

# Freedom Flyer®

## 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 - 4:30pm, 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 [info@megatech.com](mailto:info@megatech.com)

**Congratulations** on your purchase of a Megatech® Freedom Flyer. Flying has never been more fun! Get ready to launch into a new world of high-flying excitement! Your new Freedom Flyer is easy to assemble and within minutes of opening the box, it will be ready to soar at speeds up to 50 mph and reach amazing heights. Simply charge the batteries and take off on your new adventure.

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

If you experience any problems, DO NOT take your Freedom Flyer 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 7-15 minutes. When the battery on the plane is low, the motor will shut off; however, the servos will still work, so you can land the plane. Land the plane as soon as possible when the power runs out.
- Check the direction and speed of the wind before you begin to fly.
- Check the power light on the transmitter before and after a flight. If the green light becomes dark or goes out, do not fly the plane until the transmitter batteries are replaced
- Purchase an extra 8.4v battery pack for longer flying times.
- 8 AA alkaline or NiMH batteries are recommended.
- Always stay far away from trees, buildings and elevated land. Unexpected air currents can quickly alter your Freedom Flyer's course and possibly lead to an accident.

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## Getting Acquainted with Your Freedom Flyer

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

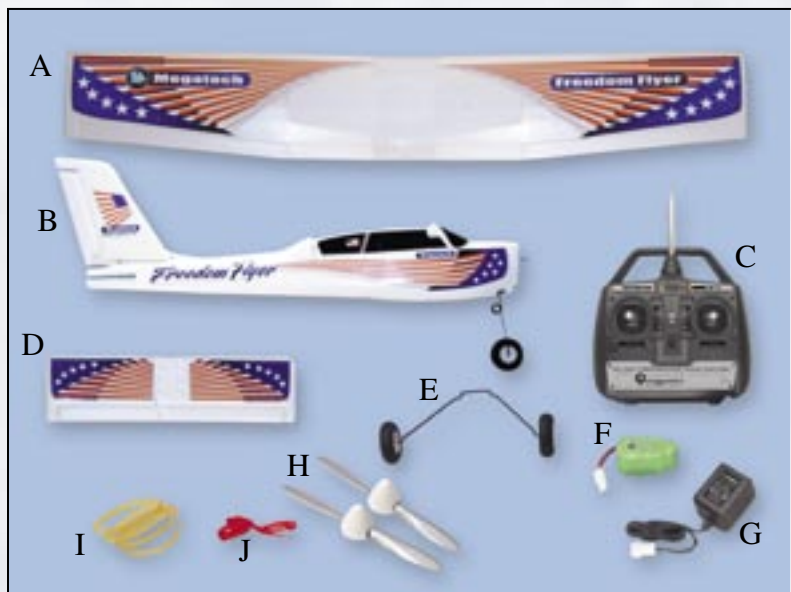


Figure 1 – Exploded view of all parts

### Kit Contents:

- A. Main Wing
- B. Fuselage – Includes Motor, Radio, Nosegear and Vertical Fin
- C. 4-Channel Radio Transmitter
- D. Horizontal Stabilizer with Elevator
- E. Main Landing Gear
- F. Rechargeable 8.4 volt Battery Pack
- G. AC Adaptor/Battery Charger
- H. Propellers with Nose Cone
- I. Main Wing Bands
- J. Wind Direction Tell-Tale

*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 and should be treated with respect and caution! 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 will result in a crash!

## Assembling Your New Freedom Flyer

### Items Required to Complete Your Freedom Flyer:

- 8 AA alkaline batteries
- Transparent tape
- Felt-tip marker
- Small Phillip's Head screwdriver

### Step 1: 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. See **Figure 2**.

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 2 - Squeeze legs until gear fits into slot.

### Step 2: Assemble the Tail Surfaces

Locate the horizontal stabilizer from your kit. Remove the tape backing and carefully slide the horizontal stabilizer into the slot located at the rear of the fuselage as shown in **Figure 3**. 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, use a small

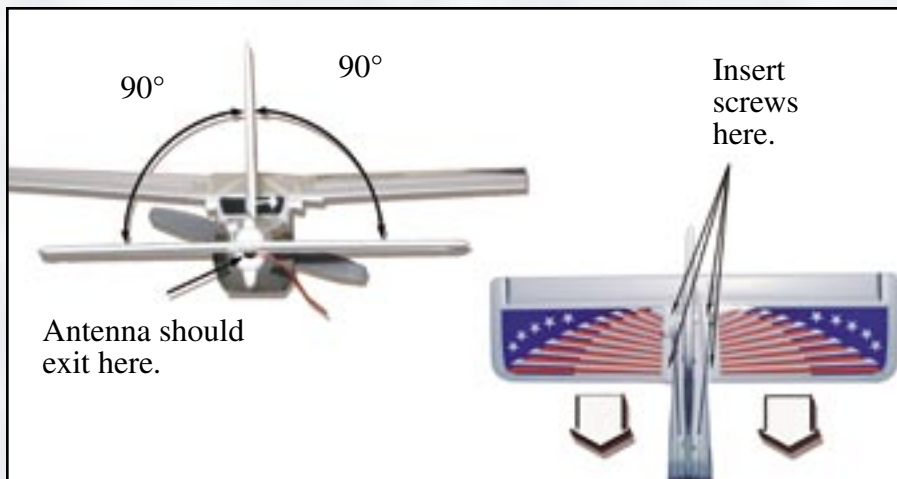


Figure 3 - Push horizontal stabilizer (tail) in from the rear.

Phillip's head screwdriver and insert the screws into the pre-drilled holes in the tail as shown in **Figure 3**. Be careful not to over-tighten the screws.

Next, snap the plastic control links into place. The clevis (hook) at the end of the push rod on the left side of the plane (when held nose down) attaches to the 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.

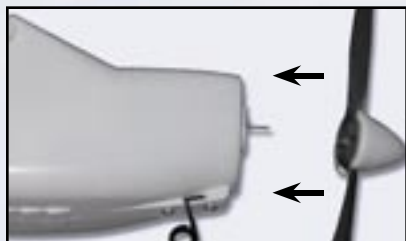


Figure 4 - Gently push nose cone onto propeller shaft.

### Step 3: Attach the Propeller

Find the propeller with built-in nose cone. Firmly, but carefully, press it onto the prop shaft at the nose of the plane as shown in **Figure 4**.

### 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.

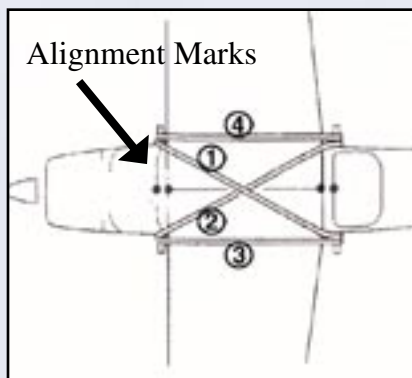


Figure 5 - Attaching the Main Wing

- B. Find the four wing bands. Hook the first wing band over the left rear post on the fuselage, then run it diagonally across the wing and secure it to the right front post. Now repeat on the other side. Right rear post to left front post. Then run a third wing band from the left front to the left rear post and next run a band from right front to right rear. See **Figure 5**.
- 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.

### Important Note!



**Always remove the wing from the fuselage when not flying. This will help reduce the chance of accidental damage.**



## The Freedom Flyer Radio System

This aircraft includes a 4-channel R/C (radio control) system although only 3 channels are actually used. See **Figure 6**.

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. For added safety, power won’t turn on until after the stick is moved at least halfway up. Then 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 6 - The Radio Transmitter

There are two battery LED lights located at the center top of the transmitter face. When both the Red and Green lights are lit, you have adequate power to control your aircraft. If only the Red light is lit, the transmitter batteries are low and must be replaced. **Never attempt to fly when only the red LED light is lit!** This will result in loss of control and most likely a crash! The radio system is tuned to a specific frequency channel in the 27 MHz or 72MHz 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-shutoff feature in the aircraft that allows both the radio system and the motor to be powered from the same battery pack. When the battery 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.

**NOTE:** The four switches at the bottom right of the transmitter are Servo Reversers. They enable this transmitter to work with other RC Aircraft. They are factory preset to the correct position.



Figure 7 - Servo Reversers

## The Battery Pack

The battery pack included with the Freedom Flyer (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 Freedom Flyer 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!*



Figure 8 - Battery Pack and Charger

## The Battery Charger

The battery charger (see **Figure 8**) is designed specifically for the battery packs in your Freedom Flyer 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.

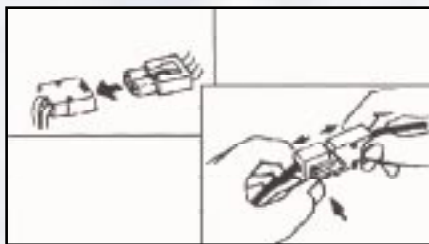


Figure 9 - Battery Connectors

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**)



## 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 Freedom Flyer 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 battery pack 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 a 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.

## Installing the Batteries

- A. Be sure that both the transmitter and receiver switches are in the “off” position.
- B. Install 8 fresh AA alkaline batteries in the transmitter (see Figure 10). Turn the transmitter on to make sure both LED lights glow. Fresh batteries will provide about 2 hours of power to the transmitter. When the LED light glows red, immediately install fresh batteries. Failure to do so will result in loss of control and (most likely) a crash.



Figure 10 - Radio Batteries

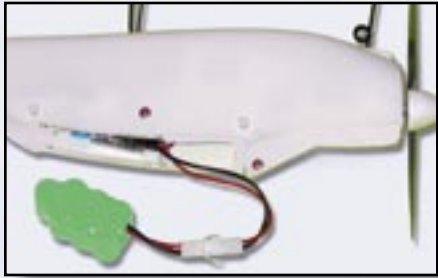


Figure 11 - Radio Batteries

- C. Charge the on-board battery pack as previously instructed on page 9.

Connect the charged battery as shown in **Figure 11**. Carefully install the battery between the foam braces, neatly folding the wires on top of the pack. Once the battery is inserted into the aircraft, the wing may be attached to the aircraft.

## Cycling the Batteries

**AFTER READING THIS ENTIRE MANUAL, BUT BEFORE YOU FLY YOUR FREEDOM FLYER FOR THE FIRST TIME: You must “cycle” the battery pack at least twice prior to flying your aircraft. This will provide the aircraft with more power and longer flight times!**

Here’s how: Switch on the transmitter first. Charge the battery pack as instructed earlier and then install the charged battery into the aircraft. 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!

## Safety Start Switch

You'll notice a red button located on the side of the fuselage beneath the wing. This button must be pressed before power can be supplied to the motor. This safety start 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 safety start switch after you are certain that the radio is operating properly and you're ready to fly!



Figure 12 - Safety Start Switch

## 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. **DO NOT PUSH THE SAFETY 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 counter-clockwise to lengthen it.

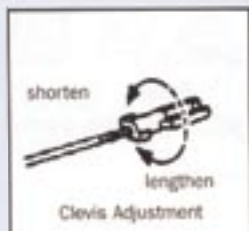


Figure 13A

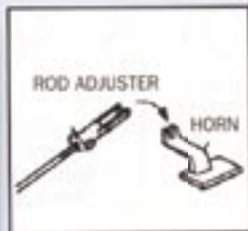


Figure 13B

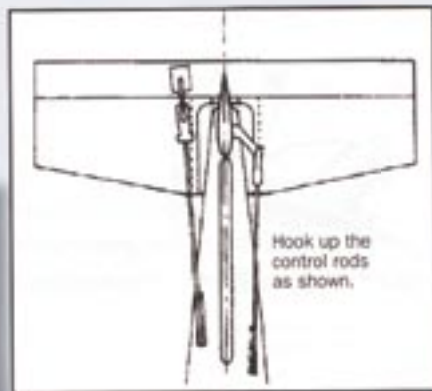


Figure 13C

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

Trim Controls













	Left Turn	Neutral	Right Turn
			
			
	Move the stick left and the rudder moves left. This causes plane to turn left.	Center the trim controls and sticks. Then adjust the pushrods so the rudder is straight.	Move the stick right and the rudder moves right. This causes plane to turn right.
	Up	Neutral	Down
			
			
	Move the stick down and the elevator moves up. This causes plane to ascend.	Center the trim controls and sticks. Then adjust the pushrods so the elevator is level.	Move the stick up and the elevator moves down. This causes plane to descend.

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. Next 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 the transmitter switch is on. Then firmly grasp the center of the Freedom Flyer 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 Freedom Flyer, unplug the battery and then turn off the transmitter.

### IMPORTANT:

**Always turn on the transmitter first (before installing the battery).**

**Always unplug the battery first (before turning off the transmitter).**

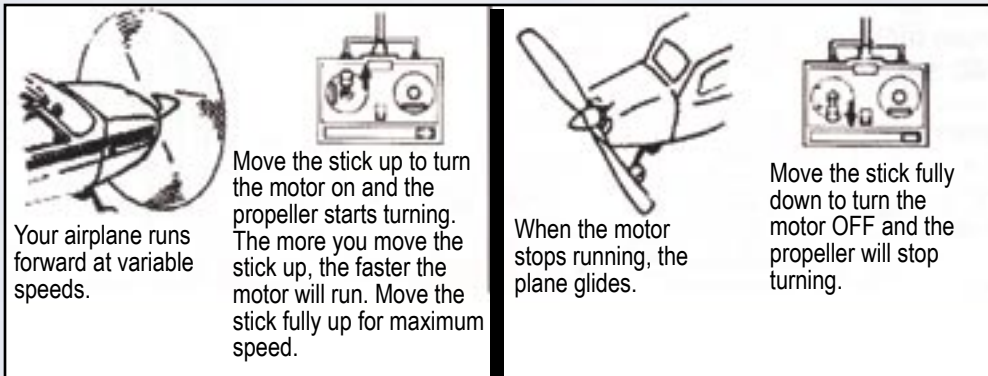


Figure 15 - Throttle Stick Movements

### IMPORTANT SAFETY PRECAUTIONS

Please read these before operating your Freedom Flyer.

- 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 are 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 fresh alkaline batteries in the transmitter. We recommend Megatech's Golden Power series, designed for R/C 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 Freedom Flyer. 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 10? This is extremely important!

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

- Is the wing properly aligned and attached securely to the fuselage?
- Are both transmitter LED lights glowing?
- Is the transmitter switched on prior to installing the battery pack?
- Do the rudder and elevator controls work properly after turning on the transmitter?

We recommend that while learning, you launch your Freedom Flyer by hand. Although capable of taking off from the ground, there are several disadvantages to attempting this. 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 Freedom Flyer will basically “fly out of your hand,” 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. We strongly recommend using only hand-launch take offs when learning to fly the Freedom Flyer.

### Launching By Hand

- 1) Face directly into the wind.
- 2) Turn on the transmitter first, and then install the battery.
- 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) Take 4 or 5 running 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.
- 6) Give the plane a firm, level push forward as you run (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**.

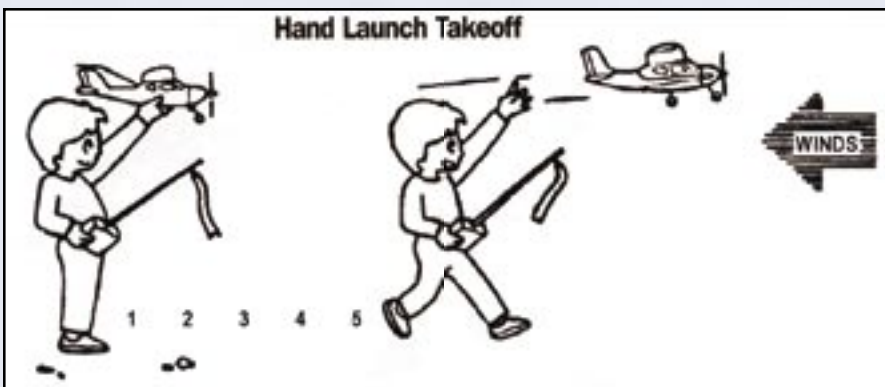


Figure 16 - Hand Launch

## 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 you need to control your plane. 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**.



Figure 17- Adjusting the Trim In Flight

## Turning Your Freedom Flyer

Turning the Freedom Flyer 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. Bring the rudder 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

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

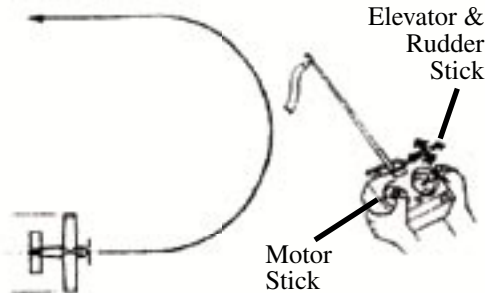
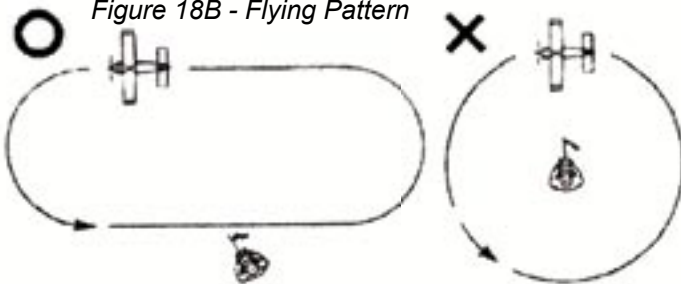


Figure 18B - Flying Pattern



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.

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.

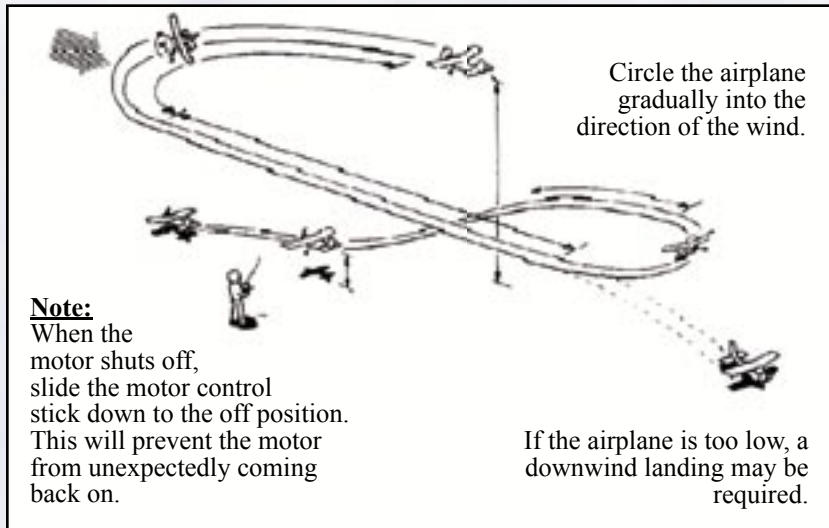
### **Having trouble?**

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 Freedom Flyer

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!

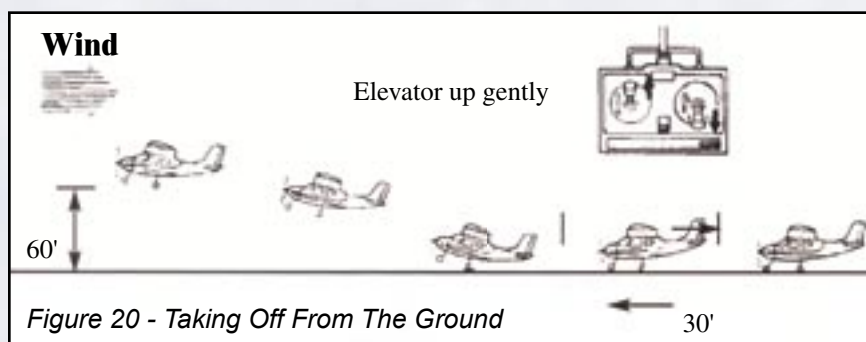
## Taking Off From The Ground

The Freedom Flyer is capable of taking off from the ground. Keep in mind that ROG (rise off the ground) take-offs use up some battery power and will shorten your flight time.

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 by using small rudder inputs if necessary. Allow it to pick up speed for about 35 feet, then gently add a small amount of up elevator and the Freedom Flyer 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**.

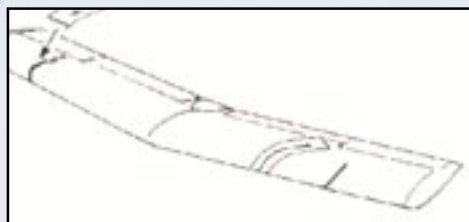


Figure 21 - Repairing the Wings

## Installing a New Propeller

When it is time to replace the propeller, firmly, but carefully, pull the current propeller and nosecone off. Then, slide the new nosecone and propeller into place.

## 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.

<b>Part Number</b>	<b>Description</b>
MTC 994101	MAIN WING
MTC 994102	TAIL WING SET(RUDDER & ELEVATOR)
MTC 994103	FUSELAGE(NO MOTOR & ELECTRONIC PARTS)
MTC 994104	LANDING GEAR SET
MTC 3959	8.4V 900MAH NIMH BATTERY
MTC 994105	AC CHARGER (PLANE)
MTC 1418	8.4V 10AMP SPEED CONTROL
MTC 994106	MOTOR(380)
MTC 1416-X	27MHz RECEIVER (SPECIFY CH. 1-6)
MTC 1419	72MHz RECEIVER
MTC 7320-X	PF4000 27MHz TRANSMITTER (SPECIFY CH. 1-6)
MTC 7321	PF4000 72MHz TRANSMITTER ONLY
MTC 994108	PUSHROD
MTC 994109	CLEVIS
MTC 994110	WING HOLDDOWN
MTC 202	SERVO(9G)
MTC 3841	DC PEAK CHARGER (PLANE)
MTC 202-01	ARM FOR SERVO
MTC 732001-X	27MHz CRYSTAL SET (1 TX & 1 RX, SPECIFY CH 1-6)
MTC 732101-X	72MHz CRYSTAL SET (1 TX & 1 RX, SPECIFY CHANNEL)
MTC 994112	COMPLETE DECAL SET

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<u>PROBLEM</u>	<u>POSSIBLE CAUSE</u>	<u>SOLUTION</u>
Motor/propeller does not move after red button is pressed & throttle moved.	Battery not fully charged. Battery not connected Properly.	Charge the battery. Connect the battery Correctly.
Motor moves when the start button is pressed, but stops when the button is released.	Battery is not fully charged.	Charge the battery.
Motor starts as soon as the batter is connected.	Is something holding down the red button?	Remove your finger or obstruction from the red button.
Motor only runs for a short time before turning off.	Battery is not fully charged.	Charge the battery again following the directions.
Rudder/elevator move erratically with no input from the transmitter.	Transmitter batteries are low. Transmitter antenna is not fully extended. Transmitter is too close to aircraft. Battery is not fully charged.  Another radio is operating on the same channel.	Install fresh AA batteries. Extend the antennae.  Move the transmitter away from the plane. Charge the battery again following directions. Wait until channel is clear or the other radio is off.
After launch, the plane does not fly straight or crashes.	Plane was improperly launched Rudder or elevator are not trimmed correctly.  Tail is not securely mounted on the fuselage. Battery is not fully charged. Using too much "up" elevator.	Review launching directions. Make sure rudder and elevator are set to neutral trim. Use clear tape to secure the tail. Charge the battery. Use less up elevator.
Aircraft does not fly straight, but turns left or right.	Rudder is not at neutral.  The wing isn't aligned properly. Elevator isn't aligned right.  Using too much elevator.	Recheck the trim & adjust if needed. Review instructions on aligning the wing. Check and align the horizontal stabilizer. Use small, gentle control inputs.
Aircraft pitches violently up or down during flight.	Too much elevator movement.	Use small, gentle control inputs.
Aircraft loses altitude rapidly during turns.	Too much rudder being used. Use smaller inputs. Not enough elevator being used during turns.	After applying rudder apply elevator to maintain altitude.

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 manufacturer's 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 injury to persons 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 describing the problem and 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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