TWISTER MEDEVAC 2.4
READY TO FLY 4 CHANNEL R/C HELICOPTER
Assembly & Flight Training guide

SPECIFICATIONS

Main rotor diameter: 340mm
Fuselage length: 365mm
R/C transmitter: Planet 5 2.4GHz Advanced
Cyclic steering: hi-torque EnerG micro servos
On-board electronic control: Twister 3-in-1 unit & R6M 2.4GHz
On-board power: 7.4V 800mAh Li-polymer (with balance lead)
Model weight (no battery): 179g (6.3oz)
Flying weight: 222g (7.8oz)
Flight time per charge: 10 minutes (approximate)
Main drive: twin motors + ballraced steel main shafts
Primary electronic stabilisation: on-board piezo yaw rate gyro

KIT CONTENTS

Twister Medevac helicopter: 1
Planet 5 Advanced 2.4GHz transmitter: 1
Planet R6M 2.4GHz receiver: 1
Twister “3 in1” on-board electronics unit: 1
EnerG micro servos: 2
Twister 7.4V lithium polymer battery pack: 1
Twister Lithium polymer 12V DC Balancer Charger: 1
Twister 240V mains power supply: 1
Twister Medevac instruction manual: 1
Twister Medevac DVD: 1
FREE main blades (upper & lower): 2 sets
Flight Simulator USB cable set (connects transmitter to a PC): 1
AA transmitter batteries: 4

IMPORTANT!
Radio controlled model
NOT A TOY!

This high performance model must be assembled according to the instructions. May cause serious injury to persons or property if not used responsibly or if operated without due caution.
Unsuitable for children under 14 years old.

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# VITAL SAFETY INFO

Please read all instructions carefully before using this model. If any information in this manual is unclear, please contact your supplier for help. Please note especially the potential dangers associated with the rotating parts in this model:

DANGER—Wear protective eyewear when using model helicopters!
DANGER—Do not wear loose clothing or ties!
DANGER—Keep well clear of rotating blades!
DANGER—Never fly near children or animals!

# ABOUT THE FLYING AREA

**REQUIRED**

The Twister Medevac is designed primarily for indoor use—or outdoors in flat calm conditions. A hard, flat surface clear of all obstacles with an area of around 400 square feet is the minimum recommended requirement. However, you should fly only where it is safe to do so.

# ABOUT TRAINING, CRASHES & SPARE PARTS

The Twister Medevac has been designed to be strong and very easy to repair, however, the helicopter is not invulnerable and most people will tip their helicopter over or break parts during their flying career. This is quite normal. All parts are available as spares from your supplier. Study the exploded view of the helicopter carefully to understand the relationship between parts and how to replace them if necessary. Crash damage is not covered by warranty.

# GUARANTEE/WARRANTY

J. Perkins Distribution Ltd and Model Engines (Aust.) Pty. Ltd. guarantee this product to be free of manufacturing or assembly defects for a period of one year from time of purchase. This does not affect your statutory rights. This warranty is not valid for any damage or subsequent damage arising as a result of a crash, misuse, modification or for damage or consequential damage arising as a result of failure to observe the procedures outlined in this manual. Operation of this model is carried out entirely at the risk of the operator. Please note that, whilst every effort is made to ensure the accuracy of instructions and material included with this product, mistakes can occur and neither J. Perkins Distribution Ltd/Model Engines (Aust.) Pty. Ltd. nor its distributors will be held liable for any loss or damage arising from the use of this model or for any loss or damage arising from omissions or inaccuracies in the associated instructions or materials included with this product.

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INTRODUCTION
Thank you for buying one of the most complete, most stable, high quality scale RC helicopters available today.

It almost hovers by itself!
The co-axial rotors and ingenious design of this helicopter make RC helicopter flight accessible and practical to virtually anyone interested in RC helicopters!
The Twister Medevac demonstrates remarkable hovering stability and will help guide pilots into successful flight in the shortest possible time.

Test-flown, Flight Guaranteed and Ready to Fly!
The Twister Medevac is ready to fly and is designed for use indoors and outdoors (in calm conditions) in an adequate and safe space. The helicopter is designed by expert engineers and assembled at the factory. It is very strong and designed with numerous innovative safety features. The Twister Medevac uses the highest quality drive, power and control systems. Above all, this is one of the most fun-packed models we have ever flown and we hope you will enjoy flying it as much as we have!

State-of-the-art electronics in one package
The ‘3-in-1’ on-board electronics package includes piezo gyro, electronic mixers and speed controllers PLUS an LED system check, and a motor safe-start facility.

Professional Planet 5 2.4GHz R/C included
The transmitter and receiver have been designed for precision helicopter and aircraft flying and feature Adanced 2.4GHz control and high quality adjustable height stick units (convertible between Mode II (throttle left) and Mode I (throttle right)). The transmitter incorporates full 4-function control via two dual axis control sticks and a 5th function for lights/retracts, etc, socket for an optional Flight Simulator cable set, reversing switches, moulded ergonomic rear and side grips, carry handle, neckstrap hang point and a charging socket (for charging optional rechargeable transmitter batteries).

Spares & Option Parts
All spare and option parts are available for the Twister Medevac and can be purchased through model and hobby outlets.

NEW TO R/C HELICOPTERS?
Welcome to the thrilling challenge that is RC model helicopter flying!
If you are new to RC helicopters, please do not expect to be able to open the box and immediately 'fly around'. RC helicopters are fun to fly but require some training in order to be flown successfully.

Helicopter flight techniques must be learnt
The model is not a toy and requires preparation before, during and after flight. It also requires a commitment to spend a bit of time learning the procedures required for it’s successful operation. To most people, this is an interesting and exciting challenge, however, we recognise this may not be what you expected from this product. Therefore, if this is not what you expected, we advise you not to buy it.

Flight Training Guide and DVD included!
We have included a section on Basic Helicopter Flight Theory as well as a Flight Training Guide AND a Medevac Flight Training DVD—all written and produced with the aid of experienced RC model helicopter pilots.
We hope this material will help you succesfully explore real RC helicopter flying. Please note that we do not guarantee that by following the information included with this product you will be bound to achieve successful helicopter flight. Neither do we guarantee you will not break anything!!
GENERAL SAFETY CONCERNING HELICOPTERS

Please be aware that rotating blades can inflict painful and possibly serious injuries to people, animals or objects should the rotors strike someone or something. We recommend people use protective eyewear when operating this model.

Radio controlled models themselves can reach high speeds and cover significant distances rapidly if control is lost. This model is capable of speeds around 20mph (30kph).

The model must therefore be used responsibly and with great care generally.

The model operates on the 2.4GHz radio band using the latest 2.4GHz technology, thereby providing probably the best interference rejection of any R/C system available today. This technology eliminates pilot frequency worries as the radio encodes it’s own unique frequency data at startup in a manner similar to a bluetooth device.

Please observe the model flying safety code of the British Model Flying Association which can be found at the following address:
http://www.bmfa.org

WELCOME

A. KIT CONTENTS

▼ 1. Carefully remove the model and other items from the packaging.
▼ 2. Insert the 4AA alkaline batteries supplied into the transmitter battery compartment being careful to observe battery polarity.

Although the Twister Medevac is strong, all model helicopters require careful handling and a delicate touch. In particular, take great care with the electrical connections to and from the ‘3-in-1’ control unit and also the main rotor associated parts.

SAFETY NOTE!

Do not shorten the receiver aerial or modify it in any way.
B. TRANSMITTER PART NAMES
Transmitter battery compartment is located on the reverse side of the transmitter.

- Aerial
- Battery status LCD
- Control trim
- ON/OFF switch
- Dual axis control stick
- Reversing switch cover

C. REVERSING SWITCHES
Reversing switches are used to reverse the direction of the four flying controls. They are factory-set and should NOT be switched for flying your Twister Medevac. They may be useful if you use other models or fly the many models available within R/C flight simulators. The reversing switches are located on the front panel of the transmitter.

D. TRANSMITTER MODE CONVERSION
The transmitter can be converted from throttle left to throttle right and vice versa (i.e. between mode 1 and mode 2) by appointed engineers. Please contact your supplier for details.
A. FITTING THE FLYBAR

1. The flybar is supplied loose. Carefully snap fit the flybar unit into the mouldings at the top of the main shaft following the sequence outlined above. The moulded ‘flybar locating lugs’ must snap into the matching holes in the ‘flybar hub’.

2. The assembled flybar hub unit should look like the above.

3. Snap the plastic flybar link into position on a ball arm as shown above.

The flybar must be free to rock with no friction or sticking!
It should appear to sit ‘loosely’ in position—double check before proceeding!
B. LITHIUM POLYMER FLIGHT BATTERY

The Lithium polymer (Li-po) flight battery is a high power battery designed to give a flight time of 10 minutes per charge. It is supplied in a partially charged state.
As well as a red JST polarised lead (for connection later to the 3-in-1 board), the battery is also fitted with a white 3-pin polarised connector. This is the charge lead. Connect this white plug to the 12V charger.
Always leave the battery in a partially charged state. Never leave it in a discharged state.
The battery should be recharged when the LBW beacon on the tail of the helicopter starts to flash blue, or if you notice the helicopter is losing power. At this point land and recharge the battery.
Do not be tempted to run the battery past this stage as you will be over-discharging and the battery may be damaged.

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

WARNING!
Over-discharging will shorten the life of the battery or destroy it. Stop flying immediately the LBW (Low Battery Warning) beacon starts flashing and recharge the battery.

WARNING!
Do not short circuit—battery may explode. See page 23.

PLEASE READ THE SAFETY PROCEDURES FOR HANDLING LI-POLY BATTERIES AT THE END OF THIS MANUAL ON PAGE 23 BEFORE PROCEEDING FURTHER.

C. CHARGING THE FLIGHT BATTERY

The charger is designed to automatically charge the Li-Po battery in about 1 hour from a discharged state.
The 12V DC automatic charger is powered by the 240 Volt power supply illustrated above.
Alternatively, you can use a 12 volt sealed lead acid battery to power the DC automatic charger.
Twister Medevac

▼ 1. Connect the charger to your power source. The ‘POWER’ LED will flash red.

▼ 2. Plug the 3-pin connector on your Li-po battery into the socket in the right side of the charger. *The green LED will light and the red LED will glow solid red.*

▼ 3. When the battery is fully charged the green LED goes out. Disconnect the battery from the charger.

▼ 4. Disconnect the 12V power source from the charger. Your Li-po battery is ready for use.

**D. FITTING THE FLIGHT BATTERY**

▼ 1. Slide the charged battery pack into the battery holder but do not connect the power lead yet! *Ensure the battery is slid all the way home and retained with a small piece of velcro fastening (attached to the battery and lower battery holder).*

**E. LINKAGE CHECKS**

▼ 1. Check that all linkages and connectors are attached and that rotating parts are free to rotate smoothly.

▼ 2. Check that all linkages move freely with no binding or stiffness. Free off any linkages that show any sign of tightness or binding.
A. STICK AND TRIM CONTROL SUMMARY

1. Move the throttle (left stick) and throttle trim of your transmitter to the lowest (low throttle) position as shown above.
2. Centre the trim levers of the 3 other transmitter functions.
3. Switch on the transmitter.
**TRANSMITTER LAYOUT THROTTLE RIGHT (MODE 1)**

**A. STICK AND TRIM CONTROL SUMMARY**

1. Move the throttle (right stick) and throttle trim of your transmitter to the lowest (low throttle) position as shown above.
2. Centre the trim levers of the 3 other transmitter functions.
3. Switch on the transmitter.
POWER CHECKS AND CONNECTING UP

A. CONNECTING THE LI-PO BATTERY

▼ 1. Plug the battery connector into the matching battery lead emerging from the side of the canopy.

**WARNING!**
Keep hands, clothing, eyes, animals and children well clear when connecting power to this model or when flying it!

▼ 2. RECEIVER: After the receiver has completed satisfactory systems checks, the on-board LED will glow orange continuously.

▼ 3. 3-in-1 UNIT: After the on-board 3-in-1 unit has completed satisfactory systems checks, the on-board LED will glow green continuously.

**WARNING!**
Do not move the helicopter during the checking and calibration process.
Do not operate the throttle yet!
B. SWASHPLATE LEVEL CHECK  
(MODE 2 TRANSMITTER)  
The next stage requires you check control servo operation. Proceed as follows:

Adjust cyclic trims to level swashplate  
(Mode 2 transmitter shown)

The helicopter swashplate should be horizontal when viewed from the front and from the side of the helicopter. If it is not, adjust its position by operating the cyclic trims. See pics above.

The ball joints snapped to the swashplate can be unsnapped and screwed/unscrewed if further adjustment is needed after the model has flown.

C. SWASHPLATE ROLL CHECK  
(MODE 2 TRANSMITTER)

Roll cyclic - Move the transmitter roll (aileron) stick to the left. The swashplate will tilt as indicated above.
D. SWASHPLATE ELEVATOR CHECK
(MODE 2 TRANSMITTER)

▼ Fore and aft cyclic - Move the fore and aft (elevator) stick forward. The swashplate will tilt as indicated above.

E. THROTTLE CHECK
(MODE 2 TRANSMITTER)

▼ Throttle - Slowly push the throttle stick forward by a small amount and check that the main rotors start to rotate. Then immediately throttle back.

F. YAW CHECK
▼ Yaw - Tail control is achieved by altering the relative speed of the main rotors and can only be checked just before take-off as the helicopter becomes light on its skids.
G. RANGE CHECK

- It is important to check the transmitter will operate the model satisfactorily at maximum range.
- In order to do this place your model on the ground and walk away from the model whilst operating the swashplate controls.
  Check that the servos in the helicopter operate without interference up to a distance of 50 metres.
- Check the transmitter Battery Status LCD shows that the transmitter batteries have a voltage above 4.4V.
  Do not fly if battery voltage is below 4.4V.

Your Twister Medevac is ready for flight, but...

**WARNING!**

...If you are not an experienced R/C model helicopter pilot you must read the ENTIRE manual before flying.

**WARNING!**

Do not fly at 50 metres distance or greater. At distances of greater than 50 metres, it will become impossible to see your Twister Medevac.

We strongly recommend you fly no further away than 15 metres.

**WARNING!**

After finishing flying, always disconnect the battery from the helicopter FIRST. Then switch off the transmitter. Do not switch off the transmitter first and disconnect battery second.

**WARNING!**

You must take care and ensure the flying area is large enough and contains no obstacles (such as children, animals or furniture), which could be hit while you are flying your Twister Medevac.

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**FLIGHT CONTROLS MODE 2**

**A. FLIGHT CONTROLS LAYOUT**

![Flight Controls Layout Diagram](image)

- Each dual axis stick unit of your transmitter controls 2 helicopter functions (complete with trimmers on each function) giving you control about all 4 axes of flight). See above.
**B. RIGHT STICK UNIT FUNCTIONS**

- The right stick operates the 'cyclic' steering controls and moves the helicopter forwards/backwards and to the left/right in the horizontal plane. See below:

- Forwards

- Crab left

- Crab right

- Backwards

**C. LEFT STICK UNIT FUNCTIONS**

- The left stick operates throttle (main rotor speed) and yaw control. Throttle is increased to climb the helicopter and reduced to descend:

- Climb

- Descend

- The model hovers at approximately half power (at the middle stick position):
Moving the stick to the left or right will rotate the nose to left or right. This is called 'yaw control'.

See below:

**FLIGHT CONTROLS MODE 1**

**A. FLIGHT CONTROLS LAYOUT**

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

- The right stick operates the throttle (main rotor speed) and the 'cyclic' steering which moves the helicopter to the left/right in the horizontal plane. See below:

- The right stick also operates the throttle (main rotor speed). Throttle is increased to climb the helicopter and reduced to descend:

- The model hovers at approximately half power (at the middle stick position):
C. LEFT STICK UNIT FUNCTIONS

- The left stick operates both yaw control and the forwards/backwards 'cyclic' steering controls.
- Moving the stick to the left or right will rotate the nose to left or right. This is called 'yaw control'. See below:

Moving the stick forwards or backwards will cause the helicopter to move forwards or backwards. See below:
**FINE TUNING OF YAW CONTROL**

**3 IN 1 UNIT ADJUSTORS**

The 2 trimmers on the front of the ‘3-in-1’ unit are factory adjusted and usually require no adjustment. The status LED is next to the trimmers. The trimmers perform these functions:

- **Gyro gain.** The left trimmer (GAIN) adjusts the amount of gyro tail stabilisation from 0 to 100%. 90% is usually the best setting.
- **Yaw trimmer.** The right trimmer adjusts tail trim (centring of the tailboom). NB if you adjust this trimmer you must restart the helicopter in order to observe an effect on yaw trim.

*Adjustment of the yaw trimmer has no effect until the li-po battery is disconnected then reconnected.*

**WARNING!**
If your model tips over or crashes or rotors are physically stalled and prevented from turning, you must immediately reduce throttle to avoid damage to the speed controllers and other components. Crash damage is not covered by warranty.

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**DAMAGE PREVENTION FEATURES**

Unique features built into your Twister Medevac are designed to prevent accidental damage to the power, drive and electronics systems.

**LBW (LOW BATTERY WARNING) BEACON**
The LED on the cabin of the helicopter will flash blue when the battery needs charging. You must land immediately and recharge the battery. If you ignore the LBW beacon you risk damaging your battery!

**WARNING!**
Damage caused to the battery is not covered by warranty.

**MOPS (MOTOR OVERLOAD PROTECTION SYSTEM)**
In the event of a crash or tip-over where the blades become stalled, MOPS cuts power to the drive motors and electronics in order to prevent damage to these components. If you crash the helicopter badly causing a blade stall, MOPS will kill the power automatically. You should return the transmitter throttle stick to the low power position. The system will automatically re-arm some seconds later.
**Twister Medevac**

**HOW DOES A HELICOPTER FLY?**

A helicopter must be controlled about 4 axes simultaneously; yaw, pitch, roll and height. Your transmitter has 2 dual-axis precision stick units with two controls on each stick.

**In a throttle left (mode 2) transmitter**

- The left stick controls height (climb or descent) and tail rotor controls yaw (left or right).
- The right stick operates the cyclic steering controls which are used to pitch the helicopter nose up/nose down and to roll the helicopter left or right.

**In a throttle right (mode 1) transmitter**

- The left stick operates the tail rotor controls yaw (left or right) and cyclic elevator controls which are used to pitch the helicopter nose up/nose down.

The revolutionary contra-rotating system used in the Twister Medevac transforms helicopter flight by making control so easy that the helicopter almost flies itself!

**Transmitter stick movements**

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

**Height control**

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

This method of helicopter height control is called ‘fixed pitch’.

Height is managed using the throttle stick of your transmitter.

Push forward to climb, pull back to descend.

**Yaw control**

Yaw control is achieved by altering the speed of one main rotor relative to the other which causes a change in the torque generated by the main rotor and hence a rotation to left or right about the main rotor shaft.

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

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

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

**Steering control - fore and aft cyclic**

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

**Steering control - roll cyclic**

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

**Mastering the hover**

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

A large part of the initial learning phase in helicopter flight is about mastering the cyclic controls and learning to hover. Control commands will become ‘instinctive’ when you have ‘mastered’ the hover.
THE FLYING AREA
The flying area should be indoors in a large room or a hall or office. In this room you should have all doors closed as any wind can affect the movement of the Twister Medevac.
Make sure the take-off floor has a smooth surface rather than carpet which can trip up the Twister Medevac during ground handling.

WARNING!
You should be aware that the main rotor blades spin at a high rpm and are capable of inflicting serious damage to objects, people and animals.
You must take care when you are flying and make sure there are no children or animals in the room or flying area.
In addition, make sure the flying area is large enough and contains no obstacles (such as furniture) which could be hit while you are learning to come to terms with the flight characteristics of your Twister Medevac.

POSITIONING YOUR TWISTER MEDEVAC
First, double check that all the controls are working and operating correctly.
Place the model in the middle of the room.
Position yourself at least 2 metres behind the helicopter and slightly off to one side so that you are able to see the nose of the helicopter.

Useful tip ......................... Please note when flying that you must always watch the nose of the helicopter. For example, if the nose of the helicopter yaws to the left the tail swings right, therefore you must apply right tail rotor to correct this by pushing the yaw stick to the right.

INCREASE THROTTLE GENTLY
Watch the nose and apply just enough throttle until the model becomes light on its skids.

Useful tip ......................... All helicopters exhibit a degree of instability when approaching take-off as friction from the ground is reduced as the helicopter gets nearer to 'unsticking' from the surface.
Observe whether or not the helicopter is tending to move forwards or backwards.
If it tilts forward, you will need to apply rear elevator (rear cyclic) trim to correct. And vice versa if the Twister Medevac tends to tilt backwards towards you.
Observe the helicopter about the roll axis and adjust the trims in the same way–if it tends to roll or hop to the left, apply a little right roll trim and vice versa.
Adjust the trims until the Twister Medevac shows no detectable forward, backwards or sideways drift tendencies.

Useful tip ......................... When applying throttle, you must apply it gently and in small amounts. At this stage the Twister Medevac MUST STAY ON THE GROUND! Too much throttle will cause the helicopter to leave the ground and you may have difficulty in bringing it under control quickly enough to avoid tipping it over.

WARNING!
Too much throttle applied too quickly will cause your helicopter to leap rapidly and uncontrollably into the air!
Never apply too much throttle too quickly.

WALKING THE HELICOPTER
The helicopter should now be trimmed and you should be in a position to start learning to ‘take your Twister Medevac for a walk’.
These first flights should be made with the Twister Medevac in contact with the ground at all times.
Apply just enough power to make the helicopter light on the skids and add a few clicks of forward trim to tilt the rotor disc forwards.
Apply enough power so that the machine starts to move slowly forwards. Watch for any change of direction of the model and use the controls to correct.
At this point, you will be able to check yaw operation. Applying left yaw will tend to swing the nose to the...
left and right yaw will swing the nose right. Note that the on-board piezo gyro damps out any tail direction changes and so stabilizes the helicopter.
The aim now is to travel steadily and progressively across the floor.
Walk forwards following the helicopter across the floor whilst using the controls to maintain slow and accurate progress.
The ‘walking technique’ is the method often used to safely develop the automatic ability to apply the right control input when needed. You should practice this until you are starting to automatically input the control commands required to keep the helicopter moving gently forwards along the ground.
When you feel confident, proceed to the next step...

**TAKING THE FIRST ‘HOP’**
By now you should be making the correct control inputs automatically and be able to make smooth progress across the surface of your floor. If you cannot, please keep practicing!
The first ‘hop’ is a natural ‘next step’ from walking your Twister Medevac.
Whilst walking you apply a small amount of extra throttle to briefly raise the helicopter off the floor and into the air for a second. Then you should reduce throttle and settle back onto the floor.
With practice, you will find that you are able to make more and more of the correct control commands required to keep your Twister Medevac upright and that the hops become longer and higher.
Always make sure you watch the nose of your helicopter—not the tail. The gyro will keep the tail straight for you a lot of the time but you will have to use the yaw control to swing the nose of the helicopter straight as you make progress across the floor.
Keep practising and you will find that your flights will become longer.
Please be aware that a model helicopter in the hover—regardless of design—will never stay completely still!
A helicopter will always require some level of input to stop drift or a tendency to turn or climb. This is not a sign of something faulty with the helicopter, but is in the nature of a hovering helicopter.
By now you should be able to manage hops at a height of between 10 and 30cm with duration of 5-10 seconds per hop. Flights will become longer and easier as your co-ordination and understanding of flight develop.

**HOVERING AND MANOEUVRES**
As your co-ordination and anticipation improves, you should be able to reduce forward speed when making ‘hops’, thereby bringing your helicopter into a hover.
Practice hovering until you feel confident with the basic handling of your helicopter.
Next, you should start experimenting at rotating (yawing) the helicopter slightly to the left or right using the tail rotor (yaw) controls—but only proceed to this stage when you have mastered the hover!
From the hover, yaw the model a few degrees left and then back to straight ahead—always remembering to watch the nose. Practice yawing to left and to right until you feel confident.
Next, practice crabbing your Twister Medevac to the right and left using cyclic controls:
From the hover, briefly ‘nudge’ a small amount of right roll. Your Twister Medevac will start a drift to the right. Put in a small amount of opposite roll to halt the drift, then a small amount of left roll to start a drift to the left. You may need to keep the tail straight using tail rotor whilst doing this. Always be ready to correct the drift by using opposite roll. If you get into trouble at any stage, reduce the throttle, land, change your trousers and try again.

**BEYOND THE HOVER**
As you become more proficient with your helicopter you will want a larger space so you can really start to fly around instead of hovering about all day.
If you do fly outside, please remember that any wind will affect the performance of your Twister Medevac—sometimes markedly. Please keep this in mind if you do fly outdoors (in calm conditions) and don’t be too surprised if, while flying your model, it suddenly climbs or drops without you making any input. This can be caused by a breeze or even a ‘thermal’ passing through.
A training undercarriage can be a huge help by providing your Twister Medevac with a wide track and a degree of cushioning to aid stability and therefore help prevent ‘tip-overs’. See the parts listing at the end of this manual. Another useful training aid is a computer flight simulator which can greatly enhance and speed up the learning process. A simulator is also great for teaching yourself “nose in” flying. This is when the nose of the helicopter is pointing at you and where some of the controls effectively become reversed—which can catch out both experienced and novice pilots alike!
GOOD LUCK AND HAPPY FLYING!
**TROUBLESHOOTING**

**MAIN ROTOR DOES NOT TURN**

- Check throttle stick and trim lever are in the fully down position before advancing the throttle stick.
- Check all electrical connections
- Check that the orange light on the receiver is glowing solid to show that the transmitter and receiver are bound.
- Check that both motor pinion gears are still engaged with the main drive gears.
- Check Li-po battery is charged.
- Check state of transmitter batteries. Replace if necessary.
- Check green light on 3-in-1 unit is glowing.

**HELI.CO.PTER SPINS UNCONTROLLABLY**

- Check main gear retaining set screws
- Check Gyro gain trimmer (3-in-1 unit) to ensure gyro gain is set approximately 90%.

**HELI.CO.PTER ACCELERATES AWAY WHEN STICKS ARE NEUTRAL**

- Check that swashplate is level. Adjust trimmers and/or adjust swashplate cyclic links length if necessary.

**VIBRATION**

- Bent main shaft(s)—the tail boom and undercarriage will vibrate if the main shaft(s) is/are bent.
  Replace the main shaft(s) and gear unit if you suspect a bent main shaft.
- Flybar is bent—straighten or replace if badly bent.
- Main blades out of balance—check that blades are not bent or broken.

**LITHIUM POLYMER BATTERY SAFETY**

**Before Charging Li-po’s**

- Before charging your battery check for any damage e.g. check if the battery has expanded or swollen in size or if the battery cells have been punctured. If any of the above is true: DO NOT CHARGE THE BATTERY!

**Charging Li-po’s**

- Only use a charger designed to charge Lithium polymer batteries. Never use a nicad or other charger as this is very dangerous.
- Never attempt to charge at a rate faster than that recommended in the instructions. Check that the battery cell count matches the charger cell count switch (if fitted).
- Never charge unattended. Always stay with your battery whilst charging in case of overheating or fire.
- Charge on a safe surface or container (e.g. old unused microwave oven). Charge only on non-flammable surfaces, e.g. concrete floor preferably outdoors, or in a pyrex cooking dish with the battery placed on a bed of sand, or in a fireplace. Never charge inside a car!
- Switch off charger if battery gets too hot. If the battery becomes hot to the touch during charging, disconnect and switch off immediately.
- Extinguish fires with sand. If something goes wrong and your battery catches fire, always have sand from a fire bucket at hand to douse the flames. DO NOT use water!

**Using Li-po’s**

- Do not modify/change any part of the battery or lead. Do not remove its heat shrink protective covering. Removal or modification may damage the battery and will invalidate any warranty claim.
- Do not place this battery near fires or anything with high temperatures.
- Do not charge batteries while you are driving and do not store batteries in any type of motor vehicle.
- Do not let the battery get wet or become submerged in any type of liquid.
- Do not carry loose batteries in your pocket or bag as they could short-circuit against other items.
- If you should get electrolyte from the cells on your skin, wash thoroughly with soap and water. If in your eyes, rinse thoroughly with water. Seek medical assistance.
Parts Listing
<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5510602</td>
<td>ALKALINE AA GOLD PENCELLS (60) (NOT SHOWN)</td>
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<tr>
<td>6600290</td>
<td>2-CELL LI-POLY BATTERY PACK</td>
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<td>6600325</td>
<td>2-CELL LI-PO BALANCER CHARGER</td>
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<td>6600330</td>
<td>240v (TO 12v DC) POWER SUPPLY (3 PIN) (NOT SHOWN)</td>
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<td>6600331</td>
<td>240v (TO 12v DC) POWER SUPPLY (2 PIN) (NOT SHOWN)</td>
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<tr>
<td>6600345</td>
<td>3-IN-1 ESC/GYRO/MIXER UNIT</td>
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<tr>
<td>6600370</td>
<td>MOPS&amp; CONNECTOR LEAD (NOT SHOWN)</td>
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<td>6600371</td>
<td>LOW BATTERY WARNING BEACON 7.4v (NOT SHOWN)</td>
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<tr>
<td>6601520</td>
<td>MOTOR A (LOWER)W/METAL PINION</td>
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<tr>
<td>6601530</td>
<td>MOTOR B (UPPER)W/METAL PINION</td>
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<tr>
<td>6601550</td>
<td>INNER MAIN SHAFT BEARINGS (2x6x3)</td>
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<tr>
<td>6601560</td>
<td>OUTER MAIN SHAFT BEARINGS (4x8x3)</td>
</tr>
<tr>
<td>6601590</td>
<td>OUTER SHAFT AND MAIN GEARS</td>
</tr>
<tr>
<td>6601600</td>
<td>INNER MAIN SHAFT</td>
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<tr>
<td>6601700</td>
<td>OUTER MAIN SHAFT BEARINGS (4x8x3)</td>
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<td>6601750</td>
<td>ALLEN KEY/TIE WRAP/TAPE (NOT SHOWN)</td>
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<tr>
<td>6601755</td>
<td>PUSHROD SET</td>
</tr>
<tr>
<td>6601760</td>
<td>MAIN CHASSIS</td>
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<td>6601765</td>
<td>MAIN SHAFT RETAINING COLLAR</td>
</tr>
<tr>
<td>6601770</td>
<td>BOLT/NUT/WASHER SET (NOT SHOWN)</td>
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<tr>
<td>6601800</td>
<td>BATT SUPPORT SET ARMY</td>
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<tr>
<td>6601802</td>
<td>BATT SUPPORT SET NAVY</td>
</tr>
<tr>
<td>6601805</td>
<td>UNDERCARRIAGE SET ARMY</td>
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<tr>
<td>6601807</td>
<td>UNDERCARRIAGE SET NAVY</td>
</tr>
<tr>
<td>6601810</td>
<td>CANOPY PAINTED ARMY</td>
</tr>
<tr>
<td>6601812</td>
<td>CANOPY PAINTED NAVY</td>
</tr>
<tr>
<td>6601815</td>
<td>TAIL BOOM SECTION COMPLETE ARMY</td>
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<tr>
<td>6601817</td>
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<td>STRETCHER ARMY</td>
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<td>6601822</td>
<td>STRETCHER NAVY</td>
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<td>7710150</td>
<td>PLANET 5 2.4GHZ TRANSMITTER ONLY (NOT SHOWN)</td>
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<tr>
<td>7710350</td>
<td>PLANET R6M 6CH 6 GRAM 2.4GHZ RECEIVER)</td>
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<tr>
<td>7712110</td>
<td>SUPER MICRO 7.5g SERVO (S7.5 EnErG) (NOT SHOWN)</td>
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<td>6600362</td>
<td>EnErG 7.5G SERVO GEAR SET (NOT SHOWN)</td>
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<tr>
<td>7711354</td>
<td>USB SIMULATOR CABLE &amp; ADAPTER (NOT SHOWN)</td>
</tr>
</tbody>
</table>
**USB PC FLIGHT SIMULATOR CABLE**

Your Twister Medevac is supplied with a USB cable that connects via the socket on the rear of your transmitter to a Windows PC or notebook PC.

Using free R/C flight simulator software, downloadable from the Internet, you can run a realistic R/C helicopter simulation that will allow you to practice until you feel comfortable enough with the simulator to have a go with the real model.

The transmitter can be used with a Windows PC to run a number of R/C model flight simulators. The advantage to the pilot is twofold: by practising using your own transmitter on a simulator you will get familiar with your very own set of controls when you fly your Twister Medevac for real.

Secondly, a simulator is particularly good at introducing the basics of R/C flight for those unfamiliar with the four flying controls, the trims and their effects on a helicopter.

For advanced pilots wishing to practice ‘nose-in’ hovering where the controls are effectively reversed; a simulator is a great tool.

We recommend the FMS free flight simulator available as a free download from:
http://n.ethz.ch/student/mmoeller/fms/index_e.html

There are hundreds of different models available for use with the FMS simulator, for example you can download many different models from this URL:
http://www.rfmodels.com/FMS/

**OPTION TRAINING AIDS**

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6601775</td>
<td>TWISTER MEDEVAC TRAINING UNDERCARRIAGE SET</td>
</tr>
<tr>
<td>6601795</td>
<td>TWISTER MEDEVAC MOTOR HEAT SINK</td>
</tr>
</tbody>
</table>

Keep your motors cool with the optional anodised heat sink, which fits comfortably between the motors to dissipate heat. Ideal for learner pilots who will spend more time hovering.

Useful for first time flyers, this training undercarriage fits to the undercarriage of the medevac to help stabilise the heli while your learning to fly.
## OPTION PARTS

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6600500</td>
<td>BLUE CNC ALU. CENTRE HUB (OPTION)</td>
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<tr>
<td>6600501</td>
<td>GUNMETAL CNC ALU. CENTRE HUB (OPTION)</td>
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<tr>
<td>6600502</td>
<td>BLUE CNC ALU. SWASHPLATE (OPTION)</td>
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<tr>
<td>6600503</td>
<td>GUNMETAL CNC ALU. SWASHPLATE (OPTION)</td>
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<td>6600504</td>
<td>BLUE CNC ALU. LOWER HUB (OPTION)</td>
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<tr>
<td>6600505</td>
<td>GUNMETAL CNC ALU. LOWER HUB (OPTION)</td>
</tr>
<tr>
<td>6600506</td>
<td>BLUE CNC ALU. BB/HOLDER (OPTION)</td>
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<td>6600507</td>
<td>GUNMETAL CNC ALU. BB/HOLDER (OPTION)</td>
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<td>6600510</td>
<td>FLOAT SET ARMY GREEN (OPTION)</td>
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<tr>
<td>6600512</td>
<td>FLOAT SET NAVY BLUE (OPTION)</td>
</tr>
<tr>
<td>5507932</td>
<td>LED SEARCH LIGHT SET (OPTION)</td>
</tr>
<tr>
<td>5507964</td>
<td>LED NAVIGATION LIGHT SET (OPTION)</td>
</tr>
</tbody>
</table>

## CNC PARTS

![CNC PARTS](image)

## FLOAT SETS

![FLOAT SETS](image)
Planet R/C is our range of 2.4GHz radio. Currently available in a 5 channel LCD display version. Planet has been carefully and ergonomically designed with a new twin hand grip system that enables easy and safe handling of your radio. Now available as a Transmitter, Receiver and Combo Pack so you can install this system to replace your old 27mHz or 35mHz set with ease at a very affordable price.

The Planet T5 transmitter and receiver have been designed for precision helicopter and aircraft flying and feature Advanced 2.4GHz control. 2.4GHz is a worldwide frequency that has many applications and uses. This technology is very suited to enhance safe flying through the model and hobby industry. 2.4Ghz technology creates the advantage for a ‘bound’ relationship between the Transmitter and Receiver. The setting up of this relationship is known as ‘binding’. In a ‘bound’ transmitter/receiver relationship the receiver is exclusively bound to your transmitter and can only respond to signals received from your transmitter. It will not respond or receive signals from any other device or transmitter transmitting on the 2.4GHz frequency band.

Binding is done at the factory. Once a transmitter is bound to it’s receiver, re-binding of transmitter and receiver is not normally required.

**TRANSMITTER FEATURES**

The Planet transmitter has been expertly designed and manufactured and incorporates full 4-function control via two dual axis control sticks and a 5th function for lights/retracts, etc as well as high quality adjustable height stick units and adjustable stick spring tensions (convertible between Mode II (throttle left) and Mode I (throttle right)). The transmitter also features a socket for an optional Flight Simulator cable set, servo reversing switches, LCD battery status display, moulded ergonomic rear and side grips, carry handle, neckstrap hang point and is powered by 4 AA batteries.
BINDING THE RECEIVER TO THE TRANSMITTER

Your transmitter and receiver have a coded, ‘bound’ relationship with each other. The setting up of this relationship is known as ‘binding’.

In a ‘bound’ transmitter/receiver relationship the receiver is exclusively bound to your transmitter and can only respond to signals received from that transmitter. It will not respond to any other device or transmitter. Binding is done at the factory. Once a transmitter is bound to it’s receiver at the factory, re-binding of transmitter and receiver is not normally required.

By binding your receiver, for example, to a friend’s Planet 5 transmitter, the unique relationship between your original transmitter and receiver will be broken. Should you wish to - or need to, re-establish or ‘bind’ your transmitter with your receiver once more; proceed as follows:

HOW DO I RECOGNISE THAT MY RECEIVER IS NOT BOUND?

Upon connecting the battery to the helicopter the receiver status indicator LED will flash on and off slowly regardless of whether the transmitter is switched on or not. Even when the transmitter is switched on; no control or change in the slow flash of the LED will be seen.

HOW DO I BIND RECEIVER AND TRANSMITTER?

▼ 1. Switch off the transmitter.

▼ 2. Press the binding switch on the receiver undersurface briefly once with your fingernail or a small screwdriver.

▼ 3. The receiver status indicator will pulse in flashes of three.

▼ 4. Switch on the transmitter.

   As the signals are acquired, the LED will flash briefly and then glow solidly a few seconds later indicating a successful binding.

▼ 5. Operate your helicopter as normal.
TWISTER MEDEVAC 2.4
READY TO FLY 4 CHANNEL R/C HELICOPTER
Assembly & Flight Training guide

Australasia agents: Model Engines,
Melbourne, Australia
www.modelengines.com.au
European agents: J Perkins Distribution,
Lenham, England
www.jperkinsdistribution.co.uk