Note: When the distance between transmitter and receiver is within 9 ft, antenna of transmitter should be folded in to test. If it is extended, receiver might not operate by swamping phenomenon. Of course you can use them with antenna fully extended over 9 ft distant.

BATTERY & CHARGING

* OS proportional transmitter & receiver contain nickel cadmium batteries which can be used permanently, as they can be recharged.
* Both transmitter & receiver batteries are completely charged before shipment but may slightly discharged during storage and shipping. It is best to make certain that both batteries are fully charged. (Approx.10 hrs for transmitter batteries and 20 hrs for receiver batteries)
* The charging of the batteries is accomplished with our charger "C-30". Charging can be done individually, by putting the short plug on the end of charger lead wire (Fig.4 & 5), or simultaneously by connecting as per Fig.6. It is very important to make sure the transmitter switch is "OFF" when charging the batteries and voltage checking.
* When properly connected, both electrode of neon lamp on the charger will light, if one of the electrodes fails to light, there something improperly connected and should be checked.
* When charging is completed, pull the A.C. plug first, then disconnect the batteries. This is to prevent electric shock.
* It is most certain to decide the discharging state by the time it is used. The transmitter battery can be used for approx. two hours and a half after fully charged. The receiver battery can be used for approx. one hour and a half, of course this depends upon the servo operation during the flight, as it also is used for the servo battery).
* Charging time for the transmitter is 10 hours when the battery is completely discharged. (No indication of meter even if you push the "Voltage check button") or three times of the time it is used. The receiver charging time is over 20 hours when completely exhausted or seven times of its used time.
* The OS charger C-30 is a uniform current charger (30 mA unif.), so it can not damage the batteries by over charging.

MOUNTING OF SERVO

* The moving direction of the servo will never change, therefore not the moving direction of the output plate and crank wheel, refering to Fig.3.
* Connection of push-rod, please note the following.
  1) Arrange all moving part to move as smooth and lightly as possible. (Removing such things as paint on hings.)
  2) Make certain that the push-rod does not contact with the frame, former or fuselage side.
  3) Assure that every connecting part of the push-rod and operating plate of servo works smoothly even in its maximum throw (Fig. 7).
* If you wish to reverse the 3 speed motor control sequence (high-mid-low to low-mid-high), note Fig.8. To adjust to the mid. speed you want, alter the position of crank wheel, as per Fig.9.