

TWISTER
400 Sport V2

READY TO FLY 4 CHANNEL R/C HELICOPTER

Assembly & Flight Training guide



SPECIFICATIONS

Main rotor diameter.....	400mm
Helicopter length.....	430mm
Flying weight (excl. trainer undercart)	around 250g
R/C transmitter.....	Twister 400 2.4GHz
Cyclic steering.....	hi-torque micro servos
On-board electronic control.....	3-in-1 receiver/ESC/gyro
On-board power	7.4V 700mAh Li-polymer (with cell balancer lead)
Flight time per charge	around 8-9 minutes

KIT CONTENTS

Twister 400 Sport V2 ready-built helicopter	1
Twister 400 Sport V2 2.4GHz transmitter	1
Twister 7.4V lithium polymer battery pack.....	1
Twister Lithium polymer 12V DC balancer charger.....	1
Twister 400 mains power supply	1
Twister 400 Sport V2 instruction manual.....	1
FREE training undercart.....	1 set

REQUIRED BUT NOT SUPPLIED

AA transmitter batteries	6
Small crosshead screwdriver.....	1



IMPORTANT!
Radio controlled model
NOT A TOY!

This model must be operated according to the instructions.
May cause injury to persons or property if not used responsibly.
Unsuitable for children under 14 years.

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GUARANTEE/WARRANTY

Model Engines (Aust.) Pty Ltd. guarantee this product to be free of manufacturing and assembly defects for a period of 30 days from time of purchase. This does not affect your statutory rights. This warranty is not valid for any damage or subsequent damage arising as a result of a crash, misuse, modification or for damage or consequential damage arising as a result of failure to observe the procedures outlined in this manual. Operation of this model is carried out entirely at the risk of the operator. Please note that, whilst every effort is made to ensure the accuracy of instructions and material included with this product, mistakes can occur and neither Model Engines (Aust.) Pty. Ltd. nor it's distributors will be held liable for any loss or damage arising from the use of this model or for any loss or damage arising from omissions or inaccuracies in the associated instructions or materials included with this product. See page 23 for full warranty information. We reserve the right to modify the design of this product, contents and manuals without prior notification.

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VITAL SAFETY INFO

Please read all instructions carefully before using this model. If any information in this manual is unclear, please contact your supplier for help.

DANGER—Wear protective eye wear when operating model helicopters!

DANGER—Do not wear loose clothing or ties!

DANGER—Keep well clear of rotating blades!

DANGER—Never fly near children or animals!

DANGER—A LiPo battery is installed in the helicopter. Please observe the safety information regarding the safe use of LiPo batteries before using this product!

DANGER—Do not touch the battery or charger with wet hands!

Please note the following precautions:

- ▶ Always let the battery cool down before recharging.
- ▶ Always recharge the battery after use, especially if it is going to be stored and not used for a while.
- ▶ Not suitable for children under 14 years.
- ▶ If you are completely new to R/C helicopters we advise that you seek advice from an experienced R/C helicopter pilot before attempting to fly this model.
- ▶ When you begin to fly always turn on the transmitter first then connect the battery and switch on the helicopter.
- ▶ When you have finished flying always switch off and disconnect the battery on the helicopter first then turn off the transmitter.
- ▶ Only for use indoors or in calm conditions outside
- ▶ Do not fly near electrical or wireless equipment or magnetic objects.
- ▶ Be careful to insert the battery the correct way round, do not force any connectors.
- ▶ Only use the AC charger provided with this model to charge the helicopter battery.



INTRODUCTION

Thank you for buying the Twister 400 Sport V2. It is the latest 400 size fixed pitch helicopter with 4-channel R/C, 2.4GHz radio and possesses excellent flight stability. The Twister 400 Sport V2 is an ideal choice for the beginner helicopter pilot as it features professional 4-channel operation combined with stable flight characteristics. Intermediate/Advanced pilots will also enjoy the more advanced flight characteristics of the Twister 400 Sport V2.

V2 features an improved rotor head with better flight performance and better clearance between blades and boom to reduce accidents. The transmitter has been upgraded with digital trims and a metal carrying handle. New anodised metal frames, free training undercarriage and a sparkling new colour scheme are just some of the many additional improvements to your V2.

Small and lightweight, the V2 can be flown indoors or outdoors in calm conditions so almost anyone can enjoy the fun of R/C helicopter flight.

NEW TO R/C HELICOPTERS?

This model is not a toy. It can accelerate very rapidly in flight and the rotating blades are capable of inflicting severe injuries if the model is not operated responsibly!

If you are new to RC helicopters, please do not expect to be able to open the box and immediately 'fly around'. RC helicopters are fun to fly but require some time and training in order to be flown successfully.

If this is not what you were expecting, we advise you not to buy this model.

Although the Twister 400 Sport V2 is relatively easy to fly, please note that we do not guarantee that by following the information included with this product you will be bound to achieve successful helicopter flight. Neither do we guarantee you will not break anything!!

GENERAL SAFETY CONCERNING HELICOPTERS

Please be aware that rotating blades can inflict painful and possibly serious injury or damage to people, animals or objects should the rotors strike someone or something.

We recommend people use protective eyewear when operating this model and that you read the manual carefully before operating your Twister 400 Sport V2.

Radio controlled models themselves can reach high speeds and cover significant distances rapidly if control is lost. This model is capable of speeds of around 20mph (30kph) or greater. The model must therefore be used responsibly and with great care generally.

The model operates on the 2.4GHz radio band using the latest 2.4GHz technology, thereby providing probably the best interference rejection for any R/C frequency in use in the UK today.

In the UK, we recommend you observe the model flying safety code of the British Model Flying Association which can be found at the following address:

<http://www.bmfa.org>

In Australasia, please contact your hobby supplier.

FLYING AREA REQUIRED

The Twister 400 Sport V2 is designed for indoor or outdoors flight in less than 5mph of wind. **Ensure you have at least 3 metres of clear space all around the Twister 400 Sport V2 before attempting to take off.** A hard, flat surface clear of all obstacles is recommended for training. Because of its size, the Twister 400 Sport V2 can be flown in virtually any size room. However, you should fly only where it is safe to do so and bear in mind the smaller the room the more likely you are to experience the effects of rotor downwash causing instability and therefore rendering the helicopter more difficult to control.

ABOUT TRAINING, CRASHES & SPARE PARTS

The Twister 400 Sport V2 has been designed to be strong and very easy to repair, however, the helicopter is not invulnerable and most people will tip their helicopter over or break parts during their flying career. This is quite normal. All parts are available as spares from your local model shop. If repair is necessary, carefully remember the order in which you remove items so you may put them can replace them in the reverse order.

Unfortunately, crash damage is not covered by warranty.

SPECIFICATIONS

Fuselage length	430mm
Main rotor diameter	400mm
Weight (inc. Battery)	around 250g
Charging time	approx. 120 minutes
Flying time	around 8-9 minutes
On board power	7.4V 700mAh LiPo battery
Radio	Twister 400 Sport V2 4, 2.4GHz 4-ch
Range	around 25 metres

Required

Transmitter batteries	6 x 1.5V AA batteries
Tools	small screwdriver

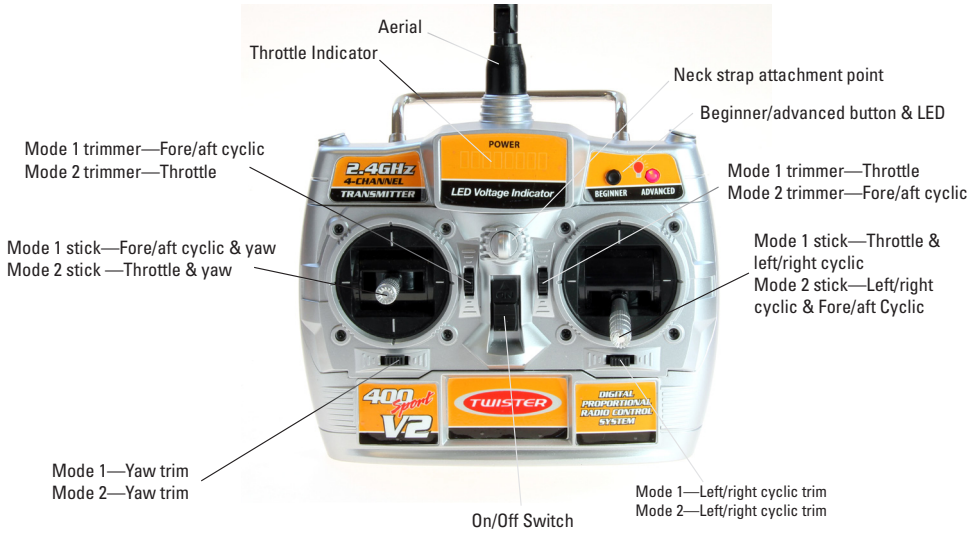
WELCOME

- ▼ 1. Carefully remove the model and other items from the packaging and check all items are included.
- ▼ 2. Insert 6 AA alkaline batteries (not supplied) into the transmitter battery compartment in the rear of the transmitter being careful to observe battery polarity.

A. KIT CONTENTS

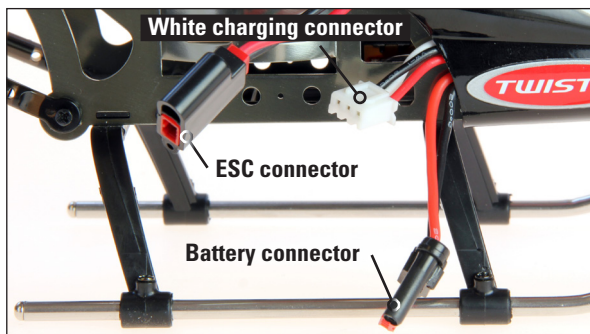


B. TRANSMITTER PARTS (MODES 1 & 2)



C. HELICOPTER CONNECTORS

Familiarise yourself with the connectors below but do not connect anything yet!



HELICOPTER CHARGING INSTRUCTIONS

Note: Your helicopter is fitted with a high power lithium polymer battery (lipo). Charge the lipo battery in your Twister 400 Sport V2 before use.

- ▼ 1. Carefully connect the POLARISED white charge plug on the heli to the charger ensuring it is the correct way around. You should not need to force it. See below.

WARNING: Do not force the charging connector into the charger socket!



Make sure the helicopter is switched off and the battery connector is disconnected from the ESC connector as per the picture above.

- ▼ 2. Insert the AC power supply lead into the end of the 12V charger and switch on.



During the charging process power, the red LED will light. The battery is fully charged when the green LED lights. This may take up to 120 minutes.

- ▼ 3. The Lipo is charged when the green charge LED lights, disconnect the charger.
- ▼ 4. Unplug the AC power supply from both the wall socket and the charger.
- ▼ 5. Be sure to read the Lithium Polymer Battery Safety instructions in this manual.

WARNING: Do not leave the helicopter unattended whilst charging!

We recommend that you use only the supplied Twister charger with this battery.

Over-discharging will shorten the life of the battery or damage it. Stop flying immediately the helicopter has insufficient power to lift off. Recharge the battery.

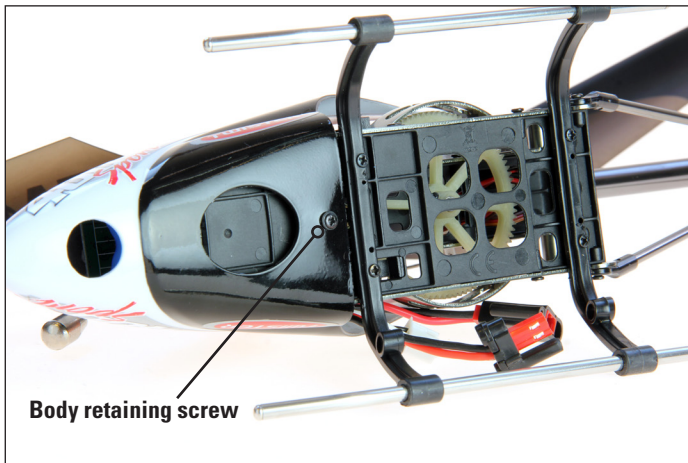
Do not short circuit—battery may explode!

PLEASE READ THE 'Lithium Polymer battery safety' section BEFORE PROCEEDING FURTHER.

LITHIUM POLYMER BATTERY SAFETY

Lithium polymer batteries contain potentially large amounts of energy, therefore if your helicopter has crashed you should examine your battery for any damage e.g. check if the battery has expanded or swollen in size or if the battery cells have been punctured. If any of the above is true: **DO NOT CHARGE THE BATTERY!**

To check your battery, remove the body by unscrewing the body retaining screw and pushing the body off the two upper mounting pins.



Body retaining screw

Charging your LiPo battery

- ▶ Only use the charger supplied with this product to charge the lithium polymer battery in the helicopter. Never use a nicad or other charger as this is very dangerous.
- ▶ Never charge unattended. Always stay with your battery whilst charging in case of overheating or fire.
- ▶ If the battery becomes hot to the touch during charging, disconnect the charger immediately from the AC socket.
- ▶ Extinguish fires with sand. If something goes wrong and your battery catches fire, always have sand from a fire bucket at hand to douse the flames.

- ▶ Do NOT use water to put out a LiPo fire!

Using your LiPo battery

- ▶ Do not modify/change any part of the battery or lead. Do not remove its protective covering. Removal or modification may damage the battery and will invalidate any warranty claim.
- ▶ Do not place this battery near fires or any high temperature object.
- ▶ Do not store batteries in any type of motor vehicle.
- ▶ Do not let the battery get wet or become submerged in any type of liquid.
- ▶ Do not carry loose batteries in your pocket or bag as they could short-circuit against other items.
- ▶ If you should get electrolyte from the cells on your skin, wash thoroughly with soap and water. If in your eyes, rinse thoroughly with water. Seek medical assistance.

BEGINNER AND ADVANCED MODE

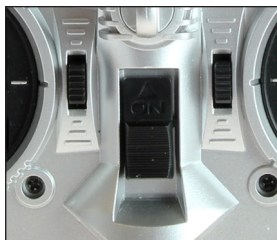
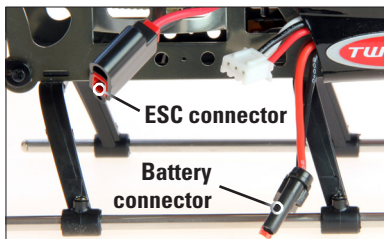
The Twister 400 Sport V2 transmitter features a beginner/advanced mode button. Advanced mode with LED lit makes the Twister 400 Sport V2 more responsive and should only be used by experienced pilots.



FLIGHT PREPARATION

A. SWITCHING ON

- ▼ 1. Identify the polarised ESC and battery connectors below. Identify the transmitter ON/OFF switch and make sure the throttle stick is down, in its lowest position.



- ▼ 3. Align the polarised ESC and battery connectors and carefully push them together taking great care to connect the correct way round, red to red and black to black. Do not try to force a connection as you will damage the heli and/or the battery if you do. If it will not connect, check polarity and try again. Switch on the transmitter.

Then switch the helicopter on at the frame-mounted switch below.

Note: Always turn your transmitter ON first, then your helicopter.



- ▼ 4. Place the helicopter on the ground with its tail facing towards you.
- ▼ 5. Make sure you have a clear indoor space of at least 3 metres by 3 metres with a ceiling height of at least two metres when you are learning to fly.

WARNING: If there are two or more Twister 400 Sport V2 helicopters to be operated in the one area, please refer to BINDING TRANSMITTER TO RECEIVER section before switching on!

B. TRANSMITTER AERIAL POSITIONING

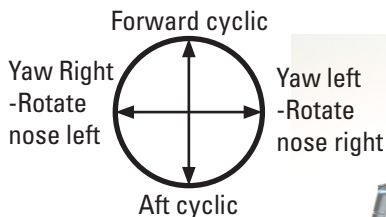
The transmitter aerial should be angled as below to optimise the transmitted signal.



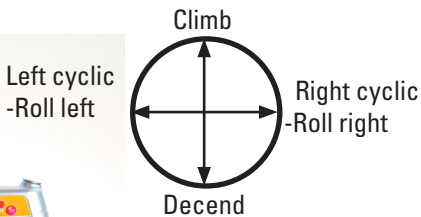
C. FLIGHT CONTROLS

Each dual axis stick unit of your transmitter controls 2 helicopter functions (complete with digital trimmers on each function) giving you control about all 4 axes of flight.

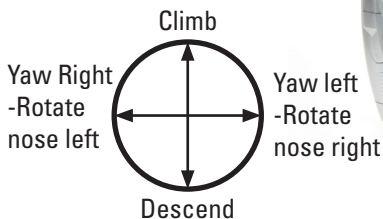
LEFT STICK (Mode 1)



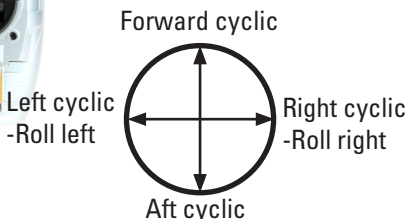
RIGHT STICK (Mode 1)



LEFT STICK (Mode 2)



RIGHT STICK (Mode 2)



D. RANGE CHECKING

Before each flight, range check the helicopter.

To do this, enlist the help of a friend to carry the helicopter 25 metres away whilst you operate one of the transmitter cyclic controls continuously.

WARNING: if you cannot achieve full and free movement of the helicopter at 25 metres range, it is not safe to fly the helicopter. Contact your supplier for help.

PRINCIPLES OF HELICOPTER FLIGHT

A. HOW DOES A HELICOPTER FLY?

A hovering helicopter is controlled about 4 axes; yaw, pitch, roll and height. Your transmitter has 2 dual-axis precision stick units with two controls on each stick. The transmitter has digital trimmers for fine tuning flight.

Mode 2 (throttle left) transmitter

- ▼ The left stick controls throttle (climb or descend) and tail rotor controls yaw (left or right).
- ▼ The right stick operates the cyclic steering controls which are used to move the helicopter forwards/back and to crab the helicopter left or right.

Mode 1 (throttle right) transmitter

- ▼ The right stick controls throttle (climb or descend) and cyclic roll control to crab

the helicopter left or right.

- ▼ The left stick operates the tail rotor controls yaw (left or right) and cyclic fore/aft controls which move the helicopter forwards/back.

Transmitter stick movements

Helicopters require relatively small control inputs of relatively short duration.

Do not move the sticks to extreme positions! A delicate touch is required on the sticks. The sticks should be allowed to return to neutral almost immediately after a control input is made. If you watch an experienced pilot hovering his helicopter, you will see that his transmitter sticks hardly move. This is the goal you will be working towards in this guide.

Height control

A helicopter's rotating wings - the rotor blades, generate lift, in the same way that a propeller generates thrust. The lift generated by the main rotor blades increases as rotor speed rises causing the helicopter to climb. Conversely as the main rotor speed is reduced, the helicopter descends.

This method of helicopter height control is called 'fixed pitch'.

Height is managed using the throttle stick of your transmitter.

Push forward to climb, pull back to descend.

Yaw control

Yaw control is achieved by altering the speed of the tail rotor causing rotation to left or right about the main rotor shaft.

When a helicopter is in the hover it can be yawed left or right.

Push the rudder stick left to yaw the nose of the helicopter to the left and push to the right to yaw the nose right.

Your Twister 400 Sport V2 helicopter is fitted with a micro piezo gyro and electronic mixing system which automatically helps stabilise the tail making for much easier flight.

Steering control - fore and aft cyclic

When hovering, a brief forward push on the cyclic control stick will tilt the rotor disc forward causing the helicopter to move off in that direction. Pull the stick back gently to stop it. If you pull the stick back further, you start flying backwards.

Steering control - roll cyclic

When hovering, a brief right control stick movement will roll the rotor disc to the right and the helicopter will start moving to the right. By briefly moving the stick to the left any right drift or movement will be arrested or reduced.

Mastering the hover

Both experienced model and full-size helicopter pilots in the hover will gently 'nudge' the cyclic controls automatically in order to keep their helicopter in one spot and prevent it from moving away from that spot.

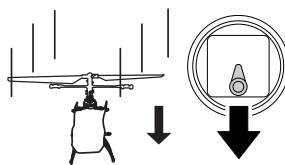
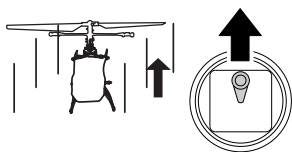
A large part of the initial learning phase in helicopter flight is about mastering the cyclic controls and learning to hover. Control commands will become 'instinctive' when you have 'mastered' the hover.

LEARNING TO FLY

A. THROTTLE CONTROL

If you have never flown an R/C helicopter before, we recommend learning to fly in **Beginner Mode** before progressing to **Advanced Mode**.

- ▼ 1. Gently increase the throttle by pushing the throttle stick slowly up towards the top of the transmitter. The main rotor blades will start to spin.
- ▼ 2. Keep advancing the throttle stick until the helicopter leaves the ground.
- ▼ 3. To begin with, move the throttle stick up and down in very small increments to find the correct amount of throttle required to keep the helicopter at a constant height.



- ▼ 4. If you get into trouble or lose orientation, slowly move the throttle stick to its lowest position and the helicopter rotors will slow causing the helicopter to descend. This gives you a chance to analyse what went wrong and try again—a much better option than fighting the helicopter into the wall or the furniture!

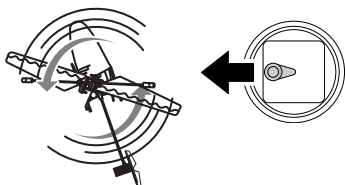
NB It is perfectly normal for a helicopter to want to drift left/right/forwards/backwards as it becomes light on the skids. The art of helicopter flying is to anticipate the heli's next movement and to nudge the cyclic control stick(s) lightly to correct and to throttle back when your brain cannot keep up. The following section F. TRIMMING THE HELICOPTER describes how you use the digital trimmers to achieve this.

B. LEFT/RIGHT ROTATION (YAW)

- ▼ 1. Now that you have helicopter height under reasonable control you can learn to rotate by using the yaw control.
- ▼ 2. To make the nose turn to the left, move the yaw stick to the left. Centre the stick to stop the helicopter rotating to the left.
- ▼ 3. To make the nose turn to the right, move the yaw stick to the right. Centre the stick to stop the helicopter turning to the right.

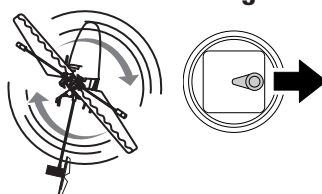
Yaw left

- Rotate nose to the Left



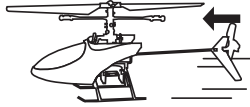
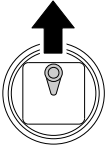
Yaw right

- Rotate nose to the Right

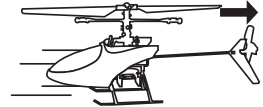
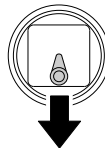


C. FORE/AFT CYCLIC CONTROL

- ▼ 1. Once you have become adept at hovering and yawing you can try moving the heli around the room using the fore/aft cyclic control.
Move the fore/aft stick forward to make the helicopter move forwards. Centre the stick to stop the helicopter moving forwards.
- ▼ 2. Move the stick backwards, or towards you to make the helicopter move backwards. Centre the stick to stop the helicopter moving backwards.



**Forwards -
Fore cyclic**

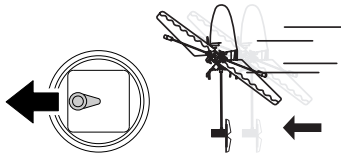


**Backwards -
Aft cyclic**

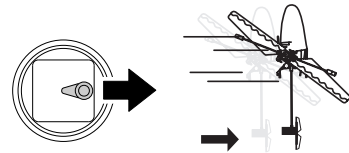
D. LEFT/RIGHT CYCLIC CONTROLS

- ▼ 1. Now using the left/right cyclic stick, move the stick left to make the helicopter crab to the left. Centre the stick to stop the helicopter crabbing to the left.
- ▼ 2. Move the stick right to make the helicopter crab to the right. Centre the stick to stop the helicopter crabbing to the right.

Crab to the Left - Left cyclic



Crab to the Right - Right cyclic



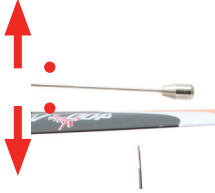
- ▼ 3. As you get more confident, you can combine movements at the same time to fly circles, figure eights, climbing and descending circles, nose in flying and precision landings on objects. The possibilities are endless. ENJOY!
- ▼ 4. When you have finished flying, turn off the helicopter FIRST, then the transmitter.

F. TRIMMING THE HELICOPTER (MODE 1)

The model should be stable and centred in the hover to produce the best flight performance. If you find that your model has a tendency to drift out of the hover then you can use the digital transmitter trims to correct it.

The transmitter features digital trims.

Throttle trim



If the main rotor blades are rotating when you plug in the battery but no throttle is applied, decrease the throttle trim by pressing down on the trim slider.

If the rotor blades do not start to rotate when you raise the throttle stick, increase the throttle trim by pressing up on the trim slider.

Yaw trim



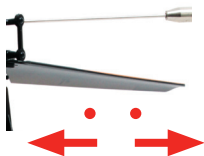
If the model rotates to the left or the right press the yaw trim slider in the opposite direction to correct it, e.g., If the model rotates left, press the trim slider right, until the model is centred.

Fore/aft cyclic trim



If the model drifts forwards or backwards press the trim slider in the opposite direction to correct it, e.g., If the model drifts forwards, press the trim slider backwards (aft) trim until the model is centred.

Left/right cyclic trim

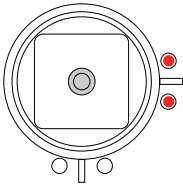


If the model rolls to the left or right, press the trim slider to correct it, e.g. If the model drifts to the left, press the trim slider to the right, until the model is centred.

G. TRIMMING THE HELICOPTER (MODE 2)

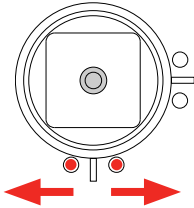
The model should be stable and centred in the hover to produce the best flight performance. If you find that your model has a tendency to drift out of the hover then you can use the trim buttons detailed on page 5 to correct it. The transmitter features digital trims.

Throttle trim



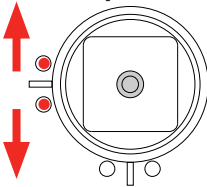
- ↑ If the main rotor blades are rotating when you plug in the battery but no throttle is applied, decrease the throttle trim by pressing down on the trim slider.
- ↓ If the rotor blades do not start to rotate when you raise the throttle stick, increase the throttle trim by pressing up on the trim slider.

Yaw trim



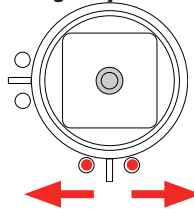
If the model rotates to the left or the right press the yaw trim slider in the opposite direction to correct it, e.g., if the model rotates left, press the trim slider right, until the model is centred.

Fore/aft cyclic trim



If the model drifts forwards or backwards press the trim slider in the opposite direction to correct it, e.g., if the model drifts forwards, press the trim slider backwards (aft) trim until the model is centred.

Left/right cyclic trim



If the model rolls to the left or right, press the trim slider to correct it, e.g., if the model drifts to the left, press the trim slider to the right, until the model is centred.

BINDING TRANSMITTER TO RECEIVER

A working 2.4GHz transmitter and receiver (in the helicopter) have a coded or 'bound' relationship with each other. The setting up of this relationship is known as 'binding'. In a 'bound' transmitter/receiver relationship the receiver (and therefore the helicopter it is in) is bound to your transmitter and can only respond to signals received from that transmitter. It will not respond to any other device or transmitter.

BINDING YOUR HELICOPTER

- ▼ 1. Make sure the throttle is in the lowest position, that is, throttle stick towards you, then switch on the transmitter.
- ▼ 2. Connect helicopter battery and place on a flat surface, then switch on the helicopter.
- ▼ 3. Wait for at least 5 seconds after switching on the helicopter.
- ▼ 4. Pick up the heli and hold it by the landing skids in one hand, keeping clear of the rotors. Gently move the sticks on the transmitter side to side to confirm the heli is responding. Your helicopter is now ready for use.

FLYING WITH OTHER TWISTER 400 PILOTS

It is possible to have up to five Twister 400 Sport V2 helicopters operating in the same vicinity at one time.

WARNING: it is very important to turn on the heli's one at a time (i.e. not all at once!)

Proceed as follows:

- ▼ 1. Turn on the first transmitter then
- ▼ 2. Turn on the first heli.
- ▼ 3. When the heli is responding correctly, turn on the second transmitter then
- ▼ 4. Turn on the second heli and so on...

...until up to five Twister 400 Sport V2 helicopters are ready for flight.

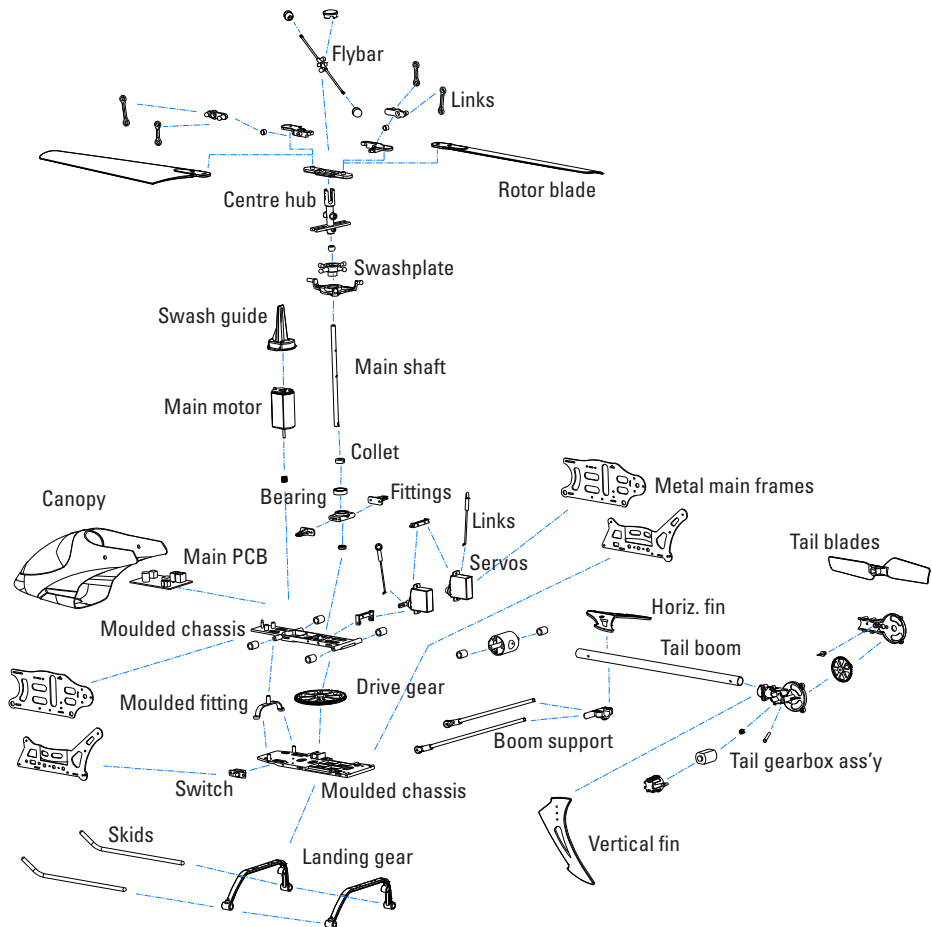
Double check that each transmitter is controlling one heli, then all five can be flown together.

We wish you good luck and hope you enjoy your Twister 400 Sport V2!

PARTS LIST

Code	Description
6605944	Main rotor blades
6605946	Rotor head assembly
6605966	Tail rotor blade with screw
6605940	Flybar assembly
6605948	Mainshaft and drive gear with screw
6605964	Landing gear with screws
6605942	Link set
6605956	Tail gearbox with motor
6605960	Swashplate
6605962	Moulded fittings for main frame
6605904	Upper rotor head assembly
6605968	Canopy with mounts and screws
6605954	Tail boom with supports and screws
6605952	Horizontal and vertical stabilisers with screws
6605914	Tail motor with pinion gear and screws
6605916	Main motor with pinion gear and screws
6605918	Main shaft collet and bearings
6605920	LiPo Battery 7.4V 700mAh
6605922	Receiver, gyro and drive board
6605958	Micro servo (2pcs)
6605950	Main frame set with screws and spacers
6605972	Swash guide/motor mount
6605974	Transmitter Mode 2
6605976	Moulded main chassis parts
6605978	Main rotor centre hub
6605932	Twister 400 Sport battery charger UK
6605934	Twister 400 Sport battery charger EU

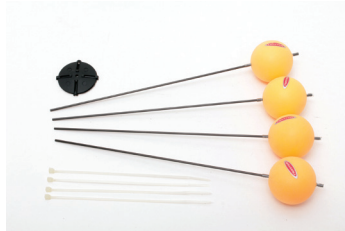
EXPLODED VIEW



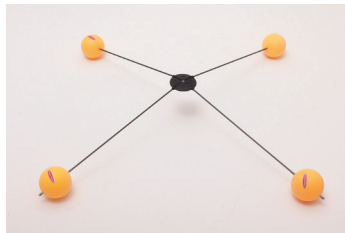
LEARNING WITH TRAINING UNDERCART

TRAINING UNDERCART

If you have never flown an R/C helicopter before, we recommend learning to fly with the included Training Undercart. This will assist you in having a successful landing by helping you to land the helicopter upright and not break anything.



- ▼ 1. The training undercart consists of carbon fibre rods with balls attached, a centre hub and cable ties.



- ▼ 2. Connect the components of the training undercart as shown above.



- ▼ 3. Attach training undercart to the helicopter using cable ties as shown above.
- ▼ 4. Learn to hover fairly close to the ground, 30 - 90 cm, and as soon as you can hover 90cm off the ground for most of the battery pack, remove the training undercarriage as your progress will now be quicker without it.

NB Again remember it is perfectly normal for a helicopter to want to drift left/right/ forwards/backwards as it becomes light on the skids. The art of helicopter flying is to anticipate the heli's next movement and to nudge the cyclic control stick(s) lightly to correct and to throttle back when your brain cannot keep up. If you get into trouble, gently lower the throttle and land the heli, the training undercart will help stop the helicopter land upright so that after a few short breaths you can have another go, usually without having to repair the helicopter.

WARRANTY

30 DAY WARRANTY

Model Engines (Aust.) Pty. Ltd. warrants this product to be free from defects in materials or workmanship for 30 days from the date of purchase and will repair, replace or refund the purchase should the product prove to be defective.

This warranty does not apply to any unit or system or component which has been dropped, damaged in a crash, improperly installed, assembled, handled or abused.

Model Engines (Aust.) Pty. Ltd. reserves the right to void the warranty if the product has been altered or modified, has had a foreign part added, has been misused or not used for the purpose for which it was designed, has been used near or in salt water, has been water damaged, or if the damage has been caused by the customer's use of the product.

Under no circumstances does Model Engines (Aust.) Pty. Ltd. warrant nor will the consumer be entitled to consequential or incidental damages. Model Engines (Aust.) Pty. Ltd. assumes no responsibility for any other damage, inconvenience or other claims whatsoever.

LODGING A CLAIM

To lodge a claim, present the goods to your place of purchase (retailer where you bought the product) with your original purchase receipt and a written explanation of the defect.

The place of purchase (retailer where you bought the product) will then contact Model Engines (Aust.) Pty. Ltd. for a Return Authority number and will return the item for warranty assessment to Model Engines (Aust.) Pty. Ltd.. Items delivered to Model Engines (Aust.) Pty. Ltd. for warranty assessment without a Return Authority number will be returned to sender.

The warranty process may take up to 14 business days from the date of receipt. Model Engines (Aust.) Pty. Ltd. must assess each item and if warranty applies must repair or replace the item at its discretion and return it to the place of purchase (retailer where you bought the product).

Goods presented for warranty may be replaced by refurbished goods of the same type rather than being repaired. Refurbished parts may be used to repair the goods.

If the product is proved to be defective the cost and expenses relating to the delivery of the goods to Model Engines (Aust.) Pty. Ltd., will be borne by Model Engines (Aust.) Pty. Ltd..

The benefits of this warranty are in addition to other rights and remedies of the customer under any law to which this warranty relates.

Our goods come with guarantees that cannot be excluded under the Australian consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

Model Engines (Aust.) Pty. Ltd., Unit 1, 158-168 Browns Road, Noble Park, Victoria, 3174, Australia.

www.modelengines.com.au Ph (03) 8793 5555 warranties@modelengines.com.au

This warranty information relates to goods supplied on a wholesale basis by Model Engines (Aust.) Pty. Ltd. to Australian Retailers. The warranty complies with Australian regulatory requirements and supersedes all warranty information from the original manufacturer.

TWISTER
400 Sport V2

Australasian agents:
Model Engines (Aust.) Pty. Ltd.



www.modelengines.com.au