T6 RADIO CONTROL SYSTEM
INSTRUCTION MANUAL
使用說明書

ALIGN

2.4GHz
S-FHSS

6-CHANNEL,S-FHSS/FHSS RADIO CONTROL SYSTEM
FOR HELICOPTERS/AIRPLANES

TABLE OF CONTENTS

目錄

INTRODUCTION 介紹

Thank you for purchasing the ALIGN T6 digital proportional R/C airplane/helicopter system. This radio has been designed and manufactured to provide you with many, many years of modeling enjoyment and fun. Whether this is your first venture into R/C or you're a seasoned veteran, the T6 offers something for everyone. If this is your first 'computer' radio, rest assured that this system is designed to make initial setup and field-tuning of your airplane and/or helicopter easier and more accurate than using a non-computer 'analog' radio. Experienced modelers will appreciate some of the T6's advanced features and functions normally found on the more advanced radios. In either case, to make the best use of the ALIGN T6 system, and to operate it safely, you should carefully read the instructions in their entirety prior to operation.

承蒙閣下選用亞拓遙控世界系列產品，謹表謝意。進入遙控世界之前必須告訴您許多相關的知識與注意事項，以確保您能夠在學習的過程中較得心應手。在開始操作之前，請務必詳閱本說明書，相信一定能夠給您帶來相當大的幫助，也請您妥善保管這本說明書，以作為日後參考。

WARNING LABEL LEGEND 標誌代表涵義

WARNING 警 告	**Mishandling due to failure to follow these instructions may result in damage or injury.** 因為疏忽這些操作說明，而使用錯誤可能造成財產損失或嚴重傷害。
CAUTION 注 意	**Mishandling due to failure to follow these instructions may result in danger.** 因為疏忽這些操作說明，而使用錯誤可能造成危險。
FORBIDDEN 禁 止	**Do not attempt under any circumstances.** 在任何禁止的環境下，請勿嘗試操作。

Every modeler has their own personal preferences on the proper steps to set-up and program their models. As such, it would be very difficult to create a manual that would satisfy all modelers accordingly. Thus, this manual has been designed to 'step you through' the programming of the T6 transmitter, following the function list of the system. If you wish to follow your own personal preference on setting up a model, please feel free to do so keeping in mind that some programming options will interact with others. For example, dual rates and EPA will influence one another.

每個模型使用者都會依自己的個人喜好採適當的步驟及設置其模型。因此，創造一本可以滿足所有模型使用者的手冊是非常困難的一件事情。致此，透過本手冊，能讓您“按步就班“設定T6遙控器的各項功能。如果你想依個人喜好建立一個新模型，請記住一些會相互影響的功能設定選項。例如，雙重比率和伺服器行程這兩功能是會有連帶關係的。

Suggestion 建議

If, while reading the instructions, you are unclear of some of the procedures or functions described or become 'stuck', please continue reading anyway. Oftentimes, the function or procedure will be explained again later in an alternate manner which will clarify the procedure or function. Another alternative is to connect the battery, servos, receiver, etc. to simulate your aircraft and actually program the radio accordingly. This will allow you to visually recognize the effects of your programming inputs. If utilizing this alternate method of familiarizing yourself with your radio, please ensure that your aircraft can not cause harm to yourself or others by disabling it accordingly.

如果，您對此遙控器的程式指令或功能不是很瞭解而發生困惑時，請查閱本說明書。通常，有些功能或程式在另一個環境中才會被使用。當您改變設定時，建議要連接電池、開關和伺服器、接收器等，並且安裝在實際的模型上，這樣有助於展現改變設定後的實際效果。本產品僅限於無線電遙控模型飛行使用。肇因於改裝或使用由第三方製造的產品設備所產生的產品問題，本公司將不負任何責任。擅自拆裝等不當改裝將不受任何保固以及須自負其所衍生的責任。

USAGE PRECAUTIONS 使用注意事項

This product is to be used for the flying of radio controlled models only. ALIGN is not responsible for the results of use of this product by the customer or for any alteration of this product including modification or incorporation into other devices by third parties. Modification will void any warranty and is done at the owner's risk and responsibility. Please protect the environment by disposing of rechargeable batteries responsibly. Throwing rechargeable batteries into the trash or municipal waste system is illegal in some areas.

為保護環境，對充電電池的處理是大家應負的責任。將充電池扔進的垃圾桶或是垃圾處理系統的行為在某些地區是違法的。請知悉有關您所在地區的鎳鎘電池回收方式，並依各所在地區相關法令規範辦理。

Usage Precautions 使用注意事項

1) Please obey all regulations to enjoy safe modeling.

2) Please keep the model in sight at all times as large objects can negatively impact the RF signal. Please keep in mind that objects such as wire fences and wire mesh will also cause degradation of the RF signal.

1）請遵守所有規定以享受安全的模型活動。

2）請在任何時候都將視線保持在模型上，大型物件會對射頻信號產生負面的影響。請牢記，如鐵絲圍欄和鐵絲網等物件也將引起射頻信號衰減。

Contents and Specifications 內容及規格

T6-2.4GHz Transmitter and **R6GF** Receiver (or **R6GS** Receiver) T6-2.4GHz遙控器及R6GF接收器 (或 R6GS接收器)

Transmitter: T6- 2.4GHz	遙控器：**T6- 2.4GHz**
6-Channel - 2.4GHz S-FHSS transmitter (Up to 4-Channel at 2.4GHz FHSS system)	6通道 - 2.4GHz的S - FHSS發射機 (在2.4GHz FHSS系統上最多至4通道)
Transmitting on 2.4GHz band	在2.4GHz頻段上傳輸
Operating system: 2-stick, 6-channel system	作業系統：雙控制桿，6通道系統
Power supply: 4-AA 1.5V Dry Cell batteries or 1.2V Ni-MH batteries (sold separately)	電源：4顆 AA 1.5V乾電池或1.2V鎳氫電池（另售）
Current drain: 120mA	電流：120毫安

Receiver: R6GF	接收器：**R6GF**
6-Channel - 2.4GHz S-FHSS receiver (Up to 4-Channel at 2.4GHz FHSS system)	6通道 - 2.4GHz的S - FHSS接收器 (在2.4GHz FHSS系統上最多至4通道)
Receiving on 2.4GHz band	在2.4GHz頻段接收
Power requirement: 4.8 ~ 7.4 volts (shared withservos)(*1)	電源要求：4.8~7.4伏（伺服機共享）（*1）
Current drain: 80mA (at no signal)	工作電流：80mA（無信號時）
Size: 1.5 x 0.85 x 0.4 inches (38 x 21 x 10millimeters)	尺寸：1.50 x 0.85 × 0.4吋（38 x 21x 10mm）
Weight: 0.14 Ounces (4 grams)	重量：0.14盎司（4g）

Receiver: R6GS	接收器：**R6GS**
6-Channel - 2.4GHz S-FHSS receiver (Up to 4-Channel at 2.4GHz FHSS system)	6通道 - 2.4GHz的S - FHSS接收器 (在2.4GHz FHSS系統上最多至4通道)
Receiving on 2.4GHz band	在2.4GHz頻段接收
Power requirement: 4.8 ~ 7.4 volts (shared withservos)(*1)	電源要求：4.8~7.4伏（伺服機共享）（*1）
Current drain: 80mA (at no signal)	工作電流：80mA（無信號時）
Size: 1.70 x 0.98 x 0.35 inches (43.1 x 25.0 x 8.8millimeters)	尺寸：1.70 x 0.98 × 0.35吋（43.1 x 25.0 x 8.8mm）
Weight: 0.30 Ounces (8.5 grams)	重量：0.30盎司（8.5g）

(*1) **Note:** Never use dry cell batteries for the R6GF/R6GS receiver as this may cause difficulties with the receiver's operation.

(*1) 注意： R6GF/R6GS接收器切勿使用乾電池，避免影響接收器的運作。

WARNING 警 告

Important! Always turn on the transmitter first, then the receiver. When turning off the system, always turn off the receiver first. The receiver should never be on without the transmitter on. Following this procedure will prevent damage to the servos and/or control surfaces. Or, in the case of electric-powered models, the motor may unexpectedly turn on causing severe injury.

重點提示！每次開啟系統時，務必先開啟遙控器，再開啟接收器；當關閉系統時，則先關閉接收器，然後再關閉遙控器。接收器不應在遙控器未開啟前被開啟。按照以上程序操作可防止損壞伺服系統或控制舵面。否則在使用馬達動力的模型情況下，馬達可能會意外運轉造成嚴重傷害。

Transmitter 遙控器

One of the many advantages of a computerized transmitter, like the T6, is that they allow for functionality for both helicopter and airplane applications.

HELI mode: The T6 also includes the necessary programming necessary to control rotary wing (helicopter) models. The T6 includes dual rate (D/R), idle up, throttle hold, and gyro sensitivity can be operated by the switches. Additional, programming features include servo reversing and EPA on all channels, dual rates, exponentials, throttle curve, pitch curve, throttle hold and pitch to rudder mixing (REVO). Additionally, any one of four factory-set, preprogrammed "swashplate type" mixers, including three different servo type 3-s, or 3-E, may be selected.

ACRO mode: This is the model selection that should be utilized for control of fixed wing, (airplane) aircraft. External switches operate dual rates (D/R), landing gear and trainer cord or "buddy box" capabilities. Programming features include servo reversing and EPA on all channels, dual rates, exponentials and programmable mixing. Additionally, any one of four, factory-set, pre-programmed mixers including flaperon and V-tail, elevon mixing may be selected.

亞拓T6遙控器所提供的功能包含了直昇機和飛機的功能設定，這也是微電腦遙控器的眾多優勢之一。

直昇機模式：T6還包括必要的程式需求，以控制旋轉翼（直昇機）模型。T6包括雙重比率、特技模式、油門鎖定、陀螺儀感度都可以透過切換開關來操作。另外，程式功能包括包含所有通道的伺服器正反轉、EPA，雙重比率，動作曲線，油門曲線，螺距曲線，油門鎖定以及螺距-方向舵混控(REVO)。再者，四個出廠設置中的任何一個，預先程式化"十字盤類型"混控，包括3種不同類型的伺服器形式3-s、3-E可供選擇。

飛機模式：選擇此模式類型可以對應控制固定機翼（飛機）使用。外部切換開關可以操作雙重比率（D/R），起落架和"教飛模式"或"教飛轉換盒"功能。程式功能包括所有通道的伺服器正反轉、EPA、雙重比率、動作曲線和程式混控。此外，四個出廠設置中的任何一個，預先程式化混控包括flaperon和V型尾翼，elevon混控都可以對應使用。

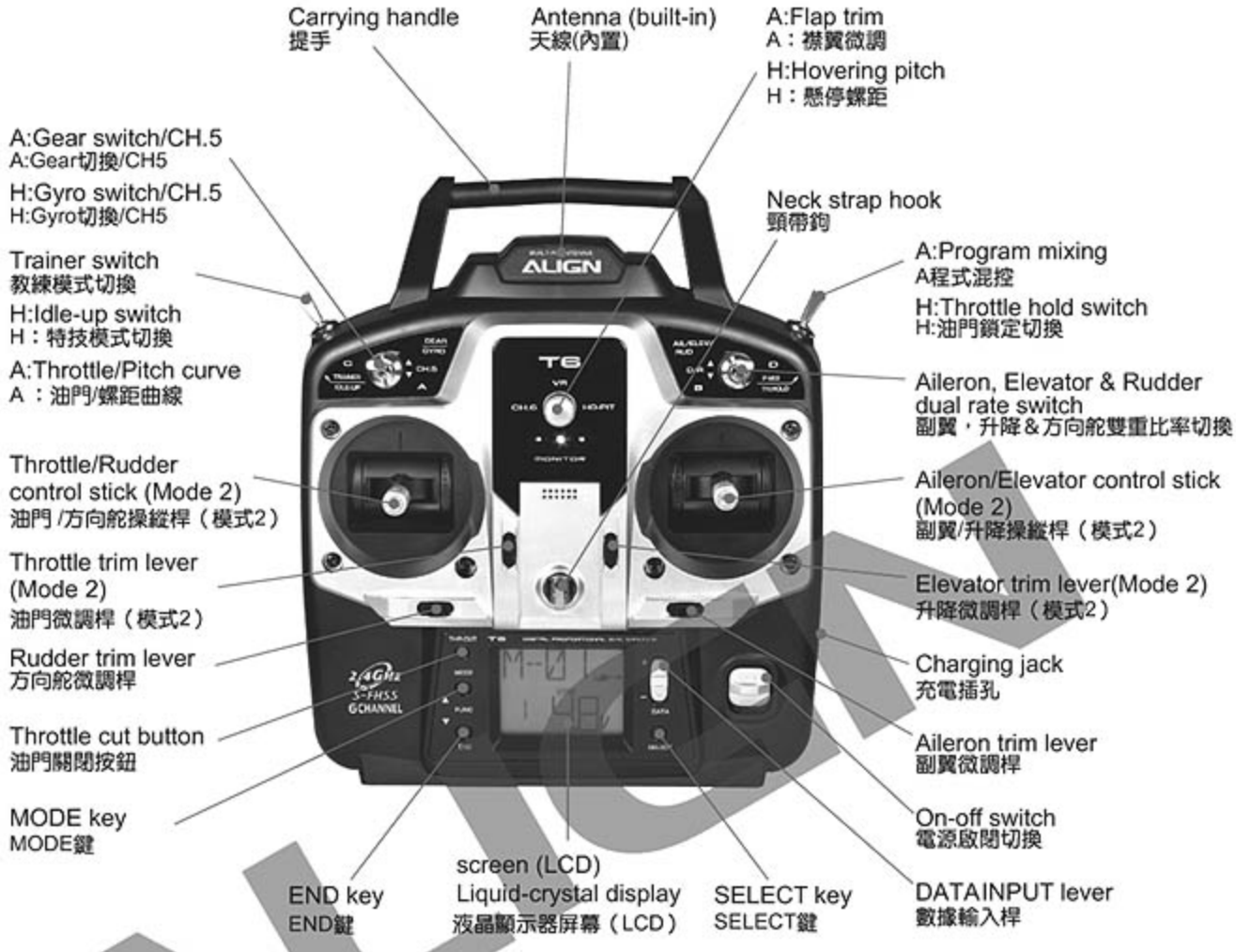
Transmitter controls 遙控器控制

The diagram and explanations briefly describe the functions of the ALIGN T6-2.4GHz transmitter. Full instructions on how to operate the controls are provided beginning on page 20.

Note: The diagram shows a mode 2 system. (For information on the various stick modes, please refer to page 81 of this manual).

下圖簡要描述亞拓T6 - 2.4GHz 遙控器的功能。從20頁開始提供關於各功能操作的詳細介紹。

備註：該圖顯示模式2系統。（有關各種操縱桿模式的信息，請參閱本手冊 81頁）。



Descriptions 遙控器介紹

Note: H: Indicates functions that are only found when the T6 is in the HELI (helicopter) mode.

A: Indicates functions that are only found when the T6 is in the ACRO (airplane) mode.

If neither an A: or H: is indicated the function is applicable to both ACRO and HELI modes.

備註：H：表示該功能只有當T6在HELI（直昇機）模式時才會出現的功能。

A：表示該功能只有當T6在ACRO（飛機）模式時才會出現的功能。

如果既不是A：或是H：表示該功能同時適用於直昇機和飛機模式。

Aileron, Elevator and Rudder dual rate switch: Use this switch to select between two aileron, elevator and rudder control throw settings. The throws can be set up however you prefer. Generally speaking, when the switch is in the 'up' position, the control throws are greater ("high rate"). Conversely, when the switch is in the 'down' position, the throws are reduced ("low rate"). This switch also controls the exponential rates, if applicable.

Note: The T6 allows modelers to assign the dual rates to various switches. Please refer to the dual rate section of this manual for additional information.

A: Flaps/channel 6- This switch operates the servo connected to channel six in the receiver. If your model is equipped with flaps, this is the control used to operate them accordingly. VR (rotary knob) is the default control for this channel.

Note: The T6 allows modelers to assign the flaps to various switches, or the rotary knob, as desired. Please refer to the flaps/flaperon section of this manual for additional information.

H: Throttle hold switch- This switch will "hold" the engine in an idling position and disengage it from the throttle stick. It is commonly used to practice autorotation skills for helicopter pilots.

Neck strap hook: Some modelers prefer to fly with the optional neck straps. Available separately, the neck strap allows the transmitter to hang around the neck and relieve some of the weight from your hands.

Aileron/elevator control stick: Operates the servos connected to channel 1 (aileron) and channel 2 (elevator) in the receiver. (Mode 2)

Trim levers (all): Used to shift the neutral or center position of each servo as labeled in the diagram. Once any trim lever is operated, the trim position is displayed on the LCD screen.

Note: The throttle trim lever is intended to fine-tune the throttle servo when the engine is at idle. Throttle trim does not affect the throttle servo when the throttle control stick is all the way up (so idle rpm can be adjusted without affecting throttle settings through the rest of the stick movement).

Charging jack: Port used for charging the transmitter batteries (if applicable). The T6 does not include rechargeable transmitter batteries or the AC charger. However, these items are available separately at your local hobby shop, if desired.

On/Off switch: Used to power the T6 on or off.

DATA Input Lever: Used to change the values of the various functions displayed on the LCD screen.

Liquid Crystal Display: Commonly referred to as LCD, this is the screen of the transmitter that displays the programming modes, values entered, etc.

MODE key: Used to scroll through and display the different functions.

END KEY: Used to scroll through and display the different functions. Or exit the program.

SELECT key: Used to display the values for the current function.

Throttle cut button: This button activates the throttle cut function and is used to fully close the carburetor and shut off the engine.

Throttle/Rudder control stick: Operates the servos connected to channel 3 (throttle) and channel 4 (rudder) in the receiver. (Mode 2)

Trainer switch: Operates the trainer functions. To operate as a trainer switch, the transmitter must be connected to another transmitter via a trainer cord (sold separately). See page 72 for more information on this feature.

H: Idle Up switch: This switch operates to change the flight condition which sets the throttle curve and pitch curve for mid-air maneuvers (rolls, loops, stall turns) and 3D flight.

A: Retractable landing gear switch/channel 5: This switch operates the servo connected to channel 5 in the receiver. If your model has retractable landing gear, this is the control used to extend and retract the gear.

H: Gyro switch/channel 5: You can connect your gyro's sensitivity adjustment connector to channel 5 of the receiver to operate the gyro. The T6 offers two different sensitivity settings.

副翼，升降及方向舵雙重比率開關:使用此切換開關選擇2種副翼，升降舵和方向舵的控制輸出設定，該輸出可依您的喜好來設置。一般來說，當切換開關處於“上”的位置時，控制輸出較大"高比率"。反之，當切換開關處於在“下”的位置，控制輸出減少"低比率"。此切換開關還同時控制動作曲線EXPO。

備註：T6允許分配雙重比率的各項開關。請參閱本手冊的雙重比率部分獲取更多信息。

A：襟翼／通道6：此開關操作連接到接收器第6通道的伺服器。如果您的模型配備襟翼，這是用來進行相應的操作控制。VR（旋鈕）是內定義控制此通道。

備註：T6允許分配襟翼調整的各項開關，或旋轉旋鈕。請參閱本手冊的襟翼部分獲取更多信息。

H：油門鎖定切換開關：此開關將使引擎“鎖定”在怠速位置，而且不被油門操縱桿所控制。它通常被直昇機飛行員用來練習熄火降落特技。

頸帶鉤：有些玩家喜歡在飛行時另外使用遙控器背帶，使發射機掛在脖子上，並減輕手上的重量。

副翼／升降操縱桿：操作連接到接收器的通道1（副翼）和通道2（升降）的伺服器。（模式2）

微調桿（全部）：如圖中標示用於調轉每個伺服器的中立位置，一旦操作任何微調桿，微調位置會被顯示在液晶屏幕上。

備註：油門微調桿是為了微調油門伺服器當引擎在怠速時的位置。油門微調桿不會影響油門操縱桿全部的油門伺服位置（怠速轉速備調整過後並不會影響其餘在操縱桿行程裡的油門設定）。

充電插孔：插孔供發射器電池充電使用（如適用）。T6內容不包括發射機充電電池或AC充電器。然而，如果需要的話，這些可在您的所在地模型店購買。

On / Off開關：用於開啟或關閉T6的電源。

數據輸入桿：用於改變在液晶屏幕上顯示的各種功能設定的值。

液晶顯示：通常稱為LCD，這顯示屏幕是用以顯示遙控器功能參數、輸入的值等。

MODE鍵：用於滾動並顯示不同的功能。

END鍵：用於滾動並顯示不同功能。或結束跳出功能設定。

SELECT鍵：用於顯示當前設置的值。

油門關閉按鈕：該按鈕啟動油門關閉功能，用於完全關閉化油器並關閉引擎。

油門／方向舵操縱桿：操作連接到接收器的通道3（油門）和通道4（方向舵）的伺服器。（模式2）

教練開關：操作教飛。要操作此開關，必須透過教飛線（另售）與另一遙控器連接。有關此功能詳細信息，請參閱第72頁 。

H：特技模式開關：此開關的運作來改變飛行條件包括油門曲線和螺距，以提供上空飛行（側滾、筋斗、垂直迴轉）和3D飛行。

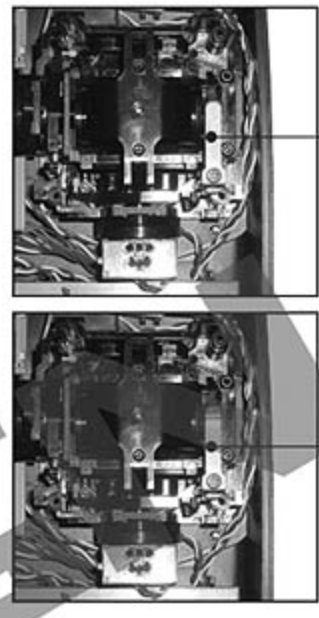
A：可伸縮起落架開關 /通道5：此開關操作連接到接收器的通道5的伺服器 。如果您的模型有收放起落架，這是用來控制起落架的展開和收回。

H：陀螺儀開關 /通道5：您可以將您的陀螺儀的靈敏度調整連接到接收器的通道5來操作陀螺儀。該T6提供了兩種不同的靈敏度設置。

Changing the throttle stick ratchet system for helicopter flight
更改油門操控桿壓板系統以供直昇機飛行模式使用 ：

Generally speaking, helicopter pilots prefer a smooth operation of the throttle stick rather than the ratcheting operation commonly used by fixed wing pilots. The procedure below will allow modelers to change from this ratcheting operation to the smoother throttle stick operation.

1) Open the battery cover on the back of the transmitter and remove the transmitter battery, or batteries.
2) Unplug the battery connection on the left side of the battery case.
3) Remove the four transmitter rear case screws and remove the rear case.
4) Change the ratchet plate on the gimbal section to the smooth ratchet plate for helicopter use.



一般來說，直昇機玩家希望暢順的操作油門操縱桿，而不是固定翼玩家所使用的壓板油門操縱桿 。下面的步驟將允許玩家將壓板更改為順暢的油門操縱桿。

1）打開背面的電池蓋，取出發射機電池。
2）拔下電池座左側的連接線。
3）拆下遙控器後蓋的四個螺絲並取下後蓋。
4）更改直昇機使用的滑順萬向壓板。

Follow these guidelines to properly mount the servos, receiver and battery.
遵循以下這些指導方針，正確安裝伺服系統，接收器和電池。

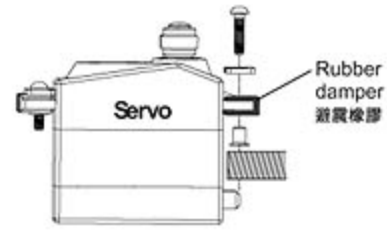
- Make certain that the alignment tab on the battery, switch and servo connectors are oriented correctly and that the "keys" on the connectors correspond to the notch in the receiver or connectors before plugging them in. When unplugging connectors never pull directly on the wires. Instead, pull directly on the plastic connectors. Doing so will prevent any damage to the wires.

- 請確定電池、開關和伺服接頭的方向性，並在插入接收器或連接座前，請確認接頭的缺口導向正確。當拔下時勿直接拉扯電線，應是自塑膠接頭處拉開，以防止電線任何的損害。

- If any servo wires are not long enough to reach the desired connection point, ALIGN offers a complete range of servo extensions which may be purchased separately for this application.

- 若是伺服器訊號線長度不足來安裝，亞拓也提供了延長線可供使用。

- Always mount the servos with the supplied rubber grommets. Do not over-tighten the screws. No part of the servo casing should contact the mounting rails, servo tray or any other part of the helicopter/airplane structure. If they do so, vibration will be transmitted to the servo itself causing premature wear and/or servo failure.

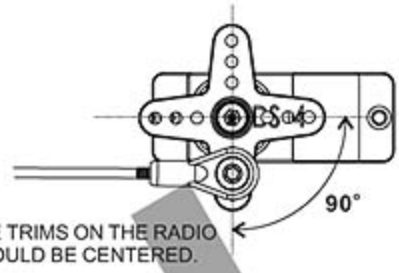


- 務必將伺服器安裝隨附的橡膠環，螺絲勿鎖入過緊。除了安裝導軌、伺服器固定座外，伺服器外殼不應與直昇機／飛機結構直接接觸。避免震動會傳送給伺服器造成過早磨損或損壞。

- **Note:** The small numbers (1-4) molded into each arm of the ALIGN 4-arm servo arms. The numbers indicate how many degrees each arm is 'off' from 90 degrees. These may be used to correct slight manufacturing deviances between servos and ensure the proper geometric set-up for the aircraft.

- 在亞拓4臂的伺服臂上會標明（1-4）的數字。該數字顯示每一臂偏離90度的角度量，用於校正每個伺服器之間的輕微差異，確保在設定的飛機的正確幾何角度。

- To center the servos, connect them to the receiver and turn on the transmitter followed by the receiver. Center the trims on the transmitter, then find the arm that will be perfectly perpendicular (90degrees) to the pushrod when placed on the servo.



- 安裝伺服中立－請將伺服機與接收器連接，然後打開發射器電源，其次是接收器電源，將發射器的微調置中，然後尋找完全垂直（90 度）於拉桿的伺服臂位置。

- After the servos are installed, operate each servo over its full travel and check that the pushrods and servo arms do not bind or contact each other. Also, make sure that the controls do not require excess force to operate. If there is any objectionable buzzing sound coming from a servo, there is probably too much resistance in the control. Find and correct the difficulty.

- 安裝伺服器後，確實的全行程運作每一個伺服器，並檢查伺服臂與拉桿不能有互相干涉的情形。同時，確保控制中不能有多餘的輸出。如果從任何一個伺服器傳來不良的嗡嗡聲，有可能在控制中產生了過多的阻抗，找出原因並修正它。

- Use the mounting plate from the receiver on/off switch as a template for the cutout and screw holes. Mount the switch on the side of the fuselage opposite the engine exhaust and in a location where it won't be inadvertently turned on or off during handling or storage of the aircraft. The cutout should allow for a full range of motion from the switch in both directions. Be certain that the switch moves without and restrictions and that it 'snaps' from on to off.

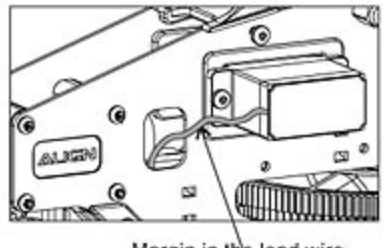
- 使用安裝板作為接收器開關之開孔和螺絲孔的模板，將開關模板安裝在引擎排氣端相反側的機身上，該位置不會使開關在搬運或存放飛機時被無意中打開或關閉。切口應允許開關可以兩個方向的完全運作，並確定開關動作不受限制。

- When you install the switch harness in the helicopter, please use the switch cover. Generally, sandwich the frame by the switch and switch cover and securely tighten the screws. Different models might require different installations. In that case, please follow the directions supplied by the manufacturer.

- 當您安裝開關在直昇機上，請使用開關蓋。一般常用的做法是將側板夾在中間，再以開關和開關蓋透過螺絲鎖緊。不同的機型可能需要不同的設置，請遵照製造商提供的方式安裝。

- To prevent the servo lead wires from being broken by vibration during flight, provide a bit of slack so that the wire is not pulling against the servo or connector going to the receiver. In addition, periodically check the wire during pre-flight routine.

- 為避免飛行中的震動導致伺服器訊號線損壞，提供適度的彎曲以防止訊號線過緊。另外，每次飛行前均須檢查訊號線的完好狀況。



Margin in the lead wire
保護訊號線

CAUTION 注 意

IMPORTANT! In order to maximize the performance and enjoyment of the ALIGN T6 transmitter, please read this section carefully and completely.

重點提示！為了將亞拓 T6遙控器的功能發揮到最大並享受使用樂趣，請細心閱讀以下章節的所有內容。

Receiver Installation 接收器安裝

- In order to obtain the best possible performance from your 2.4GHz aircraft receiver, we have developed the following guidelines and suggestions.

- 為了獲得 2.4GHz接收器的最佳性能，我們發展了以下指導原則和建議。

- The R6GS has two antennas. In order to maximize signal reception and promote safe modeling ALIGN has adopted a diversity antenna system. This allows the receiver to obtain RF signals on both antennas and fly problem-free.

- R6GS具有兩個天線，為了提高信號接收和安全考量，亞拓採用了分集式天線系統。讓接收器同時在兩個天線獲得 RF 信號且不影響飛行。

- **To obtain the best results from the diversity function, please refer to the following instructions:**

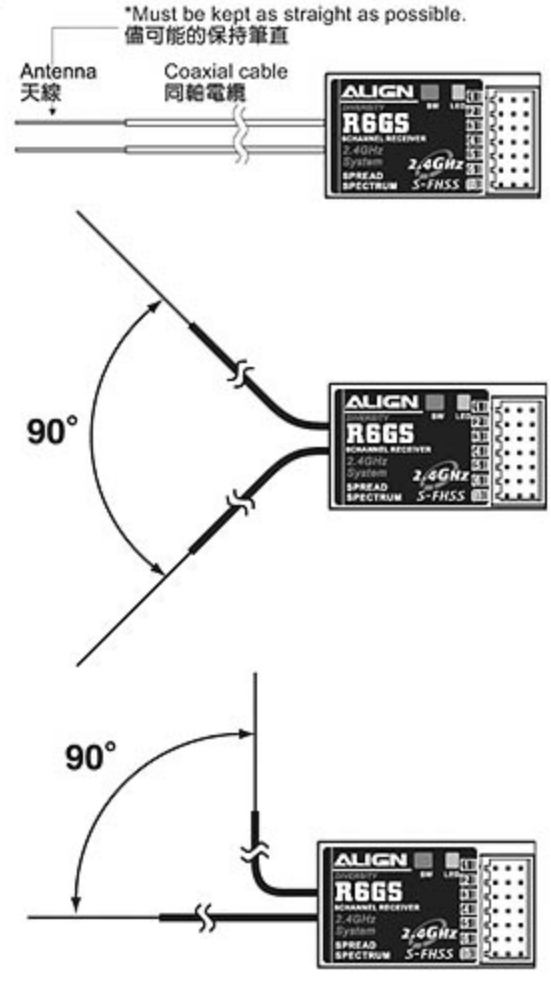
- 要獲得多樣性功能的最佳效果，請參考以下說明：

- The two antennas must be kept as straight as possible. Failure to do so might result in reduced operational range of the model. Ideally, the two antennas should be placed at 90 degrees to each other. However, the most critical aspect is to keep the antennas away from each other as much as possible.

- 兩個天線盡可能的保持筆直，否則將會導致模型的操作範圍降低。理想的情況下，兩個天線放置應互為90度。最關鍵的環節就是保持兩個天線遠離彼此。較大的模型具有大型的金屬物體，容易衰減射頻信號。在這種情況下，強列建議將天線放置在模型的兩側。

- Larger models can have large metal objects that can attenuate the RF signal. In this case the antennas should be placed at both sides of the model. Then the best RF signal condition is obtained at any flying attitude. The antennas should be kept away from conductive materials, such as metal and carbon by at least halfinch. The coaxial part of the antennas does not need to follow these guidelines, but do not bend in a small radius.

- 該天線應遠離導電材料如金屬和碳，至少半英吋的距離，藉以在任何條件飛行姿態下獲得最好的射頻信號。天線的同軸電纜部分並不需要遵循這些原則，但不要過度彎曲。



- The receiver contains precision electronic parts. It is the most delicate radio component on-board the model and should be protected from temperature and other extreme conditions. Allow air to circulate around the receiver. One tip is to utilize small foam blocks like standoffs to ensure that there is an air channel around the receiver. Mount the receiver on its long, narrow side will also assist in maximizing air flow and maximizing cooling efficiency. Clear canopies expose radio components to direct sunlight which results in additional heat in the model's interior. This causes no difficulties during flight, but makes shading your models on the ground important. Cover the models with a white towel, or place them in the shade away from the sun's rays. The R6GS/ R6GF receiver should be mounted away from heat sources such as muffler exhausts, tuned pipes, batteries, etc.
- If appropriate, waterproof the receiver by placing it in a plastic bag and closing the open end with a rubber band before wrapping it in foam. If moisture enters the receiver, intermittent operation or a failure may result. Wrapping the receiver in a plastic bag also protects it from fuel and exhaust residue which, in some models, can work its way into the fuselage.

- 接收器包含精密電子零件，並應免於受到溫度和其他極端條件的影響。為了讓空氣在接收器的周圍流通，可以利用貼附像支架的小泡棉塊，以提供接收器周圍的空氣流通。選擇以接收器窄長的一側安裝，也有助於最大限度的空氣流動和冷卻效率。我們常聽到將機頭罩取下直接暴露於陽光之下的作法,在空中時不會有差別，但在地面卻無法提供遮蔽。可以用白毛巾蓋住模型，或放在陰涼處以遠離太陽照射。R6GS/R6GF接收器安裝應遠離消音器、排氣管、電池等熱源。

- 如果允許，給接收器套上一個防水袋，接收器放入夾鍊帶後貼上泡棉固定。如果濕氣進入接收器，可能會造成間歇運作或故障的可能，用塑料包裝袋的接收器還可以防止燃料和廢氣滲入，尤其是使用在全包覆的模型。

Powering the Receiver 接收器電源

It is imperative to properly power the receiver and onboard equipment. The receiver battery, or onboard power supply should be of the design which will enable all servos and other equipment to maintain functionality throughout the flight without any inadvertent interruptions in the supply of power to the necessary equipment. Consideration should also be given to the supply of power during the model's flight and load consumptions that will vary during the operation of the various servos, etc. Failure to ensure a proper supply of power could cause difficulties and/or potentially a crash.

As the receiver power needs vary significantly from model-to-model (for example, a .40-sized trainer will require a smaller battery than would a giant-scale aircraft), it would be difficult to make a general recommendation. As such, we would suggest that modelers refer to the suggestions of modelers with similar models and similar configurations, until more experienced is gained.

首要的工作是妥善接收器和機載設備的電源。接收器或機載電源的設置，應讓所有伺服系統和其他設備避免電源中斷造成飛行意外。因故障可能造成的危險或潛在的摔機，必須考慮適當的電源供應，在模型的飛行和各舵機的操作過程中會有不同的負載。

不同的模型對於接收器的電力也有不同的需求（如，40級的教練機比全像真機需要較小的電池），所以難以作出一般建議。因此，我們建議模友可以先以相似的模型配置作依據，不斷積累更多的使用經驗。

Transmitter Antenna 遙控器天線

One of the first things modelers might notice about the T6 transmitter is that it lacks the traditional external transmitter antenna. The engineering staff has worked diligently testing and evaluating antenna designs and configurations. The T6's internal antenna not only offers full range performance, it allows for a smooth ergonomic case design that is equally aesthetically pleasing.

模友一開始就會注意到有關 T6遙控器不同之處就是，它缺乏傳統的外部發射天線。這是經過工程人員的測試和評估後的天線設計。該 T6的內部天線不僅提供全方位的性能，更符合人體工程學設計與兼具美觀。

RANGE CHECK THE RADIO 接收範圍檢查

A range check must be performed before the first flight of a new model. It is not necessary to do a range check before every flight (but is not a bad idea to perform a range check before the first flight of each day). A range check is the final opportunity to reveal any radio malfunctions, and to be certain the system has adequate operational range.

We have installed a special "Power Down Mode" in the T6 in order to perform an operational ground range check. During this mode, the RF power is reduced in order to test the operational range of the T6.

When activated, the "Power Down Mode" will be effective for 90 seconds prior to automatically reverting to the full range mode. In most instances, 90 seconds is more than an adequate amount of time to allow for a complete range check.

新模型的首次飛行前都需要進行接收範圍檢查，爾後的飛行並不需要每次都進行檢查（但是養成每次飛行前檢查不失為一個好習慣）。接收範圍檢查是飛行前的最後機會，確保無線電的運作正常並具有充足的操作範圍。

T6已經內建了“低功率模式”提供在地面進行接收範圍檢查的動作 。在這種模式下，會降低射頻功率，以測試該 T6的工作範圍。

當啟用“低功率模式”時，90秒之後將會自動恢復到到全範圍模式。在大多數情況下，90秒內時間已經足夠全套的檢查。

To activate the Power Down Mode and Perform A Range Check 啟用低功率模式，並執行範圍檢查

1) To activate the "Power Down Mode" please hold down the MODE key and then turn the transmitter switch on. When this mode is active the blue LED on the front of the transmitter will begin blinking and the transmitter will provide users with an audible and visual indication that the transmitter is in the "Power Down Mode".

Audibly, the transmitter will beep one time every three seconds until it reaches the 90 second time limit. At which time the transmitter will beep two times and then return to the full power mode.

Visually, the LCD screen will display "POWR down". The word "down" will blink as an additional reminder that the transmitter is in the "Power Down Mode".

2) With the "Power Down Mode" activated, walk away from the model while simultaneously operating the controls. Have an assistant stand by the model and signal what the controls are doing to confirm that they operate correctly. You should be able to walk approximately 30-50 paces from the model without losing control.

If the servos jitter or move inadvertently, there may be a problem. Do not fly the aircraft! Look for loose servo connections or binding pushrods. Also be certain that the battery has been fully charged.

3)NEVER start flying when the "Power Down Mode" is active.

1) 要啟動“低功率模式”，請按住MODE鍵，然後打開遙控器開關。當這個模式開啟時，遙控器的藍色 LED會開始閃爍， 同時以響音與顯示告知用戶正在使用遙控器中的“低功率模式 “。

響音：遙控器會每三秒鐘蜂鳴一次，直到它達到了90秒的時間限制。屆時發射器將蜂鳴兩次，然後返回到全功率模式。

顯示：液晶屏幕會顯示“POWR down”，其中“down”這個字會閃爍以提醒該遙控器目前在“低功率模式”。

2) 隨著“低功率模式”啟動，請漸漸離開模型並同時間操作控制模型。該模型需有一個助手在旁，監看信號控制，以確認它們正常工作。步行約 30-50步的範圍內，模型不應失去控制。

如果伺服器抖動或擺動不順暢，就可能有問題存在。勿讓直昇機起飛！檢查伺服器訊號線與連桿裝置是否有黏動，以及確認電池是否已經完全充飽電。

3) 請勿在“低功率模式”啟用時進行飛行。

LINKING PROCEDURE 對頻程序

Each transmitter has an individually assigned, unique identification code. In order to start the operation, the receiver must be linked with the identification code of the transmitter with which it is being paired. Once the link is made, the ID code is stored in the receiver and no further linking is necessary unless the receiver is to be used with another transmitter. In the case of this T6 transmitter/receiver set, the linking has already been completed at the factory. However, it is always a good safety precaution to perform this linking procedure once again, regardless.

If you've purchased a spare or additional receiver, it will be necessary to link this new receiver with your existing transmitter. In order to do so, follow the procedure below:

1) Place the transmitter and the receiver close to one another. Generally speaking, as long as the transmitter and receiver are within 39.5" (one meter), the linking procedure will proceed without any difficulties.
2) Turn on the transmitter.
3) Check the LED that is located on the face of the T6 transmitter. When the blue LED is on, and solid (no blinking), the RF signal is being transmitted.
4) With power connected to the receiver turn on the receiver. The LED on the face of the receiver will begin blinking.

每個遙控器被分配具有獨特的識別碼。開始操作前，接收器必須與已配對的遙控器進行識別碼的辨識。一旦已經做過對頻，該ID碼會被在接收器儲存且不被更新，除非接收器需與另一個遙控器使用。T6遙控器與接收器，已在工廠完成對頻。然而，不管如何再次執行對頻程序是個良好的安全防範措施。

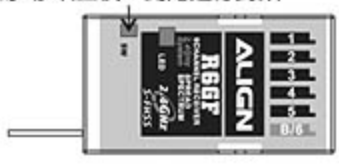
如果您已經購買了備用或額外的接收器，現有的遙控器需要與新的接收器進行對頻 。請按照以下步驟進行：

1) 請將發射器和接收器相互靠近。一般來說，只要發射機和接收器距離39.5"（1公尺）以內，都可以順利的進行對頻程序。
2) 打開發射機。
3) 檢查位於 T6面板的 LED指示燈。當指示燈恆亮藍色（無閃爍），表示發送射頻信號。
4) 接入接收器電源並開啟。位於接收器面板上的LED開始閃爍。

5) Press down and hold the "SW" switch on the receiver for more than one second. At this point, the receiver/transmitter will start the linking operation.

5) 按下並按住接收器上 "SW" 的開關一秒鐘以上。此時，接收器/遙控器將會開始進行對頻動作。

press down and hold the "SW" switch for more than one second to start the linking operation.
按住"SW"開關1秒以上後，開始進行對頻



press down and hold the "SW" switch for more than one second to start the linking operation.
按住"SW"開關1秒以上後，開始進行對頻

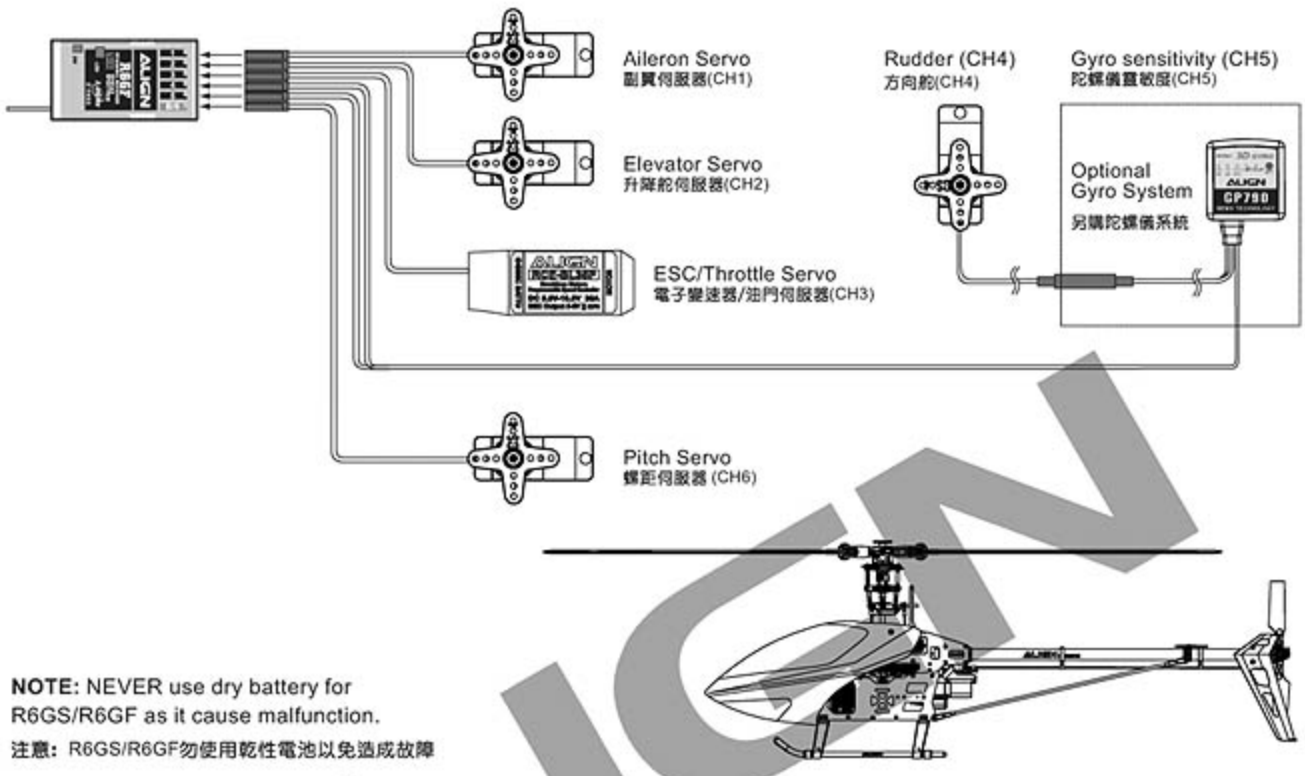
6) When the linking is complete, the LED on the receiver will change to solid green. Please confirm that the servos will now operate by your transmitter. Please refer to the table below for the LED status of the receiver's condition.

6) 當對頻完成後，接收器上的指示燈會變成綠燈恆亮。請確認伺服器已經能被發射器操作。請參考表中的LED所代表的接收器狀態。

No signal reception 無信號接收	Receiving signals 接收信號	Receiving signals, but ID is unmatched 接收信號，但ID辨識碼不相符	Unrecoverable failure (EEPROM, etc.) 不可恢復的故障（EEPROM等）
Red: On 紅燈：恆亮	Green: On 綠燈：恆亮	Green: Blink 綠燈：閃爍	Red and Green turn on alternately 紅燈和綠燈交替

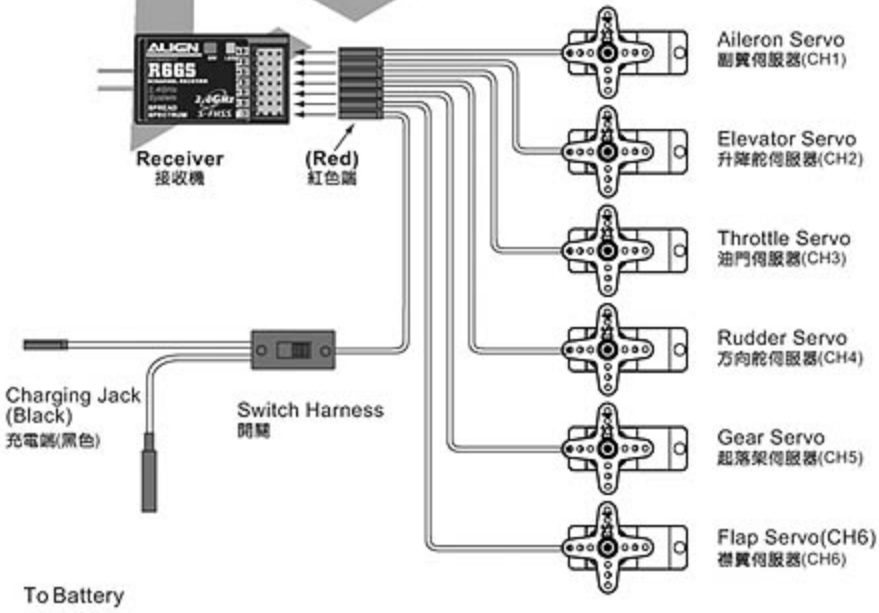
RECEIVER AND SERVO CONNECTIONS 接收器和伺服器接線配置

The diagram shown is for helicopter models only.
該圖顯示為直昇機模型接線方式。

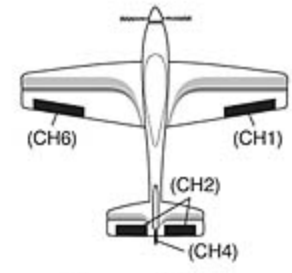


NOTE: NEVER use dry battery for R6GS/R6GF as it cause malfunction.
注意: R6GS/R6GF勿使用乾性電池以免造成故障

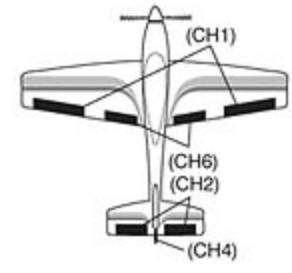
The diagram shown is for aircraft models only. Additional servos may have to be purchased separately.
該圖顯示為固定翼模型接線方式。其他伺服器需要單獨購買



NOTE: NEVER use dry battery for R6GS/R6GF as it cause malfunction.
連接電池
注意: R6GS/R6GF勿使用乾性電池以免造成故障



Flaperon Mode
(Dual Aileron Servo, CH1 & 6)
襟翼副翼混控模式
(副翼伺服器混控, CH1 & 6)



Independent Aileron & Flap
獨立副翼與襟翼模式

RECEIVER AND SERVO CONNECTIONS 接收器和伺服器接線配置

Connect the servos to the receiver to perform the functions indicated
連接到接收器的伺服器主要執行功能

Receiver output channel 接收輸出通道	Helicopter (HELI) 直昇機	Aircraft (ACRO) 飛機
CH 1	Aileron 副翼	Aileron-or-right flaperon or- right elevon (for tailless models) 副翼-或右襟翼混控 -或右升降副翼混控(無尾翼模型)
CH 2	Elevator 升降舵	Elevator or- left ruddervator (forV-tail models) or- left elevon (for tailless models) 升降舵-或左方向舵聯動(V型尾翼模型)或左升降副翼混控(無尾翼模型)
CH 3	Throttle 油門	Throttle 油門
CH 4	Rudder 方向舵	Rudder or- right ruddervator (for V-tail models) 方向舵-或右方向舵連動(V型尾翼模型)
CH 5	Gyro sensitivity 陀螺儀的靈敏度	Retractable landing gear 伸縮起落架
CH 6	Pitch 螺距	Flap or- left flaperon 襟翼-或左襟翼副翼混控
B	Receiver on/off switch (the red colored connector should be inserted into the receiver) 接收器開啟 /關閉開關（紅色接頭應插入到接收器）	Receiver on/off switch (the red colored connector should be inserted into the receiver) 接收器開啟 /關閉開關（紅色接頭應插入到接收器）

ALARMS AND WARNINGS 警示音與警告

The T6 offers several different warnings and alarms that will sound if certain safety factors aren't met. For example, whether you are in helicopter or airplane mode, should the batteries drop lower than the recommended safe voltage, an alarm will sound. When in the helicopter mode there are several additional warnings/alarms that may sound: stick position, throttle hold and/or idle up activated.
These are built-in safety features to ensure the longevity of your model and your enjoyment of the hobby. We strongly suggest adhering to the warnings accordingly.

當使用未符合某些安全因素時，T6遙控器會發出幾種不同聲音的警告和警示。 例如：無論您在直昇機或飛機模式下，電池電壓降至建議使用的安全電壓時，警示就會響起。當在直昇機模式時，則有幾個額外警告／警示的聲音：操縱桿位置，油門鎖定或開啓特技模式。

這些都是內置的安全功能，我們強烈建議遵守各項警告，以確保延長模型的使用壽命。

Transmitter Battery voltage 遙控器電池電壓

The T6 transmitter offers a programmable low voltage alarm that warns modelers when the transmitter voltage drops below the preset low-battery setting. If you are flying when this alarm sounds, please land as quickly and safely as possible to avoid any potential difficulties.

T6遙控器提供一個可設定低電壓警示的功能，以警告使用者當遙控器電壓低於預設的低電壓設定值。如果您在飛行中警示音響起，請儘可能的安全且快速地降落，以避免任何潛在的危險。

To set the Transmitter Battery Voltage Alarm 設定遙控器電池電壓警示

1) Press and hold the MODE and END buttons while simultaneously turning on the transmitter.
2) Press the DATA INPUT lever upward or downward to select the voltage at which the Battery Voltage Alarm will sound. If using four AA Alkaline (dry cell) batteries, the alarm should be set to 4.2 volts. If utilizing a five cell NiCd/NiMH transmitter battery, select the 5.0V setting.

ALARMS AND WARNINGS 警示音與警告

Note: The transmitter's Battery Fail Safe mode is not applicable when the throttle channel has been set to hold or when the T6 is transmitting in the FHSS mode.

1）按住MODE和END鍵，同時開啓發射器電源。

2）按壓DATA INPUT鍵，向上或向下選擇電池電壓發出警示時的電壓，如果使用四顆 AA鹼性電池（乾電池）電池，警示應設定為 4.2V。如果使用五顆鎳鎘 /鎳氫發射電池，請選擇設定 5.0V。

備註：遙控器的電池故障安全模式將不適用於以下時機，當油門通道被設置為鎖定(hold)或 T6在FHSS模式傳輸時。

Stick Position Alarm 操縱桿位置警示

The T6 offers a throttle stick position alarm that warns of an unsafe throttle stick position when the transmitter is powered up, or turned on. If the throttle stick is not at the idle position, the transmitter will sound an audible alarm, and the screen will display a visual warning as well. Move the throttle position to the lowest position in order to silence this alarm accordingly.

T6提供了油門操縱桿位置的警示功能，是當發射器通電或開啓時的不安全油門位置警告。如果油門不在怠速位置，遙控器會發出聲音警告，同時屏幕上也會顯示警告。將油門移到最低位置，就可以關閉此警示。

Throttle Hold and Idle Up Alarm (HELI only) 油門鎖定和特技模式開關警示（只限於直昇機模式）

When in the helicopter mode, the T6 offers alarms when either, or both, the throttle hold and idle ups are activated when the radio is turned on. This is referred to as the "MIX" warning. As with the throttle stick position alarm mentioned above, the T6 will sound an audible warning and display a visual warning on the screen also. These warning signals will continue until the switch(es) are returned to their off positions.

T6在直昇機模式下，當遙控器開啓時，油門鎖定與特技模式開關其中之一或兩者同時被開啓時就會出現此警示。這是被稱為 "MIX" 的警告。如同上述油門桿位置警示，發射器會發出聲音警告，同時屏幕上也會顯示警告。這些警告信號將會持續發出，直到開關扳回至關閉的位置。

BATTERY CHARGING PROCEDURES AND PRECAUTIONS 電池充電程序及注意事項

The T6 transmitter is designed to work with either four (4) AA alkaline dry cell batteries, or a five cell NiCd/NiMH battery pack, both available separately. The transmitter batteries used are a matter of personal preference.

AA Alkaline batteries are available at any local hobby shop, grocery store, etc. A NiCd/NiMH battery pack will need to be purchased from a hobby shop.

T6遙控器的設計可以使用任4個（4號）AA鹼性乾電池，或五個鎳鎘 /鎳氫電池。遙控器的電池使用的是依據個人的偏好。AA鹼性電池可在任何模型店、便利商店等處購買獲得。而鎳鎘／鎳氫電池組則需要至模型店購買。

Charging NiCd/NiMH batteries 鎳鎘 /鎳氫電池充電

As noted above, the T6 transmitter will function with four dry cell batteries, however, some modelers will opt to purchase a NiCd/NiMH battery pack and charger for use with this transmitter. Failure to exercise caution while using this product and to comply with warnings pertaining to the charging procedures could result in numerous difficulties. Please follow the specifications accordingly. Whether you choose NiCd (nickel cadmium, pronounced nI-kad) or NiMH (nickel metal hydride) batteries, these packs require special care and charging. Read the charging instructions carefully.

BATTERY CHARGING PROCEDURES AND PRECAUTIONS 電池充電程序及注意事項

Note: The batteries are generally supplied partially charged but will require a full, overnight charge before the model may be flown.

1) With the transmitter power off, connect the transmitter charging cord coming from the A/C wall charger to the charge jack in the right side of the transmitter case. The receiver charging cord may be connected to the batteries two different ways: The charge cord may be connected directly to the battery pack, or to the vacant charge connector (black) coming from the on/off switch in the model. Charging through the switch is preferred as there will be no need to disconnect the battery.

2) Plug the A/C wall charger into a wall outlet. Note: If the wall outlet can be turned off by a switch in the room, be certain the switch remains on after leaving the room. Otherwise, the batteries will not be charged!

3) The LEDs (light emitting diodes) should light red; indicating that current is flowing and the batteries are being charged. Discharged batteries will take about 15 hours to fully charge. If using an aftermarket fast charger, be certain to follow the manufacturer's instructions provided with the charger so you do not overcharge the batteries. NEVER charge the batteries at a rate higher than recommended by the manufacturer. Depending upon the battery cell construction, the batteries should also be discharged periodically to prevent a condition called "memory". If, for example, only two flights are made each time you go flying, the batteries will not have "reached" very far down into their full capacity. After doing this several times the batteries will "remember" and eventually "think" they can supply only enough power for two flights. After two flights the batteries may not provide enough power to operate the system, thus causing a crash. To erase any potential memory, cycle the NiCd batteries by discharging, then charging them with a commercial battery cycler, or leave the system on and "exercise" the servos by moving the transmitter sticks until the servos are moving very slowly, indicating that the battery is discharged. Cycling should be done every one to two months, even during the winter or periods of long storage. If using a cycler with a readout, note the capacity after the batteries have been cycled. If there is a noticeable drop in capacity the batteries should be replaced.

Note: Charging your batteries with a ALIGN A/C battery charger is always safe. However, fast charging with an aftermarket charger is acceptable as long as you know how to properly operate the charger. Never charge at a rate higher than suggested by the manufacturer. If not done correctly, fast charging can damage the batteries.

如上所述，T6發射器可以使用4個乾電池，一些飛友會選擇購買鎳鎘/鎳氫電池和充電器作為遙控器使用。請按照相應的規範，並遵守相關的使用警告，以確保產品的正常運作。無論您選擇鎳鎘電池或鎳氫電池，這些電池包需要特殊照顧和充電。請仔細閱讀充電指示。

備註：一般來說電池只需要部分充電，但用於模型時，飛行前最好是進行完整的充電。

1) 隨著遙控器電源關閉，連接壁式A / C充電器之充電線至發射器右側充電插孔。接收器充電線可以由兩種不同的方式連接到電池，充電線可直接連接到電池組，或到模型中的ON / OFF開關的空置充電連接器（黑色）。建議是直接通過充電開關，因為不會有需要另行接上電池。

2) 將 A / C壁式充電器插到牆壁插座時須注意：如果牆壁插座是可以由一個開關關閉，請確定離開房間後該電源仍是正常供電狀態，否則，電池不會進行充電！

3) LED(發光二極管)會以紅燈顯示正在為電池充電。放電過的電池約需 15小時才能完全充電。依據電池的製程不同，電池應於充電前先進行放電以防止所謂的"記憶"特性。舉例來說：如果每次您只飛行兩個趟次，距離電池"達到"全放電還有一段落差。幾次之後，電池會"記住"並"認為"它們可以只提供兩趟飛行的電力。經過兩趟飛行之後電池可能就無法提供足夠的電量給進行操作的系統，因而可能導致飛機墜毀。要清除任何潛在的記憶，應使用電池充放電儀對鎳鎘電池進行放電，然後再充電；或讓系統繼續開啓並透過發射器持續的"運動"伺服器，直到伺服器移動變緩慢，這表明電池已經完成放電。每隔一至兩個月應該做一次循環，甚至在冬季或長期儲存時也應該如此。使用充放電儀讀出電池的容量，如果有容量明顯下降時，電池應更換。

備註：使用亞拓 A / C電池充電器對您的電池充電是較為安全的。若是使用市售快速充電，您必須知道如何正確操作的充電器，永遠不要以高於製造商建議的速度進行充電，如果沒有正確使用，快速充電將會損壞電池。

BATTERY CARE AND PRECAUTIONS 電池保養和注意事項

Below you will find some general rules and guidelines which should be adhered to when charging transmitter and/or receiver battery packs. These are included to serve only as general guidelines, and are not intended to replace or supersede the information provided by the battery and/or charger manufacturer. For complete information, please refer to the instructions that are included with the battery pack(s) and/or chargers that accompany the products purchased.

下面您會發現一些為遙控器充電或接收器的電池組應遵守的一般準則。這些為一般準則，但不包括其他電池或充電器製造商所提供的規則。有關完整信息，請參閱伴隨著該電池組或充電器的購買的指示。

CAUTION 注 意

- Do not allow children to charge battery packs without adult supervision.
- Do not charge battery packs that have been damaged in any way. We strongly suggest frequent inspection of the battery packs to ensure that no damage has occurred.
- Do not to allow batteries to overheat! If overheated, disconnect the battery from the charger immediately and allow to cool.
- Do not mix cells- all cells should be of the same material, configuration, etc.
- Do not deep cycle NiMH batteries as permanent damage could result.
- Never charge batteries on a surface that may become hot, or may be impacted by the heat.
- Immediately end the charging procedure if either the batteries or charger itself become overly hot.
- NiMH cells do not exhibit the "memory effect" like NiCd cells, so little cycling is needed. Store NiMH packs with some voltage remaining on the cells (refer to battery supplier).
- NiMH cells have a self-discharge rate of approximately 20-25% (compared to 15% for NiCd batteries). It is important to recharge NiMH batteries immediately prior to use.
- Never connect the battery in reverse. Reverse connection will cause the battery to overheat or will damage the inside of the charger.
- Do not add an additional charge after charging.
- Never charge with a current exceeding the nominal capacity (1C) of the rechargeable battery. If a battery is charged with a current exceeding 1C, the battery will overheat and deteriorate.
- Do not connect two battery packs or more to one output terminal.
- Avoid extremely cold and hot places and the direct sunlight when you charge batteries.
- It is recommended to perform charging within the 10 ~ 30° C (50-85° F) range. Otherwise, it may cause abnormal charging and overheat.

- 不要讓孩子在沒有成人的監督下進行電池充電
- 不要對已損壞的電池組進行充電。我們強烈建議經常檢查電池組，以確保不會有損害發生。
- 不要讓電池過熱！如果過熱，立即斷開充電器，並冷卻電池。
- 不要隨便混合電池芯，所有電池芯應該使用相同的材料，配置等。
- 不要過度對鎳氫電池循環放電，可能造成永久傷害的結果。
- 切勿對在可能會產生熱或是會受到熱影響的表面上進行充電。
- 不論是電池或充電器本身過熱時，立即停止充電。
- 鎳氫電池不會出現像鎳鎘電池的"記憶效應"，所以只需要少次的充放電。並使鎳氫電池保存一些電壓（依電池供應商）。
- 鎳氫電池有大約 20-25%的自放電率（鎳鎘電池為 15%）。鎳氫電池充電後請立即使用。
- 切勿將電池反接。反接會導致電池過熱或將損害充電器的內部。
- 充飽之後不要再過度充電。
- 不要以超過可充電電池（1C）的額定充電電流進行充電。
- 如果電池超過 1C充電，會造成電池過熱和惡化。
- 不要在一個輸出端接上兩個以上的電池組。
- 充電時應避免極冷和熱的地方，及陽光直射時。
- 建議在10~30°C（50-85°F）的範圍下執行充電。否則，可能會造成不正常的充電和過熱。

DATA INPUT lever - use this lever to input numbers or settings
DATAINPUT 桿-使用此控制桿輸入數字或設定

SELECT key - use to select items within function to be set or changed in the screen
SELECT 鍵-用以設定或變更當前畫面中的功能物件

END key - use to select desired function while programming
END 鍵-在程式控制中用來選擇當前的功能

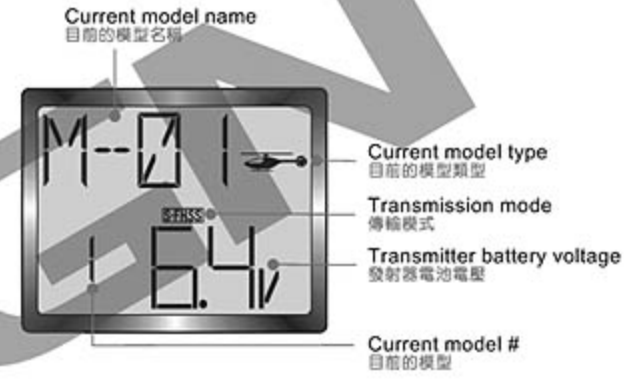
MODE key - use to select desired function while programming
MODE 鍵-在程式控制中用來選擇當前的功能

To open programming menu; Press MODE key for one second.
進入程式控制選單:按住MODE鍵一秒

To close programming menu; Press END key for one second.
退出程式控制選單:按住END鍵一秒

LCD Display screen LCD 顯示畫面

When the transmitter is initially turned on, the model type, model memory number, model memory name, transmission mode and transmitter battery voltage are displayed on the LCD screen. When prompted by the user, the functions and settings stored in the memory can also be read on the screen. The user accesses the different functions using the MODE and SELECT keys and changes the values and settings using the DATA INPUT lever. This is called programming.



Note: Feel free to explore by scrolling through the programs and viewing the displays using the MODE and END keys. The MODE and END keys only determine what will be displayed on the screen and will not change any of the settings. To access any of the submenus, use the SELECT key. For example, use the MODE or END keys to access the servo reversing (REVR) then press the SELECT key to access the submenus (in this case channels) to be refined. Only when using the DATA INPUT lever will you be able to change any of the settings.

當遙控器開啟時，模型的類型，模型的記憶位置，模型的名稱，傳輸模式和遙控器電池電壓都會顯示在液晶屏幕。當用戶使用提示時，也可以在屏幕上閱讀功能和存儲設定值。使用者透過MODE和SELECT鍵來使用不同的功能以及透過DATA INPUT桿改變設定值。這就是所謂的編程。

備註：使用MODE和END鍵以進入查閱編程和觀看顯示。MODE和END鍵只能選擇要顯示哪些資訊，並不會不改變任何設置。要進入任何的子選單，請使用SELECT鍵。例如，MODE或END鍵進入伺服器正反向（REVR），然後按SELECT鍵進入子選單（各通道）予以細化，然後使用DATA INPUT才能更改設置。

Model name 模型名稱

The ALIGN T6 2.4GHz stores model memories for fifteen models. This means all the data (control throws, trims, end points, etc.) for up to fifteen different models can be stored in the transmitter and activated at any given time (depending upon which model you choose to fly that day). This eliminates the requirement for reconfiguring the transmitter each time you decide to fly a different model with it! When the transmitter is turned on the model type, model name, transmission mode and the transmitter voltage will be indicated on the LCD screen. Before every flight BE CERTAIN that the correct model name for the model you intend to fly appears on the screen. If the transmitter is not operating the correct model, some (or all) of the controls could be reversed and the travels and trims will be wrong.

Flying a model with the wrong program will result in a crash, so always be certain the model name in the transmitter is correct. One way to ensure this is to write the model name directly on the airplane or helicopter, or attach a list to the bottom or back of the transmitter.

ALIGN T6 2.4GHz可以記憶十五架模型。這意味著所有的數據（舵面輸出、微調、行程量等等）包含多達十五種不同的模型都可以儲存在發射器和在任何時間開啟使用（取決於您當天選擇哪種模型而定）。這可以免於每次決定飛何種模型時重新配置發射器！當發射器開啟時，模型的類型，模型的記憶位置，模型的名稱，傳輸模式和發射器電池電壓都會顯示在液晶屏幕。在每次飛行時須確認您您準備飛行的模型其名稱被正確的顯示在屏幕上。如果遙控器操作到不正確模型，一些動作（或全部）會反向，行程和微調也會是錯誤的。

飛行錯誤的程式將導致模型墜毀，所以請經常確定遙控器的模型名稱是正確的。有一種方法是直接在飛機或直昇機模型寫上模型名稱，或是在遙控器背面或是底部貼上一張模型清單。

Transmitter Battery voltage 發射機電池電壓

In addition to the model type, the LCD screen also displays the transmitter battery voltage. When the voltage goes below the Battery Low Voltage alarm setting, the "battery" icon will flash and the low-battery alarm will continuously beep until the transmitter is turned off. When the low battery alarm sounds, immediately land your model before losing control.

Note: If the transmitter ever reaches this battery voltage alarm, land as soon as safely as possible. A more reasonable margin of safety would be to quit flying for the day) or recharge the batteries) when the transmitter battery is slightly above the low voltage alarm setting.

除了模型類型，液晶屏幕還顯示發射機電池電壓。當電壓低於設置時，"電池"圖標會閃爍，低電壓警報提示音不斷響起直到關閉發射器。當低電壓警報提示音響起時，請立即在飛機失控前完成降落。

備註：如果遙控器一旦發出低電壓警示，請盡可能地快速並安全的降落。當遙控器電池電壓是略高於低電壓警示時請為電池進行充電（安全的結束一天的飛行）。

Mixer Alert Warning (Heli Only) 混控警示警告（直昇機專用）

If the transmitter is turned on with the throttle hold or idle up function switched on, the screen will show "MIX" and an audible warning will sound. Please turn the throttle hold and/or idle up functions off to proceed.

如果遙控器開啟時油門鎖定或特技模式能已被開啟，屏幕上會顯示"MIX"，並發出聲音警示。請關閉油門鎖定或特技模式開關。

Backup error 備份錯誤

The Backup error warning occurs when the transmitter memory is lost for any reason. If this occurs, all of the data will be reset when the power is turned on again.

在備份時出現錯誤警告，表示遙控器因某種原因遺失儲存的資料。如果發生這種情況，再次接通電源時所有的數據將被重置。

⚠ WARNING 警告 Do not fly when this message is displayed: all programming has been erased and is not available. Return your transmitter to ALIGN distributors.

顯示此訊息時請不要進行飛行，所有程式已經遺失不存在，請將遙控器送回亞拓經銷商。

Anytime you wish to view or change any of the current settings in the transmitter, the programming mode must first be entered by, of course, turning on the power, then by pressing and holding the MODE key down for approximately one second. Once in the program, the MODE or END key will be used to scroll through each of the available functions/features. The MODE key will scroll one direction while the END key will scroll in the opposite direction. Therefore, if when scrolling through the functions, if the modeler bypasses the desired function, press the opposite key to scroll back to the bypassed function. For example, if using the MODE key to scroll and the desired function is passed, press the END key to scroll to the desired function. The functions available for each model type are as follows:

Model type HELI: Parameters- Data Reset / Model Type Select /Mode Select/Throttle Cut/Battery Fail Safe/Model /name, Model Select, Reversing, Dual Rates, Exponentials, End Point Adjustments, Trim, Sub-Trim, Normal Throttle Curve, Normal Pitch Curve, Idle Up Throttle Curve , Idle Up Pitch Curve, Throttle Hold, Throttle Hold Pitch Curve, Revolution Mixing, Gyro Sensitivity, Swash-Throttle Mixing, Swash Ring, Swash-AFR,Delay,Hovering Pitch,Failsafe,Trainer,and,Timer.

Model type ACRO: Parameters- Data Reset / Model Type Select /Mode Select/Throttle Cut/Battery Fail Safe/Model Name, Model Select, Reversing, Dual Rates, Exponentials, End Point Adjustments, Trim, Sub-Trim, Programmable Mix 1, Programmable Mix 2, Flaperon Mixing, Flap Trim, V-Tail Mixing, Elevon Mixing, Throttle Curve, Pitch Curve, Failsafe, Trainer and Timer.

The SELECT key will be used to view the settings, scroll through the options, etc. within the respective function. When a data change is actually required the DATA INPUT lever will be used to increase or decrease the value of the item displayed, thus making the change. The DATA INPUT lever, in some cases, may also be used to scroll through the various options and adjustments.

You can return to the home screen (where model name and battery voltage is displayed) by depressing and holding the END key for approximately one second.

Note: The functions are listed and described in the order that they appear in the transmitter. Read all the way through the programming instructions before setting up your model (if you won't be using any of the mixing functions for a while you can read those instructions when ready). Refer to the function flow chart on page77 (HELI).

每當您想查看或更改任何在遙控器的當前設定，就必須先進入功能設定模式。開啟遙控器電源，然後按住MODE鍵約一秒鐘就可以進入功能設定。進入設定後，用MODE鍵或END鍵來選擇要設定的功能。MODE鍵是順向的方向，而END鍵則是相反的方向。因此，如果跳過所需的功能時，按下相反的鍵往回到所需功能。例如：如果使用MODE鍵來選擇功能，當不小心錯過所需功能時，按END鍵可以回到所需的功能。每個模型類型提供的功能如下：

直昇機類功能： 回復原廠設定/模型類型/模式選擇/油門關閉/電池失控保護/模型命名，模型選擇，正反轉，雙率，動作曲線，行程量設定，微調，內微調，一般模式油門曲線，一般模式螺距曲線，特技油門曲線，特技螺距曲線，油門鎖定，油門鎖定螺距曲線，自動補正混控，陀螺儀感度，油門混控，十字盤動作限圈，十字盤行程調整，遲滯設定，停懸螺距調整，失控保護，教練模式，計時器。

飛機類功能： 回復原廠設定/模型類型/模式選擇/油門關閉/電池失控保護/模型命名，模型選擇，正反轉，雙率，動作曲線，行程量設定，微調，內微調，程式混控1，程式混控2，襟副翼混控，襟翼微調，V型尾翼混控，三角翼型混控，油門曲線，螺距曲線，失控保護，教練模式。

SELECT鍵將用於查看預覽該功能的各項設定。當某個參數需要改變時，以實際需要使用DATA +/- leve鍵來增加或減少參數數值。DATA +/- leve鍵在某些情況下，也可當作查看各種選擇和調整。

您可以利用按END鍵一秒鐘來返回到主畫面（型號名稱和電池電壓顯示）。

備註：這些功能是遙控器會出現的功能選單，設定您的模型之前，請閱讀所有的功能介紹。（如果您不會使用任何的混控功能，您可以先閱讀以下這些介紹）並參考第77頁的功能流程圖。

PARAMETER (PARA) 參數功能

The T6's parameter menu item allows for a variety of programming and functionality. This includes model reset, aircraft type selection, mode selection, throttle cut and the battery fail safe selections.

T6的參數功能選單提供多種功能設定，包括：回復原廠設定、模型的選擇、發射模式選擇、油門關閉和電池失控保護。

Model Select Function (MODL) 模型選擇功能

The model select function (MODL) is used to select amongst existing models or to create entirely new models in the T6's model memory. You can store up to 15 different models in the T6. In order to avoid confusion, or inadvertently altering a model memory for a different aircraft, we strongly suggest naming each model immediately after it is selected. To do so, please refer to the Model Name section of this manual.

這個功能是用來選擇或建立全新模型的功能。您可以存儲多達15種不同的模型在T6遙控器裡面。為了避免混淆，我們強烈建議為每一個模型命名。關於命名部分請參閱本手冊的模型名稱部分。

To select model memory 選擇模型

1) Turn the transmitter on.

2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change.

3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the model select function appears on the LCD screen- MODL. The number of the current, active model will be blinking.

Note: If the END key is held down for 0.5 seconds, the transmitter will return to the default screen and will then display the current trim settings. When using the END key, press and release it to scroll through the options.

4) To select a different model memory press the DATA INPUT lever and hold it downward or upward for 0.5 seconds until the desired model number appears. Release the DATA INPUT lever when the next model memory (MODL) appears on the LCD. Continue repeating this procedure until the desired model memory appears on the screen. Each time a new model memory is brought forth the T6 will emit a single audible beep.

5) With the desired mode memory (MODL) on the screen, all programming inputs from this point forward will affect only the model number on the screen (until another model number is selected).

1) 開啟遙控器電源。

2) 按住MODE鍵“嗶嗶”聲響後就會進入遙控器功能設定。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到MODL（模型）選單出現。目前的模型編號將會閃爍，選擇您想要的模型。

備註：如果按住END鍵0.5秒，遙控器將返回主螢幕畫面，然後會顯示目前的微調值。可以使用END鍵來跳過當前設定的選項。

4) 要選擇遙控器內其他的模型，按住DATA +/- leve上或下鍵0.5秒，螢幕會跳到下一個模型，每按一次DATA +/- leve鍵會跳一個模型，繼續重複此過程，直到屏幕上顯示所需的模型。每跳一個的模型時，T6會發出“嗶”聲提示。

5) 所需的模型顯示在屏幕上時，遙控器所有的功能設定只會影響該模型。

Model Name function 模型名稱功能

The Model Name function, as the name implies, is used to assign a name to a specific model memory. The T6 allows up to four characters to be used in the naming designation for each model memory. By giving each model a name that is immediately recognizable, you can quickly select the correct model, and minimize the chance of flying an incorrect model program that could lead to a crash.

Note: In addition to the model naming designation, the model memory number will also be present on the home screen. This is an additional safety feature and will serve to also assist in model recognition.

Note: It is possible to change model names at any time, without impacting any of the other programming or settings that have been input.

模型名稱功能，顧名思義就是給模型來個別命名。每組模型可以設定四個字母的名稱。我們可以透過每個模型的名稱，快速選擇正確的模型，並盡量減少選擇錯誤的模型而導致摔機的機會。

備註：除了模型的命名之外，該模型記憶的編號也會顯示到螢幕上。這是一個額外的安全提示，有助於協助模型的識別。

備註：模型名稱是可以隨時更改的，而且不會影響任何其他功能或已設定的參數。

To assign a model name to a model memory location 模型命名

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the screen will display the model selection menu (MODL). The number of the current, active model will be blinking. Select the model you wish to name using the model memory select instructions above.
3) With the desired model memory on the LCD, press the SELECT key. The current model naming designation will begin blinking on the screen.
4) Choose a character for the first space by pressing the DATA INPUT lever upward or downward until the desired character appears on the LCD.
5) Use the SELECT key to choose the next character.
6) Repeat this procedure for the remaining two spaces. When completed, press and hold the END button. Confirm the model name on the home page.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定選單，進入後會聽到"嗶嗶"二聲提示，而屏幕上會顯示MODL（模型記憶）。目前的模型編號將會閃爍，選擇您想要命名的模型。
3) 螢幕上已經顯示所需的模型，按SELECT鍵，目前模型的命名指示會在螢幕上閃爍。
4) 在第一個字母按DATA +/- leve上或下鍵，直至所需字符出現在螢幕上。
5) 按SELECT鍵跳到下個字母。
6) 重複上述步驟完成剩下的字母命名。完成時，按住END鍵，確認設定的名稱已經顯示在首頁。

Data Reset function (REST) 回復原廠設定值

All the data for any model memory can be reset to the original factory defaults. Often this function is performed to get a "fresh start" and clear the memory before inputting new model settings. It is also used to eliminate a model that no longer exists, from the T6's model memory.

Note: Data reset function only resets the defaults for the model that appears on screen. It does NOT reset the entire transmitter.

遙控器任何一組模型記憶中的所有數據是可以恢復到原廠設定值。通常這個功能是用來重新設定，並清除之前輸入的模型設置的數據。我們也可以從模型的選擇功能來刪除模型。

備註：回復原廠設定功能只會重置目前所在的模型，它不會對整個遙控器重置。

To reset data 回復原廠設定

1) Turn the transmitter on. Ensure that the model on the home page is the one that is to be reset.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the parameter (PARA) submenu appears on screen.
4) Press the SELECT key until the model reset submenu (REST) is brought forth.
5) Press and hold the DATA INPUT upward or downward. The EXEC will begin flashing rapidly prior to the model reset being executed. The T6 will also emit an audible double beep to confirm that the model has been reset. The model data has now been reset to the initial setting that is the default value set at the factory.

Note: If the power switch is turned off while reset is underway, the data may not be reset.

Note: The reset function will NOT impact any other models, or model memory other than that indicated on the LCD screen.

1) 打開遙控器。確保上螢幕所顯示的模型是將被重置的。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，每按一次頁面都會轉換不同的功能，直到PARA選單出現。
4) 按SELECT鍵直到REST（回復原廠設定）出現在螢幕上。
5) 按住DATA +/- leve上鍵或下鍵，"EXEC"字樣會開始快速閃爍並開始重置原廠數據，完成後T6遙控器會發出"嗶嗶"聲提示，以確認該模型已被重置。模型數據現在已經恢復到初始設置，就是出廠時的預設值。

備註：如果正在回復原廠設定時關閉遙控器電源，數據可能會重置失敗。

備註：這個回復原廠設定功能不會影響到其他任何模型或模型以外的功能。

> **CAUTION 注 意** Resetting the current model memory will permanently erase ALL programming information for that model. The data cannot be recovered (unless you recorded it in written form on a Model Data Recording Sheet in the back of the manual). Do not reset the model unless you are certain you want to completely clearout that model memory and start from scratch.
>
> 回復原廠設定後，將永久刪除所有該模型的功能參數設定，數據無法恢復（除非您以書面形式把模型數據記錄在本手冊的背面）。不要輕易使用這個回復功能，除非您是想完全清除該模型的設定，並且重新開始設定。

ACRO/HELI Model type select function (TYPE) 模型種類選擇

The model type (TYPE) select function is used to determine whether the selected model memory will bring forth the airplane or helicopter programming. If, for example, the airplane (ACRO) is selected, the programming features and functions which are available will be airplane-related. If, however, a helicopter (HELI) is selected, the available features and functions will be directly related to helicopters.

The T6, offers individual model type designations for each model memory. That is, it is possible to assign either airplane or helicopter for each specific model memory.

HELI: Helicopter memory type (with three helicopter swashplate type. See Swashplate type selection for further information, page 66).

ACRO: Powered aircraft memory type (with multiple wing and tail configurations. See Wing mixing type selection for further information, page 43).

模型種類（TYPE）的選擇是用來區分是飛機或直昇機會用到的遙控器功能設定。例如：如果選擇飛機（ACRO），功能將與飛機有關；如果選擇的直昇機，遙控器可用的特性和功能就將直接與直昇機有關。

T6遙控器提供每組記憶都可以有個別的模型種類。也就是說，它可以在不同模型記憶裡使用直昇機或者飛機。

HELI:直昇機的類型（有三個直昇機十字盤類型，相關訊息請參閱第66頁）。

ACRO:飛機的類型（有多種機翼和機尾配置選擇，進一步的訊息請參閱第43頁的混控類型選擇）。

CAUTION 注意 Before doing anything else to set up your aircraft, first you must decide which model type (include wing mixing type or swashplate type) best fits this particular aircraft.

在設定您的飛機之前，首先必須確定哪個模型類型（包括機翼的混合類型或十字盤型）最適合您的飛機使用。

CAUTION 注意 When changing model types (e.g., from airplane to helicopter), the current programming will be lost and will be rewritten to the factory default settings for the new model type selected. As such, please select a new model memory when creating a new model in the transmitter.

當改變模型類型（例如：從飛機轉為直昇機）時，將失去之前設定的數值，所有設定將被重寫為出廠預設設置。因此，遙控器創建一個新的模型時，請選擇新的一組模型儲存。

To select model type 設定模型種類

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change. Continue pressing the MODE or END key until the parameter (PARA) submenu appears on screen.
4) Press the SELECT button until the model type (TYPE) selection submenu appears on the display. An icon representing the existing model type selection will appear in the right portion of the LCD screen.
5) The DATA INPUT lever will be utilized to change the model type selection. Press the DATA INPUT lever, and hold it upward or downward for approximately two (2) seconds. The model type indication will begin blinking rapidly and an audible beep will be heard as the model type selection is taking place. The new model type selection mode will begin blinking slowly on the screen.

Note: HELI indicates that the T6 will utilize the helicopter programming and functionality. ACRO represents the airplane model type selection.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，每按一次頁面都會轉換不同的功能，直到PARA選單出現。
4) 按SELECT鍵選擇子功能頁面直到TYPE（模型種類）出現在螢幕上。現有的模型類型會有一個圖標出現在遙控器螢幕的右側。
5) 使用DATA +/- leve鍵來選擇模型的類型。按住DATA +/- leve上或下鍵大約兩秒，模型類型指示將開始快速閃爍，聽到嗶聲模型就會被改變，然後新的模型類型將開始慢慢地在屏幕上閃爍。

備註：" HELI" 表是T6遙控器將會使用直昇機的功能設定。" ACRO" 代表飛機模型類型的選擇。

Transmission Mode Selection (MODE) 發射模式設定

The T6 offers two different mode transmission selections: S-FHSS and FHSS. The R6GF which accompanies the T6 is compatible with either the S-FHSS or FHSS settings and adjusts automatically to the signals from the transmitter, accordingly.

The S-FHSS mode offers fail safe on all channels.

Note: When changing the mode selection, the transmitter's power must be cycled off and then back on once again in order for the change to become effective. The new mode selected will flash on the default screen until the cycling of the power has taken place.

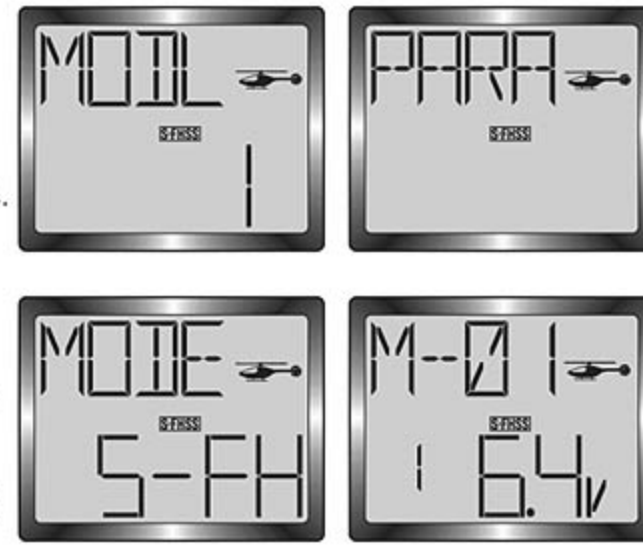
T6遙控器提供兩種不同的發射模式：S - FHSS和FHSS。 R6GF接收機是搭配在T6內並且是兼容S- FHSS或FHSS模式，它可以從遙控器內來調整發射模式。

S-FHSS模式提供所有頻道的失控保護功能。

備註：改變發射模式時，遙控器的電源必須重開才會作用。一開始所選擇的新模式會在螢幕上閃爍，直到電源重複開啟才結束閃爍有作用。

To select mode setting: 發射模式的設定

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change accordingly. Continue pressing the MODE or END key until the parameter (PARA) submenu appears on screen.
4) Press the SELECT button until the mode selection (MODE) menu is on screen. The existing mode selection will flash in the center of the LCD screen.
5) The DATA INPUT lever will be utilized to change the mode of the T6. To change from the FHSS (FH) mode to the SFHSS (S-FH) mode, press the DATA INPUT lever, and hold it upward for approximately 0.5 seconds. To change from the SFHSS (S-FH) mode to the FHSS (FH) mode, press the DATA INPUT lever, and hold it downward for approximately 0.5 seconds The mode indication will begin blinking rapidly and an audible beep will be heard as the mode selection is taking place. The new mode will begin blinking slowly on the screen.
6) Turn the T6 power off and then back on once again for the mode change to take effect. The mode is displayed in the LCD screen above the transmitter voltage indication.



1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，每按一次頁面都會轉換不同的功能，直到PARA選單出現。
4) 按SELECT鍵讓MODE(發射模式)功能出現在螢幕上。液晶螢幕中間會閃爍目前的發射模式。
5) 使用DATA +/- leve鍵來改變T6遙控器發射模式。按DATA +/- leve上鍵約0.5秒，它會從FHSS模式改變為SFHSS模式 。按DATA +/- leve下鍵約0.5秒，從 SFHSS模式改變的FHSS模式。模式變換時指示字樣會開始快速閃爍，聽到嗶聲後模式就會被確定。這時新模式會在屏幕上閃爍顯示。
6) 把T6遙控器關閉然後再打開電源，這時新的發射模式就是生效。該模式會顯示在螢幕上的電壓指示畫面上。

Throttle-Cut Function (TCUT) 油門關閉功能

The Throttle Cut function is intended to be used for shutting off the engine, or disarming the speed control in electric-powered models. Pressing the "THR Cut" button, will shut off the engine, or disarm the ESC, accordingly. In internal combustion models, the throttle cut feature prevents inadvertently shutting off of the engine when lowering the throttle stick all the way (such as when coming in for a landing). When used in electric-powered applications, it will prevent inadvertent operation of the speed control.

As mentioned above, the T6 offers two versions of the Throttle-Cut (TCUT) function. The normal (NOR) is to be used for internal combustion engines. The electronic speed control (ESC) is to be used for electric-powered models.

油門關閉功能的是用在關閉引擎/發動機，或解除電子變速器的使用。按"油門關閉"按鈕，將會關閉引擎/發動機，或解除電動飛機的電子變速器。在引擎/發動機動力的模型，油門關閉可以防止降落後誤觸油門搖桿，導致引擎突然開啟。在馬達動力的模型，它也可以防止油門誤操作。

如上所述，T6油門熄火提供了兩種版本。正常（NOR），是用於引擎/內燃機。電子變速器（ESC），是用於電動模型。

To program the Throttle-Cut (TCUT) Function (Normal) 設定油門關閉功能

1) At the model select screen, press either the MODE or END button until the PARA (Parameter) screen appears.
2) Press SELECT until the TCUT (Throttle-Cut) screen appears. The normal (NOR) mode should be indicated in the right portion of the LCD.
3) Observing the carburetor barrel's opening, press and hold the throttle-cut button (THR CUT) on the left side of the transmitter. The carburetor barrel should be fully closed (thus shutting off the engine).

If not, adjust the travel position of the throttle servo in the End Point Adjustments function so that the carburetor closes fully. Use the throttle trim to open the carburetor barrel so the engine will idle at the desired RPM when the throttle stick is all the way down.

Note: When the throttle-cut button is released, the throttle servo will regain functionality.

1) 在模型選擇屏幕上，按MODE或END按鈕直到（PARA）出現在螢幕上。
2) 按SELECT鍵直到TCUT(油門熄火)在屏幕上出現，這時正常（NOR）模式會顯示在液晶螢幕的右側。
3) 觀測化油器的開啟與關閉，按住油門熄火按鈕（遙控器的左側）。化油器應該要完全關閉。

如果化油器沒有完全關閉，在伺服器行程功能調整油門伺服機的行程，使化油器可以完全關閉。使用油門微調打開化油器，讓油門搖桿在最低點時，使引擎能正常的怠速運轉。

備註：當油門熄火按鈕被切回來時，油門伺服器就會恢復功能。

To program the Throttle-Cut (TCUT) Function (ESC) 設定油門關閉功能-電子變速器

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE or END button until the PARA (Parameter) screen appears.
4) Press SELECT until the TCUT (Throttle-Cut) menu screen appears. The normal (NOR) mode should be indicated in the right portion of the LCD.

5) Press and hold the DATA INPUT lever downward, the NOR will begin flashing rapidly before changing to the ESC Mode.

6) Momentarily press and hold the throttle-cut (THR CUT) button on the left side of the transmitter. The electronic speed control in the model will be disarmed.

Note: When the throttle-cut button is released, the electronic speed control will continue to be disarmed. Set the throttle stick to slow position and press the throttle-cut button once again to reactivate the arming of the ESC.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到PARA選單出現。
4) 按SELECT鍵直到TCUT(油門關閉)在屏幕上出現，這時正常（NOR）模式會顯示在液晶螢幕的右側。
5) 按住DATA +/- leve下鍵，"NOR"字樣會開始閃爍然後變換到"ESC"模式。
6) 隨時按住油門關閉的開關（遙控器的左側按鈕），模型的電子變速器功能會被暫停使用。

備註：當油門關閉按鈕開啟時，電子變速器功能將被暫停使用。這時將油門搖桿放回最低點位置，然後再按油門關閉按鈕一次，電子變速器功能就會被喚醒。

Battery F/S Fail Safe (S-FHSS Mode only) 電池失控保護- S-FHSS模式使用

Your system provides a safety function called battery fail safe. The battery fail safe function is only applicable to the T6 when the transmitter is in the S-FHSS mode setting and the model utilizes an applicable S-FHSS receiver. The R6GF receiver that accompanied this transmitter is an S-FHSS compatible receiver. If the transmitter mode is set to FHSS, the battery fail safe will not appear in the options.

When the airborne battery voltage drops below approximately 3.8V, the battery failsafe function moves the throttle servo to a predetermined position or fast idle, if you haven't set it.

If this happens, you should land immediately! If you need to increase throttle for your landing approach, you may temporarily reset the failsafe function by moving the throttle stick to idle, after which you'll have approximately 30 seconds of throttle control before the battery fail safe function reactivates and reduces the throttle once again.

In the factory default settings, the battery fail safe function is activated. If you wish to de-activate, or turn off this setting, please follow the procedure below:

T6遙控器系統提供了一個安全功能，稱為電池失控保護功能。電池失控保護功能僅適用於T6遙控器使用S - FHSS模式時，並且使用S-FHSS的接收機。其中R6GF的接收機，就是搭配在T6遙控器裡面的S-FHSS模式接收機。如果遙控器模式設置為FHSS，這項電池失控保護將不會出現在功能選單上。

當接收機的電池電壓低於約3.8V時，電池失控保護功能的會開啟，並且油門伺服器會移動到設定的位置，如果您沒有設置它時，油門伺服器則會移動到較高怠速的位置。

當電池失控保護開啟時，您應該立即把飛機降落！如果在降落前需要油門輔助降落時，您可以將油門搖桿回復到最低點位置，這時在新一次的電池失控保護開啟前，您會有30秒的油門控制時間。

遙控器的出廠預設，電池失控保護功能是開啟的。如果您想取消或關閉此設置，請遵循以下步驟：

To program the Battery Fail Safe Function 設定電池失控保護功能

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the parameter (PARA) menu appears on screen.
4) Press SELECT until the BF/S (Battery Fail Safe) screen appears. If the Battery Fail Safe is active and you wish to turn it off, press and hold the DATA INPUT lever down.

The ON indication will begin to blink rapidly and will soon change to display OFF. If the Battery Fail Safe is not activated and you wish to turn it on, press and hold the DATA INPUT lever upward. The OFF indication will begin to blink rapidly and will soon change to display ON.

5) Press and hold the END button to exit the programming menu.

1) 開啟遙控器電源。

2) 按住MODE鍵進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到PARA選單出現。

4) 然後按SELEC直到BF / S（電池失控保護功能）選單出現。如果電池失控保護是開啟的，而您想將這功能關閉的話，按住DATA +/- leve下鍵。開啟的"ON"字樣將開始快速閃爍，然後很快會改變以"OFF"顯示。如果電池失控保護是沒有被開啟，按DATA +/- leve上鍵"OFF"的指示將開始快速閃爍，很快會改變為"ON"顯示。

5) 按住END鈕儲存設定並退出功能選單。

Servo Reversing (REVR) 伺服器正反轉設定

The servo reversing function is used to change the direction that a servo responds to a control input from the transmitter (stick or switch). After using the reversing function, check all the controls on the model to be certain they are operating in the correct direction and that you did not inadvertently reverse a servo other than the one intended. Reversing the wrong servo (and not checking the response of the controls before each flight) may be the most common cause of a crash!

Note: Reversing the throw of a servo channel will affect all mixings, etc. that interact with this channel. For example, if the aileron servo is reversed, the aileron servo's travel direction will also be reversed in flaperons (if active). As such, we strongly suggest adjusting the servo reversing as one of the earliest steps in the programming of the T6.

伺服器的正反轉功能是用來改變遙控器控制伺服器的方向。模型飛行前要確實檢查，確定伺服器運作的方向是正確的，如果您不經意把原本方向調整到反向，這個錯誤的運作方向可能會造成直昇機的墜毀！

備註：如果其中一個伺服器頻道方向設反時，它將會影響所有跟這頻道有關聯的混控功能等。例如：如果副翼伺服器方向設反時，襟副翼會因伺服器的反向而變成相反動作。因此，我們強烈建議遙控器設定時，先進行伺服器正反轉的設定。

To reverse a servo 設定伺服器正反轉

1) Turn the transmitter on.

2) Press and hold the MODE button to access the programming mode.

3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the reverse (REVR) menu appears on screen.

4) Press the SELECT key to select the channel you wish to reverse.

5) Push the DATA INPUT lever downward for 0.5 seconds to reverse (REV) the servo. Press the DATA INPUT lever upward for 0.5 seconds to make the servo operate in a normal (NOR) direction.

6) Repeat the steps above to bring forth and modify any other channels for which the travel direction is to be altered.

7) Press and hold the END button to exit the servo reverse menu.

1) 開啟遙控器電源。

2) 按住MODE鍵進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到REVR（伺服器正反轉）選單出現。

4) 按SELECT鍵選擇您想要設定的頻道。

5) 按DATA +/- leve下鍵0.5秒變更成反向。按DATA +/- leve上鍵0.5秒變更成正向 。

6) 重復上述步驟，完成其它頻道的方向設定。

7) 按住END鈕儲存設定並退出功能選單。

Dual Rates/Exponential Settings 雙重比率/動作曲線

Dual Rates/Exponential Settings vary slightly between the airplane (ACRO) mode and the helicopter (HELI) mode. As such, the information pertaining to these functions will be separated into ACRO and HELI sections below. Please adhere to the section that pertains to the model for which you are programming the T6 transmitter.

這裡飛機模式和直昇機模式的雙重比率/動作曲線設定稍有不同。因此，以下把這兩個功能分成飛機和直昇機兩部分介紹。請依照您的T6遙控器所選擇什麼模式來觀看以下說明。

Dual Rates (HELI) 雙重比率-直昇機用

Commonly abbreviated as "D/R", dual rate is the ability to change the travel distance of a servo or servos, thus affecting the overall travel of the servo(s). Thus, decreasing the percentage value for a given servo will reduce the travel amount of the channel respectively.

For example, if the rudder of the helicopter travels 1/2" at the high rate and maximum stick input, and a value of 50% is input for the low rate, when the switch is moved to the low rate position, the servo moves exactly half as far per stick position. Following this example, if the rudder control input is all the way deflected, the maximum travel is now 1/4".

The T6 transmitter offers dual rates on the aileron, elevator and rudder channels. The dual rates are assignable to switches A, B or IDL on the transmitter and are simultaneously activated by the dual rate switch selected.

The amount of travel decrease for each control may be set between 0% and 140% of the values set for the end points (explained in End Point Adjustment on page 37).

Note: It is possible to set a dual rate value to zero, thus causing no response from that channel when the dual rates are activated. If the dual rates are inadvertently set to zero, a crash could result.

Note: When performing initial model setup, the EPA's should be set prior to setting the dual rates. When setting the EPA's for the first time on a new model, the dual rates should be set to 100%.

D / R是雙重比率的縮寫簡稱，這功能可以改變伺服器的行程量，然後影響伺服器的輸出。因此，減少伺服器雙重比率的百分比將會減少頻道輸出的行程量。

例如：如果開關在高比率位置且搖桿為最大輸入時，對應的尾舵的輸出行程為1/2"（英吋），當開關切到低比率且數值設定為50%，則尾舵的行程就會變成原來的一半。在這個例子中，開關切換到低比率時，尾舵的最大行程會變成1/4"（英吋）。

T6遙控器提供了副翼、升降舵、方向舵的雙率（D/R）設定。雙率可以設定到遙控器上的開關A、B或IDL開關來使用。
可調整設定的數值會介於伺服器行程量0%和140%的範圍（第37頁的伺服器行程量有說明）。

備註：這裡是可以把雙重比率（D/R）設定為0，但當它被開啟，動作將會沒有任何反應。如果不小心把雙重比率設定為0，可能會導致飛機的墜毀。

備註：在一開始建立新的模型時，設定雙重比率之前要先設定好伺服器的行程。當首次設置新模型的伺服器行程時，雙重比率應設為100%。

Dual Rates settings (HELI) 設定雙重比率-直昇機用

To select the Switch/position to control the dual rates 設定雙重比率開關

Prior to programming the dual rates for the aileron, elevator or rudder channels, we suggest selection of the switch that will be utilized to control the rate settings.

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change accordingly.
3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change accordingly. Continue pressing the MODE or END key until the dual rates (D/R) menu appears on screen.
4) Press the SELECT key six (6) times to scroll past the channel settings to access the switch selection options.
5) Press the DATA INPUT lever either upward or downward until the desired switch selection appears onscreen. The options are switch A or B, or the IDL (idle up) switch.
6) Next, press the SELECT key one time to proceed to adjust the dual rates.

建議副翼舵、升降舵、方向舵頻道的雙重比率設定之前，先選擇切換雙重比率的開關。

1) 開啟遙控器電源。
2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到D/R（雙重比率設定）選單出現。
4) 按SELECT鍵6次跳到雙率切換開關的選擇頁面。
5) 按DATA +/- leve上或下鍵，選擇所要使用的開關。這裡有開關 A、B、或者IDL開關可以選擇。
6) 接下來，按SELECT鍵來進行雙率的調整。

To adjust the dual rates 調整雙重比率

1) Press the SELECT key to choose the desired channel (1-aileron, 2-elevator, 4- rudder [tail rotor]) and switch position. The channel number appears on the left side of the screen. The switch position (up or down) is indicated by the flashing arrow above or below the channel indicator.
2) Observing the up/down switch position indicator, change the dual rate value for the respective channel using the DATA INPUT lever until the desired control throw is achieved.

Again, if the arrow is pointing upward, the rate is being adjusted for the up position of the switch. Generally, pilots prefer to have the switch in the “up” position for the high rate, and in the “down” position for the low rate.

3) Press the SELECT key to change the switch position indicator to the opposite position.

Note: This assumes that the modeler has adjusted the up switch position. If the down switch position was adjusted, the SELECT key will move to the next channel or switch selection menu as the case may be.

4) Change the dual rate value for the respective channel using the DATA INPUT lever until the desired control throw is achieved.

5) Repeat the procedure for the remaining channels and switch positions as desired.

6) Press and hold the END button to save these settings and exit the programming menu.

1) 按SELECT鍵選擇要設定的頻道（CH1-副翼、CH2-升降、CH4-方向舵/尾舵）的開關位置。螢幕的左側會顯示頻道，上或下的指示箭頭表示開關位置在上或下。

2) 依照開關位置的指示，按DATA +/- leve鍵設定D/R數值，來符合該頻道所想要的動作反應。

同樣，如果指示箭頭朝上時，該數值就是對應開關向上的動作反應。一般來說，大部份玩家會設定開關在”向上”位置為高比率，而”向下”的位置為低比率。

3) 按SELECT鍵可以變換到開關另一邊位置的設定。

備註：這是假設當操控者剛好在設定開關在上的位置的情況。如果當時是在設定開關向下的位置時，按SELECT鍵將會換到到下一個頻道的EXPO設定，所以設定頁面的轉換要視當時情況而定。

4) 使用DATA +/- leve鍵可以改變D/R的數值，直到該數值對應的動作反應是您所需要。

5) 重複以上的步驟完成其它頻道和開關位置的設定。

6) 按住END鈕儲存設定並退出功能選單。

Exponential Settings (EXPO) HELI 動作曲線-直昇機用

Exponential, or EXPO as it is commonly abbreviated, affects the travel of the servos around their center in relationship to stick movement. Exponential does NOT impact the overall travel volume of the servos. A positive exponential “+” increases the sensitivity near the center (neutral) stick position. Thus, the higher the positive percentage value, the more sensitive the given channel will be near the stick's neutral position. Conversely, a negative “-“ exponential input will soften or reduce the servo(s) movement(s) near the control's neutral position.

The T6 transmitter offers exponential adjustments for the ailerons, elevator and rudder channels. The EXPO settings are controlled by the switch that has been selected for the dual rates (D/R). As with the dual rates settings, the exponentials are also simultaneously activated.

The amount of travel decrease for each control may be set between -100% and +100% of the values set for the end points (explained in End Point Adjustment on page 37).

動作曲線，這裡簡稱為EXPO，這功能主要是影響動作中立點位置的輸出反應。EXPO不會影響到伺服器的總行程量大小。當這邊把EXPO設定為”＋” 時，那動作中立點附近反應就會變得敏感，數值越高，反應就會越快越敏感；相反的把它設定為”－”時，動作中立點附近反應就會趨於緩慢。

T6遙控器提供副翼、升降舵和方向舵頻道的EXPO調整。EXPO的開關被設定與雙重比率（D / R）開關共用。當雙重比率開啟，EXPO也會同時被開啟。

可以設定調整的範圍為-100%到100%（見第37頁伺服器行程量設定說明）。

To set the exponentials 動作曲線設定

1) Turn the transmitter on.

2) Press and hold the MODE button to access the programming mode.

3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the exponentials (EXPO) menu appears on screen.

4) Press the SELECT key to choose the desired channel (1-aileron, 2-elevator, 4-rudder [tail rotor]) and switch position. The channel number appears on the left side of the screen. The switch position (up or down) is indicated by the arrow above or below the channel indicator. The channel number appears on the left side of the screen.

5) Observing the up/down switch position indicator, change the exponential value for the respective channel using the DATA INPUT lever until the desired sensitivity of the respective gimbal stick near center is achieved.

Again, if the arrow is pointing upward, the rate is being adjusted for the up position of the switch. Generally, pilots prefer to have the switch in the "up" position for the high rate, and in the "down" position for the low rate.

6) Change the exponential rate value for the respective channel using the DATA INPUT lever until the desired exponential value is achieved. As stated above, an exponential value with a "- " in front of it makes the initial servo movement less, or "softer".

7) Press the SELECT key to change the switch position indicator to the opposite position.

Note: This assumes that the modeler has adjusted the up switch position. If the down switch position was adjusted, the SELECT key will move to the next channel or switch selection menu as the case may be.

8) Change the dual rate value for the respective channel using the DATA INPUT lever until the desired control throw is achieved.

9) Repeat the procedure for the remaining channels and switch positions as desired.

10) Press and hold the END button to save these settings and exit the programming menu.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到EXPO（動作曲線）選單出現。
4) 按SELECT鍵選擇想要的頻道（1-副翼、2-升降、4-方向舵/尾舵）和開關的位置。頻道名稱會顯示在屏幕的左側。開關的位置（向上或向下）會有箭頭指示，顯示在左側下方的位置。
5) 依照開關位置的指示，按DATA +/- leve鍵設定EXPO數值，來符合該頻道所想要的中立點動作反應。

同樣，如果指示箭頭朝上時，該數值就是對應開關向上的動作反應。一般來說，大部份玩家會設定開關在"向上"位置為動作較敏感，而"向下"的位置動作較小。

6) 使用DATA +/- leve鍵可以改變EXPO的數值，直到該數值對應的動作反應是您所需要。如上所述，數值前面的"－"表示動作中立點的反應是較小或較慢的。
7) 按SELECT鍵可以變換到開關另一邊位置的設定。

備註：這是假設當操控者剛好在設定開關在上的位置的情況。如果當時是在設定開關向下的位置時，按SELECT鍵將會換到到下一個頻道的EXPO設定，所以設定頁面的轉換要視當時情況而定。

8) 使用DATA +/- leve鍵可以改變EXPO的數值，直到該數值對應的動作反應是您所需要。
9) 重複以上的步驟來完成其它頻道的設定。
10) 按住END鈕儲存設定並退出功能選單。

ACRO Dual Rates/Exponential Information 雙重比率/動作曲線-飛機用

Dual Rates (ACRO) 雙重比率-飛機用

Commonly abbreviated as "D/R", dual rate is the ability to change the travel distance of a servo or servos, affecting the overall travel of the servo(s). Thus, decreasing the percentage value for a given servo will reduce the travel amount of the channel respectively.

For example, if the elevator of the aircraft travels 1/2" at the high rate and maximum stick input, and a value of 50% is input for the low rate, when the switch is moved to the low rate position, the servo moves exactly half as far per stick position. Following this example, if the elevator control input is all the way up, the maximum travel is now1/4"

The T6 transmitter offers dual rates on the aileron, elevator and rudder channels. The dual rates are assignable to any of the switches on the transmitter and all are simultaneously activated by the dual rate switch selected.

The amount of travel decrease for each control may be set between 0% and 140% of the values set for the end points (explained in End Point Adjustment on page 37).

Note: It is possible to set a dual rate value to zero, thus causing no response from that channel when the dual rates are activated. If the dual rates are inadvertently set to zero, a crash could result.

Note: When performing the initial model setup, the EPA's should be set prior to setting the dual rates. When setting the EPA's for the first time on a new model, the dual rates should be set to 100%.

D/R是雙重比率的縮寫簡稱，這功能可以改變伺服器的行程量，然後影響伺服器的輸出。因此，減少伺服器雙重比率的百分比將會減少頻道輸出的行程量。

例如：如果開關在高比率置且撥桿為最大輸入時，對應的尾舵的輸出行程為1/2”（英吋），當開關切到低比率且數值設定為50%，則尾舵的行程就會變成原來的一半。在這個例子中，開關切換到低比率時，尾舵的最大行程會變成1/4”（英吋）。

T6遙控器提供了副翼、升降舵、方向舵的雙重比率（D/R）設定。雙重比率可以設定到遙控器上的開關來使用。

可調整設定的數值會介於伺服器行程量0%和140%的範圍（第37頁的伺服器行程量有說明）。

備註：這裡是可以把雙重比率（D/R）設定為0，當它被開啟時，該通道將不會有任何動作反應，若是不小心切換到0的設定時，可能會導致飛機的墜毀。

備註：在一開始建立新的模型時，設定雙重比率之前要先設定好伺服器的行程。當首次設置新模型的伺服器行程時，雙重比率應設為100%。

D/R Dual Rate Settings (ACRO) 設定雙重比率-飛機用

To select the Switch/position to control the dual rates 選擇雙重比率開關

Prior to programming the dual rates for the aileron, elevator or rudder channels, we suggest selection of the switch that will be utilized to control the rate settings.

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change accordingly. Continue pressing the MODE or END key until the dual rates (D/R) menu appears on screen.
4) Press the SELECT key three (3) times to scroll past the channel settings to access the switch selection options.
5) Press the DATA INPUT lever either upward or downward until the desired switch selection appears onscreen.
6) Next, press the SELECT key one time to proceed to adjust the dual rates.

建議副翼舵、升降舵、方向舵頻道的雙重比率設定之前，先選擇切換雙重比率的開關。

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到D/R（雙重比率設定）選單出現。
4) 按SELECT鍵3次跳到雙重比率切換開關的選擇頁面。
5) 按DATA +/- leve上或下鍵，選擇所要使用的開關。
6) 接下來，按SELECT鍵來進行雙重比率的調整。

TO adjust the dual rates 設定雙重比率

1) Press the SELECT key to choose the desired channel (1-aileron,2-elevator,4-rudder). The channel number appears on the left side left side of the screen.
2) Place the dual rate switch (selected previously) in the desired position for the value you wish to change. The T6 provides a visual indication of the dual rate switch's position on the left side of the LCD. If the arrow is pointing upward, the rate is being adjusted for the up position of the switch.

Generally, pilots prefer to have the switch in the "up" position for the high rate, and in the "down" position for the low rate.

3) Change the dual rate value for the respective channel using the DATA INPUT lever until the desired control throw is achieved. If you wish to change the control throw when the switch is in the other position as well, move the switch accordingly, then use the DATA INPUT lever to change the throw rates.
4) Repeat the procedure for the remaining channels as desired.
5) Press and hold the END button to save these settings and exit the programming menu.

1) 按SELECT鍵選擇要設定的頻道（CH1-副翼、CH2-升降、CH4-方向舵/尾舵）的開關位置，螢幕的左側會顯示頻道。
2) 先前選擇設定好D/R的開關，然後切換到您想設定的位置。T6遙控器液晶螢幕左側會有箭頭顯示開關的位置（向上或向下），如果現在開關是向上的位置，箭頭會指向上方。

一般來說，大部份玩家會設定開關在"向上"位置為高比率，而"向下"的位置為低比率。

3) 使用DATA +/- leve鍵調整您所想要的D/R數值。如果您想設定開關另一個方向的數值，只要把開關切到另一個方向，使用DATA +/- leve鍵調整D/R數值。
4) 重覆上述動作完成其他頻道的設定。
5) 按住END鈕儲存設定並退出功能選單。

Exponential Settings (EXPO) (ACRO)動作曲線設定-飛機用

Exponential, or EXPO as it is commonly abbreviated, affects the travel of the servos around their center in relationship to stick movement. Exponential does NOT impact the overall travel volume of the servos. A positive exponential "+" increases the sensitivity near the center (neutral) stick position. Thus, the higher the positive percentage value, the more sensitive the given channel will be near the stick's neutral position. Conversely, a negative "- " exponential input will soften or reduce the servo(s) movement(s) near the control's neutral position.

The T6 transmitter offers exponential adjustments for the ailerons, elevator and rudder channels. The EXPO settings are controlled by the switch that has been selected for the dual rates (D/R). As with the dual rates settings, the exponentials are also simultaneously activated.

The amount of travel decrease for each control may be set between -100% and +100% of the values set for the end points (explained in End Point Adjustment on page 37).

動作曲線，這裡簡稱為EXPO，這功能主要是影響動作中立點位置的輸出反應。EXPO不會影響到伺服器的總行程量大小。當這邊把EXPO設定為"+"時，那動作中立點附近反應就會變得敏感，數值越高，反應就會越快越敏感；相反的把它設定為"－"時，動作中立點附近反應就會趨於緩慢。

T6遙控器提供副翼、升降舵和方向舵頻道的EXPO調整。EXPO的開關被設定與雙重比率(D/ R)開關共用。當雙重比率開啟，EXPO也會同時被開啟。

可以設定調整的範圍為-100%到100%（見第37頁伺服器行程量設定說明）。

To set the exponentials 設定動作曲線

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the exponentials (EXPO) menu appears on screen.

4) Press the SELECT key to choose the desired channel (1-aileron, 2-elevator, 4- rudder) and switch position. The channel number appears on the left side of the screen. The switch position (up or down) is indicated by the arrow above or below the channel indicator. The channel number appears on the left side of the screen.

5) Place the dual rate switch, selected previously, (which also serves as the exponential switch) in the desired position for the value you wish to change. The T6 provides a visual indication of the exponential switch's position on the left side of the LCD. If the arrow is pointing upward, the exponential is being adjusted for the up position of the switch.

6) Change the exponential rate value for the respective channel using the DATA INPUT lever until the desired exponential value is achieved. As stated above, an exponential value with a "- " in front of it makes the initial servo movement less, or "softer".

7) Place the dual rate/exponential switch in the opposite position, adjust the rates accordingly.

8) Repeat the procedure for the remaining channels as desired.

9) Press and hold the END button to save these settings and exit the programming menu.

1) 開啟遙控器電源。

2) 按住MODE鍵進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到EXPO（動作曲線設定）選單出現。

4) 按SELECT鍵選擇想要的頻道（1-副翼、2-升降、4-方向舵/尾舵）和開關的位置。頻道名稱會顯示在屏幕的左側。開關的位置（向上或向下）會有箭頭指示，顯示在左側下方的位置。

5) 先前選擇設定好EXPO的開關，然後切換到您想設定的位置。T6遙控器液晶螢幕左側會有箭頭顯示開關的位置（向上或向下），如果現在開關是向上的位置，箭頭會指向上方。

6) 使用DATA +/- leve鍵可以改變EXPO的數值，直到該數值對應的動作反應是您所需要。如上所述，數值前面的"－"表示動作中立點的反應是較小或較慢的。

7) 將開關切換到另一個方向調整EXPO數值。

8) 重複以上的步驟完成其它頻道的設定。

9) 按住END鈕儲存設定並退出功能選單。

End Point Adjustment (EPA) 伺服器行程量調整

The end point adjustment, or EPA, function is designed to "fine tune" the servo throws in cases where changing the pushrod, or linkage hookup will not achieve the correct throw. The pushrods should first be connected to the servo arms and control horns so that the correct, or near correct control surface throw will be achieved. Then the EPA's may be used to make small changes in the servo throw. The control throws should be set up so that the "end points" are as near to 100% as possible. If the EPA values must be set below 70% or above 120% to get the desired throw, you should strongly consider changing the pushrod connections so the values can be set closer to 100%. When the EPA is set to 100%, the maximum servo throw for channels 1, 2, 3, and 4 is approximately 400 and approximately 550 for channels 5 and 6.

Note: Since changing the "end points" will also change the dual rates, the end points should be set prior to setting the dual rates. If you set the dual rates first, and then go back and change the end points, the dual rate throws will also change. Additionally, it is possible for the dual rates, mixings, etc. to also overthrow (or overdrive) the end point adjustments. It is important to test these functions to ensure that binding does not occur.

伺服器行程量調整，這裡簡稱EPA。當伺服器在改變連桿或連動的機構都無法到達所需要的行程位置時，就可以使用這功能來改變行程量。這裡伺服器的連桿、舵角片的安裝都必須正確無誤，這樣才能讓舵面動作的控制更為正確。EPA也能用於縮小伺服器的行程量，而動作輸出的最大行程量盡可能要接近100%。如果EPA值必須低於70%或120%以上，才能滿足您所需要的使用量時，您應該要考慮改變拉桿/舵片方面的連接方式，讓設定值可以更接近100%。當行程量設定為100%時，頻道1、2、3、4的輸出約為400，頻道5、6輸出約為550。

備註：當改變伺服行程量（EPA）時，同時也改變雙重比率（D/R）的設定，所以應先設定好伺服器行程量在設定雙重比率（D/R）。如果您先設定雙重比率，然後再去改變伺服器行程量，此時雙重比率的最大行程就會受牽制改變。此外，其他混控功能也可能會受到影響。重點就是要測試這些功能，確定有沒有受到EPA改變的影響。

To set the end points 設定伺服器行程量

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the end points (EPA) menu appears on screen.
4) The channel number being adjusted, along with a position indicator will appear on the left side on the screen. The current end points will be noted beneath the percentage symbol on the right side of the screen.
5) To change the RIGHT aileron throw move the aileron stick to the right, then push the DATA INPUT lever up or down to change the value and the throw accordingly.
6) Move the stick to the left and use the DATA INPUT lever to change the LEFT aileron throw.
7) Press the SELECT key to display the next channel to be adjusted.
8) Repeat steps 1-6 for all remaining channels as desired. Notice that moving the stick (or switch) from one end to the other changes the value displayed and the position of the arrow for that "end" of the control input.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到EPA（伺服器行程量）選單出現。
4) 遙控器液晶螢幕左側顯示的為準備調整的頻道，右側顯示的為目前行程量的百分比。
5) 如果要修改副翼向右方向的行程時，把副翼撥桿移動到右側，然後按DATA +/- leve上或下改變行程量的百分比。
6) 把副翼撥桿移動到左側，然後按DATA +/- leve上或下改變副翼向左方向行程量的百分比。
7) 按SELECT鍵可以跳到其他頻道調整。
8) 重複步驟1-6來設定其他剩下的頻道。注意：當結束某一邊的數值設定，移動撥桿（或開關）到另一個數值時，會有一個結束的指示。

Trim Settings (TRIM) 外微調

There are four trim levers ("trims") on the front of the T6 transmitter. All four trims on the T6 are digital. Three of them are used for adjusting the neutral stick position of the aileron, elevator and rudder servos, respectively. The fourth trim is for setting the idle rpm of the engine when the throttle stick is all the way down.

The intended use of the trims is to make rapid servo adjustments, in flight, to get the model properly "trimmed" (so it will fly straight and level). Because the trims are intended to be used while the model is in flight, you do not have to "enter the program" to adjust the trims. Simply push or pull on the trim levers while flying and the neutral position of the servos will shift. Keep in mind that you should start out with the control surfaces centered when the servos are centered and the trims are "zeroed" (or near zero). Then you can adjust the trims once airborne.

Each of the trim levers features an audible tone, or beep, that alerts you when the trim is activated. Additionally, there is a double-beep and a slight pause that occurs when the trim lever is centered (zeroed). Adjusting the trims with the trim levers changes the servo's position in increments of "4". If finer adjustments are required, land the model and then enter the program as described below to adjust the trims in increments of "1". This finer adjustment will allow for a more precise flight of the model.

Note: When the transmitter is powered down, or turned off, the trim values are stored in the transmitter's memory. Depending upon the wind conditions, etc. it might be necessary to fine-tune the trims slightly; however, it is not necessary to start from the beginning.

T6遙控器器的前面有四個數位微調桿。其中三個分別是用來調整副翼、升降舵和方向舵伺服器的中立點位置。第四個是微調引擎運轉的怠速。

在飛行中要讓飛機得到最正確、水平的狀態，使用外微調是最直接與快速的方式。因為當飛機在飛行當中時，您無法進入遙控器功能選單內調整。只需要上、下推數位微調桿就可以調整伺服器的中立點位置，讓飛行中的機體修正姿態。注意：一開始時裝好飛機還未升空前，伺服器的外微調是要”歸零”的，那麼飛機升空後使用就可以了解微調的量。

當您使用微調桿時，每推動一次遙控器都會發出“嗶”聲提醒。此外，如果微調數值被調整到0（歸零）時，微調會稍為停頓一下並且發出”嗶嗶”聲響。外微調每推動每一格預設改變的行程量（位階）為"4"。如果您需要更精準細微的調整，可以進入功能設定，把每一格改變的行程量調整為"1"，如下所述。更精細的調整將可以讓飛機飛行得更精準。

備註：當遙控器電源關閉或關機，外微調的調整值會存儲在遙控器內。根據不同的飛行環境下，飛機可能需要一些微調的調整。

Center the servos 伺服器中立點

1) Turn on the transmitter and receiver. Operate the controls to make sure the servos respond in the correct direction. Use the reversing function to reverse any servos necessary.
2) Center the throttle control stick.
3) Place the servo arms on the servos so they are perpendicular to the pushrods (see page 10). It is okay to cutoff any unused servo arms.
4) Connect the pushrods to the control surfaces. Adjust the length of the pushrods until the control surfaces are centered when the servos are centered.

1) 打開遙控器和接收機，嘗試操作飛機的任何動作，確認伺服器的反應和方向是正確的。可以使用伺服器正反向功能來更改伺服器的運作方向。
2) 把遙控器的撥桿都置中。
3) 把伺服器的舵角片裝上，這邊舵角片必須與連桿是垂直的（見第10頁）。其他沒有使用到的舵角片安裝臂可以把它修剪掉。
4) 把連桿裝到控制舵面上，調整連桿長度，讓它符合控制舵面的中立點位置。

To fine-tune the trim settings 調整微調的功能

Once the servos and control surfaces have been connected and the control throws have been set using the end points and dual rates, get the model airborne. Adjust the trims as necessary to get the model to fly straight and level.

1) If the transmitter is off, turn it on at this time.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the trim (TRIM) menu appears on screen.
4) Press the SELECT key to display the channel to be adjusted (the figure shows trim adjustments for Ch1).
5) Adjust the trim using the DATA INPUT lever. Note that initially, the values change in increments of “1”, but if the DATA INPUT lever is held long enough the values will change more rapidly.

6) Press the SELECT key to bring forth the trim values for the remaining channels. To change the values for these channels, repeat step 3 above for each channel that requires trim adjustments.
7) Press and hold the END button to exit the programming mode.
8) Verify that you are satisfied with the trim settings by flying the model once again.

Note: It is generally best to fine-tune the trims of your model on a very calm day as windy conditions will impact the flight characteristics of the model.

一旦直昇機的伺服器和控制舵面已經連接好，和各個動作設定已經完成（有使用到伺服器行程量與行程雙重比率設定）。您就需要調整微調功能讓直昇機可以飛的更直和水平。

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到TRIM（微調功能）選單出現。
4) 按SELECT鍵選擇您要調整的微調頻道。圖示中顯示的為頻道1（CH-1）
5) 按DATA +/- leve鍵可以改變要調整的頻道。注意：按鍵每按一次變化量為1，如果長按按鈕可以讓變化量更為迅速。
6) 按SELECT鍵可以到其他頻道來的調整。重複上述步驟可以來調整每個頻道的微調。
7) 請按住END鍵退出功能設定模式。
8) 確認微調是符合您所需要的。

備註：通常在無風的情況下，調整的微調是最佳、最為正確的狀態，風大的情況會直接影響直昇機的飛行特性。

To view the trim settings 查看微調設定

Once the model has been flown and the trims are adjusted accordingly, it is possible to easily and rapidly view the trim setting adjustments.

1) Turn the transmitter on. If the transmitter is already on, ensure that it is in the default display mode.
2) With the home page displayed, press and hold the END key. The T6 will then scroll through the trim settings for each of the respective channels. The channel is indicated on the left side of the screen; whereas the trim input will be located on the right side of the LCD.

這裡我們是可以輕鬆、快速地查看微調的內容。

1) 開啟遙控器電源。如果遙控器已經開啟，請回到主頁面。
2) 遙控器螢幕主頁上，按住END鍵。液晶螢幕上就會依序顯示各頻道的微調數值。螢幕左側顯示的是頻道名稱，右側則是微調的數值。

Sub-Trims (STRM) 內微調功能

The sub-trims are generally used to off-set the center position of the servos if you are unable to achieve perfect mechanical linkages. The T6 transmitter allows for sub-trim adjustments on all six channels. Rather than inputting extremely high sub-trim values, we suggest adjusting the respective control linkages first. Ensure that the linkages are as perfect as possible prior to adjusting the sub-trims. Extremely high sub-trim values will significantly impact the travel of the respective servo(s).

如果您機體伺服器無法調整最好的機械位置時，可以使用這個內微調來調整中立點位置。T6遙控器所有六個頻道都有提供的內微調功能。首先，我們建議在硬體上要調整出最佳的機械中立點，盡可能利用各種連接結構來調整，不建議直接用內微調功能，然後出現數值調整很高的情況。過高的微調數值會直接影響到各自的伺服器的使用行程。

To adjust the Sub-Trim settings 設定內微調功能

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change accordingly. Continue pressing the MODE or END key until the sub-trims (STRM) menu appears on screen.

4) Press the SELECT button to choose the channel for which you wish to adjust the sub-trims. The channel is indicated on the left side of the LCD screen.
5) Press the DATA INPUT lever to change the sub-trim value for the selected channel. Please note the travel direction of the sub-trim adjustment is indicated by a flashing "+" or a "-"on the left side of the LCD next to the channel indication. The travel value of the sub-trim is indicated by a flashing numeric value on the right side of the screen.
6) Repeat steps 1-3 for all channels as desired.

Note: If programming a helicopter (HELI) model, please skip ahead to the section entitled "Heli Only Programming", the information that follows is only applicable to airplane (ACRO) models.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到STRM（內微調功能）選單出現。
4) 按SELECT鍵選擇您要調整的微調頻道。頻道名稱顯示在液晶螢幕的左側位置。
5) 按DATA +/- leve鍵可以改變要調整的頻道。注意：微調的方向是由螢幕左側一個閃爍的”＋”或表示”－”表示，微調數值則是在螢幕右側表示。
6) 依照步驟1到3的方式來設定其它頻道。

備註：如果您的是直昇機模型，請跳到"直昇機用功能"篇。後面的說明是適用於飛機模型。

Helicopter Only Programming 直昇機專用功能

The information which follows is only applicable to helicopter (HELI) models. If you are programming an airplane (ACRO) model, please skip ahead to the Fail Safe information which is applicable to both airplane and helicopter model memories.

以下功能說明只適用於直昇機的模型。如果您的模型是選擇飛機（ACRO）模式，請直接跳到失控保護功能，這功能都適用於飛機和直昇機模型。

Normal throttle curve function (N-TH)- (HELI only) 一般飛行模式油門曲線-直昇機用

The throttle curve (T-CV) function is designed to optimize the engine, or throttle response, in relation to the throttle stick position. Throttle Curve programming allows the T6's throttle control to vary from that of a linear control. That is, the servo position doesn't have to match the input from the throttle stick position. Thus, allowing the throttle operation to be adjusted to meet the modeler's specific needs at various points in the throttle movement.

A 5-point throttle curve is utilized to best match the blade collective pitch to the engine RPM for consistent load on the engine. Throttle curve can be adjusted from 0-100% each point. This normal throttle curve creates a basic curve for hovering. Use this function together with the normal pitch curve (see Normal pitch curve) so that the engine RPM remains fairly constant regardless of pitch changes.

While each helicopter manufacturer will have specific recommendations for your flying style, generally speaking, the points should be adjusted as follows:

Point 1 is shown initially which is throttle stick all the way downward (slow) position.
Point 2 is the throttle stick approximately 1/4 of the way advanced.
Point 3 is the throttle stick approximately 1/2 of the way advanced.
Point 4 is the throttle stick approximately 3/4 of the way advanced.
Point 5 is throttle stick all the way upward (hi) position.

這個油門曲線是當操控者推動油門搖桿時，讓引擎的運轉有最佳輸出效果。它提供了不同線性的油門控制，也就是說油門大小不會對應油門搖桿高低位置，它變成可以依照使用者的需要設定油門搖桿在各位置的油門輸出。

這油門曲線的5個設定點數值必須與引擎（馬達）轉速完美的匹配，每個設定點可調整的範圍為0~100%。這個一般飛行模式的油門曲線主要是設定一個基本曲線給停懸飛行使用，並且也要與一般飛行模式的螺距曲線達到最佳的匹配。

每架直昇機都有您自己想要的飛行風格，一般來說，螺距曲線的設定方式如下：

第一點-油門搖桿在最低點的位置時，數值要為0。
第二點-油門搖桿在搖桿行程的1/4的位置，對應您所想要的油門輸出。
第三點-油門搖桿在搖桿行程的1/2的位置，對應您所想要的油門輸出。
第四點-油門搖桿在搖桿行程的3/4的位置，對應您所想要的油門輸出。
第五點-油門搖桿在最高點的位置。

To set the normal throttle curve 設定一般飛行模式油門曲線

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the normal throttle curve (N-TH) menu appears on screen.
4) The LCD screen will contain the throttle curve point indication (left side of screen), as well as the current throttle curve value, expressed as a percentage of travel, on the right side of the display.

Note: Point 1 is shown initially which is throttle stick all the way downward (slow) position. Point 5 is throttle stick all the way upward (hi) position.

Press the DATA INPUT lever upward to increase the percentage of servo travel for the respective point on the throttle curve. Press the DATA INPUT lever downward to decrease the percentage of servo travel for the respective point on the throttle curve.

5) Press the SELECT button one time to bring up the point two (2) throttle curve adjustments. Again, use the DATA INPUT lever to adjust the values accordingly.
6) Repeat the previous steps to set the normal throttle curve point values for the remaining three (3) points.
7) Press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到N-TH（一般油門曲線）選單出現。
4) 這裡液晶螢幕的左側會顯示油門曲線的設定點名稱，而右側會顯示可調整的油門輸出的百分比。

備註：第一點設定的就是對應油門搖桿在最低點的位置，第五點就是油門搖桿最高的位置。

按DATA +/- leve上鍵，可以增加該曲線設定點的油門輸出百分比；按DATA +/- leve下鍵，可以降低該曲線設定點的油門輸出百分比。

5) 按SELECT鍵跳到第二個油門曲線設定點，根據上述步驟按DATA +/- leve鍵調整數值大小。
6) 依照上述步驟來完成一般油門曲線剩下的3個點設定。
7) 請按住END鍵退出功能設定模式。

Normal pitch curve (N-PI)-(HELI only) 一般飛行模式螺距曲線-直昇機用

As the name suggests, this function is used to set the pitch curve for the normal flight condition. Like the normal throttle curve, the normal pitch curve also offers adjustability for up to five (5) points.

This curve is utilized to best match the blade collective pitch to the engine RPM for consistent load on the engine. Pitch curve can be adjusted from 0-100% each point. This normal pitch curve creates a basic curve for hovering. Use this function together with the normal throttle curve to obtain the performance you desire.

While each helicopter manufacturer will have specific recommendations for your flying style, generally speaking, the points should be adjusted as follows:

Point 1- the collective servo is at the desired lowest point with the throttle stick at the lowest (bottom) position.
Point 2- the collective servo is at the desired point with the throttle stick is advanced 1/4 of the way.
Point 3- the collective servo is at the desired point with the throttle stick advanced 1/2 way.
Point 4- the collective servo is at the desired point with the throttle stick advanced 3/4 of the way.
Point 5- the collective servo is at the desired point with the throttle servo fully advanced.

顧名思義，這個功能是用在一般飛行模式條件下的螺距曲線。就像一般飛行模式的油門曲線，這個螺距曲線也提供了5個設定點。

這螺距曲線的5個設定點數值必須與引擎（馬達）轉速完美的匹配，每個設定點可調整的範圍為0~100%。這個一般飛行模式的螺距曲線主要是設定一個基本曲線給停懸飛行使用，並且也要與一般飛行模式的油門曲線達到最佳的匹配。

每架直昇機都有您自己想要的飛行風格，一般來說，螺距曲線的設定方式如下：

第一點-油門搬桿在最低點的位置時，對應一般飛行模式最低螺距輸出。
第二點-油門搖桿在搖桿行程的1/4的位置，對應您所想要的螺距輸出。
第三點-油門搖桿在搖桿行程的1/2的位置，對應您所想要的螺距輸出。
第四點-油門搖桿在搖桿行程的3/4的位置，對應您所想要的螺距輸出。
第五點-油門搬桿在最高點的位置所對應的螺距輸出。

To set the normal pitch curve 設定一般飛行模式的螺距曲線

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the normal pitch curve (N-PI) menu appears on screen.
4) The LCD screen will contain the pitch curve point indication (left side of screen), as well as the current pitch curve value, expressed as a percentage of travel, on the right side of the display.

Note: Point 1 is shown initially which is throttle stick all the way downward (slow) position. Point 5 is throttle stick all the way upward (hi) position.

Press the DATA INPUT lever upward to increase the percentage of servo travel for the respective point on the pitch curve. Press the DATA INPUT lever downward to decrease the percentage of servo travel for the respective point on the pitch curve.

5) Press the SELECT button one time to bring up the point two (2) pitch curve adjustments. Again, use the DATA INPUT lever to adjust the values accordingly.
6) Repeat the previous steps to set the normal pitch curve point values for the remaining three (3) points.
7) Press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到N-PI（一般螺距曲線）選單出現。
4) 這裡液晶螢幕的左側會顯示螺距曲線的設定點名稱，而右側會顯示可調整的螺距角度輸出的百分比。

備註：第一點設定的就是對應油門撥桿在最低點的位置，第五點就是油門搖桿最高的位置。

按DATA +/- leve上鍵，可以增加該曲線設定點的螺距輸出百分比；按DATA +/- leve下鍵，可以降低該曲線設定點的螺距輸出百分比。

5) 按SELECT鍵跳到第二個螺距曲線設定點，根據上述步驟按DATA +/- leve鍵調整數值大小。
6) 依照上述步驟來完成一般螺距曲線剩下的3個點設定。

Idle Up throttle curve function (I-TH)- (HELI Only) 特技模式－油門曲線-直昇機用

This function is used to set the throttle curve for idle up flight. Throttle Curve programming allows the T6's throttle control to vary from that of a linear control. That is, the servo position doesn't have to match the input from the throttle stick position. Thus, allowing the throttle operation to be adjusted to meet the modeler's specific needs at various points in the throttle movement.

A 5-point throttle curve is utilized to best match the blade collective pitch to the engine RPM for consistent load on the engine. Throttle curve can be adjusted from 0-100% each point. Idle up create a curve typically used for fast forward flight and aerobatics. Normally an idle up curve does not allow the engine to idle down even when the stick is pulled all the way back. This is one of the functions that makes maneuvers such as inverted flight possible.

Generally speaking, the points should be adjusted as follows, however, each helicopter will have specific recommendations for the style of flight desired:

Point 1 is shown initially which is throttle stick all the way downward (slow) position.

Point 2 is the throttle stick approximately 1/4 of the way advanced.

Point 3 is the throttle stick approximately 1/2 of the way advanced.

Point 4 is the throttle stick approximately 3/4 of the way advanced.

Point 5 is throttle stick all the way upward (hi) position.

這個功能是用來設定特技飛行的油門曲線，它提供了不同線性的油門控制，也就是說油門大小不會對應油門撥桿高低位置，它變成可以依照使用者的需要設定油門搖桿在各位置的油門輸出。

這油門曲線的5個設定點數值必須與引擎（馬達）轉速完美的匹配，每個設定點可調整的範圍為0~100%。特技模式的曲線，通常會使用在快速航道飛行或者3D特技飛行的情況下。這個特技曲線的設定不能讓引擎有怠速下降的情況，或者當收油門撥桿時有轉速下降情況發生，這個是讓直昇機能執行倒飛特技飛行的功能之一。

每架直昇機都有您自己想要的飛行風格，一般來說，螺距曲線的設定方式如下：

第一點-油門搖桿在最低點的位置時，對應所需的油門輸出。

第二點-油門搖桿在搖桿行程的1/4的位置，對應您所想要的油門輸出。

第三點-油門搖桿在搖桿行程的1/2的位置，對應您所想要的油門輸出。

第四點-油門搖桿在搖桿行程的3/4的位置，對應您所想要的油門輸出。

第五點-油門撥桿在最高點的位置所對應的油門輸出。

To set the idle up throttle curve 設定特技模式－油門曲線

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change accordingly.

3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the idle up throttle curve (I-TH) menu appears on screen.

4) Push the DATA INPUT lever upward for 0.5 seconds. This will cause the flashing INH display to change to a flashing ON display. Now the I-TH function is activated, although depending upon the position of the idle up switch, it may not be on.

5) Push the SELECT key. The LCD screen will contain the throttle curve point indication (left side of screen), as well as the current throttle curve value, expressed as a percentage of travel, on the right side of the display.

Note: Point 1 is shown initially which is throttle stick all the way downward (slow) position. Point 5 is throttle stick all the way upward (hi) position.

Press the DATA INPUT lever upward to increase the percentage of servo travel for the respective point on the throttle curve. Press the DATA INPUT lever downward to decrease the percentage of servo travel for the respective point on the throttle curve.

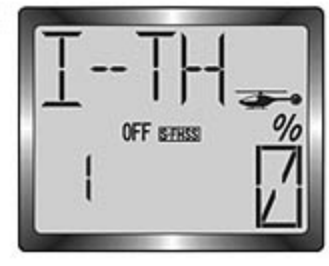
6) Press the SELECT button one time to bring up the point two (2) throttle curve adjustments. Again, use the DATA INPUT lever to adjust the values accordingly.

7) Repeat the previous steps to set the idle up throttle curve point values for the remaining three (3) points.

8) Press the DATA INPUT lever either upward or downward to select Switch A, B or C as the idle up activation switch.

Note: As with all switch selection availability, if the modeler has programmed any other functionality to this switch selection, the idle up throttle curve and the other function will be activated simultaneously. As such, it is imperative to ensure that these desired functions will not negatively impact one another.

For example, if the modeler has programmed Switch B to activate the low rates, and then selected Switch B as the activation switch for the idle up curves, moving Switch B will activate both functions simultaneously.



Note: if the trainer function is activated, the switch C is allocated for the trainer function automatically.

9) Press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。

2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到I-TI（特技模式油門曲線）選單出現。

4) 按住DATA +/- leve上鍵約0.5秒鐘，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時特技模式油門曲線功能被啟用了，這時特技模式開關還沒被設定完成。

5) 按下SELECT鍵到設定頁面，這裡液晶螢幕的左側會顯示油門曲線的設定點名稱，而右側會顯示可調整的油門輸出的百分比。

備註：第一點設定的就是對應油門搬桿在最低點的位置，第五點就是油門搬桿最高的位置。

按DATA +/- leve上鍵，可以增加該曲線設定點的油門輸出百分比；按DATA +/- leve下鍵，可以降低該曲線設定點的油門輸出百分比。

6) 按SELECT鍵跳到第二個油門曲線設定點，根據上述步驟按DATA +/- leve鍵調整數值大小。

7) 依照上述步驟來完成剩下的3個點設定。

8) 按DATA +/- leve上或下鍵選擇特技模式開關位置，有A、B或C三個開關可選擇使用。

備註：如果特技飛行模式與其他功能使用到相同的開關時，開關開啟就會把特技模式與其它功能一起開啟。因此，這裡必須要確認這些的功能不會出現不正常的反應。

例如：如果我們將D/R設定到開關B，然後也將特技飛行模式開關選擇開關B，當開關B開啟時將會同時開啟這兩個功能。

備註：如果教練功能有被啓用時，開關C會自動分配給教練功能使用。

9) 請按住END鍵退出功能設定模式。

Pitch Curve Idle UP (I-PI) - (HELI only) 特技模式螺距曲線-直昇機用

This function is used to set the pitch curve for idle up flight. The pitch curve programming allows the T6's pitch control to vary from that of a linear control. That is, the servo position doesn't have to match the input from the throttle/pitch stick position. Thus, allowing the pitch operation to be adjusted to meet the modeler's specific needs at various points in the throttle stick movement.

A 5-point pitch curve is utilized to best match the blade collective pitch to the engine RPM for consistent load on the engine. The curve can be adjusted from 0-100% each point. Idle up creates a curve typically used for fast forward flight and aerobatics. Normally an idle up curve does not allow the engine to idle down even when the stick is pulled all the way back. This is one of the functions that makes the maneuvers such as inverted flight possible.

Generally speaking, the pitch curve should be set up as follows, however, each helicopter will have specific recommendations for the style of flying you desire:

Point 1- the collective servo is at the desired lowest point with the throttle stick at the lowest (bottom) position. This is normally full negative pitch.

Point 2- the collective servo is at the desired point with the throttle stick is advanced 1/4 of the way.

Point 3- the collective servo is at the desired point with the throttle stick advanced 1/2 way.

Point 4- the collective servo is at the desired point with the throttle stick advanced 3/4 of the way.

Point 5- the collective servo is at the desired point with the throttle stick fully advanced. This is full positive pitch.

這個功能是用來設定特技飛行的螺距曲線，它提供了不同線性的螺距控制。也就是說螺距角度大小不會對應油門搖桿高低位置，螺距變成可以依照使用者的需要設定油門撥桿在各位置的角度。

這螺距曲線的5個設定點數值必須與引擎（馬達）轉速完美的匹配，每個設定點可調整的範圍為0~100%。特技模式的曲線，通常會使用在快速航道飛行或者3D特技飛行的情況下。這個特技曲線的設定不能讓引擎有怠速下降的情況，或者當收油門撥桿時有轉速下降情況發生，這是讓直昇機能執行倒飛特技飛行的功能之一。

每架直昇機都有您自己想要的飛行風格，一般來說，螺距曲線的設定方式如下：

第一點-油門搖桿在最低點的位置時，對應螺距所需的角度。這邊通常是設定為最小螺距，也就是全負螺距。

第二點-油門搖桿在搖桿行程的1/4的位置，對應您所想要的目標螺距角度。

第三點-油門搖桿在搖桿行程的1/2的位置，對應您所想要的目標螺距角度。

第四點-油門搖桿在搖桿行程的3/4的位置，對應您所想要的目標螺距角度。

第五點-油門搖桿在最高點的位置所對應的螺距角度，也就是最大的螺距角度。

To set the idle up pitch curve 設定螺距特技曲線

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change accordingly.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the idle up pitch curve (I-PI) menu appears on screen.
4) The LCD screen will contain the pitch curve point indication (left side of screen), as well as the current pitch curve value, expressed as a percentage of travel, on the right side of the display.

Note: Point 1 is shown initially which is throttle stick all the way downward (slow) position. Point 5 is throttle stick all the way upward (hi) position.

Press the DATA INPUT lever upward to increase the percentage of servo travel for the respective point on the pitch curve. Press the DATA INPUT lever downward to decrease the percentage of servo travel for the respective point on the pitch curve.

5) Press the SELECT button one time to bring up the point two (2) pitch curve adjustments. Again, use the DATA INPUT lever to adjust the values accordingly.
6) Repeat the previous steps to set the normal pitch curve point values for the remaining three (3) points.
7) Press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。
2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式/介面。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到I-PI（螺距特技曲線）選單出現。
4) 這裡液晶螢幕的左側會顯示螺距曲線的設定點名稱，而右側會顯示可調整的螺距百分比。

備註：第一點設定的就是對應油門搖桿在最低點的位置，第五點就是油門搖桿最高的位置。

按DATA +/- leve上鍵，可以增加該曲線設定點的螺距角度百分比；按DATA +/- leve下鍵，可以降低該曲線設定點的螺距角度百分比。

5) 按SELECT鍵跳到第二個螺距曲線設定點，根據上述步驟按DATA +/- leve鍵調整數值大小。
6) 依照上述步驟來完成剩下的3個點設定。
7) 請按住END鍵退出功能設定模式。

Throttle hold function (HOLD)-(HELI only) 油門鎖定功能-直昇機用

Throttle hold function is typically used for autorotations where only pitch control is used to make a descent and landing. This is also a good safety feature to use while carrying the model to the flight line after starting the engine, or as a final arming for an electric-powered model. Just flip the hold switch on to set the engine in the idling or cut position and disengage it from the throttle stick. The throttle servo's position can be set from -50 to +50% from the throttle trim position.

Note: The collective servo remains active to allow for pitch inputs during the descent of the helicopter.

油門鎖定功能通常會在執行熄火降落時使用，然後單獨使用螺距來讓直昇機降落。這也是一個很好的安全功能，可以在直昇機就起飛位置之前，限制引擎或馬達的運作，或是突然要切斷電動直昇機的動力。只要油門鎖定的HOLD開關開啟，引擎（馬達）就會不受油門撥桿控制，變成怠速狀態或直接熄火。油門鎖定位置可以設定範圍為油門微調的-50到50%。

備註：油門鎖定開啟時是可以允許直昇機螺距的控制。

To set the throttle hold 設定油門鎖定功能

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change accordingly.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the throttle hold (HOLD) menu appears on screen.
4) The right side of the LCD should indicate that the throttle hold is inhibited, as denoted by the flashing INH. Activate the throttle hold by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.
5) Push the SELECT key to bring up the throttle hold adjustment screen.
6) Observing the carburetor barrel's position, pull the throttle hold switch towards you to engage the throttle hold. Press the DATA INPUT lever upward or downward to adjust the throttle hold function accordingly.
7) Press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。
2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到HOLD（油門鎖定）選單出現。
4) 這時液晶螢幕的右側會顯示"INH"字樣閃爍，表示這功能還沒有被開啟。按住DATA +/- leve上鍵，"INH"就會轉變為"ON"字樣。
5) 按SELECT鍵到油門鎖定數值調整的頁面。
6) 開啟油門鎖定的開關，觀察化油器的位置變化。按DATA +/- leve上或下鍵調整油門鎖定的相關位置。
7) 請按住END鍵退出功能設定模式。

Pitch Curve Hold (H-PI)- (HELI only) 油門鎖定螺距曲線-直昇機用

The pitch curve hold function, as the name suggests, allows the programming of a five-point pitch curve that is activated when the throttle hold switch is enabled. This allows the pilot to have complete control of the blade pitch during a non-powered descent. The pitch curve for throttle hold can be adjusted from 0-100% for up to five points.

Generally speaking, the pitch curve should be set up so that:

Point 1- the collective servo is at the desired lowest point with the throttle stick at the lowest (bottom) position. This is also full negative pitch.

Point 2- the collective servo is at the desired point with the throttle stick is advanced 1/4 of the way.

Point 3- the collective servo is at the desired point with the throttle stick advanced 1/2 way.

Point 4- the collective servo is at the desired point with the throttle stick advanced 3/4 of the way.

Point 5- the collective servo is at the desired point with the throttle servo fully advanced. This is full positive pitch.

這個螺距曲線功能，顧名思義就是當油門鎖定功能開啟時，允許一組5點的螺距曲線可以調整。這可以讓操控者在鎖定馬達或引擎動力的時候，調整螺距。油門鎖定的螺距曲線共有五點可設定，能調整的範圍為0~100%。

一般來說，油門鎖定的螺距曲線是必須設定的：

第一點-遙控器油門搖桿與螺距在最低點的位置，也就是最小的螺距角度位置。

第二點-油門搖桿在搖桿行程的1/4的位置，對應您所想要的目標螺距角度。

第三點-油門搖桿在搖桿行程的1/2的位置，對應您所想要的目標螺距角度。

第四點-油門搖桿在搖桿行程的3/4的位置，對應您所想要的目標螺距角度。

第五點-油門搖桿在最高點的位置所對應的螺距角度，也就是最大的螺距角度。

To set the throttle hold pitch curve 設定油門鎖定的螺距曲線

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change accordingly.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the hold pitch curve (H-PI) menu appears on screen.
4) This will bring up point one (1) of the hovering pitch curve programming. The current value is expressed, in percentage of the overall pitch travel, in the lower right portion of the LCD.
5) Press the DATA INPUT lever upward to increase the percentage of the collective servo travel for the respective point on the pitch curve.
6) Press the SELECT button to bring up the point two (2) pitch curve adjustments. Again, use the DATA INPUT lever to adjust the values accordingly.
7) Repeat the steps above as desired for the remaining three points on the pitch curve.
8) Press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。
2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到H-PI（油門鎖定螺距曲線）選單出現。
4) 這裡顯示的是螺距曲線的第一點的設定畫面。在液晶螢幕的右下側會有個百分比數值顯示，這數值會對應相對的螺距角度。
5) 按DATA +/- leve上或下鍵調整數值，這數值大小是以百分比方式來對應實際的全部螺距行程。
6) 按下SELECT鍵來到螺距曲線的第二個點調整，跟上步驟一樣按DATA +/- leve上或下鍵調整數值。
7) 重複上述步驟，根據所需要的來設定其餘三個點。
8) 請按住END鍵退出功能設定模式。

Revolution Mixing (REVO) 尾舵自動補正設定-直昇機用

Revolution mixing, commonly referred to as "Revo" mixing, is used to add rudder inputs in conjunction with pitch inputs. This mixing assists in compensating for the rotation of the helicopter caused by the increased torque. The T6 transmitter allows for a high rate and a low rate adjustment for the revolution mixing.

Note: If using a heading hold/AVCS gyro, only use the revolution mixing when this gyro is in the normal mode. Do NOT use revolution mixing with a heading hold/AVCS gyro when it is in the heading-hold/AVCS mode.

尾舵自動補正通常都使用"Revo"來簡稱。通常都是在螺距增加時，增加一些尾舵的補償，這補償可以抵抗直昇機旋翼旋轉所產生的反扭力。T6遙控器可以設定一個較高和較低的自動補正數值。

備註：如果是使用鎖頭模式/AVCS的陀螺儀，這個尾舵自動補正功能只能在一般模式（非鎖頭）下使用。在鎖頭模式/AVCS模式下不能使用尾舵自動補償功能。

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the revolution mixing (REVO) menu appears on screen.
4) The right side of the LCD should indicate that the revolution mixing is inhibited, as denoted by the flashing INH. Activate the revolution mixing by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.
5) Push the SELECT key to bring up the low rate (as indicated by the down arrow on the left side of the LCD screen).
6) To adjust the value, press the DATA INPUT lever either upward or downward until the desired value is achieved.

7) Press the SELECT key once again to access the revo mixing adjustments for the high side. The up arrow on the left side of the screen indicates that it is the high side that will be adjusted.
8) To adjust the value, press the DATA INPUT lever either upward or downward until the desired value is achieved.
9) After both values have been adjusted accordingly, press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到REVO（尾舵自動補正）選單出現。
4) 這時液晶螢幕的右側會顯示"INH"字樣閃爍，表示這功能還沒有被開啟。按住DATA +/- leve上鍵，"INH"就會轉變為"ON"字樣。
5) 按SELECT鍵先調整較低的數值（液晶螢幕的左側會顯示一個向下箭頭）。
6) 按DATA +/- leve上或下鍵調整數值，直到達到所需要的數值。
7) 再次按SELECT鍵到REVO較高的調整數值。液晶螢幕的左側會顯示一個向上箭頭。
8) 按DATA +/- leve上或下鍵調整數值，直到達到所需要的數值。
9) 當兩個數值已經調整好之後，請按住END鍵退出功能設定模式。

Gyro mixing function (GYRO)-(HELI only) 陀螺儀感度-直昇機用

Gyros: Using electronics enables modelers to take some of the complexity out of setups and flight.
What is a gyro? Gyro is short for gyroscope. A gyroscope is an electronic unit that senses rotational movement and corrects for it. For example, if the wind blows your helicopter's tail to the left, a gyro will sense that motion (and confirm that no input was given) and will correct for it.

How does it help in helicopter setup? A heading-hold gyro will totally eliminate the need for revolution mixing. The gyro will sense and correct the unwanted motion for you, so you don't have to spend time to get a complex curve operating properly.

Gyro sensor types: There are many different kinds of gyros and gyro technology available today. Align's cutting-edge micro electromechanical system, or MEMS, sensors detect smaller angular deviations .

Choosing the right gyro for your skills, your helicopter, and your budget:

Mechanical: Some are still available. They are very challenging to set up and not as reliable as piezo or SMM.

Non-heading hold piezo: these are now inexpensive gyros that are reliable and easy to set up. Some have dual rates and remote gain control to adjust sensitivity in flight. Lack heading hold capabilities for precision flying.

Heading hold piezo: Until recently, the cream of the crop. Expensive, and more complex to set up. Adds GPS-like heading recognition. Exhibits minor difficulties with temperature drift (position setting varying with unit's temperature).

Heading hold SMM: 21st century gyro technology. Computer chip technology. Expensive, easier set up, higher durability. Significant decrease in temperature sensitivity. Many include frame rate settings to allow faster response when using specialized digital servos. Examples:

GP750: Simple set up. Perfect for entry-level models through 3D competitions.
GP780: Exceptional center. Extremely fast response time. Requires specialized servo.
GP900: Exceptional performance. Combining a governor and gyro in one unit.
3GX: Flybarless system. Incredible performance that combines 3-axis gyro with governor.

Gyro mixing function is used for adjusting the gain of the gyro. Select from two different gain settings using a switch on the transmitter.

陀螺儀：利用電子的裝置來達到多樣化的設置以讓直昇機可穩定飛行。

什麼是陀螺儀？Gyro（陀螺儀）是gyroscope的簡稱。陀螺儀是可以感應跟修正維持方向的電子裝置。例如：如果有風往直升機尾部的左側吹，這時陀螺儀會感應到尾部的位移（確認這時遙控器沒有尾舵指令），並且把尾部修正回來保持在原來位置。

現在陀螺儀對直昇機的設定有什麼幫助呢？鎖定式的陀螺儀將免去所有的混控設定，所以您不再需要花時間去設定一個複雜的曲線，它自動會幫您處理完成。

陀螺儀傳感器類型：目前市面上有許多不同的陀螺儀與陀螺儀技術。Align的尖端微電機系統或MEMS，感應器可以比其他廠商探測到更小的角度偏差。

選擇合適的陀螺儀來符合您的技術、直昇機和預算：

機械式陀螺儀：在某些地方仍然有用處。在使用與設定上具備相當挑戰性，不像壓電式或SMM來的可靠。

非鎖頭壓電式陀螺儀：這算是廉價的陀螺儀，較前者設定簡單且較為可靠。其中有些還有兩種感度可調整，但缺點就是不能精準的保持航道飛行。

鎖頭壓電式陀螺儀：直到最近又發展出更複雜的壓電式陀螺儀設置。增加了類似GPS的鎖定辨別。這類產品的缺點就是會有溫度漂移現象。

鎖定式的SMM陀螺儀：這是21世紀的陀螺儀科技，使用電腦運算晶片技術，產品價格較昂貴，設定更簡單，使用壽命更長，對溫度的敏感度有名顯著下降。有許多還包括了可變換頻率設置，在使用專門的數位伺服器時會有更快的反應。例如：

GP750: 設定簡單。通過入門級3D飛行比賽的首選。

GP780: 傑出的表現。有極快的反應時間，需要專業的伺服器搭配。

GP900: 優異的性能，把陀螺儀與定速器結合在一起。

3GX: 無平衡翼系統。令人難以置信的性能，把3軸陀螺儀與定速器結合在一起。

這個Gyro mixing/陀螺儀感度功能是用來調整陀螺儀的感度，可以用遙控器上的開關來切換兩個不同的感度設定。

To set the GYRO mixing 設定陀螺儀感度

1) Plug the gyro's sensitivity adjustment to channel 5 of the receiver. Note: this channel input is not assignable.
2) Prior to adjusting the gyro, ensure that the end point adjustments of channel 5 are set for 100% in both directions. If not, please adjust accordingly.
3) Turn the transmitter on.
4) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change accordingly.
5) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the gyro (GYRO) menu appears on screen.
6) The right side of the LCD should indicate that the gyro mixing is inhibited, as denoted by the flashing INH. Activate the gyro mixing by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.

Push the DATA INPUT lever upward for 0.5 seconds. This will cause the flashing "INH" display to change to a flashing "ON" display. Now the mixing is on.

7) Push the SELECT key one time to access the upper switch position's mixing. The gyro gains may be adjusted from -100-+100%.
8) Press the DATA INPUT lever either upwards or downwards to adjust the gyro's gain for the upper switch position.
9) Push the SELECT key one time to access the lower switch position's mixing.
10) Press the DATA INPUT lever either upwards or downwards to adjust the gyro's gain for the lower switch position.
11) Press the SELECT button one time to access the switch activation selection options for the gyro. The choices are: Switch A, B or Idle up (IDL). When IDL is used (flight condition) the gyro gain will change as you move in, or out, of the idle up. Typically a higher gain is set for normal (NOR) condition (hovering, slow forward flight); and a lower gain will be needed for the idle up condition (fast forward flight and aerobatics).
12) Press and hold the END button to exit the programming mode.

1) 陀螺儀的感度訊號線要接到接收機的第5頻道。備註：此頻道不能接其它輸入訊號。
2) 調整陀螺儀之前，要確保第5頻道的上下最大行程（end point）為100%。如果沒有，請進行相關的調整。
3) 開啟遙控器電源。
4) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式/介面。
5) 繼續按MODE或者END鍵來跳轉功能設定選單，直到GYRO（陀螺儀感度）選單出現。
6) 這時液晶螢幕的右側會顯示"INH"字樣閃爍，表示這功能還沒有被開啟。按住DATA +/- leve上鍵，"INH"就會轉變為"ON"字樣。

按住DATA +/- leve上鍵0.5秒，這將會讓閃爍的"INH"轉換成"ON"顯示。現在把這功能開啟。

7) 按SELECT鍵跳到感度切換開關的感度調整頁面，這裡是感度上開關的感度設定。陀螺儀的感度可調整的範圍為 -100 ~ 100%。
8) 按DATA +/- leve的上或下鍵來調整陀螺儀的上開關位置的感度。
9) 按SELECT鍵跳到感度下開關的感度設定。
10) 按DATA +/- leve的上或下鍵來調整陀螺儀的下開關位置的感度。
11) 接著按SELECT鍵跳到陀螺儀感度開關選擇頁面，這裡可以選擇開關A、B或特技飛行（IDL）開關。當使用IDL為陀螺儀的感度開關，感度會因為特技模式的開啟變大或變小。通常在一般的飛行模式下適合較高的陀螺儀感度；而特技飛行模式則需要搭配較低的陀螺儀感度。
12) 按下並且按住END鍵退出功能設定選單。

Swash to throttle mixing (SW-T)-(HELI only) 油門十字盤混控-直昇機用

When idle up is activated, this predetermined mixing function is used to prevent the engine from slowing, or bogging down, when swashplate inputs are given- specifically aileron or elevator controls. This feature takes a bit of flight testing to set correctly.

這個油門混控功能是直昇機在特技飛行模式下，執行副翼或升降舵不會讓引擎的轉速掉轉。此功能需要實際飛行測試來設定。

To activate swash to throttle mixing 設定油門十字盤混控

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the swashplate to throttle (SW-T) mixing menu appears on screen.
4) Press the SELECT key to display the CH-A. This indicates that the values which will be adjusted are the values of the aileron input.

5) Press the DATA INPUT lever to set the percentage of aileron to throttle mixing rate from 0-100%.
6) Press the SELECT key to display the CH-E. This indicates that the values which will be adjusted are the values of the elevator input.
7) Press the DATA INPUT lever to set the percentage of elevator to throttle mixing rate from 0-100%.
8) Press the SELECT key to display the CH-4. This indicates that the values which will be adjusted are the values of the rudder input.
9) Press the DATA INPUT lever to set the percentage of elevator to throttle mixing rate from -100% to +100%.

1) 開啓遙控器電源。
2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到SW-T（油門十字盤混控）選單出現。
4) 按SELECT鍵螢幕會顯示CH-A，這表示是調整副翼的輸入值。
5) 按DATA +/-leve鍵來設置副翼的油門混控率，可調整範圍從0-100%。
6) 接著按SELECT鍵螢幕會顯示CH-E，這表示是調整升降的輸入值。
7) 按DATA +/-leve鍵來設置升降的油門混控率，可調整範圍從0-100%。
8) 接著按SELECT鍵螢幕會顯示CH-4，這表示是調整尾舵的輸入值。
9) 按DATA +/-leve鍵來設置尾舵的油門混控率，可調整範圍從0-100%。

Swash Ring (RING) 十字盤限圈

The Swash Ring (RING) function limits the swash travel to a fixed range in order to prevent damaging the swash linkages from simultaneous operation of the aileron and elevator inputs. That is, this is basically an electronic version of a former mechanical action that prevented binding of the controls when the elevator/ aileron inputs are maximized.
This is very useful for 3D aerobatics. The Ring function is adjustable from 50-200%.

十字盤限圈（一般意指甜甜圈功能）的功能，主要是限制十字盤動作在一個固定的範圍內，防止副翼和升降舵面同時操作所產生的干涉。簡單地說這就是使用遙控器內的軟體功能，來限制升降舵與副翼舵同時作動到最大行程的輸出。

在3D特技飛行，這功能常常被使用到。這個限制環的調整範圍是50-200%。

To set the swash ring 設定十字盤限圈

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change accordingly.
3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change accordingly. Continue pressing the MODE or END key until the swash ring (RING) menu appears on screen.
4) The right side of the LCD should indicate that the swash ring is inhibited, as denoted by the flashing INH. Activate the swash ring by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.

5) Press the SELECT key to call up the default value (50%).

6) To adjust the RING value, press the DATA INPUT lever upward until the desired value is achieved.

Observing your helicopter, ensure that the swash ring function has eliminated any undesired movement or binding when the extreme aileron/elevator inputs are given.

7) Press and hold the END button to exit the programming menu.

1) 開啟遙控器電源。

2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到RING（十字盤限圈）選單出現。

4) 這時液晶螢幕的右側會顯示"INH"字樣閃爍，表示這功能還沒有被開啟。按住DATA +/- leve上鍵，"INH"就會轉變為"ON"字樣。

5) 按SELECT鍵就會跳出預設值頁面，預設為50%。

6) 按DATA +/- leve上鍵就可以調整數值，直到數值為您所需要大小。接著觀察您的直升機，確保限制環功能已經防止了升降與副翼同時在最大行程時產生的干涉。

7) 按下並且按住END鍵退出功能設定選單。

Swashplate type selection and Swash AFR (SWSH) - (HELI only)
十字盤類型與十字盤動作行程設定-直昇機用

The Swashplate type selection is utilized to select the swashplate type that matches the respective helicopter for which you are programming the transmitter. The T6 transmitter offers four Swashplate type selections to choose from: H-1, HE3, H-3 and Hr3.

Prior to explaining the differences in the selections available to you, it is important to have a basic understanding of CCPM and “normal” swashplate types.

A normal swashplate, is also known as a “pure function” or “single servo” (most helicopters use this type). A “single servo” swashplate uses one servo for each axis: aileron, elevator (cyclic pitch), and collective pitch.

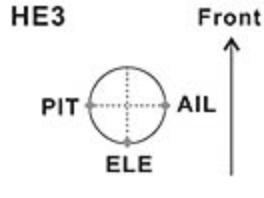
Cyclic Collective Pitch Mixing, or CCPM is both simpler and more responsive than the mechanical CCPM. Traditional CCPM systems use three servos working in unison to control the swash. All three servos move regardless of the control input.

H-1 Type:

This is the non-CCPM Swashplate type selection. For many years this was the preferred swashplate type, however, CCPM has gained in popularity recently. In this swashplate type, A single servo is used for each axis: aileron, elevator (cyclic pitch), and collective pitch, whereas a CCPM helicopter uses a combination of servos working together to achieve the 3 axes of motion.

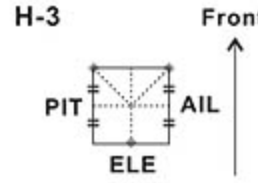
HE3 Type:

CCPM. This selection is most commonly used for electric helicopters. With aileron input, the aileron and pitch servos tilt the swashplate left and right; with elevator input, the servos tilt the swashplate fore and aft; with pitch input, all three servos raise the swashplate up and down. Pushrods positioned as shown.



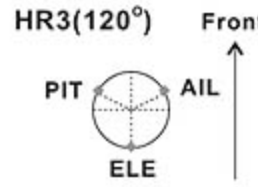
H-3 Type:

This swashplate type is designated as a 140 degree CCPM. Fundamentally, the servo operations of H-3 type are almost that same as HR3 type. However, the servo arrangement for elevator operation differs. 140 degree CCPM offers smoother operation of the combined servos and an equal cyclic rate all around. On a 120 degree setup, the left/right cyclic is slightly faster than the fore/aft cyclic.



HR3 Type:

This is a 120 degree CCPM. With Aileron input, the aileron and pitch servos tilt the swashplate left and right; with Elevator input, the three servos tilt the swashplate fore and aft; with Pitch input, all three servos raise the swashplate up and down.



十字盤類型設定就是利用遙控器裡面配置的十字盤類型來與直升機相互匹配。T6遙控器提供四種十字盤類型可以選擇：H-1、HE3、H-3和HR3。在講解不同十字盤類型之前，您必須要具備基本的CCPM和"傳統"的十字盤類型的相關知識。

傳統的十字盤系統，也被稱為"90度十字盤"或"單伺服器"（早期的直昇機都使用這種類型的）。所謂"90度"十字盤系統，就是每種動作（副翼、升降舵和螺距）只使用單一伺服器來控制。循環螺距混控或稱CCPM的結構與動作反應都要比傳統的十字盤系統來的簡單多了。一般的CCPM系統是同時使用三個伺服器來控制十字盤的動作，三個伺服器必須搭配無間才能讓十字盤正常動作。

H-1 Type: 這是非CCPM的十字盤類型選項。早年，這是多數直昇機十字盤類型的首選，但是近年來CCPM已經普遍流行，大量運用在新型直升機上。這個十字盤類型，每個動作軸使用一個伺服器來控制：副翼、升降舵、和螺距。而CCPM的直升機則是使用3個伺服器來混控完成十字盤的動作。

HE3 Type: 這個CCPM十字盤類型常用在電動直升機上。當要執行副翼動作，副翼和螺距伺服器會連動十字盤左右傾斜；當要執行升降動作，十字盤會前後傾斜；當要執行螺距動作，所有三個伺服器會同時把十字盤上下推動。伺服器連動桿的位置如圖所示。

H-3 Type: 這是140度的CCPM十字盤類型。基本上來說說，H -3型的伺服器操作方式與HR3類型幾乎是一樣的。不同的地方是伺服器在升降舵運作時的配置方式。140度的CCPM會提供伺服器更流暢更相稱的十字盤動作。而120度的CCPM設置，十字盤左/右動作會比前/後動作稍快一些。

HR3 Type: 這是120度CCPM的十字盤類型。當要執行副翼動作，副翼和螺距伺服器會連動十字盤左右傾斜；當要執行升降動作，十字盤會前後傾斜；當要執行螺距動作，所有三個伺服器會同時把十字盤上下推動。

To select the swashplate types 設定十字盤類型

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the swash (SWSH) menu appears on screen.
4) To select the swashplate type, press the DATA INPUT lever upward or downward for about two seconds. When you are changing swashplate types to H-1, He3, H-3 or HR3 the display flashes slow, becomes rapid and then returns slow flashing with confirmation sound.
5) Press and hold the END button to exit the programming menu.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到SWSH（十字盤選單）選單出現。
4) 選擇十字盤類型，按DATA +/- leve上鍵上或下鍵大約兩秒鐘。當您正在改變十字盤類型的H - 1、HE3 、H -3或HR3，在液晶螢幕上會顯示緩慢閃爍，接著變得急促然後發出確認聲音再變回緩慢閃爍。
5) 按下並且按住END鍵退出功能設定選單。

Swashplate AFR (Adjustable Function Rate) - (HELI only) 十字盤動作行程-直昇機用

If any of the three CCPM Swashplate types (H3, HE3, or HR3) have been selected, the Swashplate AFR (adjustable function rate) settings will automatically be activated as well. It is possible to individually modify the values for the aileron, elevator and pitch servos to fine-tune the amount of travel and travel direction of the swashplate inputs.

Prior to adjusting the swashplate AFR, it is important to properly set the linkage and servo horns for the aileron, elevator and pitch servos according to the helicopter manufacturer's instructions. The correct geometry of these settings is imperative to a smooth, successful and correctly set-up CCPM helicopter.

Collective and pitch directions, as well as overall throw (all three servos working together) are controlled by the Swash AFR. To begin, set up it is recommended that the pitch curve be set in a straight line (0, 25, 50, 75 and 100), this will be set to the correct curves as shown in the Pitch Curve section on page 55. Initially the values displayed on the transmitter will be +50% for all three channels.

Check all three servos to move in the same direction by the throttle stick operation. At this point, it doesn't worry even if the swashplate works in the reverse direction for the stick operation. If one of these servos operate oppositely for other servos, you will need to change the travel direction of the servo in the servo reversing (REVR) menu. Please refer to page 30 for information on how to do so.

Next, check the cyclic directions (aileron and elevator) and the collective (pitch) direction. If the swashplate is working in the reverse direction for each stick operation, it will be necessary to change the respective swashplate AFR value to -50%.

With everything functioning in the proper direction it is time to adjust the overall throw for each function. Typically you will use a pitch gauge to assist in the adjustment of the pitch AFR to achieve the amount of total pitch you desire. However, you'll also want to assure that the swashplate does not travel so far as to bind at the top or bottom of its throw. You will also want to repeat this procedure for the cyclic throws. Move the stick left/right, up/down to assure that the linkages do not bind. If the linkages are Binding, reduce the AFR values. If additional throws are needed, increase the values.

如果直昇機設定為三種CCPM十字盤類型（H3，HE3，或HR3）之一，十字盤動作行程設定（以下簡稱十字盤AFR）的功能將自動被開啟。它是可以單獨修改副翼、升降舵及螺距動作的行程量與作用方向的調整。

調整十字盤AFR之前，要依照直昇機廠商的說明書指示來安裝副翼、升降、螺距伺服器與伺服器擺臂。對於CCPM的直昇機來說，伺服器的安裝與配置必須是正確的才可以。

直昇機的集體螺距與運作方向（三個伺服器一起作動）是在十字盤AFR裡設定。首先，建議螺距曲線設置為一條直線（0，25，50，75和100），這設定在第55頁上的螺距曲線部分有說明。一開始遙控器上十字盤AFR的三項設定數值為50%。

移動油門搖桿來檢查三個十字盤伺服器的運作方向，這邊不用擔心伺服器的運作方向不對的問題。如果有伺服器的運作方向與其他相反時，這邊您需要改變該伺服器的方向，必須從伺服器正反轉（REVR）功能設定中更改伺服器方向，關於正反轉設定請參閱30頁。

下一步，檢查副翼舵、升降舵和集體螺距的方向。如果某個十字盤的運作方向是相反的，就必須改變這個十字盤動作（副翼舵、升降舵或集體螺距）的AFR數值到-50%。

當十字盤的方向運作都是正確無誤，接下來就是要調整所有動作的實際輸出大小。一般的情況下，您必須使用螺距規來協助調整設定十字盤AFR，確定該數值是所想要的螺距角度。然而，集體螺距設定時不能讓十字盤太貼近頂部或底部。您還需要重複測試移動遙控器的撥桿，左/右、上/下移動，確保十字盤不會有干涉的情況。如果有干涉情況，降低十字盤AFR數值；如果需要額外的動作量，增加十字盤AFR數值。

To set the swash AFR 設定十字盤動作行程

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the swash (SWSH) menu appears on screen.
4) To select the swashplate type, press the DATA INPUT lever upward or downward for about two seconds. When you are changing swashplate types to H-1, HE3, H-3 or HR3 the display flashes slow, becomes rapid and then returns slow flashing with confirmation sound.
5) Use the SELECT key to select the channel you wanted to set. Aileron channel (CH-A) is displayed at first and "%" is flashing with a value of 50 beneath it. This is adjusted by pushing the DATA INPUT lever up or down. Aileron movement can be adjusted from -100% to +100%.
6) Adjust the elevator and pitch channels using the same methodology. Press the SELECT button to bring forth the channels accordingly. The elevator channel is indicated by CH-E; pitch is indicated as CH-P on the display.
7) Press and hold the END button to exit the programming menu.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到SWSH（十字盤選單）選單出現。
4) 先選擇十字盤類型，按DATA +/- leve上鍵上或下鍵大約兩秒鐘。當您正在改變十字盤類型的H - 1、HE3 、H -3或HR3，在液晶螢幕上會顯示緩慢閃爍，接著變得急促然後發出確認聲音再變回緩慢閃爍。
5) 使用SELECT鍵選擇您想要設定的動作。副翼（CH- A）是顯示在第一個項目，"%"是閃爍顯示，下面的50是它的數值大小。按DATA +/- leve上或下鍵來調整副翼的行程量大小，可以調整範圍從 -100%至+100%。
6) 調整升降舵和集體螺距，使用上步驟相同的方法，按SELECT鍵到要調整設定的動作。升降舵顯示為CH-E；集體螺距顯示為CH-P。
7) 按下並且按住END鍵退出功能設定選單。

Delay (DELY)- (HELI only) 延遲功能-直昇機用

The T6 allows the user to delay input from the throttle and/or pitch servos when changing from the other flight conditions to the idle-up condition. This is a very useful function as it will prevent any undesirable characteristics that might otherwise result from sudden changes in the respective servo's position. For example, when changing flight conditions from normal to idle up, the throttle and/or pitch curves might vary greatly. The delay from this function will prevent the helicopter from changing RPM's rapidly and therefore negatively impacting flight characteristics.

The delay for both the throttle (Channel 3) and the pitch (Channel 6) is adjustable from 0-50%. A delay value of 50% is approximately 1.2 seconds. We suggest starting with a smaller value until the optimum amount has been determined by test flying the machine.

T6提供使用者在一般模式/其它模式轉變到特技飛行模式時，讓油門和伺服器有個延遲反應。這是一個非常實用的功能，因為它會避免飛行模式切換時動作的突然變化，造成的直昇機高度落差反應。例如：當從一般飛行模式下切換到特技飛行模式時，油門和螺距曲線可能相差會很大，利用這個功能來延遲這高落差反應，讓迅速的轉變動作趨於緩和。

延遲功能只支援油門與螺距兩個頻道使用，調整的範圍是0~50%。延遲調整50%，實際延遲時間大約為1.2秒。我們建議從較小的數值開始調整，直到直昇機模式切換時的反應為最佳情況。

To program the DELY (Throttle and Pitch Delays) 設定延遲功能

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change.

3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change accordingly. Continue pressing the MODE or END key until the delay (DELY) menu appears on screen.

4) The right side of the LCD should indicate that the delay settings are inhibited, as denoted by the flashing INH. Activate the delay settings by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.
5) Press the SELECT key to access the throttle delay adjustment. The throttle channel is denoted by the 3 on the left side of the LCD.

6) Press the DATA INPUT lever upward to increase the delay of the throttle servo accordingly. As noted above, the delay is adjustable between 0 and 50%.
7) When satisfied with the throttle servo delay, press the SELECT key once again. This will access the pitch delay adjustments (6 on the LCD screen). As with the throttle servo delay, press the DATA INPUT lever upward to increase the delay of the pitch servo.
8) Press and hold the END key to exit the DELY (Delay) function.

Note: Prior to flying the helicopter, we strongly suggest testing the delay inputs on the bench to ensure that all functions as desired.

1) 開啟遙控器電源。
2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到DELY（延遲功能）選單出現。
4) 這時液晶螢幕的右側會顯示"INH"字樣閃爍，表示這功能還沒有被開啟。按住DATA +/- leve上鍵，"NH"就會轉變為"ON"字樣。
5) 按SELECT鍵跳到油門延遲調整頁面。油門為第3頻道，會顯示在液晶螢幕的左側。
6) 按DATA +/- lever上鍵，相對應地增加油門伺服器的延遲。如上所述，延遲數值為0和50%之間可調。
7) 當油門伺服器的延遲設定完畢後，再次按SELECT鍵，接下來將設定螺距的延遲，在液晶螢幕上顯示的為第6頻道。與油門延遲設定相同，按DATA +/- lever上鍵，增加螺距的延遲。
8) 按下並且按住END鍵退出功能設定選單。

備註：飛行前，我們強烈建議在板凳上測試延遲設定，以確保設定符合需要。

Hovering Pitch (HOVP)- (HELI only) 停懸微調功能-直昇機用

The HOV-PIT (Hovering Pitch) trim function trims the pitch near the hovering point of the helicopter. This function allows for the hovering pitch to be fine-tuned for changes in rotor speed from changes in the ambient temperature, humidity and other such flight conditions. Adjust the hovering pitch knob (in the center of the T6) so that the rotor speed is constant. If you are not actively using this function, we suggest that you inhibit the function to prevent inadvertent pitch changes.

直昇機停懸微調功能目的是調整直昇機停懸點附近的螺距。這功能主要是因為環境溫度、濕度和其他飛行條件的變化，導致直昇機轉速產生落差，然後利用T6中間停懸微調旋鈕來調整，讓主旋翼的轉速是恆定的。如果您不會使用到這項功能，我們建議您關閉它，防止不小心動到旋鈕讓螺距改變。

To activate and set the HOV-PIT (Hovering Pitch) 開啟設定停懸螺距微調功能

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode. An audible double beep will be heard and the default screen will change.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the hovering pitch curve (HOVP) menu appears on screen.

4) The right side of the LCD should indicate that the hovering pitch curve is inhibited, as denoted by the flashing INH. Activate the hovering pitch curve by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.

5) The Hovering Pitch function is available for either the NOR (normal) flight mode or in both the NOR (normal) and Idle Up modes. Press the SELECT key one time to bring up the flight mode indication. A flashing "NOR" indicates that this is only applicable in the normal flight mode. To modify the setting so that it is available in both the normal and idle up flight modes, press and hold the DATA INPUT lever downward. The "NOR" will flash rapidly before changing to "N/I" . The flashing "N/I" indicates that the hovering pitch may be adjusted in both flight modes.

6) Press and hold END to exit the programming menu.

1) 開啟遙控器電源。

2) 按住MODE鍵，聽到雙提示的嗶聲後就會進入功能設定模式/介面。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到HOVP（停懸螺距微調）選單出現。

4) 這時液晶螢幕的右側會顯示"INH"字樣閃爍，表示這功能還沒有被開啟。按住DATA +/- lever上鍵，"INH"就會轉變為"ON"字樣。

5) 停懸螺距微調功能可以在NOR（一般）飛行模式或同時在NOR（一般）和特技飛行模式下使用。按SELECT鍵一次，使飛行模式指示單閃爍的"NOR"(一般模式)，這只適用在一般飛行模式。要設定在一般模式和特技飛行模式下時，按住DATA +/- lever下鍵， "NOR" 字樣會快速閃爍，然後轉變為 "N / I" 字樣。閃爍的 "N / I" 表示停懸微調功能可以在這兩種飛行模式下調整使用。

6) 按下並且按住END鍵退出功能設定選單。

Airplane only programming 飛機專用功能

Programmable Mix 1 and 2 (PMX 1 and PMIX 2) - (ACRO only) 混控功能-飛機用

Unlike the wing mixing "function (explained later) where the channels to be mixed are factory-set, the T6 also contains two programmable mixes where you, the pilot, determine the channels to be mixed. Programmable mixes could be used to correct unwanted flight tendencies (by mixing rudder to aileron, or aileron to rudder for example).

Note: Programmable Mixes 1 and 2 are programmed in the exact same manner and methodology. As such, we will only explain how to program one of the mixes. Should a second mix be necessary, follow this procedure once again for the second mix accordingly.

這混控功能與翼型混控功能的是不一樣的，T6遙控器提供了兩個可設定頻道混控功能。這個混控可用於修正飛行時偏移傾斜（例如：混控方向舵對副翼舵，或副翼舵對方向舵）。

備註：混控功能1和混控功能2的使用設定方法是一樣。所以這裡我們只解釋如何設定混控功能1。如果您要使用到第二個混控功能，只要再按照混控功能1的方式設定即可。

To set up a programmable mix 設定混控功能

1) Turn the transmitter on.

2) Press and hold the MODE button to access the programming mode.

3) Press either the MODE key OR the END key to scroll through the function menus. Each time one of the aforementioned keys is pressed the menu will change accordingly. Continue pressing the MODE or END key until the first programmable mix (PMX 1) menu appears on screen.

4) Push the DATA INPUT lever upward for 0.5 seconds. This will cause the INH display to flash rapidly before changing to a flashing ON display.

5) Press the SELECT key twice to call the screen for selecting channels to control "MAS" (Master) mixing. Then select the channel by pushing DATA INPUT lever. Channel 1 (aileron) in this figure is assigned to the master.

The master channel, as the name suggests, is the channel that will be the controlling channel. The slave channel, which will be determined in the next step, is the channel that will be controlled by the master channel. That is, the slave channel will operate based on input from the master channel.

6) Press the SELECT key to call the screen for selecting channels to control "SLV" (Slave) mixing. Then select the channel by pushing DATA INPUT lever. Channel 4 (rudder) in this figure is assigned to the slave.

As noted above, the slave channel is the channel that follows the input control based on the rates and input from the master channel.

7) Press the SELECT key three times to display the flashing % sign. Use the DATA INPUT lever to set the percentage of mixing. The available values range from -100% to +100% (depending on the direction and distance you wish the slave servo to move).

Note: Please ensure that you adjust the mixing for both travel directions. To reverse the mixing direction, simply press the DATA INPUT lever in the opposite direction. For example, if the mixing value is at +50%, you are satisfied with the amount of mixing but it functions opposite of the direction desired, hold the DATA INPUT lever until the mixing value is -50%.

8) Push SELECT key to select the on/off switch (SW) and respective position. The mixing may be controlled by the A, B or D switches, in either the Up or Down position. Select the switch by pushing the DATA INPUT lever. Additionally, it is possible to always have the mix active. To do so, select "ON".

9) Observe how the controls on the model respond to be certain you have achieved the correct mix and that the throws are as desired.

10) Press and hold the END button to exit the programming menu.

1) 開啟遙控器電源。

2) 按住MODE鍵進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到PMX1（混控功能1）選單出現。

4) 按住DATA +/- leve上鍵約0.5秒鐘，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時混控功能就被開啟了。

5) 按SELECT鍵兩次讓液晶螢幕跳到"MAS"(主要的)頻道混控頁面。然後按DATA +/- leve鍵來選擇頻道，圖中顯示的為頻道1。

主要頻道，顧名思義就是所選的頻道為主要控制的頻道。被動頻道會在下一個步驟設定，它是受到主要頻道的控制，也就是被動頻道的運作指令是從主要頻道輸入。

6) 按SELECT鍵讓液晶螢幕跳到"SLV"(被動)頻道頁面。然後按DATA +/- leve鍵來選擇頻道，圖中顯示的為頻道4（方向舵）。

如上所述，被動頻道是受到主通道的輸入所控制的頻道。

7) 按SELECT鍵三次後會顯示閃爍的"%"符號。使用DATA +/- leve鍵設定混控的百分比，調整範圍為-100%至+100%。（依照被動頻道所需移動的方向與行程來調整）

備註：請確保您調整的混控是正確的方向。只需使用DATA +/- leve鍵把數值調整成相反的數值，運作方向就會變成反方向。例如：如果混控值為+50%是您滿意的混控量，但它的運作的方向相反，只要用DATA +/- leve鍵把混控值調成-50%即可。

8) 按SELECT鍵選擇混控功能開啟開關（SW）。混控功能可使用開關A、B或開關D，按DATA +/- leve鍵選擇您要使用的開關。此外，如果您要讓混控功能永遠開啟時，您可以選擇"ON"選項。

9) 檢查您所設定的混控功能是否已經符合您的控制和輸出需要。

10) 請按住END鍵退出功能設定模式。

Wing Type Selection- (ACRO only) 機翼種類-飛機用

To ease the installation and set-up of the airplane, the T6 offers three different wing types to utilize: Normal, Flaperon and Elevon (sometimes referred to as a Delta configuration). In addition to the support of three wing types, the T6 also offers a V-tail mixing as well. Prior to programming any functions (trims, flaps, etc.) that are related to the wings/tail surfaces, it is important to determine the proper wing and tail configuration for the respective aircraft.

為了方便飛機的安裝和設定，這裡T6遙控器提供三種不同的機翼類型：一般類型、襟副翼和三角翼。除了以上三種翼類型，T6也提一個V型尾翼的混控。在設定任何有關飛機的設定之前（微調、襟翼等），都涉會及到的機翼與尾翼，重要的是要確定您飛機的機翼與尾翼是適合怎樣的結構模式。

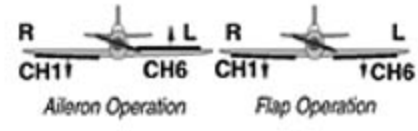
Normal 一般類型

The T6 transmitter defaults to the normal wing type (non-selectable). If your model uses a single servo to control the ailerons, there is nothing more to do. If, however, you are using separate servos to control each aileron individually, please activate the Flaperon mixing. Information on how to do so is contained in the section that follows.

T6遙控器一開始是預設為一般的機翼型。如果您的模型使用單一的伺服器來控制副翼，這邊您不需要動到機翼類型的功能。然而，如果您每個副翼都使用一顆伺服器來控制的話，那就要開啟襟翼混控功能。關於如何選擇機翼的翼型以下會有相關的說明。

Flaperon mixing (FLPR)- (ACRO only) 襟翼混控-飛機用

The ability to use separate servos to function in the same movement direction to control the flap deflection and to work in opposing directions as ailerons is known as flaperons. Again, this function allows the ailerons to be used both as ailerons and as flaps.



Flap control is assigned to Channel 6, the proportional rotary knob on the front of the transmitter. As such, if flaps are desired, Channel 6 must be used as the additional aileron/flap channel. Ailerons are controlled, of course, by the aileron stick accordingly.

*If necessary, use the Servo Reversing function to achieve the correct direction of servo throws.

如果有必要，使用伺服器正反轉功能來讓伺服器動作正確。

Note: A trim input on the aileron channel will move the two wing servos in the opposite direction. If so desired, sub-trim must be input for the two wing servos individually as it impacts the servos rather than their function.

襟翼是使用單獨的伺服器系統，使用襟翼時舵面的運作方向是相同的，而副翼則是舵面的運作方向相反。此功能可以混合使用副翼和襟翼的功能。

襟翼功能是分配在頻道6，用遙控器前面的旋鈕來控制。因此，如果這功能需要使用時，頻道6必須作為副翼/襟翼的頻道。當然副翼還是用遙控器搖桿來控制。

備註：副翼的微調使用時，機翼兩邊的伺服器的運作方向要是相反的。微調功能必須對兩個機翼伺服器作用，因為它對應的是伺服系統，而不是它們的功能。

To activate flaperon mixing with flaps 開啟襟翼混控功能-有襟翼

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the flaperon (FLPR) wing menu appears on screen.
4) Push the DATA INPUT lever upward for approximately two (2) seconds. This will cause the INH display to flash rapidly before changing to a flashing ON display.

Note: You cannot set "Flaperon" mixing when "Elevon" mixing has already been set. In order to enable "Flaperon" mixing, you first need to cancel "Elevon" mixing. However, it is allowed to use Flaperon and "V-tail" mixing simultaneously.

5) Connect the aileron servo in the right wing to channel 1 (aileron) in the receiver and connect the aileron servo in the left wing to channel 6 (flaps) in the receiver.
6) If you need to set aileron differential, press the SELECT key to display the flashing "%" sign. Use the DATA INPUT lever to set the percentage of aileron differential from -100% to +100%.

The "－" direction indicates decreasing amount of movement toward the upward from the aileron surface, while "＋" direction indicates decreasing amount of movement toward the downward from the aileron surface.

Aileron differential adjusts the travel of each aileron. Generally it is used to create a larger upward aileron travel (reducing the amount of downward aileron travel) to create a more axial roll rate; reducing unwanted yaw of the aircraft.

7) Once the mix has been activated, move the servos to their full extremes to make certain they are not overdriving the controls. If necessary, adjust the linkages to achieve the correct control throws.
8) Press and hold the END key to exit the programming menu.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到FLPR（襟翼混控）選單出現。
4) 按住DATA +/- leve上鍵約2秒鐘，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時混控功能就被開啟了。

備註：當三角翼型混控與V型尾翼混控被開啟時，襟翼混控功能是不能開啟使用的。

5) 將機翼右側的副翼伺服器連接到接收機的頻道1（CH-1），左邊的副翼伺服器連接到接收機的頻道6（CH-6）。
6) 如果您需要設定副翼差動，按SELECT鍵後會顯示閃爍的"%"符號。使用DATA +/- leve鍵設定差動的百分比，調整範圍為-100%至+100%。

"－"方向表示減少副翼舵面向上的行程量，而"＋"方向指示減少對副翼舵面向下的行程量。
副翼差動是調整每個副翼的行程。一般來說，它是用來設定一個較大的向上副翼行程（向下副翼行程量減少），來達到更軸向的滾轉率，避免不必要的飛機偏航。

7) 當這個混控功能被開啟時，要試著操作各個動作，看有沒有動作過大的情況。如果有必要的話，要作適當的調整，讓舵面是正確無誤的控制。
8) 請按住END鍵退出功能設定模式。

To activate flaperon mixing without flaps 襟翼混控-沒襟翼

1) Turn the transmitter on.

2) Press and hold the MODE button to access the programming mode.

3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the flaperon (FLPR) wing menu appears on screen.

4) Push the DATA INPUT lever upward for approximately two (2) seconds. This will cause the INH display to flash rapidly before changing to a flashing ON display.

5) Connect the aileron servo in the right wing to channel 1 (aileron) in the receiver and connect the aileron servo in the left wing to an unused channel from 3-6, depending upon the model aircraft.

Note: When using a channel other than channel 6, other programming options and functionality will be affected accordingly. For example, channel 3 is used as the throttle control in this T6 transmitters. If channel 3 is selected as the left aileron channel, it will not be operational from the throttle stick, only the aileron.

6) If you need to set aileron differential, press the SELECT key to display the flashing "%" sign. Use the DATA INPUT lever to set the percentage of aileron differential from -100% to +100%.

The "－" direction indicates decreasing amount of movement toward the upward from the aileron surface, while "＋" direction indicates decreasing amount of movement toward the downward from the aileron surface.

7) Once the mix has been activated, move the servos to their full extremes to make certain they are not overdriving the controls. If necessary, adjust the linkages to achieve the correct control throws.

8) Press and hold the END key to exit the programming menu.

1) 開啟遙控器電源。

2) 按住MODE鍵進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到FLPR（襟翼混控）選單出現。

4) 按住DATA +/- leve上鍵約2秒鐘，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時混控功能就被開啟了。

5) 將機翼右側的副翼伺服器連接到接收機的頻道1（CH-1），左邊的副翼伺服器連接到接收機的頻道3~6其中一個未使用的頻道（CH3~CH-6）。

備註：當您使用頻道6之外的頻道時，如果其他功能也有同時使用，這個混控功能將會受到影響。例如：在Futaba遙控器裡頻道3被用作油門控制，如果左側副翼選擇頻道3，油門將會不具可操控性，撥動油門搖桿只會有副翼的動作。

6) 如果您需要設定副翼差動，按SELECT鍵後會顯示閃爍的"%"符號。使用DATA +/- leve鍵設定差動的百分比，調整範圍為-100%至+100%。

"－"方向表示減少副翼舵面向上的行程量，而"＋"方向指示減少對副翼舵面向下的行程量。

7) 當這個混控功能被開啟時，要試著操作各個動作，看有沒有動作過大的情況。如果有必要的話，要作適當的調整，讓舵面是正確無誤的控制。

8) 請按住END鍵退出功能設定模式。

Flap trim (FLTR)- (ACRO only) 襟翼微調功能-飛機用

The Flap Trim function is used to specify the amount of flap travel produced moving the flap switch. The flap trim function should be activated if you wish to control the flaps by the flap trim control.

The T6 transmitter allows control of the flap trims from the rotary knob, or switches A, B or D.

襟翼微調是給襟翼開關開啟時有行程量調整的功能。您必須開啟這項功能才能使用襟翼微調。

T6遙控器可以允許調整旋鈕、開關A、開關B或開關D來調整襟翼微調。

To adjust flap trim 使用襟翼微調

1) Turn the transmitter on.

2) Press and hold the MODE button to access the programming mode.

3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the flap trim (FLTR) menu appears on screen.

4) Push the DATA INPUT lever upward for approximately two (2) seconds. This will cause the INH display to flash rapidly before changing to a flashing ON display.

5) Press the SELECT key to access the travel of the flap switch. The travel values are adjustable between -100% and +100%. Adjust the values accordingly by pressing the DATA INPUT lever upward or downward.

Note: When using switches A, B or D, it is possible to incorporate two rates- upward or downward. Adjusting the flap trim with the rotary knob allows for proportional control.

Note: If using Channels 3, 4 or 5 for the left aileron control, the flap trim values do not affect the travel of the ailerons. The flap trim values will, however, control the flap travel if the flaperons are set up using channel 1 and channel 6.

6) Press the SELECT key to choose the flap trim activation methodology.

7) Press the DATA INPUT lever either upward or downward until the desired switch selection appears onscreen. In addition to switches A, B and D, it is also possible to use the rotary knob (VR) to control the flap trim.

8) Press and hold the END button to exit the programming menu.

1) 開啟遙控器電源。

2) 按住MODE鍵進入功能設定模式。

3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到FLTR（襟翼微調）選單出現。

4) 按住DATA +/- leve上鍵約2秒鐘，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時混控功能就被開啟了。

5) 按SELECT鍵後到微調行程頁面。使用DATA +/- leve上或下鍵來設定微調數值，調整範圍為-100%至+100%。

備註：當使用開關A、B或D時，可能同時會有上調整數值或下調整數值。遙控器的調整旋鈕也可以指定為襟翼微調開關。

備註：如果副翼左邊的伺服器使用頻道3、4或5，副翼的行程不會受到襟翼微調影響。然而如果使用頻道1和頻道6，副翼的行程就會受到襟翼微調的影響。

6) 按SELECT選擇襟翼微調的開啟方式。

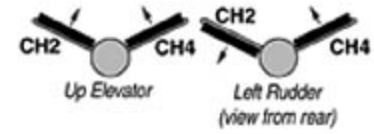
7) 按DATA +/- leve上或下鍵選擇，直到螢幕上出現所要用的開關選。除了開關A、B和D，它也可以使用遙控器的調整旋鈕（VR）。

8) 請按住END鍵退出功能設定模式。

V-tail mixing (V-TL)- (ACRO only) V型尾翼混控-飛機用

Intended for V-tail aircraft (such as a Beechcraft Bonanza), V-tail mixing allows the ruddervators to operate both as rudders and elevators. The servos work together as an elevator; yet will also work in opposition to one another to function as a rudder.

The same as the other mixes, V-tail mixing requires that each ruddervator be operated by a separate servo.



*If necessary, use the Servo Reversing function to achieve the correct direction of servo throws.
如果有必要，使用伺服器正反轉功能來讓伺服器動作正確。

Note: You cannot set "V-tail" mixing when "Elevon" mixing has already been set. In order to enable "V-tail" mixing, you first need to cancel "Elevon" mixing. However, it is allowed to use "V-tail" and "Flaperon" mixing simultaneously.

飛機尾部為V型尾翼形狀（例如：Beechcraft Bonanza），這個尾翼混控可以讓V型尾翼控制方向舵和升降舵。當伺服器一起運作時為升降舵，反方向運作時為方向舵。
同其他混控功能一樣，V型尾翼混控要求每個舵面由一個單獨的伺服器來操作。

備註：當三角翼型混控與襟翼功能被開啟時，V型尾翼混控是不能開啟使用的。

To activate V-tail mixing 設定V型尾翼混控

1) Connect the left ruddervator servo to channel 2 (elevator) in the receiver and connect the right ruddervator servo to channel 4 (rudder) in the receiver.
2) Turn the transmitter on.
3) Press and hold the MODE button to access the programming mode.
4) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the V-tail (V-TL) menu appears on screen.
5) Push the DATA INPUT lever upward for approximately two (2) seconds. This will cause the INH display to flash rapidly before changing to a flashing ON display.
6) Press the SELECT key to display the "CH2" and flashing "%" sign. Use the DATA INPUT lever to set the percentage of elevator travel rates. The available adjustments are between -100% and +100%.
7) Press the SELECT key to display the "CH4" and flashing "%" sign. Use the DATA INPUT lever to set the percentage of rudder travel rates. The available adjustments are between -100% and +100%.
8) Once this mix has been activated, move the servos to their full extremes to make certain they are not overdriving the controls. If necessary, adjust the linkages to achieve the correct control throws.

Note: It is important to ensure that no binding occurs when providing full elevator and full rudder inputs. This will maximize the inputs from both channels and provide you with the worst-case scenario.

9) Press and hold the END button to exit the programming menu.

1) 將V型尾翼左邊的伺服器連接到接收機的頻道2（CH-2），右邊的伺服器連接到接收機的頻道4（CH-4）。
2) 開啟遙控器電源。
3) 按住MODE鍵進入功能設定模式。
4) 繼續按MODE或者END鍵來跳轉功能設定選單，直到V-TL（V型尾翼混控）選單出現。
5) 按住DATA +/- leve上鍵約2秒鐘，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時混控功能就被開啟了。

6) 按SELECT鍵，液晶螢幕會顯示"CH2"和閃爍的"%"符號。使用DATA +/-leve鍵設置升降舵動作的百分比，數值調整範圍為-100%到100%。

7) 再按SELECT鍵，液晶螢幕會顯示"CH4"和閃爍的"%"符號。使用DATA +/-leve鍵設置升降舵動作的百分比，數值調整範圍為-100%到100%。

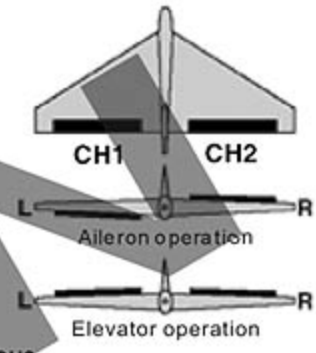
8) 當這個混控功能被開啟時，要試著操作各個動作，看有沒有動作過大的情況。如果有必要的話，要作適當的調整，讓舵面是正確無誤的控制。

備註：在升降舵和方向舵最大舵面時，要確定沒有干涉現象。如果有的話將會影響舵面行程的設定。

9) 請按住END鍵退出功能設定模式。

Elevon mixing (ELVN)- (ACRO only) 三角翼型混控-飛機用

Intended for tailless, "flying wing" models such as delta wings and flying wings, elevon mixing mixes channel 1 (aileron) to channel 2 (elevator) allowing the elevons to operate in unison (as elevators) or in opposition (as ailerons). This function requires that each elevon be operated by a separate servo.



Note: The Elevon function can not be utilized when either the V-Tail or Flaperons are active. If either V-tail or flaperons are activated, it will not be possible to activate the elevon mixing function.

飛機在外觀上沒有尾巴的設計，機翼就像三角形的形狀。這種飛機混控了升降與副翼這兩個頻道，讓飛機的副翼可以同時控制升降和副翼這兩個動作。並且每個舵面需要由單獨一個伺服器來控制操作。

CH1 CH2
*If necessary, use the Servo Reversing function to achieve the correct direction of servo throws.
如果有必要，使用伺服器正反轉功能來讓伺服器動作正確。

備註：當V型尾翼與襟翼功能被開啟時，三角翼型混控是不能開啟使用的。

To activate elevon mixing 設定三角翼混控

1) Connect the servo in the right wing channel to channel 2 (elevator) in the receiver and connect the servo in the left wing to channel 1 (aileron) in the receiver.
2) Turn the transmitter on.
3) Press and hold the MODE button to access the programming mode.
4) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the elevon (ELVN) menu appears on screen.

You cannot set "Elevon" mixing when "Flaperon" or "V-TL" mixing has already been set. In order to enable "Elevon" mixing, you first need to cancel both "Flaperon" and "V-tail" mixing.

5) Push the DATA INPUT lever upward for 0.5 seconds. This will cause the flashing INH display to change to a flashing ON display. The mixing is now on.
6) Adjust the aileron travel. To do so, press the SELECT key to display the "CH1" and flashing "%" sign. Use the DATA INPUT lever to set the percentage of elevator travel rate. The values are adjustable from -100% to +100%.
7) Adjust the elevator channel's travel. Press the SELECT key to display the "CH2" and flashing "%" sign. Use the DATA INPUT lever to set the percentage of rudder travel rate. The values are adjustable from -100% to +100%.

8) Once this mix has been activated, move the servos to their full extremes to make certain they are not overdriving the controls. If necessary, adjust the linkages to achieve the correct control throws.

Note: It is important to ensure that no binding occurs when providing full elevator and full aileron inputs. This will maximize the inputs from both channels and provide you with the worst-case scenario.

9) Press and hold the END button to exit the programming menu.

1) 將右翼的伺服器連接到接收機的頻道2（CH-2），左翼的伺服器連接到接收機的頻道1（CH-1）。

2) 開啟遙控器電源。

3) 按住MODE鍵進入功能設定模式。

4) 繼續按MODE或者END鍵來跳轉功能設定選單，直到ELVN（三角翼混控）選單出現。

當您把襟翼混控或V型尾翼混控開啟時，三角翼混控功能就不能開啟。為了使用三角翼混控，您首先需要取消襟翼混控或V型尾翼混控的功能。

5) 按住DATA +/- leve上鍵約0.5秒鐘，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時混控功能就被開啟了。

6) 按SELECT鍵調整副翼行程，液晶螢幕會顯示"CH1"和閃爍的"%"符號。使用DATA +/- leve鍵設置升降舵動作的百分比，數值調整範圍為-100%到100%。

7) 按SELECT鍵調整升降行程，液晶螢幕會顯示"CH2"和閃爍的"%"符號。使用DATA +/- leve鍵設置尾舵動作的百分比，數值調整範圍為-100%到100%。

8) 當這個混控功能被開啟時，要試著操作各個動作，看有沒有動作過大的情況。如果有必要的話，要作適當的調整，讓舵面是正確無誤的控制。

備註：在升降和副翼最大舵面時，要確定沒有干涉現象。如果有的話將會影響舵面行程的設定。

9) 請按住END鍵退出功能設定模式。

Throttle Curve (T-CV)- (ACRO) 油門曲線-飛機用

The throttle curve (T-CV) function is designed to optimize the engine, or throttle response, in relation to the throttle stick position. Throttle Curve programming allows the T6's throttle control to vary from that of a linear control. That is, the servo position doesn't have to match the input from the throttle stick position. Thus, allowing the throttle operation to be adjusted to meet the modeler's specific needs at various points in the throttle movement.

The T6 allows for two separate five-point throttle curve to be programmed. Additionally, it is possible to assign the throttle curve to any of the switches on the transmitter.

Generally speaking, the points should be adjusted as follows:

Point 1 is the throttle stick all the way downward (slow) position.

Point 2 is the throttle stick approximately 1/4 of the way advanced.

Point 3 is the throttle stick approximately 1/2 of the way advanced.

Point 4 is the throttle stick approximately 3/4 of the way advanced.

Point 5 is throttle stick all the way upward (hi) position.

這個油門曲線是當操控者推動油門搖桿時，讓引擎的運轉有最佳輸出效果。T6遙控器提供了不同線性的油門控制，也就是說油門大小不會對應油門搖桿高低位置，它變成可以依照使用者的需要設定油門搖桿在各位置的油門輸出。

T6遙控器提供兩組有五個設定點油門曲線可以進行設定。此外也可以把它設定到遙控器上的開關來切換。

一般來說，可以依照下列說明來設定：

第一點-油門搖桿在最低點的位置時。
第二點-油門搖桿在搖桿行程的1/4的位置，對應您所想要的油門輸出。
第三點-油門搖桿在搖桿行程的1/2的位置，對應您所想要的油門輸出。
第四點-油門搖桿在搖桿行程的3/4的位置，對應您所想要的油門輸出。
第五點-油門搖桿在最高點的位置時。

To select the throttle curve activation switch 設定油門曲線的啟動開關

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the throttle curve (T-CV) menu appears on screen.
4) The right side of the LCD should indicate that the throttle curve is inhibited, as denoted by the flashing INH. Activate the throttle curve by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.
5) Press the SELECT button six (6) times to bring up the (SW) switch selection options.

Note: it is possible to assign the throttle curve operation to any of the switches on the T6.

6) Press the DATA INPUT lever upward or downward to select the desired switch for the throttle curve that will be programmed below.

Note: Prior to adjusting the throttle curve points, ensure that the switch is in the desired position (up or down).

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到T-CV（油門曲線）選單出現。
4) 這時液晶螢幕右側會有"INH"閃爍字樣，這表示油門曲線功能還未開啟。按住DATA +/- leve上鍵，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時油門曲線功能就被開啟了。
5) 按SELECT鍵的六次，跳到（SW）啟動開關選項。

備註：T6遙控器可以把油門曲線設定到任何開關來開啟。

6) 按DATA +/- leve上或下鍵選擇要使用的開關。

備註：調整油門曲線點之前，請確保開關在所需要的位置（向上或向下）。

To set the throttle curve (T-CV) 設定油門曲線

1) From the activation channel selection screen above, press the SELECT button two (2) times. This will bring up point one (1) of the throttle curve programming. The current value is expressed, in percentage of the overall throttle travel, in the lower right portion of the LCD.

2) Press the DATA INPUT lever upward to increase the percentage of servo travel for the respective point on the throttle curve.

3) Press the SELECT button one time to bring up the point two (2) throttle curve adjustments. Again, use the DATA INPUT lever to adjust the values accordingly.

4) Repeat the steps above as desired for the remaining three points on the throttle curve.

5) Press and hold the END button to exit the programming mode.

1) 從油門曲線開關的設定頁面，按SELECT鍵兩次，這裡顯示油門曲線第一點的設定，右側會顯示可調整的油門輸出的百分比。

2) 按DATA +/- leve上鍵，來增加油門輸出的百分比。

3) 按SELECT鍵跳到第二個油門曲線設定點，根據上述步驟按DATA +/- leve鍵調整數值大小。

4) 依照上述步驟來完成油門曲線剩下的3個點設定。

5) 請按住END鍵退出功能設定模式。

Pitch Curve (P-CV)- (ACRO) 飛機用螺距曲線-飛機用

In addition to the throttle curve, the T6 also offers a pitch curve in the airplane functions. This will allow modelers to utilize variable pitch propellers in their aircraft.

The switch that controls the throttle curve, as described previously, will also control the pitch curve as well. In one direction of the switch position, set an "idle-up" curve for the variable pitch propeller. The other direction will control the "normal" flight of the aircraft. This will allow you to disable the variable pitch with a switch.

"Normal" Mode: Acts just like any other conventional fixed pitch aircraft.

"Idle-Up" Mode: Allows you to reverse the thrust of the propeller. When you have your throttle stick in the center position (0% throttle) you will not have any pitch. As you push the stick forward (100% throttle) you get positive pitch which allows the airplane to move forward. When you pull the throttle stick back (100% throttle) it applies negative pitch to the blades and allows the plane to go in reverse.

For information on the proper pitch and throttle curves, please refer to the instructions that accompanied the variable pitch equipment.

除了油門曲線，T6遙控器還提供了一個飛機用的螺距曲線功能。這將允許使用者用在可變螺距螺旋槳的飛機上。

如前所述，啟動開關可以控制油門曲線與螺距曲線。開關的其中一個方向，設置特技模式的可變螺距螺旋槳的曲線；另一個方向則是控制飛機一般飛行模式的曲線。也可以不用開關直接使用可變螺距的特技模式曲線。

一般飛行模式：就像傳統的固定翼飛機的使用模式。

特技模式：可以反轉的螺旋槳的推力。當您油門搖桿在中間位置時（0%油門），螺旋槳的角度為0度。當您油門搖桿向前推時（100%油門），螺旋槳角度變大讓飛機往前飛。當您油門搖桿拉回到最低點（-100%油門），可變螺距的螺旋槳會變到負角度讓飛機可以反向飛行。

螺距與油門曲線搭配的資訊，請參閱可變螺距設備的相關說明書。

To set the pitch curve (P-CV) 設定螺距曲線

1) Turn the transmitter on.

2) Press and hold the MODE button to access the programming mode.

3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the pitch curve (P-CV) menu appears on screen.
4) The right side of the LCD should indicate that the pitch curve is inhibited, as denoted by the flashing INH. Activate the pitch curve by pressing and holding the DATA INPUT lever upward. The INH should begin flashing rapidly prior to changing to ON.

Note: It is imperative to activate the throttle curve before programming the pitch curve. If the throttle curve has not been activated, the pitch curve will not be accessible.

5) Press the SELECT button two (2) times. This will bring up point one (1) of the pitch curve programming. The current value is expressed, in percentage of the overall throttle travel, in the lower right portion of the LCD.
6) Press the DATA INPUT lever upward to increase the percentage of servo travel for the respective point on the pitch curve.
7) Press the SELECT button one time to bring up the point two (2) pitch curve adjustments. Again, use the DATA INPUT lever to adjust the values accordingly.
8) Repeat the steps above as desired for the remaining three points on the pitch curve.
9) Move the assigned throttle/pitch curve switch to the opposite position and program the desired points accordingly.
10) Press and hold the END button to exit the programming mode.

1) 開啟遙控器電源。
2) 按住MODE鍵進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到P-CV（螺距曲線）選單出現。
4) 這時液晶螢幕右側會有"INH"閃爍字樣，這表示螺距曲線功能還未開啟。按住DATA +/- leve上鍵，這時液晶螢幕上的"INH"閃爍字樣就會轉變為"ON"字樣，這時螺距曲線功能就被開啟了。

備註：在使用螺距曲線之前要先開啟油門曲線。如果油門曲線沒被開啟時，螺距曲線將無法使用。

5) 按SELECT鍵兩次，這裡顯示螺距曲線第一點的設定，右側會顯示可調整的螺距輸出的百分比。
6) 按DATA +/- leve上鍵，來增加螺距輸出的百分比。
7) 按SELECT鍵跳到第二個螺距曲線設定點，根據上述步驟按DATA +/- leve鍵調整數值大小。
8) 依照上述步驟來完成螺距曲線剩下的3個點設定。
9) 切換油門／螺距曲線的啟動開關，看看兩個曲線是否有匹配。
10) 請按住END鍵退出功能設定模式。

Fail Safe (F/S) 失控保護設定

Fail safe is the designation given to a safety feature which places a servo, or servos, to a preset position if the RF signal is lost or interrupted. The use of the fail safe function is recommended from a safety standpoint.

Additionally, the T6 offers a battery fail safe function that brings the throttle servo down to its idle position as a warning that the receiver battery's voltage is getting dangerously low.

失控保護是一個安全保護功能，當接收機失去訊號或中斷時，伺服器或直昇機控制系統將跑到預設的位置。建議從飛安的角度來看待這個功能。

此外，T6提供電池電壓失控保護功能，來讓油門伺服器下降到怠速位置，作為接收器電池的電壓不足的警告。

Normal Fail Safe Settings 一般失控保護設定

This menu offers two fail safe options when in the S-FHSS mode mode. Fail safe settings are not available in the FHSS mode mode. The "NOR" (normal) setting retains the applicable servos' last input prior to the interrupted signal. For example, if the model was circling to the left when the difficulty occurred, the aircraft would hold the inputs for the left turn until the difficulty is resolved.

Alternatively, it is possible to program the T6 so that the receiver's channels are all moved to a predetermined setting (position) should the RF signal be interrupted. If a predetermined setting is not programmed, the receiver will continue with the last 'good' input prior to the signal interruption for the respective channel(s).

S - FHSS模式模式下，此功能選單提供了兩個失控保護選項。FHSS模式下沒有失控保護功能。"NOR"（一般模式）是保留伺服器中斷信號前的最後一個動作指令。例如，如果模型是盤旋到左邊發生失控時，飛機將繼續左轉的的動作，直到失控問題解決。

另外一種就是當接收機訊號中斷時，T6會讓接收機的頻道都移動到預設的位置。如果預定的位置沒有設定時，接收機將執行訊號中斷前訊號較好的頻道輸入訊號。

To set the Fail Safe Function 設定失控保護

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the fail safe (F/S) menu appears on screen.
4) Place the switches, sticks and/or rotary knob in the desired fail safe positions. Press and hold the DATA INPUT lever downward to retain these current positions as the Fail Safe settings. Press the SELECT button to scroll through the channels individually to view the saved fail safe positions.

Note: Should you wish to adjust each channel's fail safe position separately, it is possible to do so. Simply use the SELECT button to scroll to the desired channel and then hold the DATA INPUT lever downward as in step 4, above.

We strongly suggest verification of the fail safe function prior to flight of the model. This will ensure that all channels will function as so desired. To verify the F/S function has been correctly set, turn off the transmitter, the servos should move to the positions as determined in step two (4) above.

If you wish to eliminate a preset position for any of the channels, use the SELECT button to choose the desired channel. Next, press and hold the DATA INPUT lever upward. The previously saved position value will be replaced with "NOR" or normal setting.

5) Press and hold the END button to exit the programming menu.

1) 開啟遙控器電源。
2) 按下並且按住MODE鍵，進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到F/S（失控保護）選單出現。
4) 將開關、撥桿或旋鈕放置在所需要的失控保護位置。按住DATA +/- lever下鍵，以儲存這些位置作為失控保護設定。接著按SELECT鍵可以查看已儲存的失控保護設定。

備註：如果您希望設定每個頻道單獨的失控保護設定，你可以依照下列方式來設定。使用SELECT鍵選擇你的目標頻道，然後按住DATA +/- lever下鍵儲存，方式跟上面第4步驟說明一樣。

我們強烈建議在飛行前做好失控保護設定的驗證，這將確保所有頻道的失控保護功能都有作用。將遙控器電源關閉，查看伺服器有無移動到的設定位置，上述兩個步驟就是驗證失控保護功能有正常運作的方法。

如果你想還原任何頻道的設定，使用SELECT鍵選擇所需的頻道，接下來按住DATA +/- lever下鍵，先前儲存的設定值將被替換為"NOR"或正常設置。

5) 按下並按住END鍵退出失控保護設定頁面。

TRNR Trainer function 教練模式

The T6 offers a programmable trainer function. There are three trainer modes available for Channels 1-4. If applicable, Channels 5 and 6, offer two trainer modes. The trainer function makes it possible for the instructor to choose which functions or channels are to be used for the student's flight instruction. By retaining certain controls, this will make training of the student easier and the student is more likely to progress at a more rapid rate. The instructor can add controls and complexity to the student lessons at any time by assigning additional channels as so desired.

When the instructor activates the trainer switch, the student will gain control of all assigned channels and functionality of the aircraft. When released, the instructor regains all control of the aircraft.

T6有提供一個可設定的教練功能。在1~4頻道有提供三種教練模式。在5～6頻道，提供兩種教練模式。教練功能可讓教練選擇指定哪些頻道來讓學生飛行練習使用。保留一定的控制，還將使學生的訓練更容易和更迅速的進展。教練可以任意利用額外的頻道來添加控制和複雜性，來讓學生更進一步的學習。

當教練開啟教練開關，學生就可以使用飛機被分配的頻道和功能的控制權。教練關閉教練開關，教練恢復所有飛機的控制權。

To activate trainer function 開啟教練功能

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the trainer (TRNR) menu appears on screen.
4) The trainer mode is currently inhibited (INH), thus the flashing INH on the LCD screen. Press and hold the DATA INPUT lever upward for approximately two (2) seconds. The T6's trainer function will be activated as indicated by the ON and the audible beep.
5) Follow the procedure below to program the desired trainer mode selection for the T6.

1) 開啟遙控器電源
2) 按下並且按住MODE鍵，進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到TRNR（教練模式）選單出現。
4) 教練模式是目前關閉，而在液晶顯示上會閃爍INH。按住DATA +/- lever上鍵大約兩秒，嗶聲後，T6的教練功能就被開啟了，並且液晶螢幕會顯示ON。
5) 按照以下步驟程序，來選擇所需的教練模式。

Trainer mode selection 教練模式的選擇

As noted previously, there are several trainer modes available in the T6. The methodology utilized will vary from instructor to instructor and will also vary depending upon the student's ability as well. Channels 1-4 offer three different modes; Channels 5 and 6 offer two. Each channel may be individually assigned using one of the trainer modes. The trainer modes are as follows:

Normal (NOR): The model is controlled by the signals from the student's transmitter. The Normal mode is offered on all six (6) channels of the T6.

Function (FUNC) Mode: The model is controlled by signals from the student's transmitter using the instructor's settings. Note: If using this methodology, please set the student's transmitter to the default settings. This will prevent any issues that might otherwise arise with varying control inputs. The Function mode is only offered on Channels 1-4 of the T6.

Off (OFF): The instructor's transmitter will provide the input for the respective channel. The Off mode is offered on all six (6) channels of the T6.

1) With the trainer function active, press the SELECT button to choose the desired channel.
2) Press the DATA INPUT lever either upward or downward to select amongst the available trainer modes for the previously selected channel.
3) Repeat this for all other channels as desired.
4) To exit the trainer menu, press and hold the END button. This will bring forth the home page.
5) Upon completion of the trainer mode selection, please ensure that all functions as anticipated. To do so, connect the student's transmitter and the instructor's transmitter accordingly, and activate the trainer function on the instructor's transmitter by depressing Switch C on the top of the T6 transmitter.

Connecting the Instructor's and the Student's Transmitters for Training:

如前所述，T6有幾種不同的教練模式，利用的方法也有所不同，從教練到教練，然後根據學生的能力也會有所不同。使用頻道1~4提供了三種不同的模式，頻道5~6提供了兩種。教練模式下每個頻道可以單獨分配使用。教練模式如下：

一般模式（NOR）：模型是從學生的遙控器的信號控制。普通模式是須使用T6所有六個頻道。

功能（FUNC）模式：該模式是由學生使用教師的設置遙控器的信號控制。注意：如果使用這種方法，請學生的遙控器的設定為預設。這將阻止任何問題，否則可能會出現不同的控制輸入。功能模式只提供在T6使用頻道1~4時開啟。

關閉（OFF）：教練的遙控器器將提供各頻道的輸入。此模式狀態下，T6提供六個頻道。

1) 使用教練功能，按SELECT鍵選擇所需的頻道。
2) 按DATA +/- lever上或下鍵下來選定教練模式之間的頻道選擇。
3) 重複上步驟來完成其它所需的頻道設定。
4) 按下並按住END鍵退出教練模式選單，回到遙控器主頁。
5) 教練模式選擇完成後，請確保所有的功能是否如預期設定一樣。如以下方式檢測，學生的遙控器和教練的遙控器的相應連接，並開啟教練的發射功能，按下T6遙控器上的開關C。

連接教練與學生之間的遙控器:

⚠ CAUTION 注 意

Some transmitters 'map' channels in a different order than that of the T6. If the student transmitter is something other than another T6, prior to flight it is strongly suggested that you verify that all channels (control surfaces, etc.) are working correctly in both transmitters.

注意：有些遙控器的頻道順序與T6有所不同。如果學生的遙控器是T6以外的商品，這裡我們強烈建議您，在飛行之前要驗證所有頻道（控制面）的工作。

Trainer switch 教練開關

To utilize the trainer function, the appropriate trainer cord (available separately) and a second ALIGN transmitter (usually provided by your flight instructor or R/C club) will be required. When two radios are connected with the trainer cord, they are both capable of operating the model, but it's usually best for the instructor to hold the radio that has been setup for the plane to be flown (as it is already programmed to fly the model). When the instructor holds the trainer switch on his radio, the student will have control. When the instructor wishes to regain control he simply releases the switch.

要利用的教練功能，需要合適的教練線（單獨提供）和第二個亞拓遙控器（通常是您的飛行教練或R/C俱樂部提供）。當兩個遙控器被教練線連接，並且都在能運作的模式下，它最好是被教練來主導並且設定好的（當它是已設定的飛行模式）。當教練開啟教練功能開關，學生將有控制。當教練希望重新獲得控制權，他只要簡單地切回開關。

Trainer cord 教練線

If connecting the T6-2.4GHz to another T6-2.4GHz with the small, square "micro" trainer jack, use the "micro to micro" (MM-TC) trainer cord (FUTM4415). Never connect the T6-2.4GHz trainer system with Futaba radios that have the large round "DIN" connector type as it will cause your T6-2.4GHz to malfunction. The T6-2.4GHz transmitter may be connected to another T6-2.4GHz, or any Futaba series transmitter.

如果連接T6 2.4GHz至另一個T6 2.4GHz遙控器，是使用方的"微型"教練機插孔，並且使用"micro to micro"（MM - TC）教練線（FUTM4415）。切勿將有大而圓的ALIGN "DIN"連接頭連接到遙控器上，因為它會導致您T6 2.4GHz故障。T6的2.4GHz遙控器可以連接到另一個 T6 2.4GHz遙控器，或任何Futaba系列遙控器。

Instructor's TX	Student's TX	Trainer cord
T6	10C, 9C, 7C, 6EX, 4EX	Micro type for 12FG
	14MZ, 12Z, 12FG, 8FG, T6	Micro type
14MZ, 12Z, 12FG, 8FG, 10C, 9C, 7C, 6EX, 4EX	T6	

To use the trainer function 使用教練功能

1) It is best for the instructor to use the transmitter that is already set up for the model to be flown.
2) If the student's radio has PCM/PPM capability, set it to PPM.
3) If the student's radio has a plug-in RF module, remove the module.
4) If the student's transmitter is a 72MHz, collapse the antenna accordingly.
5) With both transmitters off, connect the trainer cord to both radios. (On the T6-2.4GHz the trainer jack is located in the center of the rear of the case). Do not force the plug into the transmitter and note that the plug is "keyed" so it can go in only one way.
6) Turn on the instructor's transmitter. DO NOT turn on the student's transmitter. It will automatically "power up", but will not transmit a signal. Set the reversing and trims of the student's radio to match that of the instructor's. If both the instructor and the student use T6-2.4GHz, the F/S function's set-up must be the same in both transmitters.
7) Turn on the receiver switch in the model. Depress the trainer switch on the instructor's radio. Use the student's radio to operate the controls (ailerons, elevator, rudder, etc.) and observe how they respond. Make any adjustments necessary to the student's transmitter to get the controls to respond correctly.
8) Check to see that the trims are in "sync" by toggling the trainer switch back and forth a few times. The controls on the model should remain stationary. If the controls do not remain stationary, this indicates that the trim settings on the student's radio do not match those on the instructor's radio. Adjust the student's trims as necessary.

1) 教練最好是使用已經設定好的遙控器來使用。
2) 如果學生的遙控器有PCM / PPM選項，將其設置到PPM。
3) 如果學生的遙控器有發射模組，請拆下模組。
4) 如果學生的遙控器的使用頻率為72MHz，請把天線折疊收起。
5) 在兩個遙控器都關閉的情況下，用教練線連接這兩個遙控器。（T6-2.4GHz的教練插孔位於遙控器後方的中間位置）連接頭有防呆設計，只有一個方向能正確的插入連接，所以連接時不需要使用太大的力量。
6) 打開教練的遙控器，不要打開學生的遙控器，它會自動供電，但不會傳輸信號。設定學生遙控器頻道正反向和微調，來吻合教練端遙控器的設定。如果教練和學生都使用T6的2.4GHz，F / S失控保護功能設定必須都相同。
7) 開啟接收器的電源，教練的遙控器教練功能開啟，使用學生的遙控器操作控制（副翼，升降舵，方向舵等），並觀察他們的反應如何。確認任何必要的調整，讓學生的遙控器得到正確的控制與反應。
8) 將教練功能開關來回數次開啟與關閉，觀察模型是否保持靜止無動作的狀態。如果模型不處於靜止狀態，而某些動作有反應作動時，這表示兩個遙控器的設定沒有匹配。根據需要來調整學生的遙控器設定。

TIMER 計時器

The T6 offers three timers: count up, count down and model. The count up (stopwatch) and count down timer are programmable and feature an audible alarm when the programmed time limits have been reached. The model timer, as the name suggests, is used to track time of the model.

Countdown times sound one short beep each second during the last 10 (ten) seconds of the countdown function and one long tone when at the programmed time. The timer will then display a minus (-) sign and continue tracking the time.

The count up timer will also beep one short beep each second for the last ten (10) seconds and then one long tone at the programmed time. Additionally, the count up timer will continue counting upwards, there will not be a minus (-) sign, however.

As noted above, the model timer is used to track the time of the model. This is a count up timer and starts when the respective model memory is selected and the T6 is powered up.

The countdown and count up timers may be assigned to switches A, B or D (either up or down position), always ON or activated by the throttle stick movement. The countdown and count up timers may be programmed to track up to 99 minutes and 59 seconds. The model timer tracks the model's time up to 99 hours and 59 minutes.

It is also important to note that the timers are stored independently with each model, meaning that when switching between models, the timer associated with the model is brought up automatically.

The Model (MDL) timer is the default setting for the timer function. It is automatically activated and there is no programming necessary. The countdown timer is indicated by the "D" on the left portion of the LCD. A count up timer is indicated by a "U". To return to the transmitter voltage, press the SELECT button once again.

T6提供了三種計時功能：計時、倒數計時和模型計時。計時器可以設定計時時間、倒數計時時間，在設定的時間已經到達時，還會有提示警示聲響。模型計時，顧名思義就是用來記錄模型的使用時間。

使用倒數計時功能，當時間來到設定時間的最後倒數10秒時，每一秒會嗶一聲短音提醒，時間倒數完畢時則會嗶一聲長音表示。然後計時器的時間前會以（ - ）符號繼續計時，表示已經超過多少計時時間。

使用計時功能，當時間來到設定時間的最後10秒時，每一秒會嗶一聲短音提醒，到達設定時間時則會嗶一聲長音表示。當超過計時器設定的時間，計數器不會停止會繼續往前計時。

如上所述，該模型計時器用於記錄模型的使用時間。在T6開啟電源時，模型計時就會開始記錄計時。
使用倒數計時、計時可以分配開關來開啟功能，A，B或D（向上或向下位置），也可以使用油門撥桿來開啟計時器。計時器的時間最多可以設定99分59秒。模型計時器可記錄的時間長達99小時59分鐘。

這裡有個要提醒各位的重點，每個模型都有獨立的計時器，切換不同的模型時，計時器也會自動地切換到該模型的設定。

當遙控器開啟電源時，模型計時功能它就會被自動開啟，並不需要另外來設定。如果是使用倒數計時功能，在液晶顯示螢幕的左側部分會標示"D"。而計時功能則是由一個"U"表示。要返回到遙控器螢幕首頁，可以按SELECT鍵返回。

To reset the Model Timer 重設模型計時功能

As noted above, the model timer is not programmable. If a countdown or count up timer has not been activated in the T6, the model timer will begin counting up automatically when the transmitter is turned on.

1) To view the time from the default screen, press the SELECT button. The transmitter voltage will be replaced by the MDL timer on the LCD.
2) To reset the model timer, press and hold the DATA INPUT lever either upward or downward. The LCD timer will return to 0:00. The T6 will also confirm the reset with an audible double beep.

如上所述，模型計時功能是來記錄遙控器的使用時間。如果T6倒數計時或計時功能還沒被開啟設定，當遙控器被開啟電源時，該模型計時功能會自動開始向上計數。

1) 要查看時間計時器，可以按SELECT鍵，遙控器液晶螢幕會從電壓顯示的首頁跳到的MDL計時器。
2) 要重置模型計時器，可以同時按住DATA +/- lever上下鍵，計時器將重置返回到0:00，這邊T6還會發雙蜂鳴嗶聲確認。

To Set the Countdown or Count Up Timer 設定倒數計時與計時功能

1) Turn the transmitter on.
2) Press and hold the MODE button to access the programming mode.
3) Press either the MODE key OR the END key to scroll through the function menus. Continue pressing the MODE or END key until the timer (TIMR) menu appears on screen.
4) The MDL (Model) timer will be flashing on the screen. Press the DATA INPUT lever either upward or downward to select between the UP (count up) or DWN (count-down) timers.

5) Press the SELECT button to confirm the desired timer function. This will also move to the timer setting screen.

6) Use the DATA INPUT lever to adjust the timer's minute indications accordingly. Pushing upward will increase the minute selection, to a maximum of 99 minutes. Pressing downward will decrease the minutes to a minimum of 00.

7) When satisfied, press the SELECT key again to move to the seconds adjustments. The seconds are adjustable from a minimum of 00 to a maximum of 59.

8) Pressing SELECT once again will move to the timer starting method screen. Press the DATA INPUT lever upward or downward to select accordingly. The options are:

+ SWA- Switch A(ON in the down position)
- SWA- Switch A(ON in the up position)
+ SWB- Switch B(ON in the down position)
- SWB- Switch B(ON in the up position)
+ SWD- Switch D(ON in the down position)
- SWD- Switch D(ON in the up position)

THR- Throttle stick movement activation, activates at approximately 1/3 throttle

ON- The timer is always activated

Note: To stop the timer when activated, simply move the respective switch or stick to the opposite position. For example, if +SWA is selected and the timer is activated, simply move Switch A to the down position and the timer will stop accordingly. To reactivate the timer, move it to the up position once again.

To reset the timer, press and hold the DATA INPUT lever momentarily when the timer is displayed on the LCD.

9) Press and hold the END button to exit the programming menu.

1) 打開遙控器電源。
2) 按下並且按住MODE鍵，進入功能設定模式。
3) 繼續按MODE或者END鍵來跳轉功能設定選單，直到TIMR（計時器）的選單出現。
4) 這時MDL（模型計時功能）會顯示在螢幕上。可以按下DATA+/-lever鍵來選擇UP（計時功能），或者DWN（倒數計時功能）。
5) 按SELECT鍵確認所需要的計時器功能。然後液晶螢幕會跳到計時器設定畫面。
6) 使用DATA+/-lever鍵來調整計時器的分鐘時間。
按+向上將增加分鐘的數值，最多99分鐘。
按-向下可以減少分鐘的數值，最小到00分鐘。
7) 當分鐘設定完畢之後，按下SELECT鍵跳到秒數的設定。秒數可以設定的範圍為00到59秒。
8) 按SELECT鍵將進入計時器啟動方法的設定。按DATA+/-lever鍵向上或向下選擇對應選項。選項有：
+ SWA- 開關A在下的位置開啟
- SWA- 開關A在上的位置開啟
+ SWB- 開關B在下的位置開啟
- SWB- 開關B在上的位置開啟
+ SWD- 開關D在下的位置開啟
- SWD- 開關D在上的位置開啟

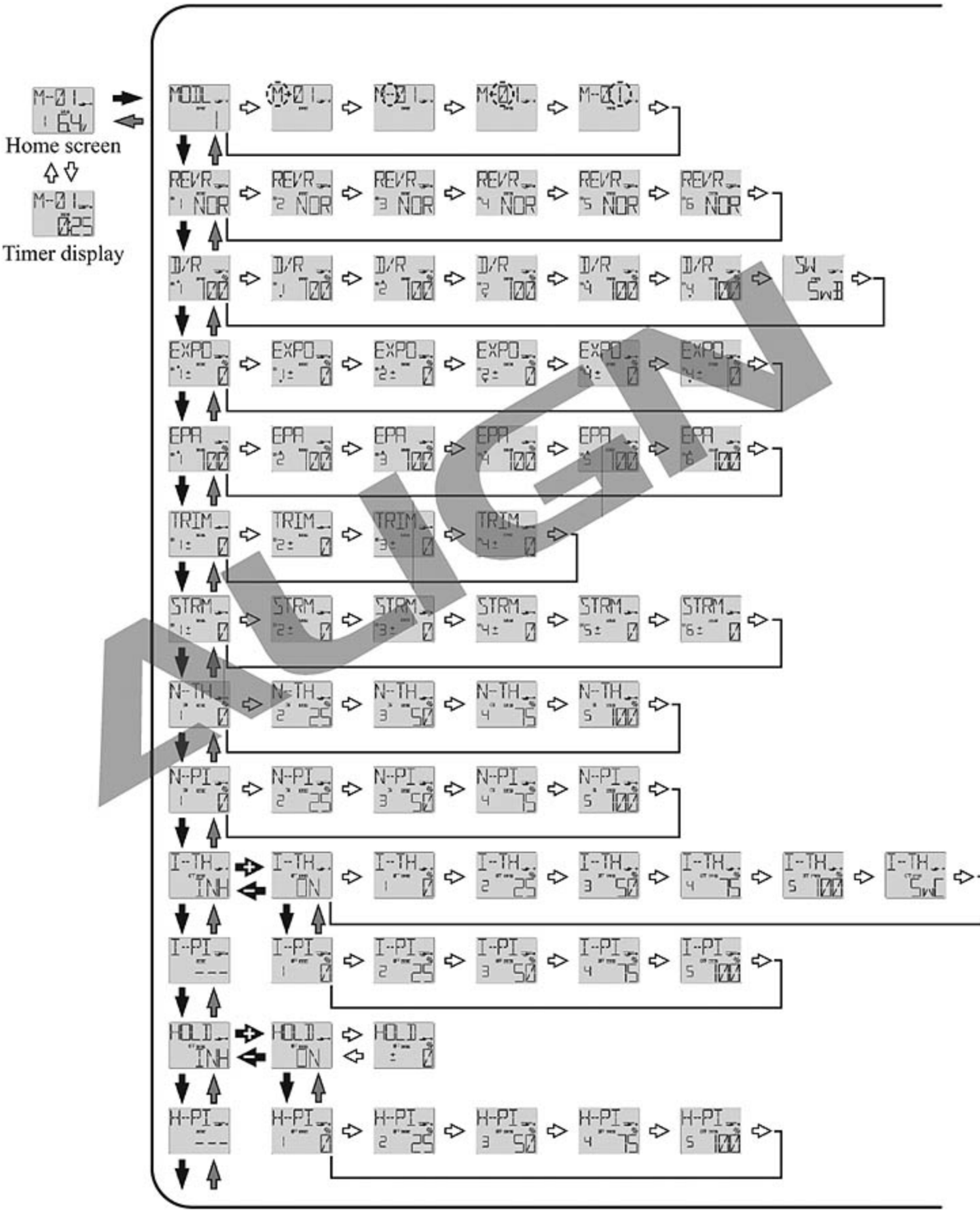
THR- 油門撥桿開啟，當撥桿超過1/3油門時就會開啟計時器

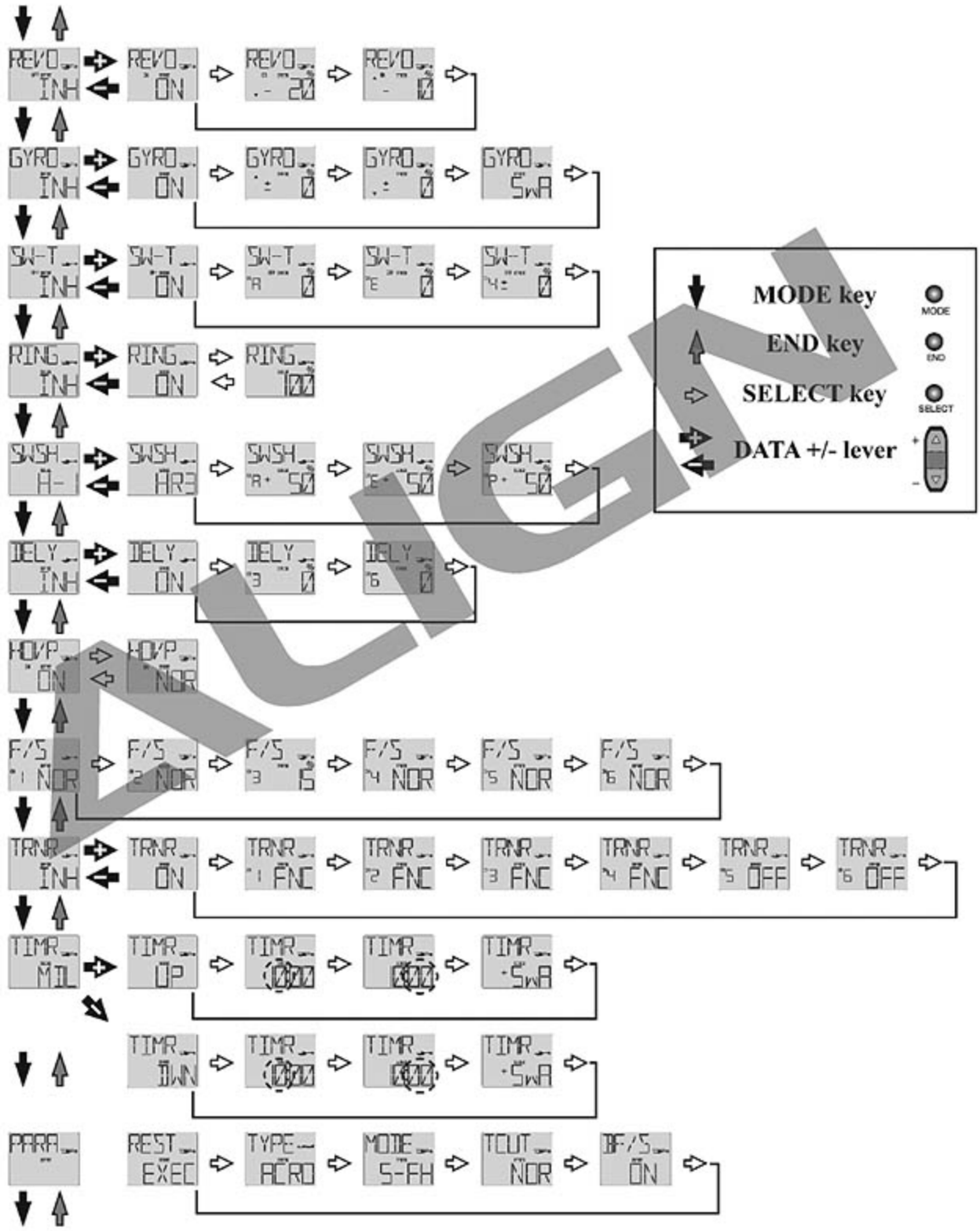
ON- 計時器永遠開啟

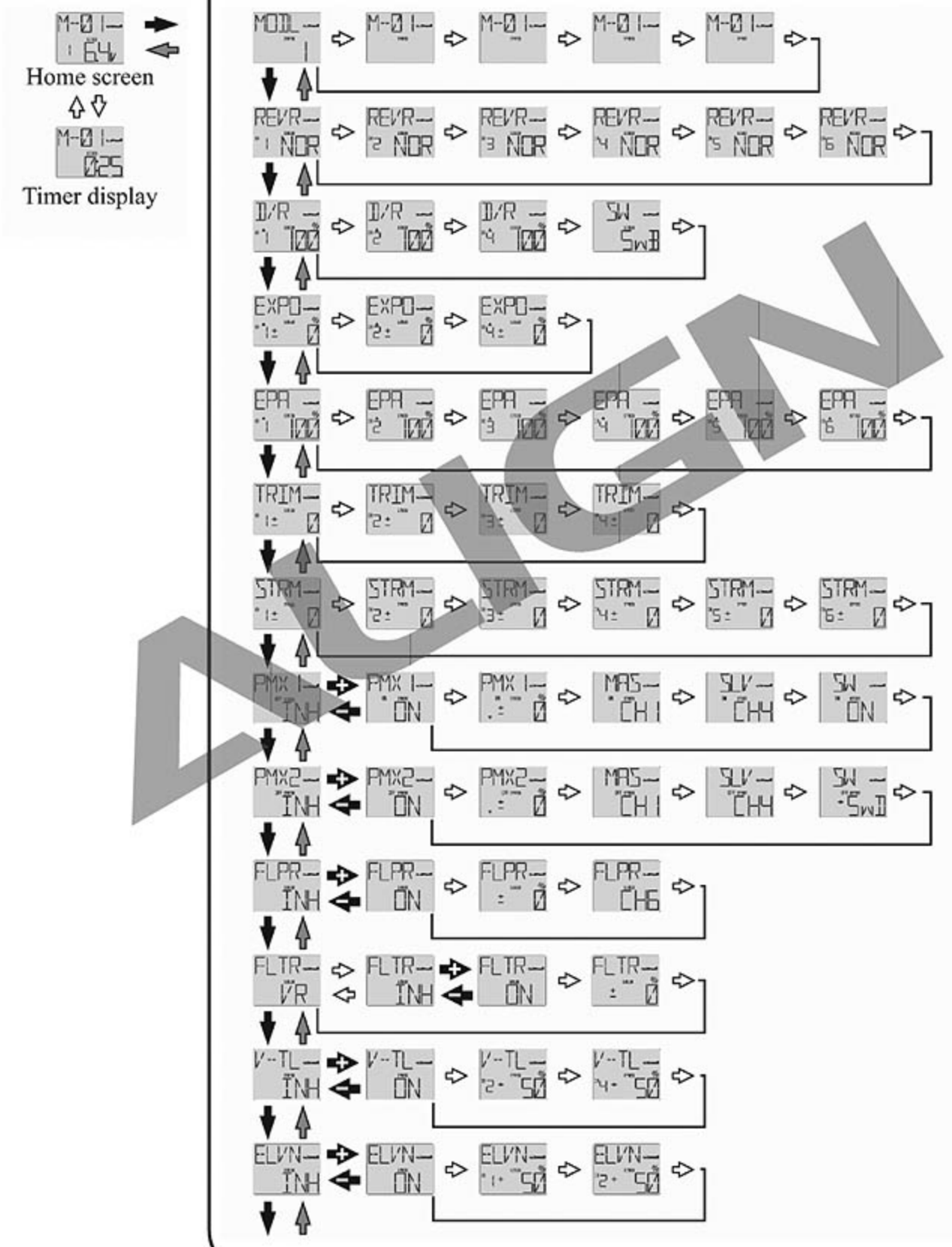
備註：當計時器功能被開啓，要讓時間計時停止時，只要把計時器設定的開啓開關切到反向位置即可。例如：如果選擇+SWA（開關A在下的位置開啓）計時器開啓方式，只要把開關A切換到上的位置，計時器計時就會被停止。要重新啓動計時器，將其移動到向下的位置。

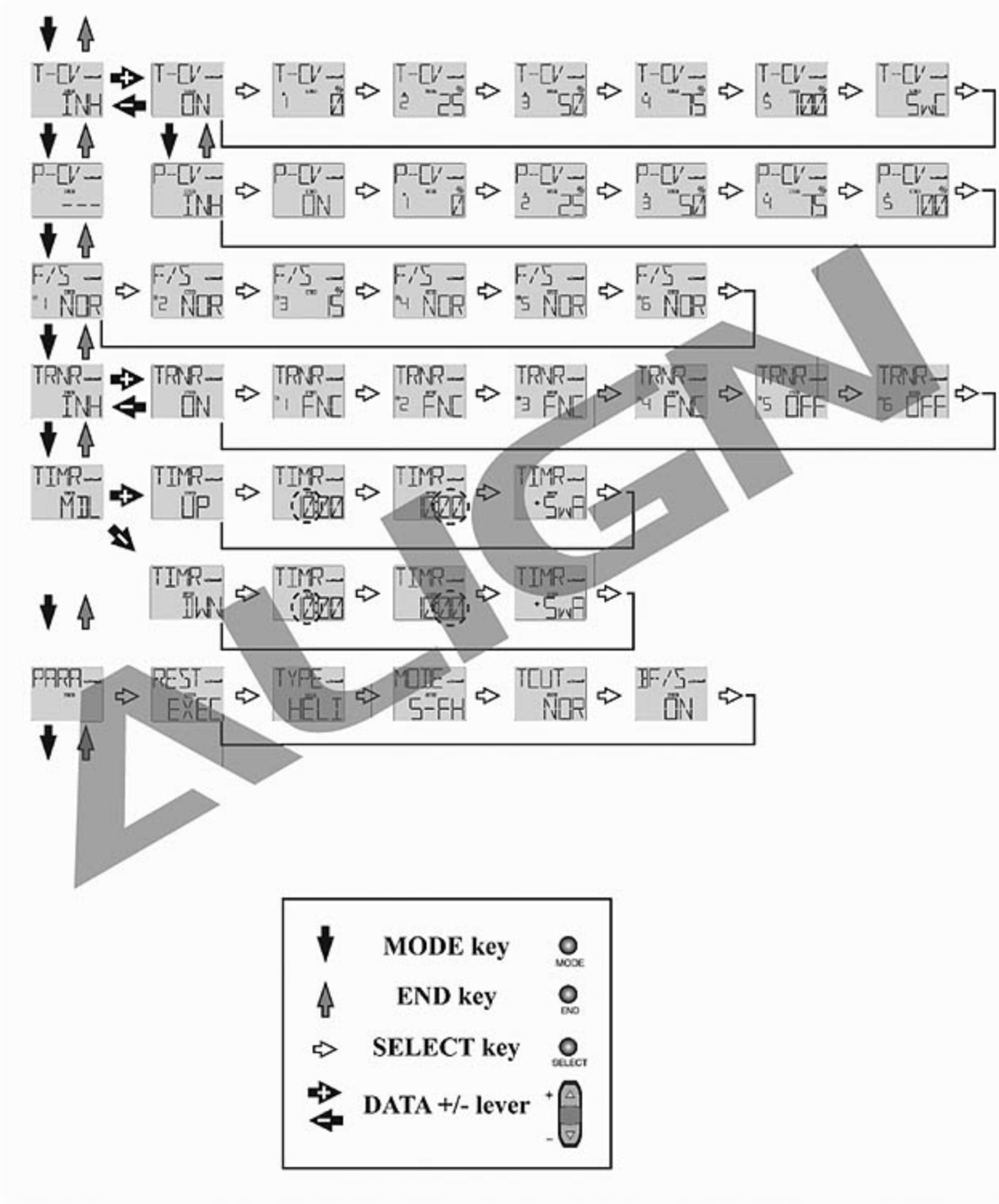
當遙控器液晶螢幕顯示計時器功能頁面，按住DATA鍵就可以重置計時器的時間。

9) 按下並且按住END鍵退出功能設定選單。


Home screen
Timer display
MODE
REVR
NOR
D/R
100
SW
SWB
EXPO
EPA
TRIM
STRM
N-TH
N-PI
I-TH
INH
ON
SWC
I-PI
HOLD
H-PI

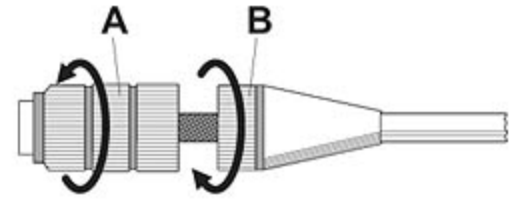

REVO INH
REVO ON
REVO -20
REVO 0
GYRO INH
GYRO ON
GYRO 0
GYRO 0
GYRO SWA
SW-T INH
SW-T ON
SW-T R 0
SW-T E 0
SW-T H 0
RING INH
RING ON
RING 100
SWSH A-1
SWSH AR3
SWSH R+ 50
SWSH E+ 50
SWSH P+ 50
DELY INH
DELY ON
DELY 3 0
DELY 6 0
HOVP ON
HOVP NOR
F/S 1 NOR
F/S 2 NOR
F/S 3 15
F/S 4 NOR
F/S 5 NOR
F/S 6 NOR
TRNR INH
TRNR ON
TRNR 1 FNC
TRNR 2 FNC
TRNR 3 FNC
TRNR 4 FNC
TRNR 5 OFF
TRNR 6 OFF
TIMR MIL
TIMR UP
TIMR 0:00
TIMR 0:00
TIMR SWA
TIMR DWN
TIMR 0:00
TIMR 0:00
TIMR SWA
PARA
REST EXEC
TYPE ACRO
MODE S-FH
TCUT NOR
BF/S ON
MODE key
END key
SELECT key
DATA +/- lever
MODE
END
SELECT


Home screen
Timer display
MODL
REVR
NOR
ID/R
SW
EXPO
EPA
TRIM
STRM
PMX1
PMX2
INH
ON
MAS
CH1
SLV
CH4
SWD
FLPR
CH6
FLTR
VR
V-TL
ELVN


T-CV
INH
ON
0
25
50
75
100
SwC
P-CV
INH
ON
F/S
NOR
TRNR
INH
ON
FNC
OFF
TIMR
MIL
UP
SwA
PARA
REST
EXEC
TYPE
HELI
MODE
S-FH
TCUT
NOR
BF/S
ON
MODE key
END key
SELECT key
DATA +/- lever

Adjustable length control sticks 長度可調式操縱搖桿

The control stick length is adjustable to make the transmitter more comfortable to hold and operate. To adjust the length, hold the locking piece (B) and turn the stick tip (A) counterclockwise. Turn the locking piece B up or down to lengthen or shorten the stick. When the length is as desired, lock the stick in position by turning locking piece B counterclockwise.



搖桿的長度是可調整的。可以使發射器有更舒適握持和操作感。要調整長度時，按住鎖片（B）和逆時針旋轉桿尖（A），打開鎖片B向上或向下調整長度。調整長度逆時針旋緊鎖片B以固定位置。

CHANGING THE T6 STICK MODE 更改T6搖桿模式

The transmitter may be operated in four different stick "modes" (1, 2, 3 and 4). The modes determine the functions that will be operated by control sticks. Should be left in Mode 2 unless you are an experienced flyer and have learned to fly in a different mode.

1) Simultaneously depress the MODE and END keys, and then turn on the power.
2) Press the SELECT button until the stick (STCK) mode menu is on the LCD screen. The LCD screen will indicate the current stick mode selection (2).
3) Press the DATA INPUT lever upward or downward to change the stick modes. If a mode is selected that moves the throttle control to the right stick, the throttle detent mechanism will have to be moved as well.
4) Cycle the transmitter's power off to change the stick mode selection.

遙控器可以使用4種不同的搖桿操縱"模式"（1、2、3和4）。模式確定後所有功能將會依該搖桿模式操作。請不要輕易更改模式，除非您是一位有經驗的飛手或是已經學習使用不同的模式飛行。

1) 同時壓MODE和END鍵，然後打開電源。
2) 按SELECT鍵，直到搖桿（STCK）模式選單出現在液晶屏幕。液晶屏幕會顯示當前的搖桿模式選擇（2）。
3) 按DATA INPUT桿向上或向下改變搖桿模式。如果選擇的模式將油門控制移到右搖桿，油門控制機構也會受右搖桿控制。
4) 重開發射器的電源來改變搖桿模式的選擇。

CHARGE THE BATTERIES 電池充電

Second to the pilot's flight skills, one of the most important factors that can determine a model's longevity is the state-of-charge of the batteries- especially the on-board receiver pack. Inadequate charging and failing to monitor a battery's voltage may lead to low battery power, causing loss of control and a crash. To avoid this, always charge the batteries the night before you go flying. If ever uncertain how much "charge" is left in a battery, it is wiser to err on the side of caution, rather than trying to get in one last flight!

Due to the number of factors that determine receiver battery power consumption (such as the number and type of servos in your model, the type of flying you do, how much resistance is built into the controls, the size of the model, etc.), it is not possible to recommend how many flights one can get on a charge. The best way to monitor battery power and calculate how much flight time you have left is to use a volt meter to check the batteries after each flight. This can be done through the battery charging plug coming from the switch. There are many small, hand-held volt meters available specially intended for R/C use. The Hobbico® Digital Voltmeter MKIII™ is one such unit. An on-board volt meter mounted directly on the model (HCAP0330) can also be used.

CHARGE THE BATTERIES 電池充電

飛行員的第二項飛行技能，就是判斷模型的電池電量，特別是接收器上的電池。充電不足和疏於電壓的檢查可能會讓電池電量不足，導致失控和墜毀。為了避免這種情況，請養成在飛行的前一天晚上將電池充電的習慣。如果不明確電池還剩餘多少“電量”寧可謹慎一點，不要試圖再做一趟飛行！

由於諸多的因素，影響接收機電池電量消耗（如伺服器的數量和種類，飛行的風格，飛行控制量的多寡，模型的大小等），很難知道充飽的電量能應付幾趟的飛行。最好的方法是，每次飛行後用電壓表檢查所消耗的電池電力和計算飛行時間，這可以透過專門為R/C使用的小型手持電壓量測器，從電池的充電插頭檢查電壓。

FLIGHT PREPARATION 飛行前準備

CAUTION 注 意

Flight preparation is to be done at the flying field.
請在飛行場地完成飛行前準備工作。

WARNING 警 告

If you are an inexperienced pilot, be certain your flight instructor performs these following checks with you.
如果您是一個沒有經驗的飛行員，請確認您的飛行教官已經執行下面的檢查。

Check the controls 控制檢查

1) Get the frequency clip from the frequency control board at your flying site if the site has a clip for 2.4GHz.
2) Mount the wing to the fuselage. Turn on the transmitter, then the receiver (remember to do this in reverse order when turning off the system). Be certain the correct memory matching the model you will be flying is the one on the LCD screen.
3) Operate and observe the controls. Look for inadvertent movement and listen for abnormal servo sounds. If problems are noted, correct them before flying. Look for binding pushrods or servo arms or pushrods that interfere with each other.
4) One at a time, operate each control on the airplane using the sticks on the transmitter to make certain each control is responding correctly. This must be done before every flight. (There are several types of malfunctions that can be discovered by performing this elementary task, thus saving your model!)

1) 從該飛行場地的飛行頻率管制板上取一個 2.4GHz的頻率牌。
2) 安裝機翼與機身。打開發射器，然後接收器（當關閉系統時，先關閉接收器）。務必確認液晶屏幕顯示的模型，與您即將飛行的模型相符。
3) 操作並觀察控制。尋找不當的作動，聽伺服器有無異常的聲音。在飛行前修正並排除這些問題。檢查伺服器或推桿是否相互干擾。
4) 透過遙控器的搖桿一次操作一個直昇機的動作，以檢查每個控制反應是正確的。這是在每次飛行前都必須要作的。（透過一些方式執行基本的檢查動作以發現故障，從而拯救您的模型！）

Do Not fly in the rain! 不要在雨中飛行！

FORBIDDEN 禁 止

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 cover the transmitter with a plastic bag or other waterproof cover.
水氣有可能透過天線或搖桿進入發射器內部，造成運作不穩定或失去控制。如果您必須在潮濕的天氣中進行飛行競賽，一定要將遙控器蓋上一個塑膠袋或其他防水袋。

· AFR (Adjustable function rate/high rate)
Adjusts the total travel in each direction of a particular function, such as ailerons. For example, used to adjust total aileron travel whether ailerons are a single servo in channel 1, or two servos set up as flaperons, elevons, or other programming.

調整特定的功能裡每一個方向的總行程量，如副翼。例如，使用於調整副翼的總行程量，不論是否為單顆副翼伺服機，或是設置為襟副翼混控、升降副翼混控或是其他程式化的兩個伺服機。

· Aileron Differential
Creating larger upward aileron travel than downward aileron travel to help minimize the model "dragging" the drooped aileron which causes a model to yaw with aileron input.

修正副翼向上與向下的最大行程，以幫助減少副翼執行側滾動作產生偏軸的情形。

· Ailerons
Hinged control surfaces located on the trailing edge of the wing, one on each side, which provide control of the airplane about the roll axis. The control direction is often confusing to first time modelers. For a right roll or turn, the right-hand aileron is moved upward and the left-hand aileron downward, and vice versa for a left roll or turn.

位於每個機翼後緣的控制面，提供飛機的滾軸控制。首次接觸模型的使用者往往會對控制方向產生混淆。向右滾或右迴轉時，右側副翼向上移動，左側副翼向下移動，反之則為向左滾或左迴轉。

· Airfoil
The shape of the wing when looking at its profile. Usually a raindrop type shape. For helis: The rotor disk is the effective wing, and airfoil refers to the shape of the blades.

由側邊所看到機翼形狀的輪廓，通常為雨滴式的形狀。對直昇機而言：旋翼面形成有效的機翼，翼型指的是主旋翼的形狀。

· Amphibian
An aircraft that can fly off of water or land. The wheels retract into the hull or floats, depending upon the type of aircraft. An amphibian can land on water and then extend the landing gear to allow it to pull up onto the shore. Many seaplane bases had ramps to allow the airplanes to pull up onto dry land parking areas.

飛機能在水面或陸地起飛，取決於飛機的類型，機輪可以縮回到船體或浮筒。兩棲飛機可以在水面降落以及其延長的起落架使它能夠拉起到岸邊。許多水上飛機基地設有坡道，讓飛機可以拉至旱地停放區。

· Angle of attack
The angle that the wing penetrates the air. As the angle of attack increases so does lift, up to a point (and drag).

機翼通過空氣的角度。攻角增加使得浮力增加（和牽引力）

· Area
The number of square inches (or feet) of the wing. It's the wingspan multiplied by the wing's chord. The area of a tapered wing is the wingspan multiplied by the average chord.

機翼的面積（平方英寸）。它是由機翼的弦乘以翼展。錐形機翼面積由平均弦乘以翼展。

· Aspect Ratio
The wingspan divided by the chord. Aspect ratio is important where a wing's efficiency is concerned. A short aspect ratio (short wings) is better for maneuvering, since it allows a high roll rate. Short wings are also stronger than long wings. Gliders use high-aspect ratio wings (long, skinny wings) because they are more efficient for soaring flight. Example: 10 ft. wingspan with a 1 ft. Chord has an aspect ratio of 10.

翼展和翼弦長（氣流過機翼通過的長度）的比值，展弦比直接關係到機翼的效率，較小的展弦比（小機翼）有較佳的操縱性，因為它允許較高的滾轉速率。小機翼也比長機翼強壯，滑翔機使用高展弦比機翼（長、瘦的機翼）因為它對滑翔飛行更有效率，舉例來說：翼展10英尺，翼弦長1英尺，展弦比為10。

· Autorotation
The ability of a rotary-wing aircraft to land safely without engine power. This maneuver uses the stored energy in the rotor blades to produce lift at the end of decent, allowing the model to land safely.

旋翼機有一個特性就是在沒有引擎動力之下也能夠安全的降落，這種特技是利用旋翼的自轉慣性來安全的降落。

· Axis
The line around which a body rotates.

機體繞著旋轉的線。

· BEC (Battery Eliminator Circuitry)
Allows receiver to draw power from a main battery pack, eliminating the need for (and weight of) a receiver battery.

允許接收使用主電池組的電源，省去了接收器的電池和重量。

· Ball Bearing
Servo's output shaft is supported with bearings for increased performance and accuracy.

軸承提供伺服機的出力軸更高的性能和精度。

· Ball Link
Connection using a ball, and a link which rotates on the ball. Used to connect the servo to a control surface or lever.

使用一個球與連桿相接，連桿繞著球旋轉。用於連接到伺服控制面或控制桿。

· Backlash
Term describing the amount of play between gears, or gear mesh. If too loose, the gear can slip, or strip the teeth. Too tight, and excessive wear is caused.

術語，描述齒輪之間，或齒輪嚙合的量。如果過鬆，齒輪可能掃齒。太緊，會造成過度磨損。

· Base Load Antenna
A rigid, short antenna mounted to the model. Used to replace the longer receiver antenna.

一個剛性的，短的天線安裝到模型中。用於取代較長的接收天線。

· Battery Fail safe function
Determines how to regain throttle control after a receiver low battery warning.

接收器低電量警告之後，會反應在油門控制，讓玩家了解電池情況。

· Bell and Hiller
Control system used in helicopters. Changes pitch of blades in relation to their position via a swashplate. A flybar with paddles is used to gain responsiveness. The two systems are linked with Control Levers.

使用在直昇機的控制系統，透過十字盤改變主旋翼的相關角度變化。平衡桿及平衡片用來增加反應，兩個系統透過控制桿聯繫在一起。

· Binding
What occurs when the friction at a joint is stronger than the linkage.

配對遙控器與接收機的過程。

· Boring holes in the sky
Having fun flying an R/C airplane, without any pre-determined flight pattern.

隨意飛行的飛機，沒有任何預先確定的飛行模式。

· "Buddy" or Trainer Box
Two similar transmitters that are wired together with a "trainer cord ". This is most useful when learning to fly. It's the same as having dual controls. The instructor can take control by using the "trainer switch" on his transmitter.

兩個相似的遙控器使用“教飛線”相連接，這在學習飛行時會很常被使用。它具有雙重控制，教飛者可以透過它的遙控器上的"教飛開關"取得控制。

· CA
Abbreviation for cyanoacrylate. An instant type glue that is available in various viscosities (Thin, Medium, Thick, and Gel). These glues are ideal for the assembly of wood airplanes and other materials.

NOTE: Most CA glues will attack foam.

氰基丙烯酸酯的縮寫。瞬間型粘合劑，可在各種粘度（薄，中，厚，凝膠）。這些膠水是飛機的木材和其他材料裝配的理想選擇。

備註：大多數CA膠水會侵蝕泡棉。

· CCPM
Cyclic-Collective-Pitch-Mixing. Type of swashplate mixing which requires a radio with CCPM mixing functions. This uses three servos to control the cyclic, while all three work together to raise and lower the swashplate for collective control. Please refer to the swashplate FAQ for further information.

循環－集體螺距混控系統。十字盤混控的類型之一，需要與具有CCPM混控功能的遙控器使用。這使用三個伺服機來控制循環螺距，而三個伺服機同時升起和下降十字盤來控制集體螺距。十字盤常見問題,請參考進一步的資料。

· CG (Center of Gravity)
For modeling purposes, this is usually consideredthe point at which the airplane balances fore to aft. This point is critical in regards to how the airplane reacts in the air. A tail-heavy plane will be very unstable and susceptible to more frequent stalls. If the airplane is nose heavy, it will tend to track better and be less sensitive to control inputs, but, will generally drop its nose when the throttle is reduced to idle. This makes the plane more difficult to land since it takes more effort to hold the nose up. A nose heavy airplane will have to come in faster to land safely.

這是通常被認為是飛機前後平衡的點。這個點是關於飛機在空中飛行的反應。機尾重的飛機會非常靈活，但一般而言會很不穩定，容易頻繁的失速。如果飛機的機頭重，往往會更好地航跡性和對控制輸入較不敏感，但一般在油門閒置時,會使機鼻下沉，這使得飛機降落更加困難，因為它需要更多的控制來維持機鼻的高度。一個機鼻重的飛機將不得不以更快的速度來安全著陸。

· Camber
If you draw a line through the center of the airfoil that's exactly half-way between the top and bottom surface, you get the mean airfoil line. Depending upon the airfoil, it can be straight or curved. This curve is called the "camber" of the airfoil. If it has a lot of curve, the airfoil is said to be "highly-cambered".

如果您畫過機翼中心，您會從前緣到後緣之間的一半，得到機翼的中線。根據不同的翼型，也可以是直線或曲線。這條曲線稱為翼型“弧度”。如果它有很大的曲線，機翼被稱為是“高弧面”。

· Canard
The horizontal surface forward of the wing used to control pitch. It's found on very few aircraft. Also the word used to describe aircraft that have a main wing and a horizontal control surface in the nose...also called, "tail first" aircraft.

機翼前緣的水平面用來控制俯仰，可以在少數的飛機上發現。它還用來描述飛機有一個主翼以及機鼻有水平控制面等，也稱為“前尾式”飛機。

· CAMPac
Optional extended data storage module for certain transmitters.

某些遙控器可選購的擴充數據儲存模組。

· Carburetor
The part of the engine which controls the speed or throttle setting and lean/rich mixture via setting of the needle valve.

引擎的組件之一，透過油針閥控制速度或油門設定的貧/富混合比。

· Chandelle
A very steep climbing turn where the airplane makes a 180° change of direction.
一個非常陡的爬升迴轉使飛機的方向180度的改變。

· Channel
The number of functions your radio can control. Ex: an 8 channel radio has 8 available servo slots used for separate control surfaces or switches. These channels can also be mixed on many radios, for such functions as collective, which increases pitch when throttle is increased.

遙控器可以控制功能的數量。例如：一個 8通道遙控器有8個插槽可供用伺服機插裝，以使用單獨的控制面或開關。這些通道也可以被遙控器混控使用，如集體螺距的功能，油門增加時螺距也同時增加。

· Channel delay (Servo Slow/speed)
A feature within ATV which slows servo operation any time the radio is in the particular condition which has the delay set.

ATV的延伸功能,遙控器任何時候在特定條件的延遲設置，使伺服器動作減緩。

· Charge Jack
The plug receptacle of the switch harness into which the charger is plugged to charge the airborne battery. An expanded scale voltmeter (ESV) can also be plugged into it to check battery voltage between flights. It is advisable to mount the charge jack in an accessible area of the fuselage so an ESV can be used without removing the wing.

取代開關的線束插座，讓充電器可以對機載電池充電，也可插入電壓表（ESV）來檢查電池電壓。建議將充電插孔安裝在機身方便動作的地方，使得無須拆下機翼也可以使用ESV。

· Charger
Device used to recharge batteries and usually supplied with the radio if NiCd batteries are included.

充電電池使用的設備，通常與鎳鎘電池一起被包含在遙控器裡。

· Chord
The "depth" of the wing, its distance from leading edge to trailing edge. One of the components used to determine wing area. May vary from root to tip.

機翼“深度”，前緣到後緣的距離。用來計算確定機翼面積。

· Collective pitch (Air only)
Used to regulate variable pitch props to slow model and keep engine running in vertical dives and provide maximum torque in model's vertical climbs. Idle trim is used for how high the idle is when in reverse pitch (diving) and the pitch trim finely adjusts the amount of pitch at full throttle to avoid over-propping the engine.

用於調整可變螺距，提供減慢模型速度時，引擎仍可提供最大的扭力來垂直爬升。idle微調用來調整負螺距的最大行程，螺距微調用來精細調整全油門的螺距量，避免引擎過熱。

· Control Surface

Any one of the various moveable portions of the wings, tail surfaces, or canard.

任何的機翼，尾翼表面或前掠翼的可動的部分。

· Conventional Gear
The landing gear arrangement where the airplane has a main gear and a tailwheel.

飛機主起落架及尾輪的統稱。

· Coreless motor
In a conventional servo, the motor has a steel core armature wrapped in wire that spins inside the magnets. In a coreless design, the armature uses a thin wire mesh that forms a cup that spins around the outside of the magnet eliminating the heavy steel core. A coreless motor does not have magnets as standard servo motors do, so they have a smoother, more constant, and stronger action. Regular servo motors have either 3 or 5 magnets (poles) which when the armature is between these, the servo motor is at its weakest.

在傳統的伺服馬達電樞裡面有電線磁鑄旋轉包覆，在無核設計，電樞採用了薄金屬網，構成一個杯子圍繞旋轉的外磁鐵消除了傳統的核心。這樣做，使他們有更順暢，更穩定和更強有力的行動。一般伺服馬達是3或5極，當在電樞之間時，伺服馬達是最弱的。

· Cowl
The large molded fairing around an engine. It serves two purposes when done right: It helps the airflow go smoothly around the front of the airplane, and also provides a proper path for cooling air around the engine.

引擎外的大型整流罩成型圍繞一個引擎。它有兩個目地：有助於飛機前周圍的氣流順利離去，還提供了冷卻引擎周圍的空氣正確的路徑。

· Cyclic
Term used for the horizontal controls used to determine the attitude of the helicopter. Also known as elevator and aileron.

使用於水平控制以確定直昇機的姿態。也稱為升降和副翼。

· Dead Stick
Slang term for a landing without engine power. An example: "I ran out of fuel at 50 feet and had to dead stick".

俗稱的沒有引擎動力著陸。舉個例子：“我在50英呎前燃料用盡且滑翔著陸”。

· Dialed In
Slang term for the condition in which the model is set up to fly smoothly and predictably. This is the state where the mechanics and electronics work together to produce the best performance.

俗稱的一種情況為該模型是組裝後如預期的平順的飛行。這狀態是機械和電子共同運作，產生最佳的性能。

· Differential
Uneven movement in each direction of a control surface. Usually used when discussing ailerons or when describing an undesired unevenness in movement of other controls.

在每一個控制面的方向不均勻運動。通常用於在討論副翼或當描述一個在其他控制運動的不平衡。

· Digital
Please see the digital servo web page: http://www.align.com.tw

請參閱數位伺服器網頁：http://www.align.com.tw

· Dorsal Fin
An extension of the vertical fin forward of the main part of the fin, and against the fuselage. On the top, or "dorsal" side of the aircraft.

一個機身主體延伸的垂直翼。在頂部，或飛機的“背”面。

· Drag
The air resistance to forward motion. Drag can be increased with the use of certain types of devices installed on the aircraft, such as spoilers, air brakes, or flaps. Old-style aircraft with lots of supporting wires had very large amounts of drag, while modern aircraft such as military jets, have very low drag.

向前運動的空氣阻力。安裝在飛機上的某些裝置會增加阻力如擾流板，空中剎板，或襟翼飛機。舊式的飛機有很多的線綁持產生很大的阻力。現代的飛機如軍機，則具有非常低的阻力。

· Dual Rates
A switch that can make controls more or less sensitive. Lower rates are better for beginners, who tend to overcontrol.

一個開關，可以使控制較不敏感。低雙率對於初學者有很好的幫助，避免控制過頭。

· Elevator
Hinged control surface located at the trailing edge of the horizontal stabilizer, which provides control of the airplane about the pitch axis and causes the airplane to climb or dive. The correct direction of control is to pull the transmitter elevator control stick back, toward the bottom of the transmitter, to move the elevator upward, which causes the airplane to climb, and vice versa to dive.

水平尾翼後緣位置的交接控制面，它提供關於飛機的俯仰軸的控制，並使飛機爬升或下降。正確的的控制方向是往遙控器底部的方向遙控器拉升降控制桿，移動升降舵上升，使飛機爬升，反之則俯衝。

· Elevator-to-Flap Mixing
Used to apply flaps along with elevators to increase lift, allowing modeler to fly at slower speeds, make tighter loops or turns, etc.

襟翼隨著升降連動，以增加升力，使飛行者以較慢的飛行速度，執行急內筋斗或急轉彎等。

· Elevon (Air only)
Used for delta wing and tailless aircraft which have 2 servos operating 2 aileron-like control surfaces as both elevator and aileron.

使用於三角翼及無尾翼飛機，2個伺服器控制副翼舵面同時做出升降副翼的動作。

· Empennage
The vertical and horizontal tail surfaces of an airplane.

該飛機的垂直和水平尾翼。

· Engine cut
Also known as throttle kill, or throttle cut. Used to safely shut engine off.

又稱引擎熄火，或油門切斷。用於安全地關閉引擎。

· Epoxy
A two-part resin/hardener glue that is extremely strong. It is generally available in 6 and 30-minute formulas. Used for critical points in the aircraft where high strength is necessary.

兩種的樹脂／固化劑的粘合劑，具很強的黏性。一般可在6到30分鐘內乾涸。用在飛機須要高強度的地方。

· Expanded Scale Voltmeter (ESV)
Device used to read the battery voltage of the on- board battery pack or transmitter battery pack.

用來讀取機上電池或電池組電壓的設備。

· Exponential Rate
Offers servo travel that is not directly proportional to stick travel. Control response is milder below halfstick, but becomes increasing stronger as stick travel approaches 100%. Great for aerobatics and trouble situations.

提供伺服動作與搖桿動作的輸出曲線。位於搖桿中間（或半）的控制反應較溫和，但搖桿行程越接近100%會越直接，對於特技飛行是很有幫助的。

· Fail Safe
A safety feature which turns a servo to a preset position if the signal is lost or interrupted. Additionally, battery fail-safe is a safety feature which brings the throttle servo down to idle as a warning that the receiver battery's voltage is getting dangerously low.

一個安全功能，如果信號遺失或中斷時，使伺服器運作到預設位置。此外，電池失控保護也是一個安全功能，作為警告接收器電池的電壓越來越低。

· Fairing
A shaped area used to smooth out, streamline, or "fair", the joint between two members of an airplane. A wing fairing joins the wing and fuselage. A landing gear fairing streamlines the landing gear struts, and wheel fairings (wheel "pants") streamline the bulky shape of the wheels.

用於簡化或“對稱”，飛機的兩個相連的組件。機翼整流罩連接機翼和機身。起落架整流罩簡化了起落架支柱，並精簡龐大的車輪形狀。

· Field charger
A fast battery charger designed to work from a 12-volt power source, such as a car battery.

一種快速電池充電器設計使用 12V的電源，如汽車電池。

· "Figure 9"
Can be an :official" competition maneuver, or a badly-done loop. When the model flies over the top of a loop and picks up too much speed, the momentum prevents it from maintaining a loop's round shape.

可以是一個“官方的”比賽科目，或不好的觔斗。當模型飛過筋斗的頂端速度過快，無法保持一個筋斗的圓形。

· Fin, Vertical Fin
The fixed portion of the vertical tail surface.

垂直尾翼表面的固定部分。

· Flap-to-elevator mixing (Air and 2-servo gliders only)
Used to counteract unwanted changes in pitch when flaps are deployed.

當襟翼展開時，用於抵消非預期改變的俯仰角。

· Flaperons
The movement of two aileron servos, both in the same direction at the same time, acting as flaps.

兩個副翼舵機，在同一時間在同一方向也具襟翼動作

· Flaps
Hinged control surface located at the trailing edge of the wing inboard of the ailerons. The flaps are lowered to produce more aerodynamic lift from the wing, allowing a slower takeoff and landing speed. Flaps are often found on scale models, but usually not on basic trainers.

位於機翼後緣的副翼內側的交接控制面。該襟翼是降低及產生更符合空氣動力學的機翼升力，允許較慢的起飛和著陸速度。襟翼是經常出現在像真機型，初階訓練機通常不具有此裝置。

· Flare
The point during the landing approach in which the pilot gives an increased amount of up elevator to smooth the touchdown of the airplane.

降落時，飛行員會加一些升舵讓飛機平穩的降落。

· Flight Box
A special box used to hold and transport all equipment used at the flying field.

一個特殊的盒子用來存放和運輸在飛場中使用的所有設備。

· Flight Pack or Airborne Pack
All of the radio equipment installed in the airplane, i.e., Receiver, Servos, Battery, Switch harness.

無線電設備全部安裝在飛機，即接收器，舵機，電池，開關線束。

· Floats
Long, canoe-shaped structures that allow an airplane to land on water. They are not a part of the aircraft structure, but suspended below the fuselage on struts. Also called "Pontoons"

長型，獨木舟形結構，使飛機降落在水中。他們不是飛機的一部分結構，而是置放機身下方的支柱。也稱為“浮橋”。

· Flutter
A phenomenon whereby the elevator or aileron control surface begins to oscillate violently in flight. This can sometimes cause the surface to break away from the aircraft and cause a crash. There are many reasons for this, but the most common are excessive hinge gap or excessive "slop" in the pushrod connections and control horns. If you ever hear a low-pitched buzzing sound, reduce throttle and land immediately.

一種現象，即在升降或副翼控制面開始在飛行中劇烈振盪。這有時可導致舵面脫離飛機並導致墜機。原因有很多，但最常見的是過度的動作或連桿越過伺服臂。如果您聽到低調嗡嗡聲，立即減少油門和降落。

· Flyback
Decrease in angle held by a servo which is being commanded by an AVCS gyro when the input is released. For example, a rudder servo might be at full deflection when rudder input is held. When the rudder stick is released but the model has not yet turned as far as the AVCS gyro has read your input to tell it to move, the servo will continue to hold input. However, it may "flyback" or decrease the angle at which it is holding slightly. This is perfectly normal.

當輸入被釋放時，由AVCS(鎖定式)陀螺儀控制的伺服器角度減少。例如，伺服器在訊號輸入使伺服器打滿舵，但是當模型未旋轉至AVCS(鎖定式)陀螺告知尾巴應移到的位置時就釋放方向舵，伺服會繼續保持輸入造成“回彈”角度，這是完全正常的。

· Flying Boat
The type of aircraft where the fuselage has the lower portion shaped like a power boat. The plane lands on water directly onto the fuselage. There may be small floats suspended from the wings to keep the plane level when it's in the water.

該型飛機在機身下部有像動力艇的形狀。這架飛機的機身可以直接降落水上。有些在機翼上有小浮筒，以使飛機在水面保持水平。

· Fore, Forward
Towards the front. Used such as "...the forward edge of the rib...", or as in "...with fore and aft movement...."

向前移動。使用於“翼肋”或是向前和向後運動。

· Function menu
Used to assign specific features to specific stick, switch, and knob positions. For example, flap control can be moved to a switch by simply changing function assignments.

用於分配特定功能，特定的搖桿，開關，旋鈕的位置。例如，只需改變功能分配，可以將襟翼控制轉移到另一個開關。

· Fuselage
The body of an airplane or helicopter.

該飛機或直昇機的身體。

· Gain
Gyro sensitivity. When too low, the tail will not hold position well. When too high, the surface being dampened by the gyro will tend to wag, or hunt for center.

陀螺儀的靈敏度。當過低時，尾巴鎖定不佳。當過高，陀螺儀將趨於搖擺，或在中心追蹤。

· Glitch
Momentary radio problem that never happens unless you are over trees or a swamp.

瞬間發生在無線電的問題，除非您在樹木或沼澤中，否則永遠不會發生。

· Glow Plug
The heat source for igniting the fuel/air mixture in the engine. When starting the engine a battery is used to heat the filament. After the engine is running, the battery can be removed. The wire filament inside the plug is kept hot by the "explosions" in the engine's cylinder. See next heading and "Idle Bar" plug.

用於在點燃引擎的燃料／空氣混合物的熱源。當引擎機啟動時電池用來加熱細絲。引擎機運轉後，電池可以被移開。火星塞內的細絲會因引擎汽缸持續“爆發”而保持熱度。

· Grease-in
A very smooth, gentle landing without a hint of a bounce.

一個非常流暢，柔和的落地。

· Gyro
A gyro is an electro-mechanical, or electronic device which aids in the control of an R/C model. The gyro senses motion in one axis, and directs the servo to counter that motion. The sensor, which can be a mechanical gyroscope, or an electronic piezo crystal, detects unwanted movement. The gyro then instructs the servo to counter for that motion. At all times, the radio commands will override the gyro command. The level of control the gyro had is adjusted by the GAIN setting.

Mechanical Gyro:uses a mechanical gyroscope (similar to the child's toy) to sense movement.

Piezo Gyro: uses a piezo crystal to sense movement.

Non-Heading-hold vs. heading hold: A standard (nonHH) gyro senses movement and makes an effort to counter that movement as long as it feels it. Therefore, it is NOT going to return the model to the exact heading prior to the movement. Heading Hold (or AVCS) gyros will lock the model into one position, and accurately correct for movement by sensing rate of change and returning at that same rate.

SMM technology: utilizes a microchip to sense movement and provide all readings. Experiences minimal effect from temperature change, commonly known as 'temperature drift' which affects piezo and some mechanical gyros.

陀螺儀是一種控制R / C模型的電子機械或電子裝置。該陀螺儀感應在單軸上的位移，並指示伺服器反應該位移。該感應器，可以機械陀螺儀，或者電子壓電晶體，來偵測不必要的位移，然後陀螺指示伺服器反應該位移。在任何時候，遙控器命令將覆蓋陀螺命令。該陀螺儀的控制已經在設置GAIN/感度時被定義了。

Mechanical Gyro:採用的是機械陀螺儀（類似於兒童的玩具）來感應位移。

Piezo Gyro:採用的是壓電晶體來感應位移。

Non-Heading-hold vs. heading hold:標準（nonHH）陀螺儀感應位移，並努力反應對抗它所感測到的位移，因此AVCS陀螺儀將鎖定模型的位置，並透過準確地偵測變化率，並以相同的變化速度回應位移。

SMM technology: 採用微矽芯片來檢測位移並提供所有的數據。溫度變化的影響通常稱為“溫度漂移”，這會影響壓電和一些已知的機械陀螺儀。

· Gyro sensitivity

Used to create stick priority or activate each rate of a dual rate gyro based on stick position. This preprogrammed mix decreases the gain of the gyro directly proportional to the amount of rudder stick given (or steps the gyro down from high to low rate on dual rate gyros.)

陀螺儀敏感度是會受限於陀螺儀感度，並且須靠尾舵搖桿來感測。陀螺儀感度大小與敏感度是成正比的，調整時要從低開始往上調整到理想值。

· Heading Hold

This describes a type of Gyro which senses rotation, and maintains direction. This is accomplished by sensing the rate of motion, and the time of motion, then compensating for the distance. While this sounds complicated, the effect is that if you have the model dialed in, and point the nose north, with a heading hold gyro on the yaw axis the model will continue to face north until you command it to yaw. See also Heading Lock. This is not recommended for aircraft use while in flight due to the requirement to use YAW (rudder) command to turn the model. Often used for ground use only for perfect take off and landing runs.

這描述一個陀螺儀感應器旋轉的類型與保持的方向。這是通過偵測位移的速度和時間，然後作距離的補償。雖然這聽起來挺複雜的，實際效果是，當您控制模型，並將機頭指向北方，陀螺儀會使尾軸持續指向北方，直到您命令它偏航，又稱為機頭鎖定。這不推薦飛機在飛行過程中使用，因為需要使用偏航（尾舵）命令模型轉向，通常用於起飛和著陸使用。

· Heading Lock

Slang term for Heading Hold Gyro.

俗稱用語鎖定式陀螺。

· Helicopter Radio

A remote control radio system designed specifically for use with helicopter models. The helicopter radio differs from an aircraft radio in a few ways. First, the heli radio needs mixing functions specific to helicopters, and usually a minimum of five channels. Collective mixing for collective pitch helicopters is a necessity. Second is the throttle stick, which is ratcheted in airplane transmitters, will not have the clicking feel on the heli version. This is due to the precise control needed on the heli collective stick to achieve and sustain a controlled hover. The specific radio requirements will vary from user to user, and the parameters used will vary from helicopter to helicopter.

NOTE: that many radios produced have both airplane and helicopter programming in a single radio.

一個遙控器的無線電系統設計專門為直昇機模型使用。這直昇機遙控器某些地方不同於飛機遙控器。首先，直昇機遙控器需要混控功能來具體控制直昇機，通常最少五個通道。集體螺距混控對於可變螺距直昇機是必要的。其二是油門搖桿，在直昇機版本不會有如飛機遙控器般的滴答聲。這是由於需精確控制直昇機的集體螺距搖桿以保持控制懸停。遙控器不同的用會有不同的要求，隨著不同的直昇機也會有不同的參數。

備注：許多產品將飛機用及直昇機用擺在同一支遙控器裡。

· Horizontal Stabilizer

The horizontal tail surface at the back of the fuselage which provides aerodynamic pitch stability to the airplane.

水平尾翼位於飛機後面，提供飛機在空氣動力上的俯仰穩定。

· Hover

To maintain a stationary position in which the model is not climbing, diving, rolling or yawing.

保持固定位置，使模型不會上升，下降，滾動或旋轉。

· Hovering offset (Heli programming only)
Adjusts the center point of the pitch curves, including the hovering pitch curve, to fine-tune the hovering point when it is not exactly center throttle stick position.

調節螺距曲線的中間點，包括懸停的螺距曲線，微調懸停時油門搖桿不完全在中心位置。

· Hovering pitch (Heli programming only)
This is a pre-programmed hovering-type mix which gives an in-flight adjustment to the pitch curve at and around center stick (or the hovering point if that point is not at center throttle stick, then the center-point of this feature is adjusted with the hovering offset command) to give very fine-tuning for easiest hovering.

這是一個預先編程的懸停混控,提供給在飛行中調整搖桿中間位置附近的螺距曲線（或懸停點，如果該點不在油門搖桿中心位置，那麼就可用此功能調整）給予非常好微調的調整。

· Idle Up
This is a setting on the transmitter which limits the throttle minimum. Particularly useful for FFF and 3D stunt flying.

這是一個可以控制油門最低位置的遙控器設定。特別用於F3C和3D特技飛行。

· Immelmann
A maneuver originally used to reverse direction in combat. The airplane noses up and over onto its back. It then rolls upright and continues in the direction opposite to the original direction. It was invented by the World War I German pilot Max Immelmann, whose airplane could perform the maneuver, and others couldn't. It got him out of a lot of trouble in combat until the Allied aircraft designs caught-up and allowed their planes to perform the maneuver, too.

一個飛行動作通常用於空戰中反轉方向。飛機機鼻向上越過原來的後方。然後向右側滾，繼續在與原來相反的方向航行。它由第一次世界大戰德國飛行員Max Immelmann發展出來的飛機動作，而其他人卻不能。這讓他在戰鬥中避開許多麻煩，直到給盟軍飛機的設計追上，並使他們的飛機也能做到如此。

· Inhibit
Makes a feature inactive and unable to be used. When a function is inhibited, it cannot be used even if the assigned switch is moved to the on position. Setting a feature to INH turns off its functionality without losing any settings. Only visible in specific features.

使功能不開啓和不能使用。當功能被抑制時，即使開關被移到ON位置也不會開啓。把一個功能設定到INH以關閉它的功能性，只有在特殊的功能會見到。

· Intake
An air inlet on an aircraft. You can have a carburetor intake, cooling intake, air conditioning intake (on fullsize aircraft), and so on. Named because it "takes in" air, and because "intake" is a better-sounding word than "takes in".

在一架飛機上的空氣進口。您可能有汽化器吸入，冷卻吸入，導流吸入(在實際大小的飛機上)，等等。

· Inverted
To fly a model upside-down.

將模型倒置飛行。

· Inverted Flight Control

Activates inverted flight programming for helis, which reverses the direction of the rudder, pitch and elevator servos, and sets up inverted flight pitch high-side and low-side. Inverted programming is used to allow the radio inputs to be identical to upright flight while the model is inverted.

Note: this approach to hovering is seldom used. Instead, idle-ups are used and the modeler learns to understand and respond to the controls' reversal in inverted flight.

為直昇機創建的倒飛程式功能，將方向舵，升降，副翼的伺服機反轉，並將螺距的高點與低點反轉。倒飛程式是用來讓遙控器投入完全相同的飛行操控而模型則處於倒置姿態。

備註：此方法很少使用。相反的， 特技模式(IDLE UP)的使用讓飛手學習，了解和回應控制“逆轉倒飛”。

· Landing Gear
The assemblies that include the wheels and the wheel struts. The word "gear" is used in the sense of "equipment", as opposed to the "toothed wheel" meaning of "gear". The British call the landing gear the "undercarriage".

該組件包括機輪和支撐架。就英文名稱它可能會被誤解為齒輪，但在英國它是被稱為起落架。

· Lateral Balance
The left-right or side-to-side balance of an airplane. An airplane that is laterally balanced will track better through loops and other maneuvers.

只飛機的左，右側平衡。一個是橫向平衡的飛機將會有更好的循跡表現在筋斗和其他動作。

· Leading Edge (LE)
The very front edge of the wing or stabilizer. This is the edge that hits the air first.

機翼或穩定翼的最前端。這邊緣是與空氣接觸的第一個地方。

· Linear Mix
Directly proportional.

正比。

· Loop
A vertical circle in the air. The plane noses up, keeps rotating until it's on its back, and then comes down and around to describe a vertical circle in the air.

在空中垂直循環。飛機的機鼻往機後方向持續的旋進，然後在原點結束，在空中勾勒出一垂直的圓。

· Main Gear
Also Main Landing Gear. The large, heavy-duty landing gear struts and wheels that support most of the weight of the airplane. They are usually under the wing or under the fuselage near the center of the aircraft. Any other landing gear struts and wheels are noticeably smaller.

主輪或是主起落架。大型，重型起落架和支撐飛機的大部份重量。他們通常在機翼下或靠近飛機機身中心。其他起落架和機輪明顯較小。

· Master Mix Mode
Mix option which causes slave channel to operate based on master channel's ATV, not AFR or D/R settings.

混控選項，使被動通道以主要通道的AFR或D / R設置為基礎而運作。

· Metal gears
Drive gears within a servo which are made of one or multiple metal types. Metal gears tend to wear more rapidly than nylon gears when in the same installation, and so require more frequent service to maintain optimum accuracy; however, metal gears are more durable in the case of severe vibration, flutter, or physical shock.

伺服器內的驅動齒由一個或多個金屬齒輪構成。金屬齒輪比相同安裝內的尼龍齒輪容易磨損，所以需要精成維護保養以保持精確，但是，金屬齒輪對劇烈振動，顫振更耐用。

· Mixing
Allows a single input to control the operation of two or more servos. Simplifies routine flying and allows more involved maneuvers great for intermediate-advanced fliers.

For example, Flap-to-elevator mixing: Most models will change pitch upon deploying flaps (some will climb; others dive). After test flying the model and determining the direction and amount of elevator throw required to correct for this change, a pilot may set a flap-to-elevator mix to compensate. Once the mix is operating properly, when the modeler gives flap control, the radio automatically also gives the proportional amount of elevator throw, keeping the model flat and straight.

此功能允許一個單一的輸入可控制兩個或兩個以上的伺服系統的運作。簡化例行的飛行且允許更多進一步的飛行動作－對中高階的飛行玩家便很有幫助的。

舉例來說，襟翼-副翼的混控：多數的模型會因為襟翼作用後改變仰角（有些會爬升，有些會下降），經過測試飛行後會調整副翼舵面的方向與動作量以修正這個變化，飛行員可以設定襟翼-副翼的混控來彌補。一旦混控運作正確，當模型操縱者使用襟翼控制時，遙控系統就會自動的產生正確的副翼舵面輸出以保持模型的水平與直線性。

· NiCd = Nickel Cadmium battery
Rechargeable batteries which are typically used as power for radio transmitters and receivers.

可充電式電池通常用作遙控器和接收器電源。

· Nitro = Nitromethane
A fuel additive which increases a model engine's ability to idle low and improves high-speed performance. Ideal nitro content varies from engine to engine. Refer to the engine manufacturer's instructions for best results. Nitro content in fuel is indicated by the percent of the fuel.

一個燃料添加劑，提高模型引擎的怠速的動力與高速性能。理想硝基內容依不同引擎而異。請參閱引擎製造商的說明。燃料的硝基燃料比例是由%表示。

· Nose Gear
The strut and wheel that's under the nose of some aircraft.

在一些飛機機鼻下的機輪和支柱。

· Nylon gears
Drive gears within a servo are made of nylon. Nylon gears show slower wear than metal gears, but are more prone to failure due to severe vibration, flutter, or physical shock to the servo.

伺服驅動齒輪均採用尼龍。尼龍齒輪較金屬齒輪的磨損慢，但更容易由於劇烈振動，顫振，或物理撞擊到伺服器而出現故障。

· PPM
Pulse Position Modulation.

脈衝位置調頻。

· Peak
This is the point at which a battery will no longer accept a charge, and converts the energy to heat. This is damaging to the battery pack, and potentially hazardous.

這是電池將不再接受充電的哪個點，並將其轉換為熱能。這會損壞電池組和有潛在的危險。

· Peak Charger
This type of charger will eliminate the guesswork. When the battery has reached peak, the charger reverts to a maintenance charge rate, which will not damage the pack.

當電池已達到高峰時，充電器將恢復正常的充電率，這不會損壞電池組。

· Pitch Axis
The airplane axis controlled by the elevator. Pitch is illustrated by holding the airplane at each wingtip. Raising or lowering the nose is the pitch movement. This is how the climb or dive is controlled.

飛機控制升降的軸。升降是以固定翼尖而言，俯仰的動作是提高或降低機鼻。這是控制怎麼爬升和下降。

· Pitch Curve
The programming function of the radio which aids in setting the hover point, and end points of the blade pitch in the collective mix.

遙控器的編程功能用以輔助設置懸停點及截止點的集體螺距。

· Pitch to rudder (Heli programming only)
Also known as a revolution mix or a tail rotor mix, counters the torque caused by adding pitch with opposite direction rudder command to keep the helicopter from rotating or revolving as a result of the increased torque. Not required with the use of a heading-hold gyro, which self-counters the torque-caused movement.

也稱為反扭力混控或尾旋翼混控，對因螺距增加而產生的反扭力，計算並增加相反方向的指令以保持尾舵的位置避免直昇機旋轉。不適用於機頭鎖定陀螺儀，該陀螺會自動修正反扭力。

· Pitch Trim
Offsets the entire heli pitch curve, increasing or decreasing responsiveness proportionally at all points.

偏移整個直昇機螺距曲線，增加或減少各點的反應比例。

· Programmable mix (Pmix)
Used to cause specific servo responses to specific inputs separate from the basic control set-ups. For example, used to mix 2 servos to operate in tandem to move a rudder on giant scale aircraft, or to mix smoke activation based upon throttle stick position.

用於使特定的伺服器由基本控制設定以反應特定的輸入分配。例如，使用2個伺服機混控共同操控大型像真飛機的方向舵運作，或根據油門搖桿位置混控控制發煙裝置。

· Pull-Pull
A linkage setup using two rods or wires. One is pulled for one direction, the other is pulled for the other.

使用兩個拉桿或線的連動設置。其中之一往一個方向拉，另一個是拉往其他的方向。

· Push-Pull
A linkage setup using two rods. One rod pushes, while the other pulls.

使用兩個拉桿的連動設置。其中一桿推，而另一桿拉。

· RPM
How fast something turns. It means Revolutions Per Minute. It is both singular and plural.

旋轉的速度，這意味著每分鐘轉速。它既是單數也是複數。

· Receiver (Rx)
The radio unit in the aircraft which receives the transmitter signal and relays the control to the servos. This is somewhat similar to the radio you may have in your family automobile, except the radio in the airplane perceives commands from the transmitter, while the radio in your car perceives music from the radio station.

遙控系統裝置之一，接收來自遙控器的控制訊號並中繼到伺服器。這有點類似在您的家用汽車的收音機，飛機接收從遙控器傳來的命令，而您的汽車收音機接收來自廣播站的音樂。

· Reflex
If a wing has an airfoil that curves down from the high point, and then curves back up, it's said to be "reflexed". Reflex is the size of that reverse curve.

如果有一個機翼翼型的曲線從高點下來，然後曲線上揚，我們稱它是“有反角的”。反角是該反向曲線的大小。

· Reset (Return to default)
Used to reset timers, also a model submenu used to reset part or all of a specific model's settings.

用於重置定時器，也是一個模式的子選單用於重置部分或特定模式的設置。

· Resonance
This is the increased vibration (or amplitude of oscillation) of system when acted upon by a force whose frequency is close to or equal to the normal frequency of the system. When the resonance of many parts of a machine are in synch, the whole machine will vibrate at a greater rate and can be damaged. Resonance can cause difficulties in an aircraft, particularly when using a vibration mount with an improperly balanced propeller/spinner.

For helis: Keep in mind that a helicopter has many rotating parts, and they all cause resonance. The helicopter will need to be tuned to reduce the amount of vibration.

這是系統的震動增加（或振幅）產生的力量，其頻率接近或等於系統的正常頻率。當一台機器的許多地方同時共振，整個機器將會有在更大的振動頻率並造成損壞。共振會導致飛機的問題，特別是當使用不平衡的螺旋槳。

對於直昇機：請記住，直昇機有許多旋轉部件都可能引起共振，飛行前應該適度調整以減少震動源。

· Retract Servo
Specifically used for mechanical retracts. It is a non-proportional servo which only moves 180 degrees. That is to say this servo is either "off" (gear up and fully locked) or "on" (gear down and fully locked). No ATV, EPA, or AST adjustments can be made on these servos because they are not proportional. The linkage must be set up properly to allow this servo to operate at its full range and do its jobsecuring your model's landing gear in a gear-up or gear-down position.

特別是用於機械收回。它是一個非比例的伺服器只移動 180度。這個伺服不是“關”（齒輪上升和完全鎖定）就是“開”（齒輪下降和完全鎖定）。無法對這些伺服機ATV，EPA，或AST的調整，因為它們是非比例的。必須正確的設置連動裝置以允許這個伺服器在全範圍操作和執行--確保模型的起落架在收與放的位置。

· Retracts
Short for retractable landing gear. Wheels and struts that fold up into the aircraft to get them out of the airstream and present less resistance to the airflow.

短暫的收放起落架。機輪和輪柱折疊收入飛機，減少阻力。

· Revolution Mixing
The function of the radio which mixes throttle to rudder, preventing the rotation of the helicopter during throttle increase or decrease.

遙控器油門與方向舵的混控功能，防止油門增加或減少時直昇機旋轉。

· Roll (maneuver)
The aircraft keeps the nose pointed in one direction while it rolls over on its back and then upright again.

飛機的機頭保持在一個方向，同時滾轉至原來位置。

· Roll Axis
The airplane axis controlled by the ailerons. Roll is illustrated by holding the airplane by the nose and tail. Dropping either wingtip is the roll movement. This is used to bank or turn the airplane. Many aircraft are not equipped with ailerons and the Roll and Yaw motions are controlled by the rudder. This is one reason why most trainer aircraft have a larger amount of dihedral.

飛機的副翼控制軸。滾轉是描述保持機鼻和機尾,翼尖的滾動運動。這是飛機轉向。許多飛機不具副翼而且滾轉和偏航由方向舵控制。這也是為什麼大多數教練機有較大的反角的關係。

· Rudder
Hinged control surface located at the trailing edge of the vertical stabilizer, which provides control of the airplane about the Yaw axis and causes the airplane to Yaw left or right. Left rudder movement causes the airplane to Yaw left, and right rudder movement causes it to Yaw right.

位於垂直安定面後緣的控制面，它提供關於飛機偏航軸的控制，並使飛機向左或向右偏航。

· Rudder Offset
In radios with idle up functions, this specifies the amount of tail rotor pitch in the different idle up conditions.

依據遙控器特技功能，提供不同的尾槳螺距。

· Rudder-to-Aileron
Mix used to counteract undesirable roll which often happens with rudder input, especially in knife edge, also called roll coupling.

混控用來抵消有方向舵輸入時經常發生的不良滾轉，特別是在側飛，也稱為聯合滾轉。

· Rudder-to-Throttle
This heli mix adds a small amount of throttle to counter the added load on the main gear from increasing the pitch of the tail blades, helping to maintain a constant headspeed during rudder application. (This is a minor effect and is not a critical mix for most helicopters.)
Ruddervators
Are on a v-tail. Both of the ruddervators move up and down for pitch control and both move left or right for yaw control.

這是直昇機混控，目的在增加尾舵螺距時提供一定的油門補償值以保持主旋翼轉速的恆定（這是一個小效果而不是多數直昇機的關鍵混控）。
方向升降舵是一個 V型尾翼。兩個方向升降舵上下移動的俯仰控制和同時向左或右移動的偏航控制。

· Rx
Abbreviation for receiver.

接收器的縮寫。

· SMT = Surface Mount Technology
Ultralight, solid-state components which offer greater vibration resistance and reliability.

超輕，固態組件，提供更大的振動性和可靠性。

· Seaplane
An airplane that has floats, or pontoons, attached to allow it to land on water.

一架飛機有浮筒或浮橋連接,允許在水上降落。

· Servo
The electro-mechanical device which moves the control surfaces or throttle of the aircraft according to commands from the receiver. The radio device which does the physical work inside the aircraft.

電子機械裝置，根據從接收器的命令以移動控制面或飛機的油門。機身內的工作的遙控裝置。

· Servo Reversing
Reverses the rotation of a servo with the flip of a switch. Adds ease and flexilibility during installation.

反轉伺服器旋轉方向。在安裝過程中增加了易用性和適用性。

· Servo Output Arm
The removable arm or wheel which bolts to the output shaft of a servo and connects to the pushrod.

可移動的臂或輪，鎖在伺服出力軸上並連接到拉桿。

· Slats
Moveable surfaces on the leading edge of the wing that helps airflow in low-speed flight. They enable the wing to fly at lower airspeeds than without them by directing the airflow over the wing and preventing separation of the airflow. Basically, they are retractable slots. All modern jetliners have slats, which open when landing flaps are lowered. Some aircraft intended for very short takeoff and landing have slats that open and close automatically, depending upon airspeed and angle of attack.

有助於在低速飛行時對翼的氣流的引導的可移動的表面。使飛翼在低空速時對機翼導流和預防分離的氣流。基本上，它們是可伸縮的小槽。所有現代客機的前緣縫翼，著陸時襟翼的降低時會開啟。某些飛機在起飛及降落時會自動短暫開啟和關閉，端視在空速和迎角而定。

· Slip
A maneuver where the airplane's controls are used to make the fuselage fly at an angle to the line of flight. This causes a tremendous increase in drag, and allows an airplane without landing flaps to increase its angle of descent without picking up a lot of speed.

用在像真飛機上控制飛機的飛行動線角的飛行動作。這導致極大阻力的增加，並允許飛機無襟翼著陸，藉增加其角度但不減少速度。

· Slop
Unwanted, excessive free movement in a control system. Often caused by a hole in a servo arm or control horn that is too big for the pushrod wire or clevis pin. This condition allows the control surface to move without transmitter stick movement. Also, see flutter.

在控制系統中不必要的，過度的隨意動作。通常產生於是伺服臂或控制臂過大導致推桿呈U字型。這種情況使控制面不受遙控器控制。

· Slot
A specially-shaped slot in the wing just behind the leading edge. This directs airflow from below to the top of the wing, and helps low-speed flight by delaying the stall. Because they are permanently-mounted, they do add drag. See also "Slats"

一個專門在翼前緣的槽。引導機翼的氣流，並有助於低速飛行通過失速點。不會增加阻力，又叫做“Slats”。

· Slow Roll
A very slow version of the roll.

一種很慢方式的滾轉。

· Snap Roll
A type of rolling maneuver that is very quick and violent. It's basically a spin where the flight path is in any direction chosen by the pilot. Improper speed control during a landing approach can also make the model snap over on one wing and enter a spin. Since it's close to the ground, there's not enough room to recover, and a crash results.

這是非常快速和猛烈的滾轉動作。它基本上是在一個飛行路徑上旋轉。在著陸速度控制不當也可以使模型快滾。由於太接近地面，沒有足夠的空間來恢復，導致墜毀。

· Snap Roll Switch
Combines rudder, elevator and aileron movement to cause the aircraft to snap or spin on the flip of a switch.

結合方向舵，升降舵和副翼運動，使飛機使用一個開關快速滾轉。

· Solo
Your first totally unassisted flight that results in a controlled landing.

在一個完全無幫助的控制下完成降落。

· Span, also "Wingspan"
The widest straight-line distance between the two wingtips.

兩個翼尖之間最寬的直線距離。

· Speed Brakes
Large panels that fold out of the aircraft structure to provide a lot of extra drag to the air. They are not part of the wing structure, but are usually mounted on the fuselage. Military jets most often have speed brakes, which fold out of the fuselage. Some airliners use spoilers as speed brakes when at altitude.

反折的飛機結構，以提供一個額外的大量空氣阻力的大板。不屬於機翼的結構，但通常安裝在機身。軍用飛機通常有減速板

· Speed Flap
The middle control surface on a 6-trailing-edge-surface glider or the inboard control surface on a 4-surface glider.

在6動滑翔機或4動滑翔翼的內側的中間控制面

· Spin
A maneuver where at least one wing is stalled and the two wings are operating at very different angles of attack. This causes the airplane to rotate around its middle while it descends at a high rate of speed. When it's done on purpose, it is a precision maneuver, with the pilot trying to get the airplane to rotate an exact number of turns from entry to exit. When it's done accidentally, it can easily result in a crash. Many models crash when the pilot enters an accidental spin too close to the ground. This is caused by improper speed control during the landing approach.

至少有一個機翼是停滯和兩個機翼都在不相同的攻角。這會導致飛機圍繞其中間高速的旋轉。當它是有目的而作出的，它是一個精密的動作與飛行員試圖讓飛機精確的旋轉。當它是非預期的，很容易導致墜毀。這是由於著陸時不正確的速度控制。

· Spinner
The bullet-shaped fairing on the nose of the airplane around the propeller. This smooths the airflow around the propeller hub and also makes the airplane looks much better.

關於這是螺旋槳飛機機頭子彈型整流罩。這種平滑的氣流圍繞螺旋槳也使飛機看上去好多了。

· Split-S
Basically a reverse Immelmann. The aircraft rolls onto its back, and then the nose comes down to finish a 1/2-loop. The direction of flight is changed 180° .

基於反向的英莫爾曼轉法。該機後滾，完成一個1/2-loop。飛行的方向改變 180° 。

· Spoiler(s)
Control surfaces on the wing that destroy lift. They "spoil" it. They are used on sailplanes because they can Steepen the very flat glide of the aircraft, which makes landings much easier. On full-size aircraft, spoilers are

also used to kill lift on landing to make sure the airplane is firmly on the ground. They also add a lot of drag to help with aerodynamic braking.

機翼控制面，破壞升力。它們被用來在滑翔機，因為他們可以破壞具有良好浮力的飛機，這使得登陸更加容易。在像真的飛機，他也可以用來消滅降落的升力，以確保飛機貼於地面。

· Stabilator
Stabilizer+elevator, also called full-flying tail. Stabilizer incidence controlled by pilot in lieu of an elevator.

穩定翼加上升降舵，也稱為全飛行尾翼。它是讓控縱者有另一種代替升降的控制。

· Stall
What happens when the angle of attack is too great to generate lift regardless of airspeed. (Every airfoil has an angle of attack at which it generates maximum lift the airfoil will stall beyond this angle).

攻角過大時會發生。（每翼型的有其產生最大升力的攻角-超過此角度將會失速）。

· Stick setting
Used to assign the specific feature(s) to a particular gimbals' movement.

用於分配特定功能到特定方向運動。

· Strut
Basically this is a supporting member. A wing strut supports the wing, and goes from the fuselage to the wing. Cabane struts are on biplanes, and support the upper wing over the fuselage. A landing gear strut is the portion that holds the wheel assembly to the airplane, and away from the wing or fuselage.

基本上這是一個支撐的部分。從機身到機翼，機翼支撐柱支持機翼。 在雙翼機上的機翼支架，支持在機身的上翼。起落架支柱是機身的部份，並使機輪總成遠離機翼或機身。

· Sub-Trim
This is a trim function on many computer radios, allowing trim function during set-up, and still allowing the full trim function in flight.

這是遙控器內的微調功能，允許在設定時微調。

· Swashplate adjustment (Heli programming only)
This feature includes swash-to-throttle mixing, used to add throttle during cyclic commands for constant engine RPM. It also includes swash rotation, used to correct for a model whose set-up has the swash plate shifted a certain angle from the pre-defined swash plate types in the model menu (SWSH) or to fine-tune roll or looping maneuvers due to rotor blade phasing differences.

此功能包括十字盤對油門混控，在循環動作期間添加油門命令以保持引擎轉速。它還包括旋轉十字盤，用來校正在模型選單中預先定義的十字盤類型（SWSH）或微調滾轉或筋斗產生的差動。

· Swashplate type (Heli programming only)
Selects specific helicopter swash plate geometry, such as "CCPM", which uses a 4-servo swash plate setup. Swash plate rotation can then be adjusted in SWSH in the condition menu if your helicopter's specific geometry does not match the positioning of the stock swash types.

選擇特定的直昇機十字盤，如“CCPM”。十字盤轉向可以在十字盤設定SWSH選單中調整。

· Tachometer
An optical sensor designed specifically to count light impulses through a turning propeller and read out the engine RPM.

專門設計的光學傳感器來計算通過螺旋槳轉動的光脈衝，並判讀引擎轉速。

· Taildragger
The nickname of an airplane that sits on its tail with the two main wheels in front and a tailwheel in the rear.

尾巴位置有兩個機輪在前方，並在後方有尾輪的飛機的暱稱。

· Tailskid
On old World War I type aircraft, or pioneer-type aircraft, there was no tailwheel. A wooden skid was used to support the tail of the airplane. While this helps slow the airplane during landing, it is useless as an aid to steering on the ground. The real aircraft with tailskids had to be maneuvered on the ground by ground crews, Who put the tail on a small cart and towed the airplane where they wanted it. For small distances, the tail was picked-up by hand and the airplane pushed into position by the ground crew.

在第一次世界大戰舊型飛機，或先鋒型飛機，也沒有尾輪。用木撬支持飛機的尾部。雖然這有助於減緩飛機在著陸過程，它無法在地面上提供轉向。真正的這類型的飛機,在地面上靠推車推動飛機來改變方向。

· Tailwheel
The small wheel at the tail of the airplane. This is found on the type of airplane that have the two large wheels in the front, and the small one in the rear. The airplane sits on its tail.

在飛機的尾部小輪。飛機類型之一，有兩個大機輪在前面，並在後方有小機輪。飛機的重心坐落在尾部。

· Throttle
The control that allows the pilot to change the speed of the engine.

使飛行員改變引擎的轉速控制。

· Throttle Curve
The programming function of the radio which allows throttle operation to be adjusted to meet the modeler's specific needs at various points along the throttle movement.

遙控器程式功能，讓油門操作進行調整，以滿足模型使用者的各點油門動作的特定需求。

· Throttle Hold
A radio function which locks the throttle at a fixed point while a switch is activated. This function is used to hold the throttle in an idle. Useful when starting, as well as for autorotations.

遙控器功能，開關開啟時油門會鎖在一個固定點。此功能是用來特技時鎖定油門位置。對於啟動以及熄火降落時非常有用。

· Thrust
The forward force provided by the airplane's engine. This is the force that drives the airplane forward.

由飛機引擎提供的正向力。這力量推動飛機前進。

· Torque
The force which tends to cause rotation.

這個力量，往往會造成旋轉。

· Trailing Edge (TE)
The rearmost edge of the wing or stabilizer.

穩定翼或機翼的後緣。

· Trainer Airplane
A model designed to be inherently stable and fly at low speeds, to give first-time modelers time to think and react as they learn to fly.

· Trainer System
Allows trainer to link radios with a student via a cord, and to instantly take control of student's craft inflight.

讓教練與學生透過一個線將搖控器取得聯繫，並能立即取得控制。

· Transmitter (Tx)
The hand-held radio controller. This is the unit that sends out the commands that you input.

手持無線控制器。這是發出命令的單位。

· Tx
Abbreviation for transmitter.

發射器的縮寫。

· Undercamber
This means that the lower surface of the wing has a hollow curve when observed from front to back. A thin wing with a high camber will be undercambered.

這意味著，機翼下表面有一個中空的曲線，機翼曲面由前向後，將機翼具有很高的拱形。

· V-tail model Mixing (Air and gliders only)
Used on a V-tail model to have 2 servos operate 2 control surfaces as both rudder and elevator.

V型尾翼模型有2個伺服及操作2個舵面控制方向舵和升降舵。

· Ventral Fin
A small vertical surface on the bottom of the aft fuselage. Usually a long, slim triangle that is narrow at the front, and widens toward the rear. It usually ends at the rudder hinge line.

後機身底部上的一個小垂直面。通常前面是一個狹窄纖長的三角形，並擴大向後方。它通常結束於方向舵。

· Vertical Fin
The non-moving surface that is perpendicular to the horizontal stabilizer and provides yaw stability. This is the surface to which the rudder attaches.

這是方向舵依據的面，垂直水平尾翼，並提供偏航穩定性。

· Wheel Pants
The large fairings used to streamline the wheels of an aircraft that has non-retracting or "fixed" landing gear (so-called because it's "fixed" in place).

用於簡化飛機的非回縮式或“固定”起落架的輪子的大整流罩。

· Wing
The main lifting surface of an airplane.

該飛機的主要升力面。

· Yaw
The nose-left and nose-right movement of the airplane. This is controlled by the rudder.

飛機由方向舵來控制機鼻向左和向右的移動。

· Yaw Axis
The airplane axis controlled by the rudder. Yaw is illustrated by hanging the airplane level by a wire located at the center of gravity. Left or right movement of the nose is the Yaw movement.

透過方向舵來控制飛機轉向的軸。偏航指示線位於飛機水平中心的位置，以這個軸為中心向左或向右的偏航運動。

MODEL DATA RECORDING SHEET (HELI)

(Make copies before using)

Model No 01

Model Type:HELI

Model name: 450 (T-REX 450 PLUS)

MENU FUNCTION								
		1CH	2CH	3CH	4CH	5CH	6CH	SW
REVR	Servo Reverse	N . R	N . R	N . R	N . R	N . R	N . R	
D/R	Dual Rate	▲ 85 %	▲ 85 %		▲ 85 %			A · B ·
	setting	▼ 100 %	▼ 100 %		▼ 100 %			I-DL
EXPO	Exponential	▲ -25 %	▲ -25 %		▲ -20 %			
	setting	▼ -10 %	▼ -10 %		▼ -10 %			
EPA	End Point	▲ 100 %	▲ 100 %	▲ 100 %	▲ 100 %	▲ 100 %	▲ 100 %	
	Adjust	▼ 100 %	▼ 100 %	▼ 100 %	▼ 100 %	▼ 100 %	▼ 100 %	
TRIM	Trims	%	%	%	%			
STRM	Sub Trim	%	%	%	%	%	%	
F/S	Failsafe	NOR F/S	NOR F/S	NOR F/S	NOR F/S	NOR F/S	NOR F/S	
		%	%	15 %	%	%	%	

MIXING SETTING								
N-TH	Normal Throttle		P 1	P 2	P 3	P 4	P 5	
	Curves		0 %	47 %	65 %	80 %	100 %	
N-PI	Normal Pitch		P 1	P 2	P 3	P 4	P 5	
	Curves		44 %	55 %	70 %	80 %	90 %	
I-TH	Idle-UP Throttle	INH. ON	P 1	P 2	P 3	P 4	P 5	SW
	Curves		90 %	85 %	80 %	85 %	100 %	C · A · B
I-PI	Idle-UP Pitch		P 1	P 2	P 3	P 4	P 5	
	Curves		25 %	50 %	70 %	83 %	96 %	
HOLD	Throttle Hold	INH. ON	Throttle hold position_____ %					
H-PI	Hold Pitch		P 1	P 2	P 3	P 4	P 5	
	Curves		0 %	25 %	50 %	75 %	100 %	
REVO	Pitch-Rudder Mixing	INH. ON	▼	▲				
GYRO	Gyro Mixing	INH. ON	▼ 40 %	▲ 45 %	Sw: A · B · I-DL			
SW-T	Swash-Throttle Mixing	INH. ON	AIL %	ELE %	RUD %			
RING	Swash Ring	INH. ON	%					
SWSH	Swash Types	Mode	Mode	AIL	ELE	PIT		
		H-1	HR-3 · H-3 · HE3	+80 %	+80 %	+50 %		
DELY	Throttle Pitch	INH. ON	CH3	CH6				
	Dely		%	%				
HOVP	Hovering Pitch	INH. ON	Mode: NOR . N/I					

TRAINER FUNCTION			1CH	2CH	3CH	4CH	5CH	6CH
TRNR	Servo Reverse	INH. ON	NOR · FNC · OFF	NOR · FNC · OFF	NOR · FNC · OFF	NOR · FNC · OFF	NOR · OFF	NOR · OFF

MODEL DATA RECORDING SHEET (HELI)

Model No. _____ (Make copies before using)

Model Type: HELI Model name: _____

MENU FUNCTION								
		1CH	2CH	3CH	4CH	5CH	6CH	SW
REVR	Servo Reverse	N・R	N・R	N・R	N・R	N・R	N・R	
D/R	Dual Rate setting	▲ % ▼ %	▲ % ▼ %		▲ % ▼ %			A・B・I-DL
EXPO	Exponential setting	▲ % ▼ %	▲ % ▼ %		▲ % ▼ %			
EPA	End Point Adjust	▲ % ▼ %	▲ % ▼ %	▲ % ▼ %	▲ % ▼ %	▲ % ▼ %	▲ % ▼ %	
TRIM	Trims	%	%	%	%			
STRM	Sub Trim	%	%	%	%	%	%	
F/S	Failsafe	NOR・F/S %	NOR・F/S %	NOR・F/S %	NOR・F/S %	NOR・F/S %	NOR・F/S %	

MIXING SETTING								
N-TH	Normal Throttle Curves		P1 %	P2 %	P3 %	P4 %	P5 %	
N-PI	Normal Pitch Curves		P1 %	P2 %	P3 %	P4 %	P5 %	
I-TH	Idle-UP Throttle Curves	INH・ON	P1 %	P2 %	P3 %	P4 %	P5 %	Sw C・A・B
I-PI	Idle-UP Pitch Curves		P1 %	P2 %	P3 %	P4 %	P5 %	
HOLD	Throttle Hold	INH・ON	Throttle hold position_____%					
H-PI	Hold Pitch Curves		P1 %	P2 %	P3 %	P4 %	P5 %	
REVO	Pitch-Rudder Mixing	INH・ON	▼ %	▲ %				
GYRO	Gyro Mixing	INH・ON	▼ %	▲ %	Sw: A・B・I-DL			
SW-T	Swash-Throttle Mixing	INH・ON	AIL %	ELE %	RUD %			
RING	Swash Ring	INH・ON	%					
SWSH	Swash Types	Mode H-1	Mode HR-3・H-3・HE3	AIL %	ELE %	PIT %		
DELY	Throttle Pitch Dely	INH・ON	CH3 %	CH6 %				
HOVP	Hovering Pitch	INH・ON	Mode: NOR・N/I					

TRAINER FUNCTION			1CH	2CH	3CH	4CH	5CH	6CH
TRNR	Servo Reverse	INH・ON	NOR・FNC・OFF	NOR・FNC・OFF	NOR・FNC・OFF	NOR・FNC・OFF	NOR・OFF	NOR・OFF

MODEL DATA RECORDING SHEET (ACRO)

Model No. _____ (Make copies before using)

Model Type: ACRO Model name: _____

MENU FUNCTION								
		1CH	2CH	3CH	4CH	5CH	6CH	SW
REVR	Servo Reverse	N・R	N・R	N・R	N・R	N・R	N・R	
D/R	Dual Rate setting	▲ %	▲ %		▲ %			A・B・C・D
		▼ %	▼ %		▼ %			
EXPO	Exponential setting	▲ %	▲ %		▲ %			
		▼ %	▼ %		▼ %			
EPA	End Point Adjust	▲ %	▲ %	▲ %	▲ %	▲ %	▲ %	
		▼ %	▼ %	▼ %	▼ %	▼ %	▼ %	
TRIM	Trims	%	%	%	%			
STRM	Sub Trim	%	%	%	%	%	%	
F/S	Failsafe	NOR・F/S	NOR・F/S	NOR・F/S	NOR・F/S	NOR・F/S	NOR・F/S	
		%	%	%	%	%	%	

MIXING SETTING									
PMX1	Programmable Mixer 1	INH・ON	Master CH _____ Slave CH_____ Rate_____% Sw_____						
PMX2	Programmable Mixer 2	INH・ON	Master CH _____ Slave CH_____ Rate_____% Sw_____						
FLPR	Flaperon	INH・ON	Rate_____% CH_____						
FLTR	Flap Trim	INH・ON	Rate_____% SW_____						
V-TL	V-Tail	INH・ON	CH2(Elevator)rate_____% CH4(Rudder)rate_____ %						
ELVN	Elevon	INH・ON	CH1(Aileron)rate_____% CH2(Elevator)rate_____ %						
T-CV	Throttle Curves	INH・ON	P 1	P 2	P 3	P 4	P 5	SW	
			%	%	%	%	%	A・B・C・D	
P-CV	Pitch Curves	INH・ON	P 1	P 2	P 3	P 4	P 5		
			%	%	%	%	%		

TRAINER FUNCTION								
			1CH	2CH	3CH	4CH	5CH	6CH
TRNR	Servo Reverse	INH・ON	NOR・FNC・OFF	NOR・FNC・OFF	NOR・FNC・OFF	NOR・FNC・OFF	NOR・OFF	NOR・OFF

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