REVELL CONTROL
IR HELICOPTER
TROUBLESHOOTING GUIDE

Relates to the following items:

23814, Helicopter "FLASH" (ASIN: B07ZJDQR8W)

23829, Glow-In-The-Dark Helicopter "STREAK" (ASIN: B07JRD6RQM)

23892, Helicopter "ROXTER" (ASIN: B01JGL3SVQ)

This guide has been created as a supplement to the 'User Manual' and 'Safety Instructions' as supplied with the above-referenced IR (infrared operated) helicopters, and should be used in conjunction with both.

These helicopters operate via infrared signals from the controller (remote control) to the helicopter itself, which works similar to a TV remote control.

TO NOTE:

- An uninterrupted view between the controller and helicopter is required to maintain control
- Operation is best in lower-light conditions, primarily indoors, as bright light can interfere with the infrared signal
- The controller doubles as the helicopter's battery charger, so you should always use best quality 1.5V Alkaline 'AA' size batteries (x4) for best IR signal and fastest helicopter recharging
- Rechargeable 'AA' size batteries can be used in the controller, but they and their charger must be obtained separately

GENERAL - HELICOPTER

The helicopter's rotor blades* (2x upper/2x lower) are intentionally loose in their mountings. This is to lessen the force that is directed to the rotor assembly and frame in the event of an impact/crash/hard landing, and they will automatically straighten out once power is applied.

It is a good idea to straighten them as best you can prior to each flight, as there will be a momentary juddering of the helicopter as power is applied and the blades straighten prior to lift off.

*A spare set of rotor blades (4pcs) is included in the event any suffer significant damage

HELICOPTER CHARGING

With the controller and helicopter both switched 'OFF', carefully locate the helicopter onto the charging port (above the 'CHARGE' mark) on the controller such that the helicopter's skids are in the depressions on the controller, with the helicopter facing forward as shown below (Roxter shown for illustration purposes).

The LED inside the helicopter's frame will light up continuous 'blue' to indicate that charging has commenced. Once charging is complete (typically 20-30 minutes), the LED will go out to indicate that the helicopter is charged sufficient to fly.

IMPORTANT: After the first charge and subsequent flight, you should allow the helicopter to cool for 10-15 minutes before attempting a recharge to protect the helicopter's drive motors and built-in LiPo battery from being damaged.

FLIGHT PREPARATION

CONTROLLER: Press the on/off button below the embossed ‘POWER’ lettering once and the controller’s LED will begin to flash ‘red’.

HELICOPTER: Move the on/off switch (located underneath, between the landing skids) left to the ‘ON’ position. The ‘white’ LED in the nose will be continuous ‘on’. The ‘red’ LED located internally between the on/off switch and the embossed ‘ON OFF’ lettering on the frame will blink for a short time, then go continuous ‘on’. The controller’s ‘red’ LED will continue to blink.

CONTROLLER/HELICOPTER: Place the helicopter in front of the controller with its nose pointing forwards as shown below.

CONTROLLER: Push the left stick (marked ‘A/D STICK*) fully forwards, then let its internal spring return it to the rearward position as shown above. The controller’s ‘red’ LED should change from ‘blinking’ to continuous ‘on’ to indicate that the controller and helicopter are now ‘paired’.

*A/D STICK = Ascend/Descend Stick

FIRST FLIGHT

First flights can be a little intimidating but you will quickly get to grips with the operation of your IR helicopter if you note the following:

- Initially, fly in as large an (indoor) area as you can to allow you time to respond to the way the helicopter is flying
- Take off from as smooth a surface as you can to avoid the possibility of accidentally 'snagging' the helicopter's landing skids, which can prevent a smooth transition into the air. This can be from the ground, but it is often better to take off from a table top to help avoid ground obstructions
- Under power, the helicopter will always be travelling forward. Push the left stick forward to increase power/speed and gain altitude/pull the left stick back to reduce power/speed and lose altitude/land. Push the right stick left to turn the helicopter to its left and push the right stick to the right to turn the helicopter to its right - the more you move the right stick away from centre (left or right), the tighter the helicopter will turn in that direction
- Use small movements of the left and right sticks and the helicopter will respond in proportion to those inputs. Quick, jerky movement of the sticks will result in similar responses to the helicopter's flight, erratic control, and should be avoided
- Initially, try to maintain an altitude between 1 - 1.5m above the take-off surface to allow you to get used to how the helicopter flies whilst not being too high if you need to land suddenly/accidentally crash land to reduce the chance of damage to the helicopter. Fly a box pattern (either turning to the left or right as you prefer) approximately 2m long on each side of the box to get used to basic turns. Once you have mastered flying a box shape in one direction, attempt it in the opposite direction
- Once you are happy that you can maintain a steady altitude/height and make basic turns (left and right), try flying the helicopter in a figure-of-eight shape so that you can get used to more involved steering control
- When you first take off (and the helicopter is fully charged) it is not necessary to advance the left (A/D Stick) fully forward and moving the stick just over 50% forward (so that it is in line with the 'S' in 'A/D **S**TICK' will be sufficient to gain altitude without full forward speed, giving you more time to respond. As the helicopter lifts off, make a small movement of the right control stick away from its centre and hold it there so that the helicopter begins to fly a gradual turn, either left or right as you prefer. From this, you can decide to increase or decrease power on the left stick as required and then begin to fly the helicopter in whatever direction you prefer

All of this can seem quite complicated until you actually try it. If you follow the guidance above, you should quickly transition into the easy flight that these helicopters are capable of.

If you are still experiencing problems, please contact us either by email (office.uk@carrera-revell.com) or by phone (Monday to Friday, 9am to 4pm) on 01296 660291.