

# AirStrike®

## Flight Manual



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If you have questions about operating or installing your new Megatech product, or if you are missing parts... Please Call Megatech First!

## **DO NOT RETURN THIS PRODUCT TO THE STORE**

*Call our Customer Service Department at:  
(201) 662-2800*

*10:00am - 5:00pm, EST Monday through Friday (except holidays)*

Technical assistance is also available on-line at [www.megatech.com](http://www.megatech.com) or by e-mail to [questions@megatech.com](mailto:questions@megatech.com)

**Congratulations** on your purchase of a Megatech® Air Strike®. Flying has never been more fun! Get ready to launch into a new world of high-flying excitement! Your new Air Strike® requires no tools or glue to assemble and within minutes of opening the box, it will be ready to soar at speeds up to 35 mph and reach amazing heights. Then you simply recharge the flight pack and take off on your new adventure.

**Please read this entire manual carefully before you attempt to build or fly your Air Strike.**

If you experience any problems, **DO NOT** take your Air Strike® back to the store! Call one of our MegaTechnicians at 1-888-MEGA-911 or send an e-mail to: [info@megatech.com](mailto:info@megatech.com)

### **Helpful Hints**

- Flight time is about 8-10 minutes. When the power on the plane is low, the motor will shut off, however, the servos will still work, so you can land. Land the plane as soon as possible when the power runs out.
- Bring several extra flight pack with you for longer flying time.
- 8 AA alkaline batteries are recommended for the transmitter.
- Check the direction and wind speed before each flight. Although the AirStrike is capable of flying in winds of 10 mph, Megatech recommends waiting for a day with little or no wind until you become familiar with the flight characteristics of the plane.
- Check the power light on the transmitter before each flight. If the green light becomes dark or goes out, Do not fly. Change the batteries in the transmitter.
- Always stay far away from trees, buildings and elevated land. Unexpected air currents can quickly alter your Airstrike's course and possibly lead to a crash.

## TABLE OF CONTENTS

Getting Acquainted with Your Air Strike® .....	4
Safety Warnings .....	5
Assembling the Main Wing .....	5
Assembling the Landing Gear .....	6
Assembling the Tail Surfaces .....	7
Attaching the Wing to the Fuselage .....	7
The Air Strike® Radio System .....	8
The Battery Pack .....	9
The Battery Charger .....	10
Charging the Battery .....	11
Cycling the Batteries .....	12
Installing the Batteries .....	12
Safety Start Switch .....	13
Preparing to Fly .....	13
Rudder and Elevator Controls .....	14
Testing the Motor .....	15
Safety Precautions .....	16
Pre-Flight Preparations .....	17
Your First Powered Flight .....	18
Launching By Hand .....	18
Control Stick Adjustments .....	19
Turning Your Air Strike® .....	20
Having Trouble .....	21
Landing Your Air Strike® .....	21
Taking Off from the Ground .....	22
Making Repairs .....	23
Installing a New Propeller .....	24
Obtaining Spare Parts .....	25
Air Strike® Trouble Shooting Guide .....	26
Warranty Information .....	27



## Getting Acquainted with Your Air Strike

Review the components of the Air Strike® to ensure that your kit is complete before you begin final assembly. (See **Figure 1**)

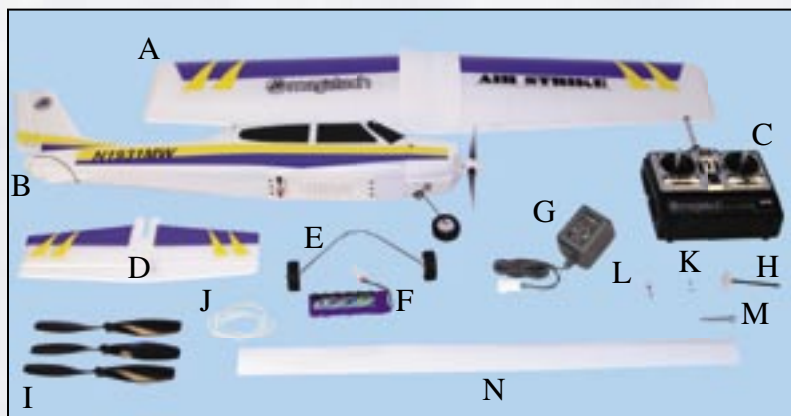


Figure 1 – Exploded view of all parts

### Kit Contents:

- A. Main Wing
- B. Fuselage – Includes Motor, Gearbox, Radio, Vertical Fin & Nose Wheel
- C. 3-Channel Radio Transmitter
- D. Horizontal Stabilizer with Elevator
- E. Main Landing Gear
- F. Rechargeable 8.4 volt Flight Pack
- G. 110v Wall Charger
- H. Spare Gear Shaft
- I. Extra Propeller
- J. Main Wing Bands and Spares
- K. Spare Prop Nuts
- L. Spare Fuse
- M. Prop Wrench
- N. PVC Tape Strip

*Make sure that you have received all parts shown.*

*If something is missing, call Megatech toll-free at 1-888-MEGA-911*

## Safety Warnings



The spinning propeller on this aircraft can be dangerous!

Use extreme care when operating your airplane. Keep your hands, fingers and any article of clothing away from the propeller.

This model is designed to be flown only in calm conditions (wind speeds of 10 mph or less). Attempting to fly your aircraft in winds above 10 mph can result in a crash!

## Assembling Your New Air Strike

### Items Required to Build Your Air Strike®:

- 8 “AA” alkaline batteries
- Transparent tape
- Felt-tip marker

### Step 1: Assemble the Wing

**A.** Locate the main wing. Remove the backing material from the double-sided tape located on top of the wing’s center section. Now, unfold the wing so that the plastic center section is securely adhered to both wing panels. See **Figure 2A**.

**B.** Cut 4 strips of clear tape (Scotch® tape or equivalent) to a length of 7" (177mm) each. Tape strips should be applied to the wing where the center section ends on the top and immediately below this on the bottom. Apply the tape to the bottom of the wing first, then the top. Make sure the tape strips on top of the wing are half on the plastic center section and half on the foam wing surface. The tape will help to protect the wing against dents and damage from the wing bands that hold the wing to the fuselage. See **Figure 2B**.

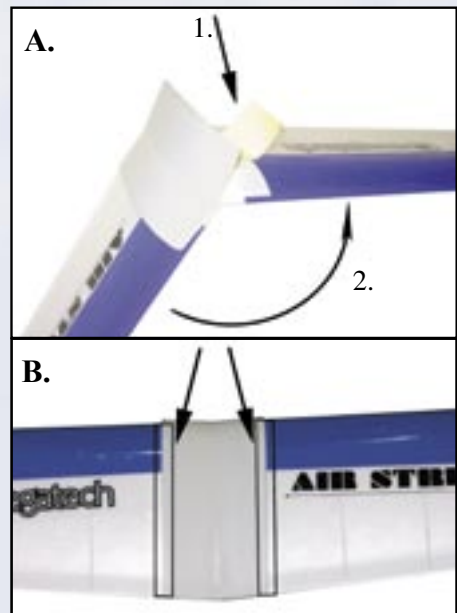


Figure 2 – Remove tape backing and unfold wing. Apply clear tape to wing and center section.

Next, find the strip of white PVC reinforcing tape included with your kit. This will be applied to the bottom of the wing. Remove the backing from the PVC tape and stick the tape to the center section of the wing as shown in **Figure 3**. Do not conform the tape to the shape of the ridge in the center of the wing. Leave an air gap between the tape and the ridge. Make sure that there is an equal length of tape on each wing panel. Press the tape down firmly to the wing surface. The tape will help to reinforce the wing against excessive flight loads, which will naturally occur during steep climbs or descents.

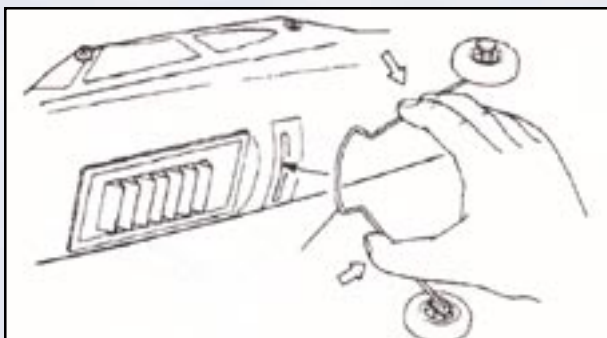


*Figure 3 - Place PVC tape along bottom of wing as shown.*

## Step 2: Assemble the Landing Gear

Grasp the legs of the main landing gear. Gently squeeze the legs together, and then push the gear into the slot on the bottom of the fuselage behind the battery door. See

**Figure 4**. Press firmly, but gently until it is in all the way. Then release the pressure on the gear legs and give them a gentle tug to make sure they are secure. To remove the main gear, simply squeeze the gear legs together to release the gear from the housing and pull it out of the slot.



*Figure 4 - Landing Gear Placement*

### Step 3: Assemble the Tail Surfaces

Locate the horizontal stabilizer from your kit. Carefully slide the horizontal stabilizer into the slot located at the rear of the fuselage as shown in **Figure 5**. The elevator control horn should be pointing upward. Route the antenna under the horizontal stabilizer, so it exits from the indentation in the rear of the fuselage. Make certain that the stabilizer is perfectly level and 90 degrees to the vertical fin as indicated in the picture. When the horizontal stabilizer is properly aligned, apply two pieces of clear tape where the fuselage meets the stabilizer as shown in **Figure 5**. Be careful not to place tape over the moveable portion of the stabilizer (elevator).

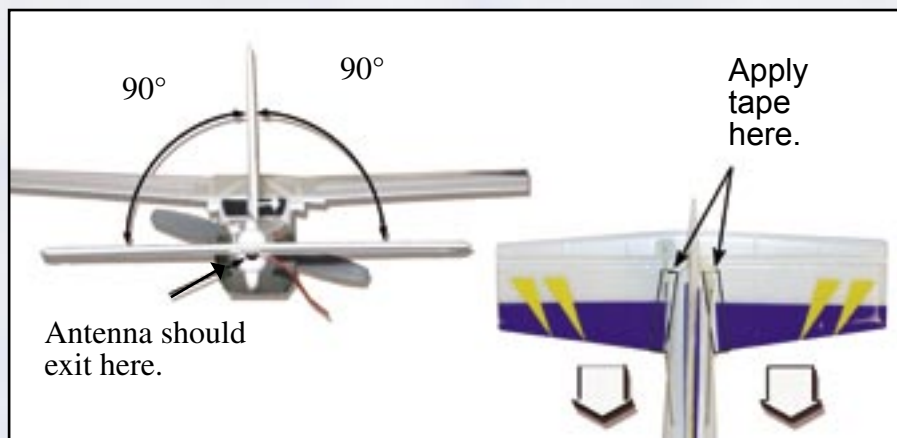


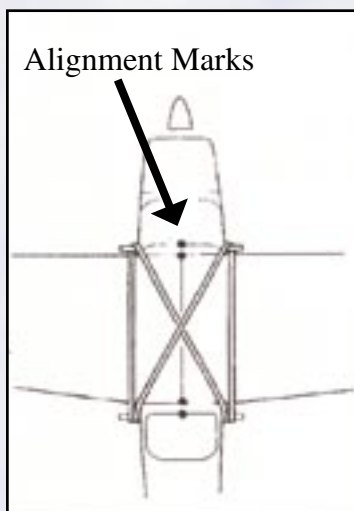
Figure 5 - Push horizontal stabilizer (tail) in from the rear.

Next, snap the plastic control links into place. The hook (clevis) at the end of the push rod on the left side of the plane attaches to the hook (horn) on the rudder. The clevis on the right connects to the elevator control horn. Don't worry if the rudder and elevator are not straight. They will be adjusted later.

### Step 4: Attach the Wing to the Fuselage

- A. Set the wing on the fuselage. Carefully align the center of the wing onto the saddle area of the fuselage. Look at the picture on the box if you're not sure what is the front and what is the back of the wing.

- B. Attach 4 wing bands. Install one on each side in a II pattern. Then Install two bands in a X pattern (Crossed over each other). See **Figure 6**.
- C. After the wing bands are installed, check the wing once again to make certain that it is still perfectly centered. When perfectly centered, make an alignment mark (use a pencil or felt-tip marker) at the front and rear of the wing where it meets the fuselage. The marks will make it easier to align the main wing next time you install it.



*Figure 6 - Attaching the Main Wing*



### **Important Note!**

**Disassemble your Air Strike<sup>®</sup> when not flying.  
This will help reduce the chance of accidental damage.**



## **The Air Strike Radio System**

This aircraft uses a 3-channel R/C (radio control) system. See **Figure 7**. The stick on the left side of the transmitter operates the motor. When this stick is all the way in the “down” position, the motor is off. Power increases as the stick is moved up. Full power is reached when the left stick is positioned fully “up”. The right stick controls the elevator (up and down) function and the rudder (right and left) function.



Figure 7 - The Radio Transmitter

There is a battery LED light located at the center top of the transmitter face. Green indicates adequate battery power. Red means that the transmitter batteries are low and must be replaced. **Never attempt to fly when the LED light is red!** This will result in loss of control and most likely a crash!

The radio system is tuned to a specific frequency channel in the 72 MHz band. The crystals in both the transmitter and receiver may NOT be changed. Attempting to do so is a violation of FCC (Federal Communications Commission) law and will render your radio unusable! Contact our service center if you think there may be a problem with your radio or should you need to change the frequency.

There is an auto-cutoff feature in the aircraft that allows both the radio system and the motor to be powered from the same flight pack. When the flight pack starts to run low, it will automatically shut off the motor, while leaving enough reserve power for the radio (about 3-4 minutes) to control the servos and glide in for a safe landing. Land the plane as soon as possible when the power runs out.

### The Battery Pack

The battery pack included with the Air Strike® (see **Figure 8**) is made up of NiMH (nickel-metal-hydride) rechargeable cells. These are very different from regular dry cell batteries! With proper care and charging methods, these packs can be charged and used hundreds of times before they need to be replaced.

**Important:** *The Air Strike uses a special battery with polarized connectors. Do not use any battery pack for this aircraft other than original Megatech™ equipment. Use of any other battery pack may cause damage to the aircraft and void your warranty!*

### The Battery Charger



The battery charger (see **Figure 8**) is designed specifically for the battery packs in your Air Strike and will not charge any other type of battery pack. Attempting to charge a battery other than the type included with this airplane will result in damage to both the charger and the battery.

Figure 8 - Battery Pack and Charger

It is normal for NiMH battery packs to become warm during the charging process. You can also expect the battery pack to be warm after each flight. Always allow a warm battery to cool prior to recharging, and never attempt to charge a battery pack that is too warm to hold in your hand. Always disconnect the charger from the electric socket when the charging process is complete.

When connecting or unplugging the battery pack, hold it by the connectors. Never pull on the wires. (See **Figure 9**)

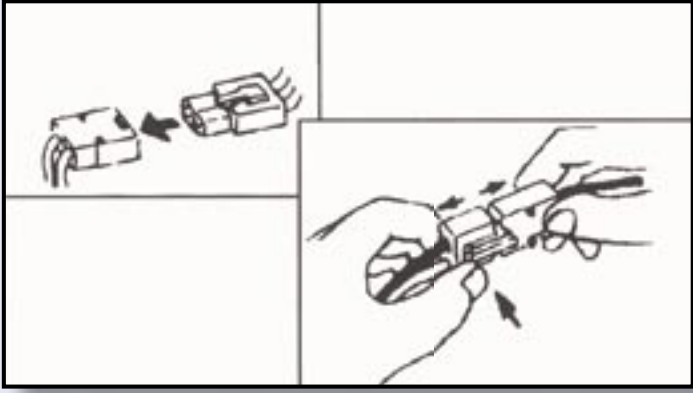


Figure 9 - Battery Connectors



## CAUTION



### **READ THIS SECTION BEFORE CHARGING YOUR BATTERY PACK FOR THE FIRST TIME!**

- Always handle the battery pack carefully.
- Never cut the battery lead wires.
- Do not insert any metal objects into the battery plug, as a direct short (and quite possibly a fire) will result.
- Always remove the battery pack from your Air Strike® after each flight. Do not store the battery pack inside the aircraft.
- Never allow the battery pack to get wet. Should the battery ever come into contact with any moisture, dry it carefully before attempting to use it again. Moisture can cause short-circuits and severe damage.
- Keep the battery away from heat or fire. Never leave the it in direct sunlight.
- **NEVER LEAVE THE BATTERY PACK UNATTENDED WHILE CHARGING. OVER- CHARGING CAN DAMAGE YOUR BATTERY.**
- Always remove battery from airplane before charging.
- Dispose of NiMH (nickel-metal-hydride) batteries properly. Never place them in fire!

### **Charging the Battery**

- A. Plug the charger into an electric socket.
- B. Next attach your battery pack to the battery charger. The charger will automatically begin charging the battery pack.
- C. Charging will take approximately 2 hours, however, longer charge times may be necessary when the battery is new. Charging is complete when the battery is warm to the touch. Do not allow the battery to get too hot.

## Cycling the Batteries

**AFTER READING THIS ENTIRE MANUAL, BUT BEFORE YOU FLY YOUR AIR STRIKE® FOR THE FIRST TIME:**

**You must “cycle” the flight pack at least twice prior to flying your aircraft. This will provide the aircraft with more power and longer flight times!**

**Here’s how:** Charge the battery pack as instructed earlier. Install the charged battery into the aircraft, turn on the transmitter first and then the receiver. Carefully hold the airplane at the center of the fuselage so the propeller arc is unobstructed and away from fingers, loose clothing, etc. Press the red arming button and move the throttle stick to full. Allow the motor to run until it stops. Allow the battery pack to cool, and then recharge. Repeat the process of running the motor until the battery is drained. The battery pack will now supply more power and your first flights will be much easier and safer!

## Installing the Batteries

- A. Be sure that both the transmitter and receiver switches are in the “off” position.
- B. Install 8 new “AA” alkaline dry cell batteries in the transmitter (see **Figure 10**). Turn the transmitter on to make sure the LED light glows green. Fresh batteries will provide about 2 hours of power to the transmitter. When the LED light glows red, immediately install new batteries. Failure to do so will result in loss of control and (most likely) a crash.
- C. Charge the on-board battery pack as previously instructed on page 11. Connect the charged battery as shown in **Figure 11**. Install the battery, neatly folding the wires between the pack and the side of the case. Once the battery is inserted into the aircraft, snap on the battery hatch by carefully inserting one end and then flexing the cover slightly until it snaps in on the opposite end.



*Figure 10 - Radio Batteries*



*Figure 11 - Airstrike Battery Placement*

## Safety Start Switch

You'll notice a red button located on the underside of the fuselage next to the on/off switch. This button must be pressed before power can be supplied to the motor. This safety switch exists so that radio interference or problems can be discovered without the motor starting unexpectedly. See **Figure 12**.

NOTE: Always turn the transmitter on first, before turning on the receiver. Only push the red start button after you are certain that the radio is operating properly and you're ready to fly!

### Preparing to Fly

- A. Set the transmitter trim adjustment levers (located beside and below the stick assemblies) to their center positions.

**Make sure the throttle stick is in the "down" position!** Turn on the transmitter, then the receiver.

**DO NOT PUSH THE RED START BUTTON AT THIS TIME!**

Adjust the control links (clevis) at the end of the elevator and rudder pushrods, so that when inserted into the control horns, both the control surfaces are level (neutral) as shown in **Figures 13A, 13B and 13C**. Turn the clevis clockwise to shorten it and counterclockwise to lengthen it.

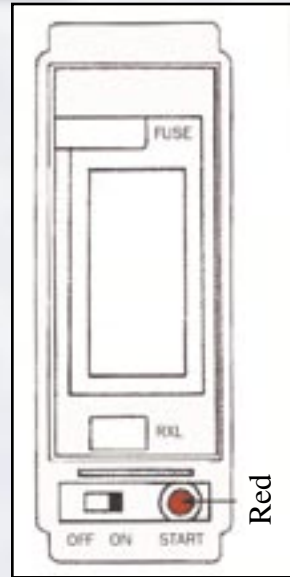


Figure 12

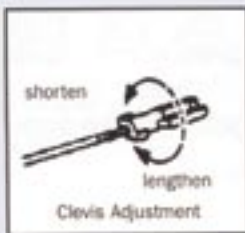


Figure 13A

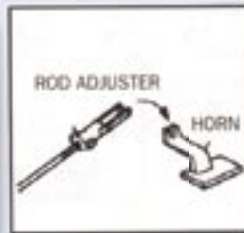


Figure 13B

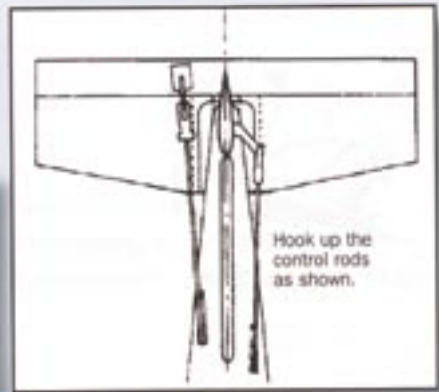


Figure 13C

- B. At this time, move the rudder and elevator control stick (the right control stick), to see how the controls operate your Air Strike®. Notice that you can operate the rudder and elevator at the same time. This helps provide smooth, controlled flights. See **Figure 14** for reference.

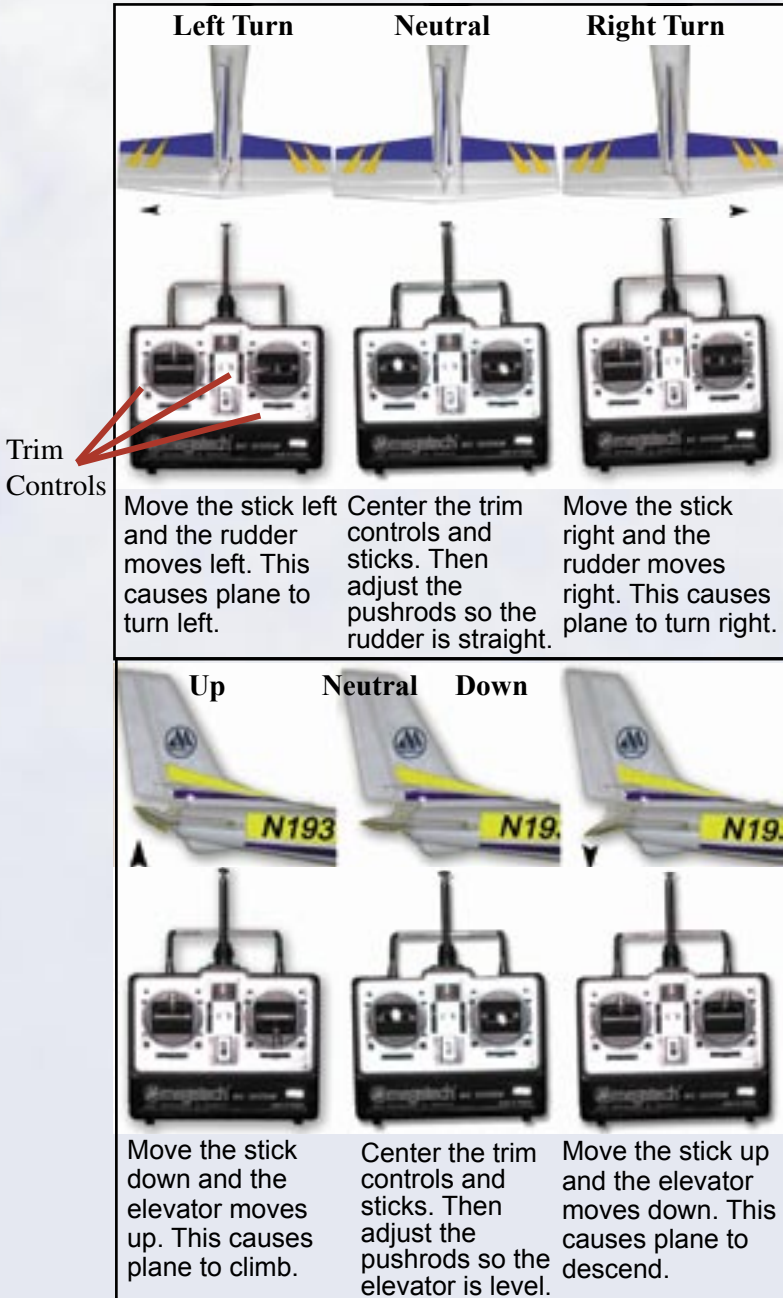


Figure 14 - Control Stick Movements

By moving the stick diagonally, you can turn the plane and change altitude at the same time. The control stick is proportional, so if the movement of the stick is more to the right than down, for example, the plane will bank strongly to the right, but ascend gradually or hold altitude. When the plane banks left or right, the nose will tend to drop, so a little up elevator will tend to keep the plane from dropping.

- C. Now it's time to test the motor (this should be done outdoors!). First, make certain that the left stick, the throttle stick, is in the "off" position (all the way down) and both the transmitter and receiver switches are on. Then firmly grasp the center of the Air Strike® fuselage, keeping hands and all obstructions clear of the propeller. Now press the red safety start switch and slowly move the throttle up to full to make certain the propeller and gearbox are operating properly. Move the throttle up and down a few times to get a feel for how it works (See **Figure 15**). Once you are satisfied and familiar with the operation of your Air Strike, turn off the receiver (first) and then the transmitter.

### IMPORTANT:

**Always turn on the transmitter first (before turning the receiver on).**

**Always turn off the receiver first (before turning off the transmitter).**

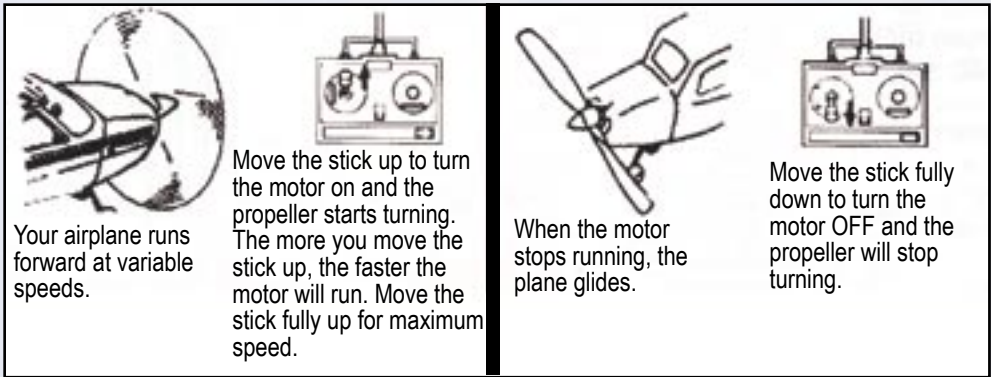


Figure 15 - Throttle Stick Movements

## IMPORTANT SAFETY PRECAUTIONS

Please read these before operating your Air Strike.

- YOU ALONE ARE RESPONSIBLE FOR OPERATING YOUR AIRCRAFT IN A SAFE AND RESPONSIBLE MANNER. FOLLOW THESE BASIC SAFETY GUIDELINES AT ALL TIMES.
- Always fly your airplane in a wide-open area. You'll need at least two football fields worth of area that is free from obstructions such as buildings, electric power lines, trees, roads, other people or vehicles. Do not fly around people who are unaware that you are flying a model airplane, and never fly over people's heads.
- Fly **only** on calm days. Gusty winds and winds over 10 mph will make it difficult (if not impossible) to control the aircraft properly.
- Make sure that the transmitter and receiver are both switched off and the battery is disconnected when you're not flying.
- Do not attempt to disassemble any of the airplane's components or allow them to get wet. Electrical damage may occur.
- Never fly your airplane from roadways or after dark.
- When operating/flying, always be aware of the spinning propeller. Be careful not to let it come close to your body, other people or loose clothing.
- Keep spectators behind you when flying.
- Since your airplane is controlled by a radio link, it is very important to always use new alkaline batteries in the transmitter. We recommend Megatech's Golden Power series, designed for RC products.
- Before flying, make sure you perform a range check and can maintain control at least 25 feet from transmitter to model with the transmitter antenna collapsed. Do not fly your airplane if other models are being operated on the same frequency in the area. If you are at a field with other pilots, **NEVER TURN ON YOUR TRANSMITTER OR RECEIVER** without first confirming that there are no other models in the air on the same radio frequency. Talk to the other pilots and make sure that they are aware of what frequency you are using.
- Do not use solvents or liquid cleaners to clean this model. Doing so may damage the plane. Use a dry, soft cloth for cleaning.

## Pre-Flight Preparations

Now it's time to describe how you can become a successful R/C pilot with the Air Strike®. A little patience and care exhibited here will result in a well-flying, long-lasting aircraft.

Did you “cycle” the battery pack as previously described on page 12? This is extremely important!

### **Perform these pre-flight checks each time you fly:**

- Is the wing properly aligned and attached securely to the fuselage?
- Is the transmitter LED light glowing green?
- Is the receiver switched off prior to installing the battery pack?
- Do the rudder and elevator controls work properly after turning on the transmitter (first) and then the receiver?

## Your First Powered Flight

We recommend that you always launch your Air Strike® by hand. Although capable of taking off from the ground, there are several disadvantages to attempting this. First, the Air Strike's nose gear is fixed (not steerable), making the aircraft difficult to control on the ground. Second, ground take offs provide no margin for error. After breaking ground, you simply do not have enough time to react to sudden changes in pitch or altitude. With a hand launch, the Air Strike® will basically “fly out of your hands,” providing several feet of altitude for the airplane to stabilize prior to needing any control inputs. This gives you a few precious seconds to catch your breath and begin controlling the aircraft. Third, the battery power required to take off from the ground makes flight time substantially shorter. We strongly recommend using only hand-launch take offs when flying the Air Strike®.

### Launching By Hand

- 1) Face directly into the wind.
- 2) Turn on the transmitter first, and then the receiver.
- 3) Grip the aircraft underneath the fuselage and slightly behind the wing. Press the red safety start button.
- 4) Move the throttle stick up to full power.
- 5) Step forward quickly four or five steps, keeping the wings as level as possible with the aircraft pointed into the wind. You'll feel the airplane actually try to rise up out of your hand.

Give the plane a firm, level push forward as you walk (in a smooth motion). **Do not throw the airplane!** Release the airplane straight and level with the ground. **Do not** release it with the nose pointed upward. The plane will begin to climb upon release. See **Figure 16**.

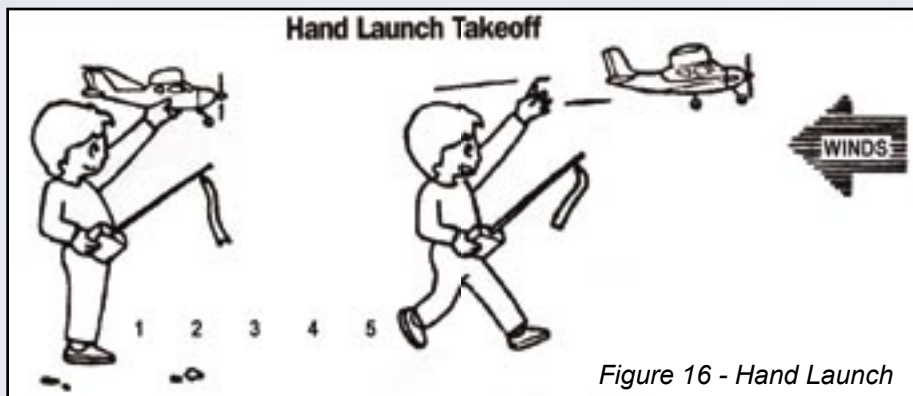


Figure 16 - Hand Launch

## Control Stick Adjustments

Keep your stick movements smooth, not abrupt or “jerky”. The aircraft will actually fly all by itself if left alone, and **SMALL** movements of the stick are all that is needed to control the Air Strike. In fact, moving the rudder/elevator stick all the way in any direction will cause the aircraft to become unstable, so remember.....**smooth!**

After launch, allow the aircraft to fly directly away from you and gain altitude prior to making your first turn. If the aircraft turns, climbs or dives with no control input, correct the flight path by gently moving the stick in the appropriate direction. See **Figure 17**.

### Trimming for Straight and Level Flight

If the airplane tends to turn left or right on its own during the flight, it can be trimmed to fly straight using the rudder trim adjustment on the transmitter. Use the elevator trim to correct climb or descent during powered flight. If the amount of trim control is not enough to correct excessive turning or climbing, land the plane and adjust the required control rod on the airplane.

Motor speed can also be used to adjust the plane's climb or descent. Full motor power will cause the plane to climb. Low motor power will cause the plane to descend.



If the airplane climbs too steeply with stick at neutral, move elevator trim upwards. Do the opposite if the plane is descending too steeply.

If the airplane turns right with the stick at neutral, move trim to left. Do the opposite if the plane is turning left.

Figure 17- Adjusting the Trim In Flight

## Turning Your Air Strike

Turning the Air Strike® is done with the coordinated use of both rudder and elevator controls. The rudder makes the aircraft yaw (bank) in the direction you wish to turn. When the aircraft banks, the nose will naturally drop, so small amounts of up elevator will be needed to keep the aircraft at a constant altitude while turning. As the aircraft turns to the new heading that you desire, a small application of opposite rudder will level the wings and return the aircraft to straight and level flight.

For your first flights, you'll find it easier to turn by making two 90-degree turns instead of one 180-degree turn. Turn 90 degrees, fly straight for awhile and then make another 90-degree turn. Do not attempt to make a complete circle, as it's easy to become disoriented. See **Figures 18A and 18B**.

Start the turn by feeding in a small amount of rudder in the direction you wish to turn. As the airplane turns and the nose drops, gently feed in just enough up elevator to keep the nose level. Touch the rudder control and bring it back to neutral as the aircraft completes the turn.

When on the desired heading, feed in just a bit of opposite rudder to level the wings and return the elevator to neutral to keep the aircraft from climbing excessively.

Your first flights will be easier if you face the same direction your aircraft is flying. This way, you can always orient yourself as if you're in the pilot's seat, even if it means looking back over your shoulder at the plane. NOTE: if the airplane is flying directly at you, the rudder control direction is "reversed". This means that right stick results in a turn toward your left when the aircraft is flying toward you. Turning with the plane and always facing the same direction will greatly help you learn how to fly in a shorter period of time.

During the first flight, execute gentle climbing circles in front of you. Keeping the aircraft in front of you (not overhead) is very important and crucial to successful first flights. Fly the airplane at a comfortable altitude and wait for the motor to cut off. Always think about where you want the airplane to go next. Anticipate where you want the aircraft to be prior to bringing the aircraft in for a safe landing.

After you become experienced at turning around by making two 90-degree turns as described earlier, you can try turning in one smooth continuous motion as shown here. Remember that turning a plane requires a coordinated movement of both rudder and elevator. Use the rudder control to bank the plane into the turn, and use the elevator control to maintain altitude. Practice, practice, practice!

Figure 18A - Turning Your Aircraft

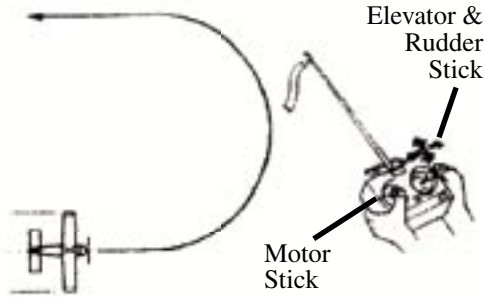
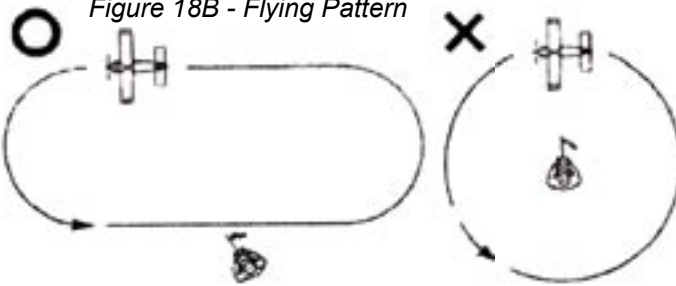


Figure 18B - Flying Pattern



Fly an oval pattern in front of you as shown here on the left. Flying in a continuous circle or flying around you as pictured on the right will lead to disorientation and will most likely cause you to crash.

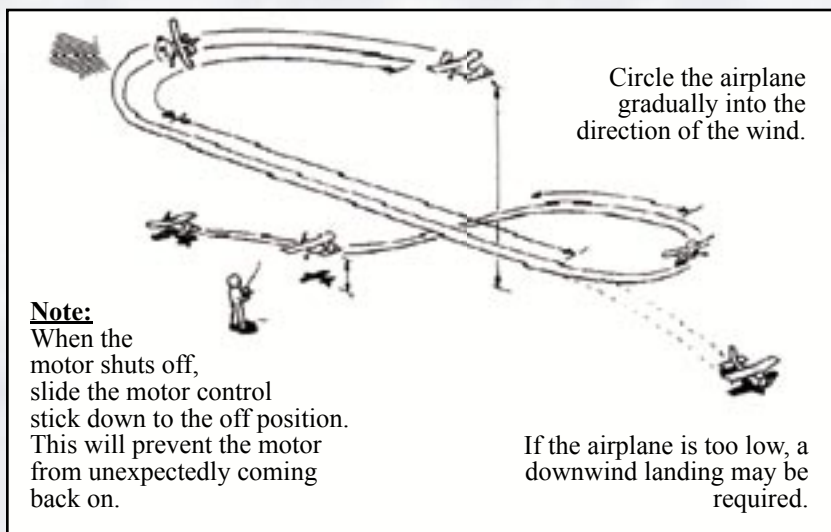
### Having trouble?

Should you over-control your airplane or lose orientation, it's possible that you'll find yourself in a downward spiral dive. Should this occur, remain calm and simply release the sticks! The plane will stop turning by itself, and will exit the spiral dive with the nose pointed down. Feed in some up elevator to level the aircraft and climb to a safe altitude.

**If you see that you're going to crash, immediately cut the power.** Doing so will minimize the damage to the aircraft.

### Landing Your Air Strike

When the motor stops, the nose will drop slightly. This is normal under reduced or zero power. Do not immediately give up elevator! Use the rudder to steer the aircraft toward a landing pattern. (See **Figure 19**)



*Figure 19 - Landing Your Aircraft*

Always set up landings into the wind, and use very small amounts of up elevator during turns. You should keep the nose of the plane in a gentle dive to maintain forward airspeed when the motor is off. At an altitude of about 3 feet, gently pull back on the elevator to “flare” the aircraft (point the nose slightly upward) before touchdown.

If you’re too far away to land safely on the desired landing area, don’t panic! Simply land the plane smoothly into the wind. You will not damage the aircraft as long as you take care to land gently!

### **Taking Off From The Ground**

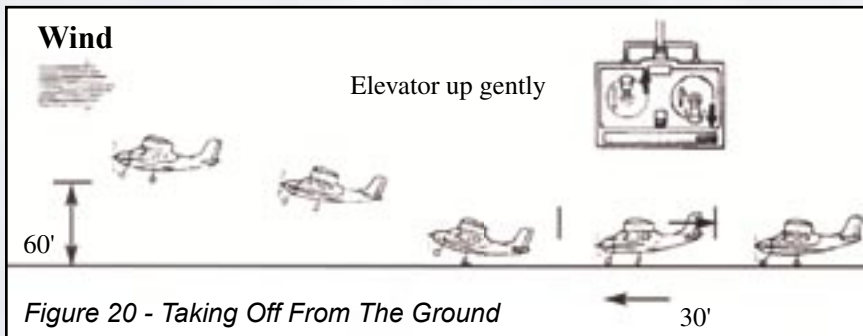
The Air Strike® is capable of taking off from the ground. Keep in mind that ROG (rise off the ground) take-offs use up a lot of battery power and will shorten your flight time. Therefore, if maximum flying time is important to you, continue to hand launch.

The most important thing to remember about lifting off from the ground is to gently apply up elevator after the airplane has reached sufficient flying speed. Excessive elevator input will cause the aircraft to stall and fall out of the air, as will trying to lift off before sufficient airspeed is built up.

Begin by placing the airplane on a smooth asphalt or concrete surface. Push the aircraft by the vertical fin and watch to make sure that it rolls straight. If the airplane pulls to the right or left, adjust the nose wheel so that it rolls straight down the runway. Once the aircraft rolls straight, line it up on the runway that you’ll be using and you’re ready to attempt a ground take off.

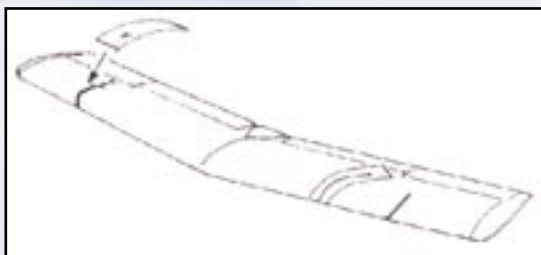
Switch on the motor and advance the throttle to full power. Keep the

airplane travelling in a straight path along the runway by using small rudder inputs. Allow it to pick up speed for about 60 feet, then gently add a small amount of up elevator and the Air Strike® will break ground. Continue to gain altitude in a shallow climb and you're on your way. See **Figure 20**.



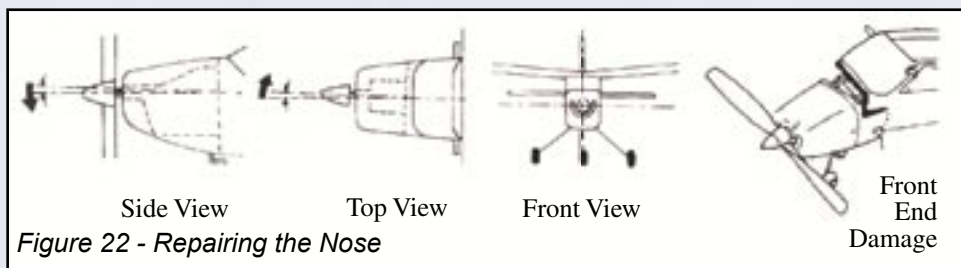
## Making Repairs

If the wings or tail surfaces should crack or break, they can be repaired using 5-minute epoxy glue. If the crack is small, the part can also be fixed using a strong clear packaging tape. See **Figure 21**.



*Figure 21 - Repairing the Wings*

Most damage to the nose section can be repaired using epoxy glue. Make sure the firewall and gearbox have the same thrust angles as before. See **Figure 22** for the proper thrust angles required for the Air Strike® to fly properly.



Should the propeller hit the ground while the motor is running (as in a crash), it is possible that the fuse will blow in order to protect the radio system in the aircraft.

To replace the fuse: 1. Turn off all switches. 2. Remove the battery pack from the airplane. Be careful. The area inside of the battery box may be hot from the battery pack releasing energy during flight. 3. Using sturdy tweezers or needle nose pliers, remove the fuse (located in the front of the battery compartment). 4. Gently, but firmly, press the replacement fuse (included with your Air Strike®) into place. 5. Additional fuses are available from your local hobby store or directly from Megatech.

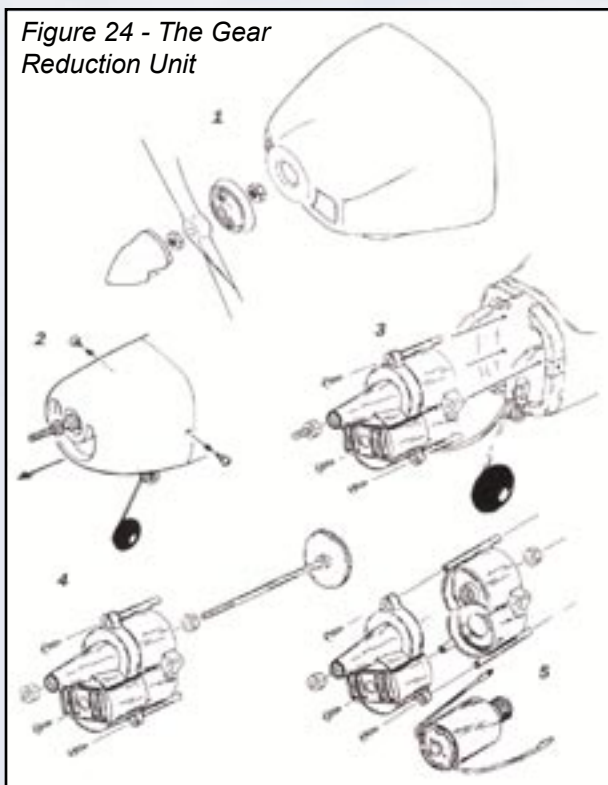
If the propeller on your aircraft is wobbling or vibrating excessively (as in **Figure 23**) or you notice a loud grinding noise coming from the gearbox, it usually means that the gear shaft is bent and needs to be replaced (an extra is included with your Air Strike®).

Follow **Figure 24** and disassemble the front of the aircraft and replace the gear shaft.

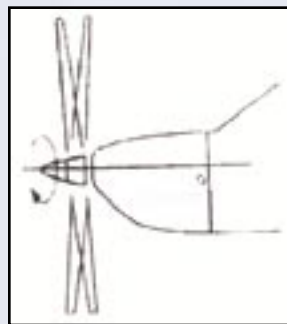
### Installing a New Propeller

When it is time to replace the propeller, be very careful to install the new propeller in the proper direction. If, after replacing the propeller, your Air Strike® seems as though there is not enough power to fly, you've probably just installed your propeller backwards. When looking at the propeller hub (center), you'll note that one side has a hexagon shape, and the other side has a perfectly round hole.

*Figure 24 - The Gear Reduction Unit*



The side with the hexagon goes against the spinner backplate (toward the tail of the aircraft). The side with the round hole faces in front of the aircraft. You tighten the prop nut against this side of the propeller.



*Figure 23 - Damaged Gear Shaft*

## Obtaining Spare Parts

Spare, repair and replacement parts are readily available for your aircraft. Should you need parts, visit your local hobby dealer first. If unavailable, you may order directly from Megatech. Use this sheet as a guide.

Part #	Description
990201	COMPLETE RECEIVER/SERVO UNIT CH41
990202	COMPLETE RECEIVER/SERVO UNIT CH56
990203	SPINNER CONE AND BACKPLATE SET
990204	PROPELLER
990205	GEARBOX CASE W/SCREWS
990206	GEAR SHAFT SET
990207	MOTOR
990208	ASSEMBLED GEARBOX UNIT (WITH MOTOR)
990209	COWL
990210	MAIN LANDING GEAR W/WHEELS
990223	NOSE GEAR SET
990211	BATTERY HATCH COVER
990212	ALUMINUM WING HOLD-DOWN RODS
990213	VERTICAL TAIL W/RUDDER
990214	HIGH PERFORMANCE AERO BANDS
990215	CRYSTAL SET CH41
990216	CRYSTAL SET CH56
990217	HIGH PERFORMANCE AERO FUSE
990218	BATTERY COMPARTMENT
990219	FUSELAGE
990220	FIREWALL
990221	PUSHRODS
990222	CONTROL HORN
990224	MOTOR PINION GEAR
990225	CLEVIS
990226	MAIN WING
990227	HORIZONTAL TAIL W/ ELEVATOR
990228	COMPLETE DECAL SET
990229	WHITE PVC WING REINFORCEMENT TAPE
990230	COMPLETE 3 CHANNEL TRANSMITTER CH41
990231	COMPLETE 3 CHANNEL TRANSMITTER CH54

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**Fax Orders: (201) 662-1450**

**problem****possible cause****solution**

Motor/propeller does not move after start button is pressed/throttle moved.

Battery not fully charged.  
Battery not connected properly.  
Fuse is blown.

Charge the battery again following the instructions.  
Make certain the battery connection is secure.  
Replace the fuse with the spare included with your kit.

Motor/prop move when the start button is pressed, but stop when the button is released.

Fuse is blown.  
Battery not fully charged.

Replace the fuse with the spare included with your kit.  
Charge the battery again following the instructions.

Motor runs but the propeller does not turn.

Pinion gear is loose on the motor shaft.  
Propeller nut is loose.  
Spur gear is loose on the propeller shaft.

Remove gearbox and replace pinion.  
Remove spinner and tighten the prop nut.  
Remove gearbox and check the gears.

Motor starts as soon as the battery is connected.

Is something holding down the start button?

Remove finger or other obstruction from button.

Motor runs only for a short time before turning off.

Battery not fully charged.

Charge the battery again following the instructions.

Rudder/Elevator move erratically with no input from the transmitter.

Transmitter batteries are low.  
Transmitter antenna is not fully extended.  
Receiver antenna is not properly extended.  
Transmitter is too close to the aircraft.  
Battery is not fully charged.  
Another radio is operating on the same channel.

Install fresh "AA" batteries.  
Extend antenna fully.  
Extend antenna fully.  
Move transmitter antenna away from the aircraft.  
Charge the battery again following the instructions.  
Wait until the channel is clear or the other radio is off.

After launch, the plane does not fly straight or crashes.

You are improperly launching the aircraft.  
Are the rudder and elevator properly trimmed?  
Is the tail securely mounted to the fuselage?  
Battery not fully charged.  
Using too much "up" elevator.

Review instructions for launching the aircraft.  
Make sure the rudder/elevator are set at neutral trim.  
Use clear tape to secure the tail to the fuselage.  
Charge the battery again following the instructions.  
Use less up elevator at launch.

Aircraft does not fly straight, but turns left or right.

Is the rudder set at neutral?  
Is the wing properly aligned on the fuselage?  
Is the elevator aligned and set properly?  
Using too much rudder input.

Recheck the trim (adjust the control links if needed).  
Review the instructions on how to align the wing.  
Check and align the horizontal stabilizer.  
Use small, gentle control inputs.

Aircraft pitches violently up or down during flight.

Too much up or down elevator movement.

Use small, gentle control inputs.

Aircraft loses altitude rapidly during turn.

Too much rudder input being used.  
Not enough elevator being used during turns.

Use small, gentle control inputs.  
After applying rudder (to turn), apply up elevator to maintain altitude.

## CRASH WARRANTY

For a period of 1-year from the date of purchase, if your Airstrike® is badly damaged in a crash, for whatever reason, Megatech will replace the entire airplane (no questions asked) for a nominal fee of \$59.00 including regular ground shipping to the 48 continental states (AK & HI Add \$5.00, For international orders the actual shipping charges will apply.) Simply return the damaged model to Megatech with its proof-of-purchase receipt (very important!) and a brand new Airstrike® will be immediately shipped out directly to you.

**MEGATECH  
ATT: WARRANTY DEPT  
8300 TONNELLE AVE  
NORTH BERGEN, NJ 07047**

**ATTENTION! DO NOT return the transmitter!** This item is to be kept by you and will work perfectly with your brand new replacement Airstrike®.

## Limited Warranty

Megatech International guarantees this item to be free from defects for a period of 90 days from date of purchase. If any component of this product fails to function properly due to defects in materials or manufacturing process during this 90 day period, the Manufacturers obligations are limited and manufacturer can choose to either repair or replace the item.

This warranty is void if the product in question has been altered or repaired by anyone other than Megatech International or an authorized agent.

Under no circumstances will Megatech International or any of its representatives be held liable for injury to persons or property damage resulting from assembly or use of the product. Megatech is not liable if any outside radio frequencies interfere with the product's frequency causing loss of control. Megatech International will not be held liable for any personal injury or property damage resulting from an out-of-control model caused by use or misuse of the product.

Megatech International expressly excludes any and all express warranties not specifically stated here and all implied warranties of merchantability and fitness for a particular purpose. There are no warranties which extend beyond the description of the warranties contained herein.

Contact the Megatech International Service department before returning any item that is defective according to the limitations listed above. Please be sure to pack the returned item(s) carefully. The customer must return the product along with proof of purchase, a letter stating the problem, the customer's address and telephone number. At this point in time we will either repair the defective part or replace it and return it to the customer. Return shipping and handling in the 48 contiguous states is \$12.99. Shipping outside of the 48 states will be quoted by location.

This warranty does not cover any damage caused by use, misuse, alteration, accident, or neglect, nor does it cover normal wear and tear of the product. Product returned to us which falls under this category will be submitted to our service department for repair. We reserve the right to charge any service and parts fees incurred when repairing the item.

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