TROUBLESHOOTING GUIDE

This troubleshooting guide has been provided to help you diagnose and solve most problems that you may encounter with your SD-10G 2.4GHz FHSS-3 radio control system. Most problems encountered can be solved by following the problem-cause-solution sections. If you cannot solve the problem using this troubleshooting guide, please contact us directly using the Customer Service information below:

Global Services
18480 Bandilier Circle
Fountain Valley, CA 92708

Telephone: (714) 963-0329
Fax: (714) 964-6236
Email: service@airtronics.net
Support Forum: http://globalservices.globalhobby.com

PROBLEM	CAUSE	SOLUTION
Transmitter does not turn ON	Battery not fully charged	Fully charge battery
	Battery not plugged in	Plug in battery. Observe correct polarity
	Damage caused by using incorrect charger or reverse polarity	Contact Airtronics Customer Service
Transmitter will not bind to receiver	Modulation incorrect	Ensure FH3/FH1 modulation selection matches the type of receiver you're using
	Too much time elapsed after pressing Bind Button	Quickly press the YES/+ key after releasing the Bind Button
	Attempting to bind incompatible receiver	Transmitter is compatible only with Airtronics brand 2.4GHz FHSS-3 and FHSS-1 receivers
F-MODE NOT 'N'!! message displayed	Transmitter not in Flight Mode N when turned ON	Adjust Flight Mode switches to turn ON Flight Mode 1 as displayed on the Top menu
Alarm beeps continuously	Low battery voltage	Fully charge battery
TH-STICK Hi!! message displayed along with continuous beeping	Throttle control stick not in its lowest position when transmitter is turned ON	Pull throttle control stick all the way back to its lowest position
POWER SWITCH ON!! message displayed along with continuous beeping	Transmitter left ON more than 15 minutes without control stick movement	Turn transmitter OFF or press any programming key to continue use.
TRAINER MODE MASTER!! message displayed along with continuous beeping	Transmitter in Trainer>Master mode when turned ON	Press any key to use transmitter in Trainer>Master mode or Inhibit the Trainer function to use transmitter normally
TRAINER MODE SLAVE!! message displayed along with continuous beeping	Transmitter in Trainer>Slave mode when turned ON	Press any key to use transmitter in Trainer>Slave mode or Inhibit the Trainer function to use transmitter normally
Transmitter operating time seems low	Transmitter battery is new	Transmitter battery must be cycled 3-5 times before it will achieve maximum capacity
Servo movement is slow	Receiver battery low	Fully charge receiver battery
	Channel Delay function Active	Inhibit Channel Delay function
Control sticks don't display 100% movement in Stick Monitor menu	Control sticks require calibration	Calibrate control sticks using Stick Monitor Calibration function
LCD display difficult to read	LCD display contrast set too low	Increase LCD display contrast
	Reading LCD display in direct sunlight	Increase LCD display contrast or orient transmitter out of direct sunlight
Desired function cannot be controlled	Function(s) not assigned to a switch position number (or numbers)	Assign the desired function(s) to a switch position number (or numbers)
Throttle servo cycles up and down	Receiver battery voltage has reached the programmed Battery Fail Safe voltage level	Fully charge receiver battery. If flying, land immediately

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE	SOLUTION
Inadequate transmitting range	Battery not fully charged	Fully charge battery
	Antenna retracted	Extend antenna and hold the transmitter so that the antenna is 90º to the ground
	Receiver antennas not mounted correctly in your model	Mount receiver antennas as described
	Transmitter in Low Power mode	Inhibit Low Power mode to operate in Normal mode
	Transmitter operating in Trainer>Slave mode	Inhibit the Trainer function to use transmitter normally
Servo will not move to the end of its range	Servo Limit Adjustment Value set too low	Adjust servo Limit Adjustment Value in the surface menu
Safety Link system not functioning	Safety Link number does not match Model Memory number	Change Safety Link number to match Model Memory number of current model
	Using FHSS-1 receiver	Use FHSS-3 receiver. Safety Link is compatible only with FHSS-3 receivers.
Cannot copy programming data	Attempting to copy programming data to the same model memory number	Copy programming data to a different model memory number
Cannot copy Flight Mode programming data	Attempting to copy Flight Mode programming data to the same Flight Mode number	Copy Flight Mode programming data to a different Flight Mode number
Custom menu display empty	No shortcuts added to Custom menu	Add shortcuts to your favorite menus by highlighting the desired menu, then pressing the YES/+ key
PACK NOT READY!! message displayed when Initializing Memory Expansion Card	Memory Expansion Card not installed	Install Memory Expansion Card and make sure it's fully seated into position
Cannot change Surface menu Adjustment Values	Adjustment Options Lock is engaged	Inhibit Adjustment Options Lock
Control linkages bind when using the available pre-programmed mixes or a C-Mix	Mixes can cause servos to move beyond the programmed EPA Adjustment Values	Use the Limits function in the Surface menu to set the maximum allowable travel of your servo
Servo moves too much, or doesn't move enough, when trim switch is moved	Trim Step resolution requires adjustment to suit your preference	Adjust Trim Step resolution to suit your preference
Drastic control changes when switching between Flight Modes	Flight Mode Delay function not utilized	Program Flight Mode Delays to smooth the transition of servo movement when switching between Flight Modes
One or more mixes do not function	Mixes not assigned to switch	Assign mixes to a switch (or switches).
Control surface trim changes when switching between Flight Modes	Trim set to SEP in Trim Flight Mode menu	Set Trim to COM in Trim Flight Mode menu
Transmitter/receiver range check fails	Low transmitter and/or receiver batteries	Fully charge transmitter and receiver batteries
	Receiver antennas not mounted correctly in your model	Mount receiver antennas as described
	Aircraft sitting in tall grass (usually sailplanes only)	Lift model out of grass for range check
Camber trim changes when you change camber percentage value	Camber Point is incorrect	With the Camber Preset percentage value set to 0%, Auxiliary Lever (VR6) must be centered. With the percentage value set to 100%, the bottom of Auxiliary Lever (VR6) must be pushed all the way forward. With the percentage value set to -100%, the bottom of Auxiliary Lever (VR6) must be pulled all the way back

Activate: To turn ON a particular function.

Ailvator: Ailvator mixes ailerons and elevator, allowing you to have both roll control and pitch control on the elevator, separate from the ailerons. When Activated, not only will the two elevator halves move up and down together, but each elevator half can move up and down independently like ailerons. This function is commonly referred to as tailerons or stabilators.

Antenna: Transmits the signal from the transmitter to the receiver in the model. The Antenna should be extended and pivoted into the vertical position during use. When not in use, the Antenna should be retracted and collapsed into the horizontal position to prevent damage during handling and transport.

Antenna Reception Wires: The portion of each of the receiver antenna wires that actually receives the transmitter signal. The Antenna Reception Wires should never be bent or they could be damaged and limit the range of the receiver.

Auxiliary Dial Knob: The Auxiliary Dial Knob is programmable and will perform a different function depending on what function is assigned to it.

Auxiliary Lever: Two Auxiliary Levers are featured, one on each side of the transmitter. Each
Auxiliary Lever is programmable and will perform a different function depending on what function is assigned to it.

Battery Compartment: Houses the 6 cell 1500mAH Ni-MH battery that powers the transmitter. The transmitter uses a 6 cell battery for lighter weight and better feel, while still providing long usage time.

Battery Fail Safe: The Battery Fail Safe function allows you to set a custom receiver voltage, that when reached, will provide feedback to you by quickly cycling the throttle servo up and down in 1 minute intervals to indicate that the receiver battery has reached the programmed Battery Fail Safe voltage. This feedback will help prevent you from flying too long and losing receiver battery power.

Binding: The act of pairing the transmitter and receiver to prevent interference from radio controllers operated by other users. The transmitter and receiver must be paired so that the two can 'talk' to each other. Once the Binding process is complete, the setting is remembered even when the transmitter and receiver are turned OFF.

Camber: Camber is typically used on sailplanes and refers to the function of lowering the entire trailing edge of the wing to change airfoil of the wing, and therefore, the flight characteristics of your aircraft. Camber is typically used during launch to maximize lift.

Camber Point: The Camber Point function allows you to define how Auxiliary Lever (VR6) controls Camber. Based on the Camber Point setting, you can control both Camber and Reflex, or you can control only Camber or Reflex. When programmed to control only Camber or Reflex, the amount of servo travel will be doubled. This is useful for those pilots who want more overall travel, but in only one direction.

CCPM: Collective, Cyclic, Pitch Mixing. CCPM is software-controlled mixing that allows control of the collective, cyclic and pitch using three (and sometimes four) servos. This allows lower mechanical complexity and greater control precision. In this configuration the cyclic and collective controls are mixed. 3-Point and 4-Point mixes are featured.

CCPM Servo End Point Adjustment: The CCPM End Point Adjustment function allows you to adjust servo travel in each direction for the elevator, aileron, and pitch servos independently. Unlike standard End Point Adjustment, which affects all the cyclic servos, CCPM End Point Adjustment allows you to adjust each cyclic servo independently without any affect on the other cyclic servos.

CCPM Servo Linear: The CCPM Servo Linear function converts the rotary output of the servo(s) to a Linear approximation and helps correct any abnormal cyclic movement caused by off-center control arms when at full positive or negative End Points and allows you to adjust the overall Rates for the elevator, aileron, and pitch servos independently.

CCPM Servo Delay: The CCPM Servo Delay function allows you to adjust the speed of the elevator, aileron, and pitch servos independently. Even though the servos may be of the same type, not all servos operate at the same exact speed. If one or more servos controlling the swashplate is operating faster than another servo, this can cause swashplate geometry issues and even result in binding of the swashplate linkage assemblies. Slowing down the faster servo(s) to match the slower servo(s) helps to fine-tune the swashplate, ensuring the most accurate and smoothest movement as possible throughout the entire deflection range.

Channel Delay: The Channel Delay function allows you to adjust the speed of individual servos. This function has several uses. For example, not all servos operate at the same exact speed. If your model uses separate aileron and flap servos, you may find that even though the servos are the same, one servo may move faster than the other. You can use the Channel Delay function to slow down the faster servo to match the slower servo. The Channel Delay function can also be used to slow down a servo that controls a specific function to achieve a more scale transit time, for example, to open and close a canopy on a scale aircraft. The Channel Delay function operates independently of the CCPM Servo Delay and CP3 Servo Delay functions in HELI mode.

Channel Offset: The Offset function allows you to shift and hold the neutral position of the desired elevator, aileron, and rudder servo(s) during flight.

Charging Jack: Used for onboard charging of the 6 cell 1500mAH Ni-MH battery.

Channel Curve Programming: Programming the Point and Rate percentage values on a Curve allows you to achieve maximum flexibility and fine-tuning for specific uses by changing the amount of servo travel in relation to control stick travel at any point (or points) along the Curve.

Coaxial Cables: The portion of each antenna wire that extends the Antenna Reception Wires. The Coaxial Cables can be bent into gentle curves, however, do not bend the Coaxial Cables acutely, or repeatedly bend them, or the antenna wire's cores can be damaged.

Compensation Mixing: Allows you to mix two channels together, then apply that mixing to the channels themselves. Useful if you need to program a mix that is not already pre-programmed.

CP3 Channel Delay: The CP3 Delay function allows you to slow down the two forward channels when using CCPM. On some helicopters, when using CCPM you will find that the elevator is a little more sensitive than the ailerons. You can use the CP3 Delay function to slow down the two forward channels to fine-tune the feel of the swashplate controls. The goal is to adjust elevator control to feel the same as aileron control and vice-versa depending on the Swashplate Type selected.

Cross-Trim: The Cross-Trim function allows you to electronically swap trim switch functions. Some pilots prefer this over the standard arrangement in which the trim switches adjacent to the control sticks control the trim for that control function.

Crow: The Crow function allows you to use the ailerons and the flaps simultaneously to control the lift of the aircraft, while still allowing aileron roll control. Crow is typically used to quickly reduce lift, ensuring pin-point spot landings in nearly any situation. When the Crow function is Activated, all of the ailerons should move Up and all of the flaps should move Down.

Custom Menu: The Custom menu function allows you to store shortcuts to your most-used System menu and F-Mode menu selections. You can store up to 10 menu shortcuts. If desired, the Top Menu Arrange function can then be used to create a shortcut to the Custom menu, providing you with a quick and easy way to access your most-used menu functions without the need to scroll through the SYSTEM or F-MODE menus to access them.

Differential: The Differential function allows you change the ratio of the Up to Down movement of each aileron. The Aileron Differential function can be used to eliminate aircraft yaw tendency by adding more movement to the upward moving aileron than the downward moving aileron.

DIN Connector: The DIN Connector is where the trainer cable (available separately) is plugged into. It is also used to plug the Airtronics USB data cable (available separately) between the transmitter and your computer. An adapter to use the transmitter with a flight simulator can also be plugged into the DIN Connector.

Direct Model Select: Direct Model Select allows you to select one of three of your most-used models from memory without going through the Model Select menu.

Display Key: Activates the transmitter's LCD Display without actually turning the transmitter ON. This allows you to check and/or change programming settings without actually turning the transmitter ON.

Dual Rate: The Dual Rate function allows you to change the control authority of the control surfaces by changing the amount of servo travel. You can use Dual Rate to lower the control throw with just the flip of the Dual Rate switch. Three Dual Rate settings are available each for the Elevator, Aileron, and Rudder channels.

Elevons: Elevons combine the use of aileron and elevator from two separate control surfaces to provide both roll and pitch control. Elevons are generally found on delta wing (flying wing) aircraft which do not feature separate horizontal stabilizer.

End Point Adjustment: The End Point Adjustment function allows you to adjust servo travel in each direction. This makes it possible to balance control surface throw in both directions. For example, if you want your elevator to move Up and Down two inches in each direction, but the elevator moves Down more than two inches, decrease the End Point Adjustment in the Down direction, so that the elevator moves Up and Down the same amount.

Exponential: The Exponential function allows you to vary the amount of servo travel in relation to the movement of the elevator, aileron, and rudder control sticks near the neutral positions to change the way the control surfaces react to control stick movement. Increasing the Exponential value will soften the control feel around neutral and decreasing the Exponential value will heighten the control feel around neutral.

Fail Safe: The Fail Safe function automatically sets the servos to a predetermined position in the event that the signal between the transmitter and the receiver is interrupted, whether due to signal degradation or to a low transmitter battery. The Fail Safe function can be set to Hold the servos in the last position they were in when the signal was lost, or each of the servos can be set to move to a custom position when the signal is lost.

FH1 Modulation: Frequency Hopping 1st generation FHSS technology. The SD-10G 2.4GHz FHSS-3 transmitter modulation can be changed to FH1 to allow the use of Airtronics FHSS-1 receivers, such as the Airtronics 92824 8-Channel, 92674 7-Channel, and 92664 6-Channel Micro 2.4GHz FHSS-1 receivers.

FH3 Modulation: Frequency Hopping 3rd generation FHSS technology. FH3 Modulation is used in the Airtronics SD-10G 2.4GHz FHSS-3 transmitter and matching 92104 10-Channel receiver.

FHSS: Frequency Hopping Spread Spectrum. FHSS is a modulation type which transmits data across the entire frequency spectrum by transmitting data on different channels at an extremely fast interval.

Flap Freeze Point: Used with sailplanes, the Flap Freeze Point function allows you to set a predetermined amount of flap deflection, based on flap control stick position, then variably control the remainder of flap travel, using the flap control stick. An audible tone can be programmed to indicate when the Flap Freeze Point turns ON and OFF.

Flaperons: Flaperons is a mix of flaps and ailerons, allowing you to use the ailerons as flaps if your model does not feature separate flaps. When Activated, both ailerons are moved down at the same time to provide the function of flaps, while still providing aileron roll control.

Flight Modes: Flight Modes allow you to change the flying characteristics of your model with the flip of a switch. Each Model Type (AERO, GLID, and HELI) feature five independently programmable Flight Modes. Within these Flight Modes is where the core of the model programming takes place. Features such as Dual Rate, Exponential, Throttle Curves, Pitch Curves, Mixing, Compensation Mixing, and much more can be individually programmed to each of the five flight Modes. Each Flight Mode can then be assigned to a switch position so that they can be turned ON and OFF during flight. For example, you can have one Flight Mode for basic flying and a second Flight Mode for aerobatic flying. Flip the Flight Mode switch from 'Basic' to 'Aerobatic' and your model is now programmed with all of your 'Aerobatic' Flight Mode programming.

Flight Mode Key: Allows you to cycle through the five different Flight Modes while in the Flight Mode Programming menu.

Governor: A Governor is an electronic device used on glow-powered helicopters, that, coupled with a high-speed servo, is used to control a helicopter's rotor head speed.

Gyro: A Gyro is an electronic device, that coupled with a high-speed servo linked to the tail rotor control arm, is used to stabilize a helicopter's yaw axis.

Hovering Throttle: The Hovering Throttle function allows you to adjust specific Throttle Curve Points to fine-tune the Throttle Curve at any throttle control stick position, not just the hovering position. The Hovering Throttle function is controlled by the Hovering Throttle Trim Switch (T5).

Hovering Pitch: The Hovering Pitch function allows you to adjust specific Pitch Curve Points to fine-tune the Pitch Curve at any throttle control stick position, not just the hovering position. The Hovering Pitch function is controlled by the Hovering Pitch Trim Switch (T6).

Inhibit: To deactivate or turn OFF a particular function.

Integral Timer: The Integral timer is a Count Up timer that displays the time that the SD-10G transmitter has been turned ON (either via the Power switch or the Display key) since the last time the Integral timer was Reset. The Integral timer is not model-specific, so, for example, it is good to use as an indicator to chart the usage time between battery charges.

Idle Down: The Idle Down function allows you to set a specific position that the throttle servo will move to. The Idle Down function is similar to the Throttle Cut function, however, whereas the Throttle Cut function is designed to be used to shut down your engine, the Idle Down function is designed to be used to set your engine to a specific idle speed that is different from the idle speed provided when the throttle control stick is pulled all the way back, yet still maintain the full range of throttle travel.

LCD Display: Liquid Crystal Display. The LCD Display displays all of the transmitter programming and related information. The LCD Display contrast can be customized.

Linear Channel Programming: Allows you to program servo travel directly in relation with the amount of control stick travel for the entire range of deflection.

Low Power Mode: The Low Power Mode function lowers the transmitter's RF output level to check radio signal reception (Range Check). Use this function to check radio signal reception on the ground, prior to flight. The radio control system should be Range Checked prior to the day's first flight and prior to the first flight after a hard landing or after a repair. This will ensure that the transmitter and receiver are communicating properly prior to flight.

Memory Expansion Card: The Memory Expansion Card allows you to store up to 40 models (20 in the SD-10G transmitter and 20 on the Memory Expansion Card). The Memory Expansion Card can be removed and installed into a different SD-10G transmitter, so that model-specific programming data can be shared with fellow SD-10G transmitter owners in the field. When the Memory Expansion Card is installed and Initialized, it is treated as an extension of the SD-10G transmitter's internal model memory, therefore, model-specific programming data can be created, copied, deleted, etc., directly through the various System menu selections.

Memory Expansion Card Slot: Holds the Memory Expansion Card (available separately).

Model Name: The Model Name function allows you to name each of your individual models. This makes it easy to keep track of multiple models. The Model Name can consist of up to 8 letters, numbers, or symbols. Choose from capital letters, lower case letters, numbers, and various symbols.

Model Select: The Model select function allows you to load the programming for the particular model you wish to fly. The programming for all of your models is accessed through the Model Select menu.

Navigation Pad: The Navigation Pad is used in conjunction with the Programming Keys and the F-MODE Key to facilitate transmitter programming. The Navigation Pad allows you to quickly and easily move the Programming Cursor up and down, and right and left. The ENTER Key in the center of the Navigation Pad is used to open the selected menu or programming option.

NiMH: Short for Nickel Metal Hydride, the NiMH battery typically has about two to three times the capacity of an equivalently sized Ni-Cd (Nickel Cadmium) battery, therefore, they are ideal for use to power both the transmitter and the receiver. The SD-10G transmitter features a 6 cell 1500mAH NiMH battery for light weight and long usage time.

Operating Voltage: The safe voltage that the transmitter or receiver can operate within. Exceeding the minimum operating voltage can result in loss of power to the device(s). Exceeding the maximum operating voltage can result in damage to the devices(s).

Output Power: The power (in Milliwatts) that your transmitter transmits a signal. Output power is defined by government guidelines and differs by region.

Pitch Curve: The Pitch Curve function allows you to vary the amount of pitch travel in relation to the movement of the throttle control stick at different points throughout the entire range of deflection.

Power Switch: Turns the transmitter ON and OFF.

PPM8 Modulation: A modulation type that is strictly used only when using the SD-10G transmitter with a computer-based flight simulator. Using this modulation allows the transmitter to communicate with your computer's flight simulator software.

Programming Keys: The Programming Keys are used in conjunction with the Navigation Pad and the F-MODE Key to facilitate transmitter programming. The three Programming Keys consist of the YES/+ (Increase) Key, the NO/- (Decrease) Key, and the END Key.

Push-Button Switch: Two Push-Button Switches are featured. Each Push-Button Switch is programmable and will perform a different function depending on what function is assigned to it.

Reflex: Reflex is typically used on sailplanes and refers to the function of raising the entire trailing edge of the wing to change airfoil of the wing, and therefore, the flight characteristics of your aircraft. Reflex is typically used during high-speed flight to increase speed. Reflex is also commonly used on delta wing aircraft that use elevon mixing for control.

RF Output Indicators: Both indicators illuminate when the transmitter is turned ON and transmitting a signal. If one or both of the RF Output Indicators fails to illuminate, RF output is limited or non-existent. In this case, you should not fly.

Rhythm Timer: The Rhythm timer can be programmed to provided a selected sequence of audible tones, which can be used for pacing aerobatics or for practicing precision landings. Three separate Rhythm timers can be programmed and each Rhythm timer can be turned ON separately by assigning them to different switch positions. Each Rhythm timer features five programmable Types. Within each Type, the Start time, the Interval time, the Sound, and the Count can be programmed individually. This allows for a near infinite combination of audible tones to suit nearly any situation.

Safety Link: The Safety Link function is used to program a unique bind code to each receiver/model pair, preventing the transmitter from controlling a model that it's not currently programmed for. In addition, the Safety Link Number can be changed separately from the Model Select number to allow you to bind multiple receivers to the same model. The Safety Link feature can be used ONLY with the Airtronics 92104 10-Channel 2.4GHz FHSS-3 receiver. Safety Link is not supported for use with Airtronics FHSS-1 receivers.

Servo Monitor: The Servo Monitor function displays the output levels of the four different channels in bar graph form, allowing you to monitor servo operation in a virtual manner. Using the Servo Monitor function while making setting changes can make it easier to understand the setting changes you're making.

Servo Reversing: Electronically switches the direction of servo travel. For example, if you move the elevator control stick forward, and the elevator moves up, you can use the Servo Reversing function to make the elevator move down.

Servo Centering: The Centering function allows you to fine-tune the Center (Neutral) position of each servo. It's not unusual that when you install the servo horn onto your servo that the servo horn is not perfectly centered. Centering allows you to center the servo horn perfectly.

Servo Limits: The Limits function allows you to set a hard limit for servo travel in each direction (H - High or L - Low). This means that regardless of the End Point Adjustment, Dual Rate, and/or Mixing Adjustment Values programmed, the servo will never rotate past the specified Limits. Limits should be used to Limit the maximum required physical travel of the servo in each direction, so that the servo can never rotate further than intended.

Spoilerons: Spoilerons is a mix of spoilers and ailerons, allowing you to use the ailerons as spoilers if your model does not feature separate spoilers. When Activated, both ailerons are moved up at the same time to provide the function of spoilers, while still providing aileron roll control.

Stick Monitor: The Stick Monitor function displays the current position of the control sticks as a percentage of total control stick movement in 1% increments, and is used to determine if the control sticks require calibration.

Stick Switch: The Stick Switch function allows you to convert one or more control stick axes into a switch, then assign a function to that Stick Switch.

Stopwatch Timer: The Stop Watch timer is used to either count down from a programmed Start time (Count Down mode) or to count up from zero if no Start time is programmed (Count Up mode). In Count Down mode, an audible tone will sound in 1 second intervals when the Stop Watch reaches 10 seconds from zero. When zero is reached, a long audible tone will sound and the Stop Watch will begin to count up. In Count Up mode, an audible tone will sound at 1 minute intervals to remind you that the count down time (zero) has been surpassed. The Stop Watch timer can be utilized for a number of different uses, but one of the more popular uses is to use it as a fuel usage indicator to remind you to land within an allotted amount of time to ensure that your model doesn't run out of fuel.

Swashplate: The swashplate changes the pilot's linear cyclic (and often collective) control inputs into rotary blade pitch angle changes in the main rotor. It is the position of the swashplate that determines which direction the rotor disk will move in.

Switch Assignment: The Switch Assignment function allows you to assign a function, such as Gear, Dual Rate, F-Mode, Snap Roll, Stopwatch, etc, to any of the 9 three-position switches and the 2 push-button switches (31 positions total). Switches can be programmed to operate in the standard fashion, or they can be made to operate interdependently using the Boolean conditions OR/AND. Switches can also be programmed to always be ON.

System Timer: The System timer is a Count Up timer that displays the total time that the SD-10G transmitter has been turned ON (either via the Power switch or the Display key) since it was new.

Throttle Cut: The Throttle Cut function allows you to set a specific position that the throttle servo will move to. The Throttle Cut function is primarily used to shut down your engine after flight. The SD-10G transmitter allows you to program the Throttle Cut percentage values for the Right and the Left engines independently to take into account any differences between throttle linkages on twin-engine aircraft.

Throttle Hold: The Throttle Hold function allows you to set a specific position that the throttle servo will Hold and not respond to the throttle control stick. This function is typically used when flying twin-engine aircraft or helicopters. The SD-10G transmitter allows you program Throttle Hold for the Right or the Left engine separately.

Trainer System: Provides a way of training pilots to fly. During use, one transmitter acts as the Master (Instructor) and the other transmitter acts as the Slave (Student). The Instructor controls the Student's model as long as the Trainer Switch is released. Once the Instructor maneuvers the model to a safe altitude, the Instructor holds the Trainer Switch and the Student has control of the model. The Student will have control of the model as long as the Instructor holds the Trainer Switch. Once the Trainer Switch is released, the Instructor will have control of the model once again. If at any time the Instructor feels that the Student is in a situation that endangers the model, the Instructor releases the Trainer Switch and control of the model returns instantly to the Instructor.

Trim Authority: The Trim Authority function allows you to change the amount of control surface travel relative to how far Auxiliary Lever (VR6) is moved. You are only able to change the Trim Authority for the specific control surface that is assigned to the Auxiliary Lever (VR6), such as flaps in AERO mode, camber in GLID mode, and high and low pitch trim in HELI mode.

Trim Step Resolution: The Trim Step function allows you to adjust how far the servo travels when the trim switch is moved. This allows you to change the Trim function resolution to suit your preference. You can increase the resolution by decreasing the Trim Step value, so that the servo travels less when you move the trim switch. This makes it possible to fine-tune the trim settings extremely accurately. In addition, you could decrease the resolution by increasing the Trim Step value, so that the servo travels more when you move the trim switch. This makes setting large amounts of trim faster, but the trim setting may not be as accurate.

Trim Switch: Adjusts the trim of the four main flight controls, enabling you to trim your model for level flight. Six separate Trim Switches (T 1, T 2, T 3, T 4, T 5, and T 6) are featured. Each Trim Switch will control a different trim axis depending on which Model Type is selected and different trim settings can be programmed separately for each Flight Mode.

Type (Model Type): The Type function allows you to quickly set up the transmitter's low-level mixing based on the type of model you're flying. Common templates for AERO, GLIDER, and HELI model types are provided. This takes the guess-work out of setting up more complex models.

User Name: The User Name function allows you to input a User Name to register the transmitter. The User Name can consist of up to 8 letters, numbers, or symbols. Choose from capital letters, lower case letters, numbers, and various symbols.

Variable Rate Assign: The VR Assign function allows you to assign specific functions to the two Auxiliary Levers (VR5 and VR6) and to the Auxiliary Dial Knob (VR7).

Symbols

A

B

C

D

E

F

M

N

S

T

Airtronics is Distributed Exclusively in North America by:

Global Hobby Distributors
18480 Bandilier Circle
Fountain Valley, CA 92708

Telephone: (714) 963-0329
Fax: (714) 964-6236
Email: service@airtronics.net