gain in this flight mode (this is usually a high-gain setting).
   - If for some reason you want a 0% setting, press the Active/Inhibit (Clear) button.

3. Flip the Flt. Mode (SW-3) switch to its center position. ST1 will be flashing on and off. Set the percentage to yield the desired gyro gain in this flight mode (this will usually be a lower-gain setting for reduced damping during stunts).
4. Flip the Flt. Mode (SW-3) switch all the way forward. ST2 will be Flashing on and off. Set the percentage to yield the desired gyro gain.
5. Now flip the SW-1 switch fully down. You may now input a setting for ST3, throttle hold.

3. Make some test flights to see how the settings are working in this flight mode. You can adjust all of the gyro settings in each flight mode to suit your machine.

**RVMX (Revolution Mix)**

The revolution mixing function mixes pitch commands to the tail rotor in order to suppress the torque generated by changes in the main rotor’s pitch angle and rotational speed.

You can input independent values for revolution mixing above and below one-half throttle for each of the NOR, ST1, and ST2 flight conditions. Revolution mixing is disabled whenever throttle hold (ST3, operated by switch SW –1) is on.

**RVMX (Revolution Mix)**

For a clockwise-turning rotor, revolution mixing should apply right rudder when pitch is increased; for a counterclockwise-turning rotor, the opposite should occur. Remember to set the value for both sides of the throttle stick’s motion.

Revolution mixing has no preprogrammed values input at the start. You will need to input values for your helicopter as described in the setup example.

**RVMX Programming**

1. Call up the revolution mixing screen by repeatedly pressing one of the Up Down EDIT buttons until the RVMX window appears. The function is active with 0% mixing turned on.
2. Put the throttle stick to its idle position.
3. Now press the DATA “+” button.
   - This will increase the percentage of RVMX mixing for the low side of throttle.
4. You may set a value of 0% to 100% for this side. If you wish to return the mixing percentage to the default 0% value, press the Active/Inhibit (Clear) button.
5. Move the throttle stick to a position above half-throttle, and change the percentage number to suit.
6. Now verify that the rudder responds both correctly on direction and amount for travel on both sides when throttle is commanded.
7. Set up the RVMX values for the other flight conditions (ST1, ST2) by flipping the Flt. Mode (SW-3) switch and repeating these procedures.

**Revo mix is used with "Standard Rate Gyros" NOT "Heading Hold" gyros.**

**Swashplate Programming**

The Swashplate menu is intended only for helicopters whose collective pitch is controlled by more than a single servo at a time, and is sometimes referred to as CCPM (Collective & Cyclic Pitch Mixing).

The Optic contains settings for 120° swashplates. Consult your model’s setup instructions to find out whether you need special swash settings.

The swashplate menu is used to control the response of all three collective servos as a group. It should NOT be used for reversing or individual servo travel adjustment. Perform these settings in the REV and EPA menus respectively.

When you move the collective stick, all swash plate servos should move in the same direction with the same amount of up and down travel without tilting the swash plate. If the swashplate should tilt to one side when you command collective, one or more servos is moving the wrong direction or the wrong amount, and must be adjusted in the SWAH menu.

If the swashplate moves down when pitch should be increasing or vice versa, change the sign in front of all three servos from (+) to (-) or vice versa.

Note that there is no SWAH menu when the NOR menu is selected, but the 120° swash type does contain the SWAH menu.

The swash default settings are shown below.

**Swashplate Programming**

1. Consult your model’s setup instructions. If three servos are needed to move the swashplate in a 120° CCPM set-up, go to the model setup instructions on page 37 and select the 120° swash type.
2. With all the servos hooked up, and the transmitter and receiver turned on, move the throttle/collective stick up and down.
3. The swash should move up and down with no rotations.
4. Move the aileron stick left and right. The swash should tilt left and right without pitching or rising. Move the elevator stick.
5. The swash should tilt fore and aft with no rotations.
6. If there are rotations when collective is moved, or the swash moves up and down with aileron or elevator, you need to adjust the settings in the swash menu.
7. If the servos do not all respond in the same direction for collective or opposite directions for aileron and elevator, you will need to reverse one or more of them in the reversing menu (REV).
8. It may take a little trial and error trying different combinations of normal and reverse rotation to get the servos to respond properly.

Don’t worry about the direction they respond, just that they all move the same for collective and tilt for aileron and elevator.

**Setting swashAMES**

1. Call up the revolution mixing screen by repeatedly pressing one of the Up Down EDIT buttons until the RVMX window appears. The function is active with 0% mixing turned on.
2. Put the throttle stick to its idle position.
3. Now press the DATA “+” button.
   - This will increase the percentage of RVMX mixing for the low side of throttle.
4. You may set a value of 0% to 100% for this side. If you wish to return the mixing percentage to the default 0% value, press the Active/Inhibit (Clear) button.
5. Move the throttle stick to a position above half-throttle, and change the percentage number to suit.
6. Now verify that the rudder responds both correctly in direction and amount for travel on both sides when throttle is commanded.
7. Set up the RVMX values for the other flight conditions (ST1, ST2) by flipping the Flt. Mode (SW-3) switch and repeating these procedures.

**RVMX Programming**

1. Call up the revolution mixing screen by repeatedly pressing one of the Up Down EDIT buttons until the RVMX window appears. The function is active with 0% mixing turned on.
2. Put the throttle stick to its idle position.
3. Now press the DATA “+” button.
   - This will increase the percentage of RVMX mixing for the low side of throttle.
4. You may set a value of 0% to 100% for this side. If you wish to return the mixing percentage to the default 0% value, press the Active/Inhibit (Clear) button.
5. Move the throttle stick to a position above half-throttle, and change the percentage number to suit.
6. Now verify that the rudder responds both correctly in direction and amount for travel on both sides when throttle is commanded.
7. Set up the RVMX values for the other flight conditions (ST1, ST2) by flipping the Flt. Mode (SW-3) switch and repeating these procedures.
Your Optic 6 Sport 2.4’s system’s HELI menu provides three flight modes in addition to the normal one (NOR). Within each condition, you may program an independent set of dual rates, exponentials, throttle and pitch curves, revolution mixing, and gyro gain. These conditions are activated whenever the model memory is chosen to be HELI type.

4. Call up the swash screen by repeatedly pressing one of the Up Down EDIT buttons until the SWAH window appears.

5. If all the servos raise the swash with increasing collective, go to the next step. If they lower the swash, press the CURSOR Right button twice to get to the collective setting menu (the arrow appears over the number 6). Now press the DATA + button until the sign is reversed in front of the percentage value. Now the swash should properly respond to collective. If you’ve done the wrong thing, you can reset the percentage by pressing the Active/Inhibit (Clear) button.

6. If all the servos tilt the swash to the right with right aileron stick, go to the next step. If they tilt the swash to the left, press the CURSOR Right button once to get to the aileron setting menu (the arrow appears over the number 1). Reverse the sign in front of the percentage with the DATA - button. Now the swash should properly respond to aileron.

7. If all the servos tilt the swash off with elevator stick, go to the next step. If they tilt the swash forwards, press the CURSOR Right button once to get to the elevator setting menu (the arrow appears over the number 2).

8. If all the servos tilt the swash off with elevator stick, go to the next step. Now press the DATA - button until the sign is reversed in front of the percentage value. Now the swash should properly respond to elevator.

Do not set any SWAH values to 0% or you will disable the response to that control!

**FLT. C (Flight Conditions or “Idle-Up’s”)**

**FLT. C (Flight Conditions or “Idle-Up’s”)**

Your Optic 6 Sport 2.4’s system’s HELI menu provides three flight modes in addition to the normal one (NOR). Within each condition, you may program an independent set of dual rates, exponentials, throttle and pitch curves, revolution mixing, and gyro gain. In the HELI menu, these are automatically called up whenever you switch to a new condition.

NOR is intended for hovering flight. ST1 may be used for forward flight and mild aerobatics. ST2 may be used for inverted, and ST3 is used for autorotations as it includes a throttle hold feature which disengages the throttle servo from collective commands. These conditions are activated whenever the model memory is chosen to be HELI type.

The defaults for the switches controlling these flight conditions are as follows:

- NOR: ON when Flt. Mode (SW-3) Switch is BACK.
- ST1: ON when Flt. Mode (SW-3) Switch CENTER.
- ST2: ON when SW-4 Switch is FORWARD.
- ST3: ON when SW-1 is DOWN. (For Throttle Hold only)

As these functions are switched on or off, ST3 = HOLD has highest priority, followed by ST2 and ST1. Regular settings (NOR) occur when all of the others are off.

Throttle and pitch curves, revolution mixing, and gyro gain may be independently selected for each condition.

Here are some suggested starting settings if your instructions do not provide any:

**Throttle Curve ST1**

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<tr>
<th>Point</th>
<th>1 (low)</th>
<th>2</th>
<th>3</th>
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**Pitch Curve ST1**

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**Pitch Curve ST2**

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**Pitch Curve ST3 (HOLD)**

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**MODEL NAME:**

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**FLTC**

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*Each flight condition for D/R & EXP are not shown on the chart.*
**OPTIC 6 SPORT 2.4 6CH 2.4GHz DIGITAL COMPUTER RADIO SYSTEM**

### OPTIC 6 SPORT GLID DATA SHEET

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**MODEL NAME:** 0 1 2 3 4 5 6 7 8 9

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*Please make a copy and fill this form out.  
*Each flight condition for D/R & EXP are not shown on the chart.

### OPTIC 6 SPORT HELI DATA SHEET

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**MODEL NAME:** 0 1 2 3 4 5 6 7 8 9

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*Each flight condition for D/R & EXP are not shown on the chart.