M424 QUADCOPTER V2 ALIGN **INSTRUCTION MANUAL**

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RM42401AT



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Thank you for buying ALIGN products. The M424 V2 is the latest technology in Rotary RC models. Please read this manual carefully before assembling and flying the new M424 V2 Quadcopter. We recommend that you keep this manual for future reference regarding tuning and maintenance.

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Thank you for buying ALIGN Products. The M424 V2 Quadcopter is designed as an easy to use, full featured M424 V2 Quadcopter R/C model capable of all forms of rotary flight. Please read the manual carefully before assembling the model, and follow all precautions and recommendations located within the manual. Be sure to retain the manual for future reference, routine maintenance, and tuning. The M424 V2 is a new product developed by ALIGN. It features the best design available on the R/C aircraft market to date, providing flying stability for beginners, full aerobatic capability for advanced fliers, and unsurpassed reliability for customer support.

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WARNING LABEL LEGEND 1/4ȴa2,

FORBIDDEN

Do not attempt under any circumstances.

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WARNING §

Mishandling due to failure to follow these instructions may result in damage or injury

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CAUTION

Mishandling due to failure to follow these instructions may result in danger. ${}^2 \, {}^3 \, {}^3 \, {}^4 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \, {}^5 \,$

IMPORTANT NOTES Á©

R/C aircraft, including the M424 V2 Quadcopter are not toys. M424 V2 Quadcopter utilize various high-tech products and technologies to provide superior performance. Improper use of this product can result in serious injury or even death. Please read this manual carefully before using and make sure to be conscious of your own personal safety and the safety of others and your environment when operating all ALIGN products. Manufacturer and seller assume no liability for the operation or the use of this product. This product is intended for use only by adults with experience flying remote control helicopters at a legal flying field. After the sale of this product we cannot maintain any control over its operation or usage.

As the user of this product, you are solely responsible for operating it in a manner that does not endanger yourself and others or result in damage to the product or the property of others.

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We recommend that you obtain the assistance of an experienced pilot before attempting to fly our products for the first time. A local expert is the best way to properly assemble, setup, and fly your model for the first time. The M424 V2 Quadcopter equires a certain degree of skill to operate, and is a consumer item. Any damage or dissatisfaction as a result of accidents or modifications are not covered by any warrantee and cannot be returned for repair or replacement. Please contact our distributors for free technical consultation and parts at discounted rates when you experience problems during operation or maintenance. As Align Corporation Limited has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability.

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2.SAFETY NOTES Y · "

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¡Fly only in safe areas, away from other people. Do not operate R/C aircraft within the vicinity of homes or crowds of people. R/C aircraft are prone to accidents, failures, and crashes due to a variety of reasons including, lack of maintenance, pilot error, and radio interference. Pilots are responsible for their actions and damage or injury occurring during the operation or as of a result of R/C aircraft models.

Prior to every flight, carefully check rotorhead spindle shaft screws and tail blade grip screws, linkage balls and

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LOCATE AN APPROPRIATE LOCATION «¤©µÀ¹±¥¾¡½»Â»Ãª

This product is for indoor use and only fly at th place without wind. Before flying, choose a legal flying field consisting of flat, smooth ground without obstacles, pets, and crowds. To ensure the safety of yourself, others and properties, do not fly in the vicinity of heat, high voltage wires, or power sources to avoid accidental fires and electrical shocks.

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FORBIDDEN

PREVENT MOISTURE »Â¼ÀÀ¹

R/C models are composed of many precision electrical components. It is critical to keep the model and associated equipment away from moisture and other contaminants. The introduction or exposure to water or moisture in any form can cause the model to malfunction resulting in melfunction, or a crash. Do not operate or expose To rain or moisture.

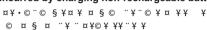


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PROPER OPERATION ¤¤·"¥¥2«

To avoid potential fire hazard from batteries, please do not short, reverse polarity, or puncture batteries. Battery charging must be done under supervision at all times, and at location out of reach by children. Double check the four AA batteries are rechargeable Ni-CD/Ni-MH batteries before charging. The manufacturer of this product will not be liable for accidental damages incurred by charging non-rechargeable batteries.





FORBIDDEN

SAFETY NOTE FOR NI-MH BATTERIES Â21|"¥|¥

Make sure the batteries are installed based on polarity indicated in the case and do not mix batteries of different chemistry/spec. If the product is not used for long period of time, please remove the batteries to prevent damaged caused by battery leaks. Do not use batteries which exhibits symptoms of leaks. Please dispose depleted batteries according to local laws and ordinances. Do not dispose improperly.

The transmitter has built in charger for its AA batteries. Please make sure you are using rechargeable Ni-mh batteries before charging begins. Manufacturer and dealer assume no liability for accidental damages caused by charging of non-rechargeable batteries.





FORBIDDEN

SAFETY NOTE ON LI-POLYMER BATTERIES 3/4 » 1 | "¥|¥

Li-Polymer batteries poses higher operational risks compared to other battery chemistry, thus it is imperative to follow its usage instructions. Manufacturer and dealer assume no liability for accidental damages caused by improper usage.

¡Do not use charger other than the factory supplied unit to avoid potential fire and explosion. ¡Do not crush, disassemble, burn, and reverse polarity. Avoid metallic materials to come into contact with battery's polarity and cause it short and never puncture batteries to avoid fire hazards.

¡Battery charging must be done under supervision at all times, and at location out of reach by children.

¡Please stop the use or charge of the battery should there be an unusual increase in battery temperature after use. Continue use of this battery may cause it to expand, deform, explode, or even result in fire hazards.

¡Please dispose depleted batteries according to local laws and ordinances. Do not dispose improperly.



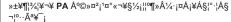




CAUTION

KEEP AWAY FROM HEAT »Â1/4·

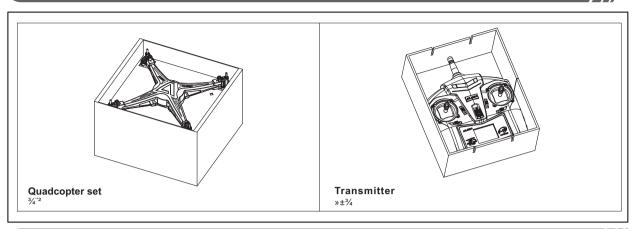
R/C models are made of various forms of plastic. Plasticisverysusceptibletodamageor deformation due to extreme heat and cold climate. Make sure not to store the model near any source of heat such as an oven,orheater. It is best to store the mode lindoors, in a climate-controlled,room temperature environment.







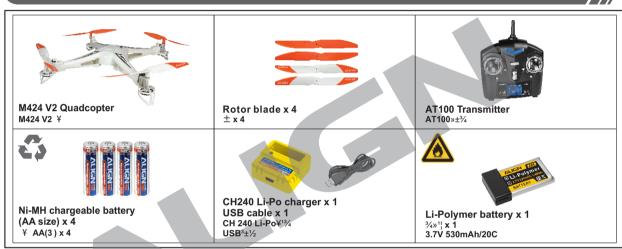




4.STANDARD EQUIPMENT

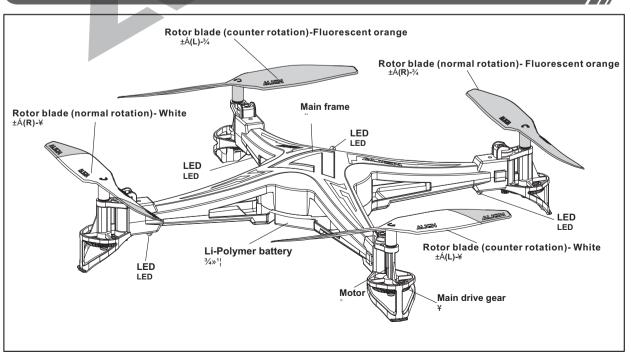


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5.QUADCOPTER NOMENCLATURE



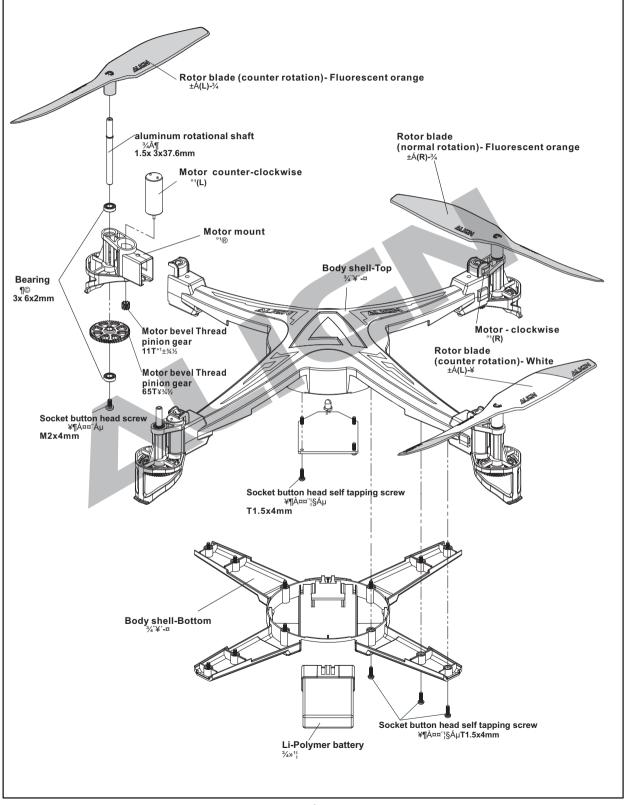




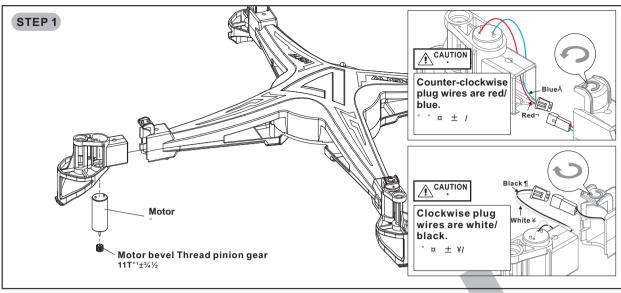


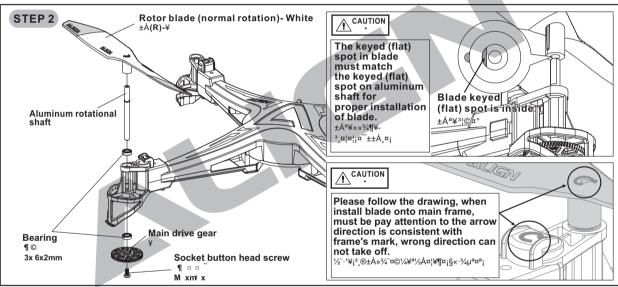
More parts information and specification please refer to Parts Quick Finder at Align Cart.

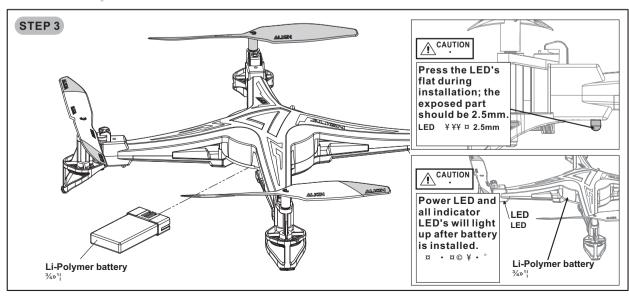
http://shop.align.com.tw/partfinder.php §¦¬Ã¹¥¡³®¡½°¾ ALIGN Cart¡

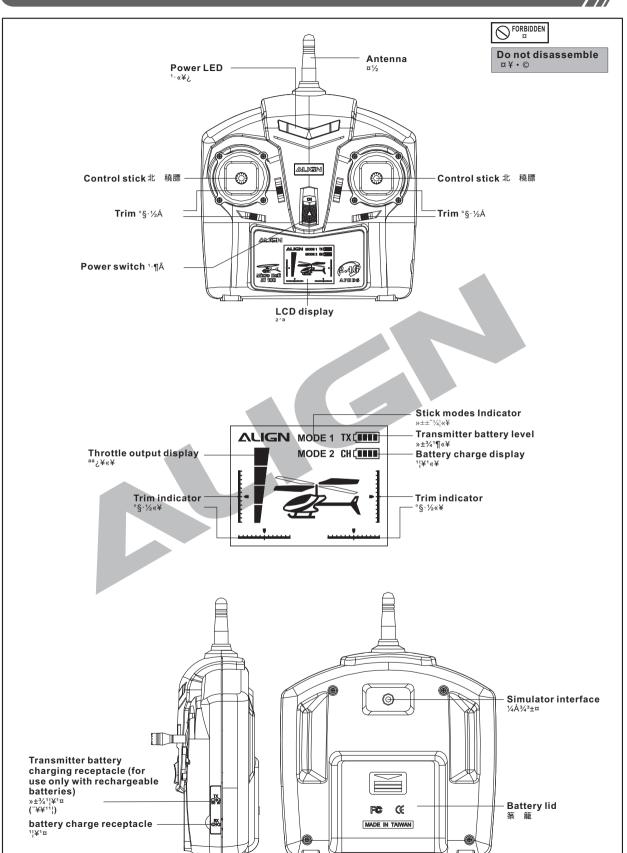


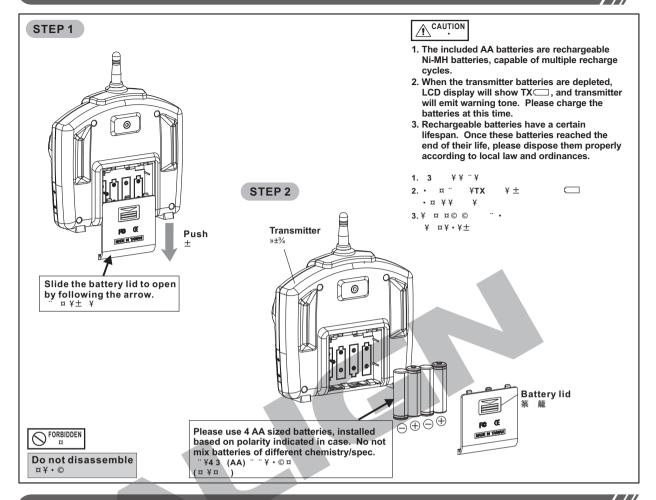






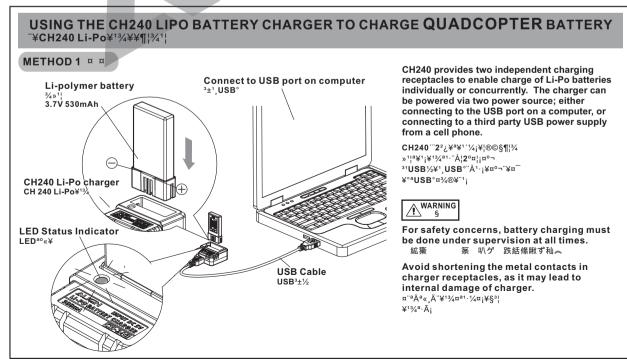






10.CHARGING BATTERIES Y

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LED INDICATOR LED®¥

Green °¿ −	Red 7¿
Idle and Charge Completion	Charging
«¾°°»¥¹§¦	¥¹¤

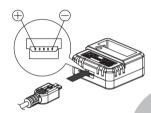
CHARGER SPECIFICATIONS CH240¥13/43®

Input Charging Current Full Voltage		Full Voltage ¥¹¹À
DC 5V 1A	530mA x1 sets ²	4.2¡0.03V

METHOD 2 ¤ ¤

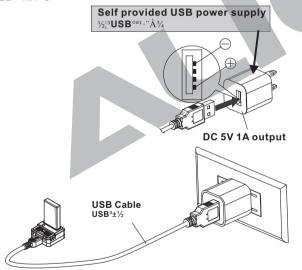
Polarity of Mini USB of the charger

Y Mini USB • ©



Polarity of the USB power supply

USB¹."À¾ª.©



CAUTION

Specification of the USB power supply:
Output voltage DV 5V, Output current 1A or higher.
é¹·¨Â¾ª³®»¨¡¹Å¿¥DC5V¹¬¿¥1A¥¤¡

Examples of suitable power supply include: iPhone, travel charger for HTC phones, or commonly available USB power supply for cell phones, MP3 players, or PDA.

¥¨¥a¹·¨À¾¨¦¡iPhone¡HTCa¤¾®¥¡©¤¯ ¥°´¨µ¤¾;MP3;PDAµ²«¥a¹·¨À¾;

Option equipment



iPhone

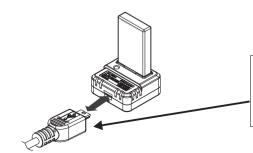


HTC Model «, TC U250



Commonly available products $\pi^- \dot{y}^\circ \dot{w}$ (DC 5V 1A output)

BATTERY DETECTION FUNCTION 11 a° '¥"



After battery is inserted into receptacle, the charger can be forced to re-detect the battery's voltage by pulling /re-inserting the USB plug, allowing the battery to be re-peaked.

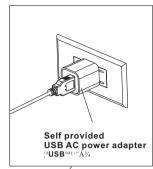
$$\label{eq:continuity} \begin{split} ^1|^{'}\pi_{\text{``}}i^{'}|^{\circ}\text{``USB'}\grave{A}_{i}\\ ^2\pi_{i}^{1}|_{,}\\ ^4|_{s}\\ ^4|_$$

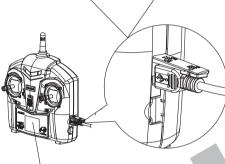
CHARGING METHOD FOR TRANSMITTER'S NI-MH BATTERIES »±¾Â2¹|ª¥¹¤|

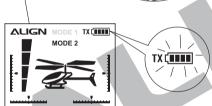
METHOD 1 ¤ ¤

METHOD 2 ¤ ¤









AT100 transmitter is capable of charging its internal AA Ni-MH batteries. Please ensure the AA batteries in the transmitter are rechargeable before attempting to charge.

After connecting the transmitter as shown in diagram, power up transmitter, TX ill will be flashing on the display indicating charging is in progress. Once charging is complete, the TX battery indicator will stop flashing and display 4 bars.

In order to reduce power consumption, charging process can be done with transmitter powered off. To check for charging status display, the transmitter can be powered back on.

11.BATTERY AND CHARGER SPECIFICATION 1;">¥13/4¬Ã3®

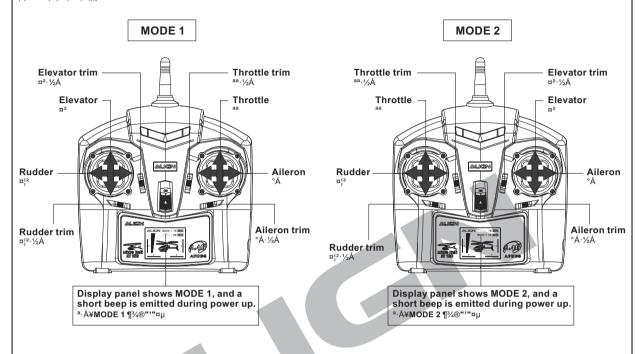
ALIGN ///

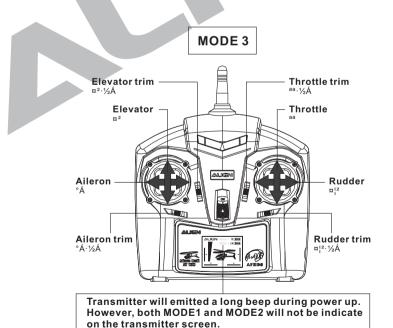
BATTERY USAGE AND CHARGE DURATION REFERENCE 1 | Yellow 1 | Yellow

Battery type	Battery Specification	Usage Duration ¥″¥®¶		Charge Time ¥¹©»®¶
Li-Po battery ³ / ₄ » ¹	3.7 V 530mAh	Quadcopter Flight Time ¥¶¦ं८¦®¶	Approx. 7 Minutes −7¤Ä	Approx. 50 Minutes (Charging current approx. 0.5A) 50 ¤ (¥ 0.5A)
Carbon-Zinc (Non Rechargeable) °¾¹¦(¤¥¥¹)	1.5 V (GP 15G R6P)	Transmitter Operation Time "»±¾¶¾®¶	18 Hours 18¤®	Non Rechargeable
Ni-MH chargeable battery Â ^{2¥¹¹} ¦	1.2 V 1600mAh	Transmitter Operation Time "»±¾¶¾®¶	53 Hours 53¤®	Charged through transmitter, approx. 7 hours (Charging current approx. 0.3A) \$\psi\phi^3/\delta^{1}\gamma^{1}\text{0.3A}\) \$\psi\phi^3/\delta^{1}\gamma^{1}\text{0.3A}\)



MODE1 is commonly used in Asia where throttle stick is on the right hand side, where MODE2 (throttle stick on left side) is more common amongst western countries. MODE 3 is same as MODE 1 with throttle stick on the right hand side but the position of AlL and RUD are reversed. Please set the transmitter MODE based on your preference.





aMODE 1 / MODE 2¬¤Å¥;¶¾®"1"¤a

CAUTION

The control stick mode has been set at the factory. For switching to other modes, please follow instructions below. $y \implies \pm \ \otimes \ x \implies \pm \ \times \ x \implies \pm \$

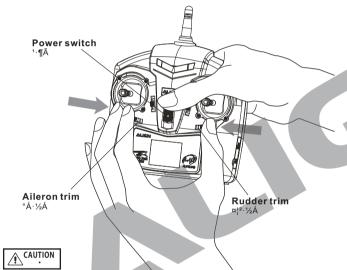
SWITCHING BETWEEN MODE1 AND MODE2 MODE1 » MODE 2 a x 'x | Loosen up the 8 screws holding the two control sticks, and swap the control sticks to change between MODE1 and MODE2. 叫盢北 膘:8聋脸捣肞秨 ユ传北 膘家舱 传 MODE 1 の MODE 2: 巨 家 This transmitter has trim memory capability. When the control stick modes are changed, all trims are retained so there is no need to re-trim. ¥ • ± ¤ ± ± " ¤ ¤ • ± ± ¥ • Control sticks <u>^</u> ±"±1/42 Pay attention to the rails when installing the control sticks.

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MODE3 setting needs to be set with the control sticks in MODE1 position, which means throttle is on the right hand side. MODE $3 \pm \eta$; MODE $1 \frac{1}{2} \frac{1}{2} \pi^{\alpha} \frac{1}{2} \frac{1}{2} \frac{1}{2} \pi^{\alpha} \frac{1}{2} \frac{1}{2} \frac{1}{2} \pi^{\alpha} \frac{1}{2} \frac{1}{2} \frac{1}{2} \pi^{\alpha} \frac{1}{2} \frac{$

Using thumb and pointer fingers, hold the aileron and rudder trim tabs toward the middle while turning on the transmitter power. Transmitter will emit a long beep indicating MODE3 has been set. However, both MODE1 and MODE2 will not be indicate on the transmitter screen.

After transmitter is switched to mode 3, the mode will be retained every time when powered up, as indicated by a long beep.

To change MODE setting back to MODE1, just repeat the above procedure. Transmitter will emit a short beep indicating MODE1 has been set.

After transmitter is switched to MODE 1, the mode will be retained every time when powered up, as indicated by a short beep.

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 監捌羖 よ 搽: 稬秸齢
 い丁崩帘 い 換北竟

 複ボ "虐" x mボ和 MODE 1 MODE 2 い陪ボ
 が MODE 3 折

 ち传MODE 3 歩北竟積痛拘 MODE 3

 作決常稿"雇" x

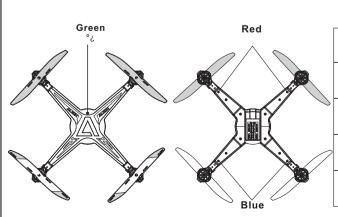
 遺璶ち传 MODE 1 璶 狡 瓃: 笆

作诀常穦"雇" 祏

13.LED INDICATOR

ALIGN

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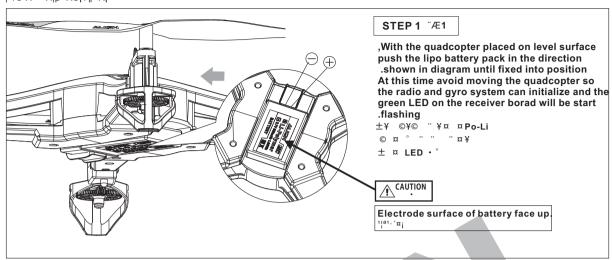


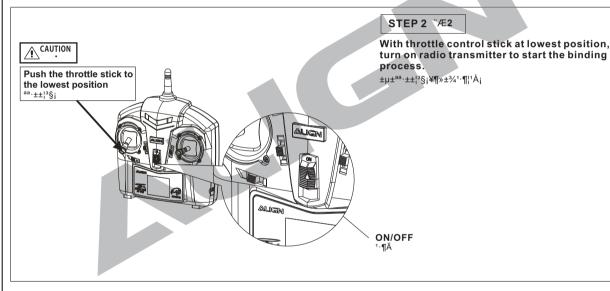
LED Indicator	LED status
Power on Initializing	LED Fast flashing 4 seconds. LED§3°Ã4¬
Binding successful	steady lit
Binding failed 1À¥±	Slowly single flash
Voltage warning §¹ÀÄ¥	Double Flashes °

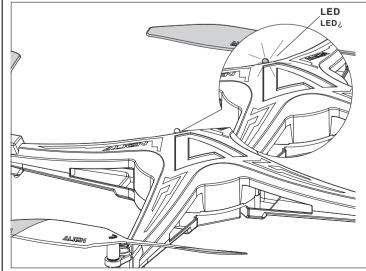


If there are frequency interference preventing completion of radio binding, please re-binding the radio of transmitter and receiver.

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STEP 3 "Æ3

The green LED on receiver board will blink during radio initialization, and becomes steady after 4 seconds, indicating successful radio binding. If it continues to blink, radio binding has failed and needs to be restarted. After the radio binding is done, you don't need to re-bind it anymore.

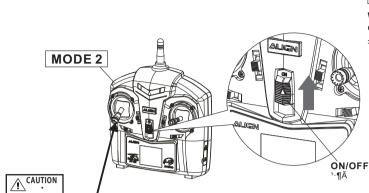
-¹À¤±¦^{aso}¦LED·°Ã¡¬4¬«LED««°¥ ¹À¦¥¡LED¤«Ä°Ã°¥¹À¥±¡¥¶¦¦ °|~Æ1¦'Æ2¡¥¹À¦¥¡"¦¦§¤¶¦ ·¹À¤;



Push the throttle stick to the lowest position

aa·±±¦³§¡

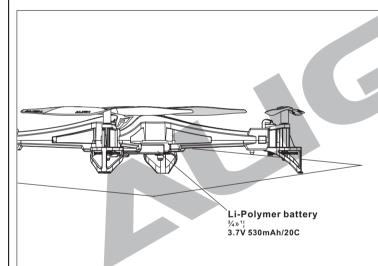
Motor should not be run without loading main or tail rotor blades to avoid motor burnout. $^\circ$ $x + ^\circ$ $x + ^\circ$



STEP 1 "Æ1

With the throttle control stick all the way down, turn on transmitter power.

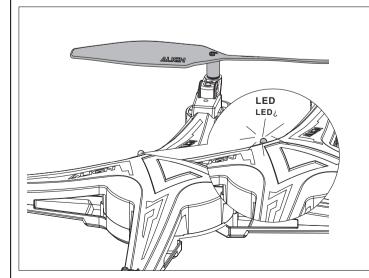
 $\pm^{aa} \cdot \pm \pm_{1}^{13} \S \ll_{1} = \P \times \pm_{4}^{3/4} \cdot_{1}$



STEP 2 "Æ2

With the quadcopter placed on level surface, push the Li-Po battery pack in the direction shown in diagram until fixed into position. At this time avoid moving the quadcopter so the radio and gyro system can initialize, as indicated by the flashing red LED on receiver board.

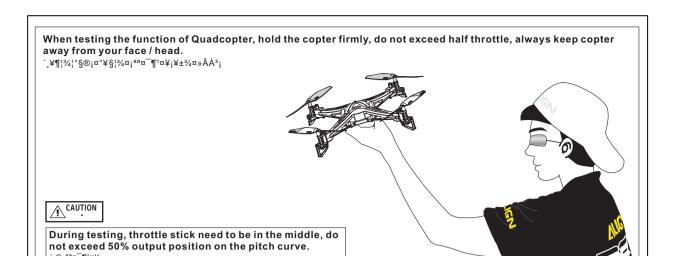
$$\begin{split} & 1/_{2} \pm \forall \P \mid^{3} \!\! A_{s} \bigcirc \forall \bigcirc^{a} \mid_{s} \ll_{i} \pm Li \text{-Po}^{1} \mid_{s} \\ & \text{``'1} \forall^{a} \square_{i} \pm \square^{1} \mid_{s} \mid_{o} \mid_{i} \mid_{s} \square^{1} \text{``2}^{\circ} \\ & 3/_{i} \text{```} \text{``} \pm 3/_{i} \land^{a} \wedge^{a} \wedge^{a} \wedge^{a} \wedge^{a} \end{split}$$

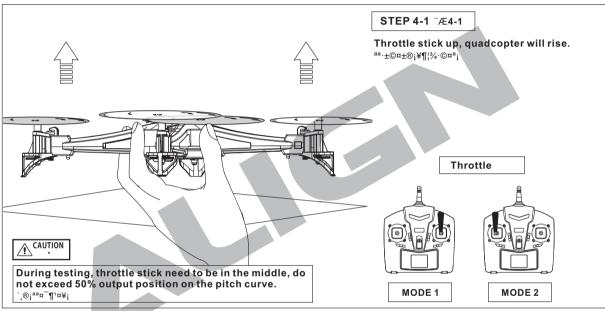


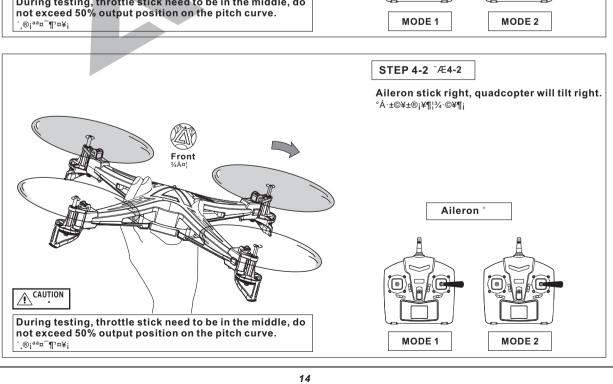
STEP 3 "Æ3

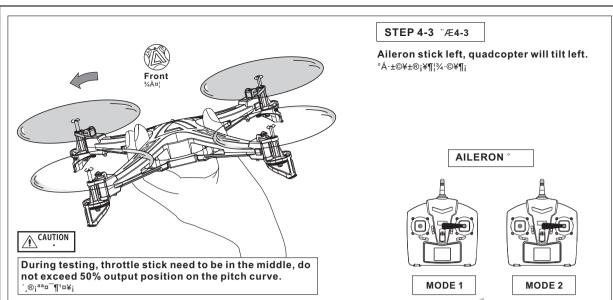
The green LED on receiver board will blink during radio initialization, and becomes steady after 4 seconds, indicating successful radio binding. If it continues to blink, radio binding has failed and needs to be restarted.(Refer to P.12: Binding of radio transmitter and receiver)

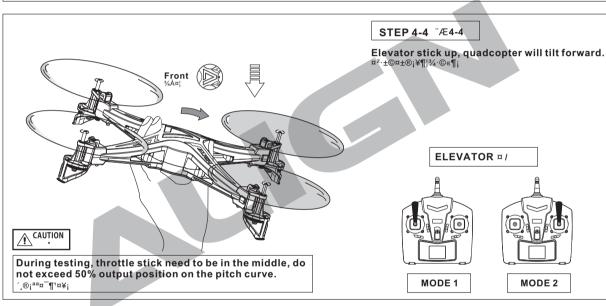
 $^{1}\grave{A}\underline{\mathsf{m}}\pm_{1}^{1aao}{}_{1}^{1}\mathsf{LED}\cdot{}^{\circ}\tilde{A}_{1}^{1}\mathbf{4}\neg{}_{4}\mathsf{KED}\langle\langle\langle\\ {}^{a}\underline{\mathsf{Y}}^{1}\grave{A}_{1}^{1}\underline{\mathsf{Y}}_{1}\mathsf{LED}\underline{\mathsf{m}}\langle\langle\langle{}^{a}A^{a}\underline{\mathsf{Y}}^{1}\grave{A}\underline{\mathsf{Y}}\underline{\mathsf{T}}_{1}^{1}\underline{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}^{2}\mathbf{\mathsf{Y}}_{1}$

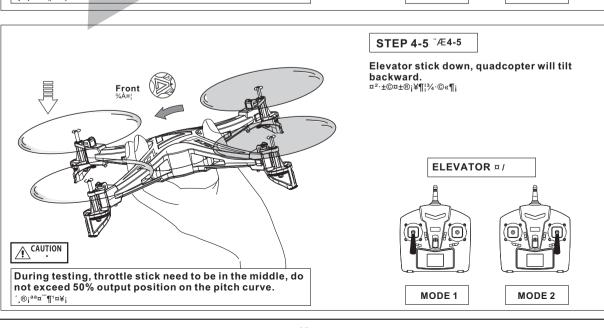


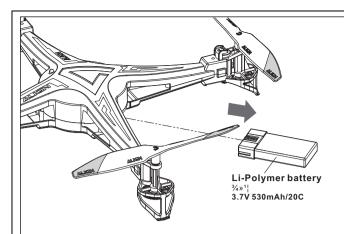












STEP 5 "Æ5

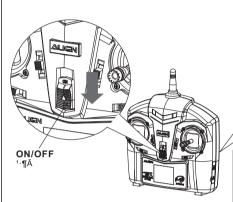
Remove the quadcopter battery safely at the conclusion of flight. This should be made into a post flight habit to avoid unforeseeable problems.

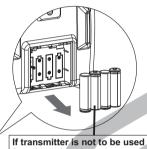
짦®¡½±¥¶¦¾¹¦¦¥"¤¡½¾¦ 120 ¡¥§3¦¿¾¡



Warning: If left connected in the helicopter for long duration, the battery may be damaged due to over- discharge, or even become fire hazards.

°¤¿¿ª¦À¡





for a long duration, please remove the battery for storage x 丁い厂ノ 叫監換北竟纂 到玂恨

STEP 6 "Æ6

Turn off the transmitter. If transmitter is not to be used for a long duration, please remove the battery for storage.

闽超祇甮竟筿方 叫盢换北竟筿 到玂恨

WARNING

Warning: If the AA batteries are left in the transmitter, potential leakage could occur which may damage the transmitter, and create fire hazards.

1¦¥"¤¡±¾1!02¦·Ã»±¾¡¬¦ iÁ¦°55¤°¦è

16.FLIGHT MODES

ALIGN

M424 V2 Quadcopter contains two flight modes; advance mode and standard mode. In advance mode, M424 V2 is more aerobatic with faster response, suitable for advanced pilots. In standard mode, M424 V2 has more mellow control response, suitable for beginner pilots.

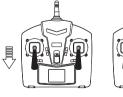
The two flight modes is switched through elevator stick following the method below. Flight mode defaults to standard mode during power up.

M424 V2 ¥¶|3/4"3"0|1/4|j¤°§1/4|»¤°§1/4|j

 $^{01}/_{4}! - ^{31}$ $+ ^{34}$ $+ ^{12}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$ $+ ^{134}$

SWITCHING OF FLIGHT MODES !1/4!am'

keep elevator at lowest position for 5 seconds. ¤ ·±©¦3§**5**¬;





MODE 1

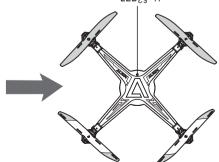


MODE 2



MODE 3

Fast flashing of LED LED: §3°Ã



Keep throttle at lowest point, then keep elevator at lowest position for 5 seconds. The LED on M424 V2 will flash rapidly. Release the elevator stick to complete switching of flight mode.

aa««³§Â¡µ«¤·±©¨³§°¯5¬¡±µ**M424 V2**¤aLED¿·§³°Ã¡©¶¤·±§§¦¦¼¦a¤´¡

PLEASE PRACTICE SIMULATION FLIGHT BEFORE ACTUAL FLYING \(\lambda \)\(\frac{1}{2} \)\(\frac{1}{

Do not attempt to fly the quadcopter until control methods is fully understood. Please practice repetitively on computer flight simulators to familiarize with all directional controls.

- 1. Place the quadcopter in a clear open field and the tail of quadcopter point to yourself.
- 2. Practice to operate the throttle stick(as below illustration) and repeat practicing
- i "Throttle high/low", "Aileron left/right", "Rudder left/right", and "Elevator up/down".
- ${\bf 3.}\, The\, simulation\, flight\, practice\, is\, very\, important,\, please\, keep\, practicing\, until\, the\, fingers$
- i move naturally when you hear operation orders being call out.
- ±"l°§¤¤¦i
- 1. $\pm Y_{134}^{134} = \tilde{A}^{a_1} \pi_1 \pm Y_{134}^{134} = \tilde{A}^{a_3} \pi_1 \pm \tilde{A}^{a_3} = \tilde{A}^{a_3}$
- 2. ½23/4§»±3/4°+±(1°§83/4§¤11;¤1); "¤Â½288°/§; "Á¥/¥; ¤2«/«¤¤12¥/¥3/4§¤;;
- 3. $\frac{1}{4} \dot{A}_{1}^{1a1/2^{2} \frac{1}{2} \frac{1}{2} \frac{1}{2} \frac{1}{2} \frac{2a}{2} x} \times [\mu \dot{A} \mu^{3} \dot{A}^{a} \times \dot{A}^{2}]$

Mode 1	Mode 2	Illustration ¥	Mode 1	Mode 2	Illustration [¥]
Aile	eron °	Move left ¥ Move right¥	Throt	Riena	Ascent n n n Descent n
Elevato	or ¤/	Fly backward Fly forward	Rudd	er ¤	Turn left Y± Turn right Y±

FLIGHT ADJUSTMENT AND NOTICE FOR BEGINNERS a3/41/23/43»a.



i Check if the screws are firmly tightened. ii Check រាសិវាម transmitter and receivers are fully charged. i µ®¾©±¦¾¹¦¬§¨°i $_i$ When arriving at the flying field. $_i^{1/2}|_{i=1}^{n-1}$ xxx $_i$ x $_i^{1/2}|_{i=1}^{n-1}$ xxx $_i$ x $_i$







- Make sure that no people or obstructions in the vicinity.
- i This is a basic flight action. You must first practice hovering for flying safety.
- j)Hovering means keeping the quadcopter keep the tail pointed at,)in mid air in a fixed position since the, yourself while practicing hovering quadcopter's direction is easier to recognize.
- ្រាំ/₂ស់រៀវស្រឹជ្ជនៃស្រាំស៊ី្បិងជា approximately quadcopter.
- ;¬¤¦¦¥;±¥¶¥½²°Ä;³¬¦°Ş°Å)°Ä: ¥¶|¾°¯°¤"««©©¦,(i½²°Ä®; ½««¥¶!¾§³¹·¦¤;¦®¥¶!¾ª««¥¥¤¦¥®©¿Ã;
- i 1/22@i1/2 |¥¶!3/4«¤2¤¤i





ISTEP THROTTLE CONTROL PRACTICE

aa±"1/22

Mode 1







- ; When the quadcopter begins to lift-off the ground, slowly reduce the throttle to bring the quadcopter back
 - Keep practicing this action until you control the throttle smoothly.
- i ·¥¶¦¾Â¦«¡°°§aa±¥¶¦¾¤ «Ä½²¥¶¦¾±¦¤¤©¤a"±Ä±aa±"«¶

YSTEP AILERON AND ELEVATOR CONTROL PRACTICE

°Á©¤±"1/22

Mode 1







- 1. Raise the throttle stick slowly.
- 2. Move the quadcopter in any direction back, forward, left and right, slowly move the aileron and elevator sticks in the opposite direction to fly back to its original position.

CAUTION A

- i+·aao¤
 - °Á©¤·±"±^{aa3}⁄4¶|""|;;
- if the nose of the quadcopter moves, please lower the throttle stick and land the helicopter. Then move your position diagonally behind the helicopter 2M and continue practicing.
- ilf the quadcopter flies too far away from you, please land the quadcopter and move your position behind 2M and continue practicing.
- ; `¥¶]¾¾À°2®;½§ªa"¥¸jµ«²°¦¤ª!,"¥¶]¾ª¥«¤т¤¤¦ÄĽ²; ; °¦¥¶¦¾Â±¤»;½¥¸¥¶]¾;"`¥¶!¾«T¤¤¦ÄĽ²;

*STEP RUDDER CONTROL PRACTICING

Q123/481/22

- Slowly raise the throttle stick.
- 2. Move the nose of the quadcopter to right or left, and then slowly move the rudder stick in the opposite direction to fly back to its original position.





- 1. oogoaa·±;
- $2.\pm \Psi^{|3}_{4} \frac{3}{4} + \frac{3}{4}$

STEP

After you are familiar with all actions from Step1 to 3, draw a circle on the ground and practice within the circle to increase your accuracy.

 $\pm \ddot{A} \pm \text{step1~3} \circ \S^{1/4} \pm \alpha_{111} \alpha_{112} \alpha_{123} \circ \alpha_{11/2} \alpha_{11/$

¡ You can reduce the size of the circle as you become familiarized with the control reflexes.

i ·±§¥2034§°§i±¥¥µ§¤a°°i



Direction change and hovering practice^o STEP

 $\S\mathring{A}^{aa3}\!/_{\!4} \square_{\scriptscriptstyle I}^{\scriptscriptstyle I} \mathbb{O}^{1}\!/_{\!2}^{2\circ} \ddot{A}$

After you are familiar with Step1 to 4, stand at side of the quadcopter and continue practicing Step1 to 4. Then repeat the Step1 to 4 by standing in front of the helicopter.

 $\cdot \pm \ddot{A} \pm step1 - 4^{\circ} \S^{1} / 4 \pm \alpha_{1}^{-} |^{1} \Psi \|^{3} / ^{\circ} \tilde{A} \ddot{A} / ^{2} step1 - 4_{1} \Box \alpha_{1}^{-} |^{2} \Psi \|^{3} / ^{3} \dot{A} \alpha \Box / ^{2} \tilde{A} / ^{2}$











ADJUSTMENT OF EACH TRIM 108·1/2

Slowly raise the throttle stick and just as the helicopter lift-off the ground, you can use the trim to correct the action if the quadcopter leans in a different direction.

 $^{oo} \square^{oaa} \cdot \pm_{i} \cdot \$\P|_{^{3}\!\!/_{4}} \hat{A} \P|_{\mathbb{R}_{i}} |_{^{aa3}\!\!/_{4}} \P|_{\mathbb{Q}|_{1}} |_{i} \$' \$' \$'_{2} \$' \S'_{i}$

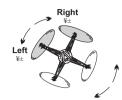
1. Adjustment of rudder trim 1/23/4 12:1/2

Just before the quadcopter lift-off, the nose lean left/right... When leans right, adjust the trim to left side.

When leans left, adjust the trim to right side.

Mode 1





2. Adjustment of elevator trim 1/23/402.1/2

Just before the quadcopter lift-off, the nose lean forward/backward... When leans forward, adjust the trim down.

When leans backward, adjust the trim up.

!¥¶!3/4¥°®;3/4À'«/«¤!°2...

«°2®;·½|¤½¾; $|\langle\langle^{\circ 2} \mathbb{R} | \cdot \frac{1}{2} | \mathbb{Z} \frac{1}{2} \frac{3}{4} |$









Backward Forward

3. Adjustment of aileron trim 1/23/4°Á·1/2

Just before the quadcopter lift-off, the body lean left/right... When leans right, adjust the trim to left side. When leans left, adjust the trim to right side.

|¥¶|3/4¥°®;3/4"'¥/¥¤|°2... |¥°2®|.1/2|¥1/23/4|









18.TROUBLE SHOOTING DURING FLIGHT

ALIGN

	Situation ^{aa}	Cause	Way to deal ¹ μ
1	Receiver status LED blinks continuously for more than 4 seconds after quadcopter battery inserted. No response to control input. $ \begin{array}{l} \pm u \Psi \ _i^3 \lambda^i \ \ll \frac{1}{2} \% \leqslant \lambda^c \tilde{A}_i \\ \% \leqslant \mu u \tilde{A} \end{array} $	Unable to bind to transmitter. »±¾»±¦¾¥¹Å¦¥	Repeat the power up initializing process. (Refer to P.12:Binding of radio transmitter and receiver) \(\frac{1}{2} \cdot \cdot \frac{1}{4} \text{as } \cdot \cdo
2	No response after battery is connected to quadcopter. ±¤¥¶ ¼¹ «,¥¶⁻ ¥ ¤Å	1.power to transmitter and receiver. 2.Check transmitter and receiver voltage. 3.Poor contact on battery terminals. 1.¬»±¾©±¼¬§±³¹¹. 2.¬»±½©±¦¹¹³¹Å 3.¹¹¹.□±Ã□"	1.Turn on transmitter and ensure quadcopter battery is inserted properly. 2.Use fully charged batteries. 3.Re-seat the battery and ensure good contact between battery contacts. 1.¥[µ@%» ½¹'¤¥[¶¼¹¹¦@ 2.¾§¾¥'¥'a¹ 3. ` "¹ ¡½» ¹ ©¹¹ · ¤ª±Ä¬§¥±
3	Motor does not respond to throttle stick, receiver LED flashes. $\pm^{\circ a_{\circ}}\pm^{\circ a_{\circ}}\hat{A}_{i}^{i} \pm^{i}_{i}^{i} \times^{i}_{\lambda}$ $\P^{\otimes^{\circ}}\tilde{A}$	Quadcopter battery depleted. ¥¶¦½½»¹¦¹¶¤"	Fully charge the battery, or replace with a fully charged battery. ±¹¹¼*¹®§⁻¾¤¥¹³¹¦
4	Main rotor continue to spin after landing □α«,¥±Á¤¦±Á¥°□	Throttle trim accidentally increased during flight.	Confirm throttle trim is in center or slightly below. $ \text{Ys}^{\omega_1} \text{Ys}^{ _{\mathcal{C}}} \ _{_{\mathcal{C}}} \mathbb{C}^{\mu_1} \text{Ys}^{ _{\mathcal{C}}} $
5	Main rotor spins but unable to takeoff. ¥¶¦¼¥±Á¦«Äۦ¤¯°	Quadcopter battery depleted. ¥¶¦¾¾»¹¦¹¶¤″	Charge or replace with a fully charged battery. ± '\P'\C^-\S' \FE\P'\n'
6	Strong vibration of quadcopter ¥¶¦¼¼°ª«¼®	1.Deformed main blades 2.Bent main shaft 1.¾±Áŧ 2.¾¶Å¦	1.Replace main blades 2.Replace main shaft 1.8°¥±Á 2.8°¥¶

if the problem is still there even after tried above, stop flying and contact with your seller. $; |^{\circ}\S \Psi^{\square} /_{2} \sqrt[3]{4} \ll ; |^{\square} \mu \, \mu^{a} \S \, \mu \pm^{a} \circledast ; \grave{A} \Psi \S^{\circ \square} |^{\square 3} \mu \pm^{a}, \sqrt[3]{4} \circ ;$

Specifications, contents of parts and availability are subject to change, Ailgn RC is not responsible for inadvertent errors in this publication.

Vemo	

www.align.com.tw

ALIGN

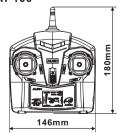
Specifications & Equipment / $\,^{\circ}\,$:

M424 V2

Length / ¾"a: 240mm Height / ¾"°: 50mm

Propeller width / §±Á^a®: 135mm Weight(Without Battery) / ^{a3}⁄⁄₄: 82g Flying Weight / ¥°: Approx. 96g







M424 V2

