



Flight Manual



megatech[®]

Worldwide leader in radio control entertainment[™]

www.megatech.com

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Please Call Megatech First!

DO NOT RETURN THIS PRODUCT TO THE STORE

*Call our Service Department at:
(888) MEGA-911 or (201)662-8500
or email: support@megatech.com*

9:30am - 5:30pm, EST Monday through Friday (except holidays)

Technical assistance is also available on the web at www.megatech.com

READ ENTIRE MANUAL BEFORE ATTEMPTING TO USE

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Important! You alone are responsible for operating your model in a safe manner. Before you begin, please read all safety precautions and warnings. Failure to comply with any of the following could lead to bodily harm or injury to you or others. The Megatech Prowler is not intended for those under 14 years of age without proper adult supervision.

SAFETY PRECAUTIONS

TRANSMITTER SAFETY

This device complies with part 15 of FCC rules.

Operation subject to the following two conditions:

- 1) This device may not cause harmful interference and
 - 2) This device must accept any interference received, including interference that may cause undesired operation.
- Since your model is controlled by a radio link it is very important to always keep fresh alkaline batteries in the transmitter.
 - The transmitter should always be the **FIRST** thing you turn on - and the **LAST** thing you turn off.
 - The transmitter's antenna must be fully extended for optimum radio range during flight.
 - Do not trim the airplane's antenna. It is cut to a specific frequency length. Doing so will drastically affect radio range.
 - Always use gentle control stick movements to fly your plane.

SAFETY GUIDELINES

- Look at the frequency label on the front of your transmitter. Do not fly your airplane if other models are being operated on the same frequency nearby.
- Do not tamper with the electrical components or allow them to get wet. Electrical damage may occur.
- Never fly your Prowler from roadways or after dark.
- Always fly your airplane in a wide open area (at least 300 ft), free from wires, trees and other obstructions.
- 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. Do not fly around people who are unaware that you are flying a model airplane.
- Before flying, make sure you perform a range check. You should be able to maintain control at least 100 feet from transmitter to plane with the transmitter antenna extended.
- Do not use solvents or liquid cleaners to clean this model. Use a dry, soft cloth for cleaning.
- Keep the Prowler away from heat or fire. Never leave the

RECHARGEABLE BATTERY WARNINGS AND PRECAUTIONS

- ALLOW THE FLIGHT PACK TO COOL COMPLETELY AFTER EACH FLIGHT BEFORE ATTEMPTING TO CHARGE, DISCHARGE OR FLY.
- NEVER LEAVE THE FLIGHT PACK UNATTENDED WHILE CHARGING.
- Only charge the flight pack until it becomes warm. Do not let it get too hot. This should take approximately 30 minutes using the DC charger or about three hours using the AC Charger.
- Never place a charging battery on your car seats or console, but rather outside the vehicle on a flame & heat resistant material (such as an oven mitt).
- Always remove the flight pack from the Prowler when not in use.

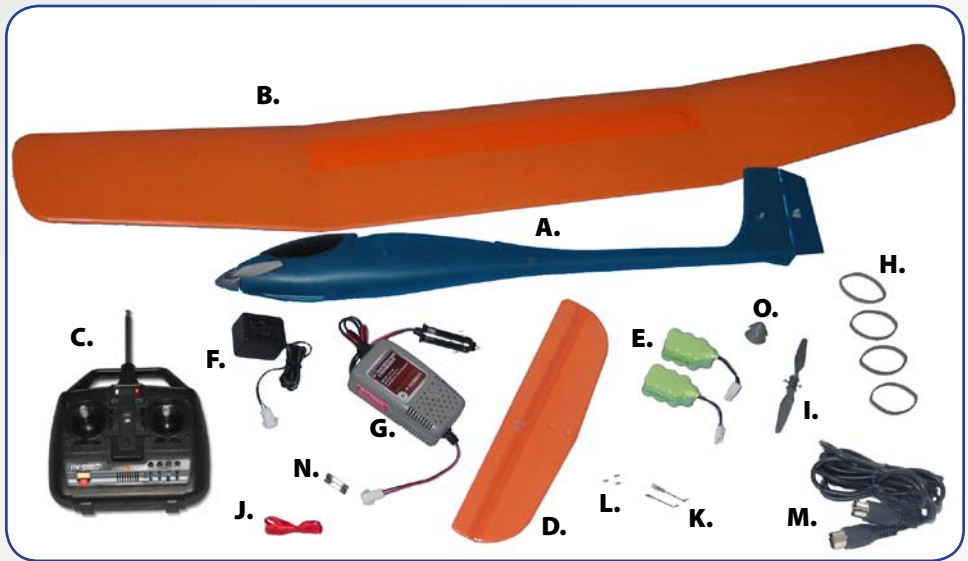


Nickel-metal hydride batteries must be disposed of properly. For current regulations in your area and proper disposal sites please call 1-800-822-8837 or visit www.rbrc.org.

PACKAGE CONTENTS

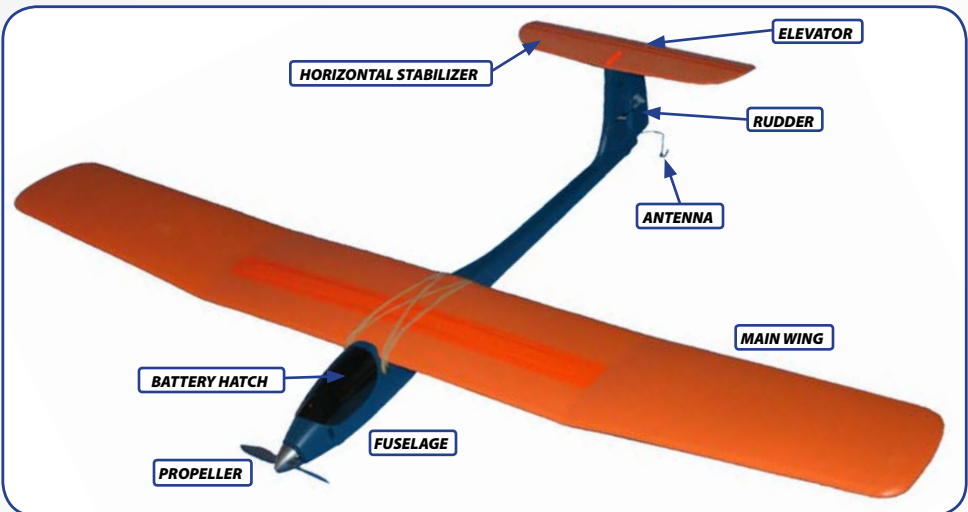
Before getting started you will need:

- 8 "AA" Alkaline batteries (sold separately)

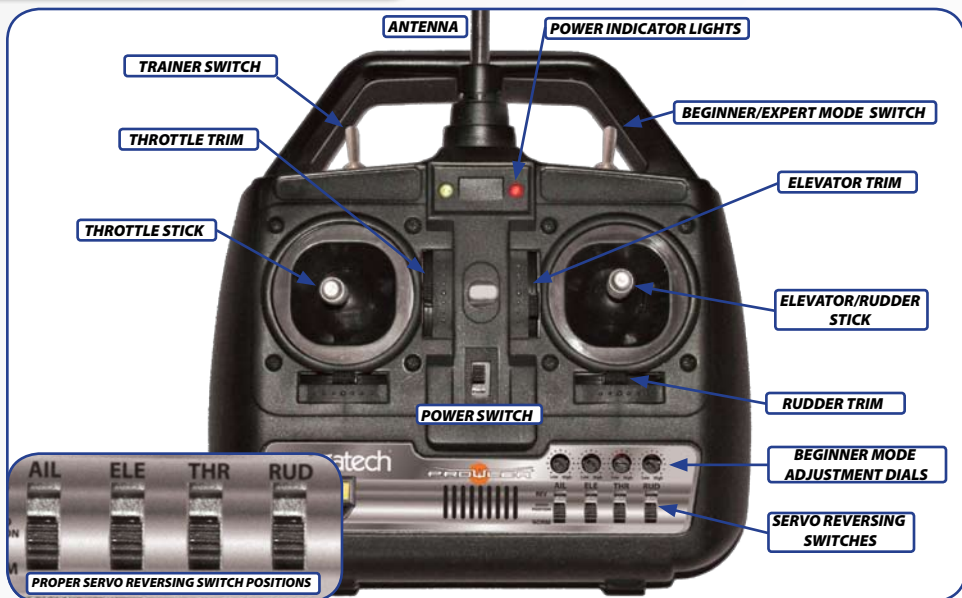


First make sure the contents of your package are complete:

- | | | |
|---------------------------------|---------------------------------|-------------------------------|
| A. Prowler Fuselage | F. AC Battery Charger | K. Two Push-Rods |
| B. Main Wing | G. DC Battery Charger | L. Three Screws |
| C. FM Transmitter | H. Wing Bands | M. Trainer Cable |
| D. Horizontal Stabilizer | I. Spare Propeller | N. Spare Charger Fuses |
| E. Two NiMH Flight Packs | J. Wind Direction Ribbon | O. Spare Nose Cone |



THE RADIO SYSTEM

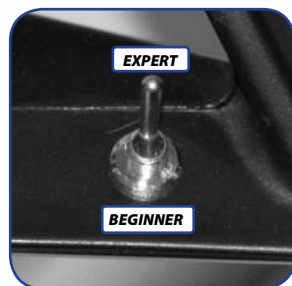


The 4-Channel radio system included with your Prowler can be used in other radio control airplanes should you wish to do so.

NOTE: The Prowler is a 3-channel airplane. As such, this manual refers to the control sticks by the functions they apply to on your airplane. The control referred to in this manual as “Rudder” is actually the “Aileron” control. If you were to use this radio system in a full 4-channel airplane, the left stick would be controlling your Throttle (Up/Down) and Rudder (Left/Right), while your right stick would be controlling your Elevator (Up/Down) and Aileron (Left/Right). The servo reversing switches and beginner mode adjustment dials use the proper 4-channel naming convention.

Your transmitter has a function known as servo reversing. There are four switches located at bottom right of the front panel on the transmitter to reverse the directional throw of the servos for each of the 4 channels. Starting from the left, the first switch is for Ailerons. The second switch is for Elevator. The third switch is for Throttle and the fourth switch is for Rudder. These switches should already be set to the proper positions for your Prowler. If they are not, set them as shown above.

Your transmitter also has a Beginner/Expert function. It allows you to change how much servo response you get from the movement of your transmitter control stick. When the Beginner/Expert switch on top of your transmitter (see image to right) is set to the “Beginner” setting, you can use the Beginner Mode Adjustment Dials above the servo reversing switches to adjust how much response each control has. Turning the dial clockwise gives that control more response, counter-clockwise gives it less.



NOTE: We do not recommend adjusting the throttle control response. If you are a beginner pilot we recommend using the beginner setting until you get used to the control inputs.

INSTALLING THE BATTERIES

Caution: Never mix old and new batteries. Only use fresh alkaline (non-rechargeable) batteries in the transmitter to assure best radio signal link. The transmitter requires 8 "AA" 1.5v batteries.

- 1) Remove the battery compartment hatch on the rear of the transmitter.
- 2) Install 8 fresh "AA" 1.5v alkaline batteries, paying careful attention to proper "+" and "-" polarity.
- 3) Slide the battery compartment cover back into place until it locks.
- 4) Turn the transmitter on by sliding the main power switch located on the front of the transmitter to the "On" position. Both lights on your transmitter should be illuminated. If they are not, make sure you are using all fresh alkaline batteries and recheck that the batteries have been inserted using the proper polarity. If you still have problems, contact Megatech Support at 888-634-2911.



CAUTION

READ THIS SECTION BEFORE CHARGING YOUR BATTERY PACK FOR THE FIRST TIME!

- When using the DC charger, place the battery and charger on the ground outside the car on a fire resistant material. Never place a charging battery or charger inside your car.
- Never leave the battery and charger unattended while charging.
- Always let the flight pack cool completely before recharging.
- DO NOT OVERCHARGE THE BATTERY. Use extra caution when touching the battery because it may become very hot.
- NEVER attempt to use any charger not designed for use with this battery. It could result in battery damage.
- Never have the vehicle engine running during the DC charging process. This may cause overcharging and possible damage to the battery. Note: Check your vehicle's owner's manual for full details on how your power outlet operates.
- Always disconnect the battery from the charger when charging is complete.

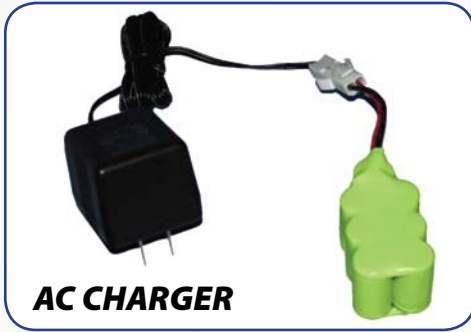
CHARGING YOUR FLIGHT PACK

Your new Prowler features two ways to charge your flight pack: via a wall outlet (AC) or using your automobile's cigarette lighter (DC).

- When performing an AC charge, begin by attaching the flight pack battery to the AC charger's connector and then plug the charger into a wall socket. Charging may take up to three hours. Check the battery pack every 20 minutes. If it begins to feel warm, charging is complete.

- When performing a DC charge, begin by turning off your car. Next, attach the flight pack battery to the DC charger's connector and then plug the charger into the vehicle's cigarette lighter or 12v Power Outlet. The charging light should glow red. When charging is complete, the light will turn green. Charging may take about 20-30 minutes. Note: Check your vehicle's owners manual for full details on how your power outlet operates.

Always monitor the charging process. Your flight pack will become warm, but do not let it become extremely hot!



CYCLING THE FLIGHT PACK

NOTE: For peak performance and optimum flight duration, it is important to cycle the rechargeable flight pack 3 times before flying. Cycling is only required before the initial flight.

- 1) Charge the battery pack as shown above.
- 2) Make sure the airplane and transmitter are switched to "OFF" and the left hand stick of the transmitter is all the way DOWN then move the throttle trim tab below the center position.
- 3) Turn the transmitter to the "ON" position.
- 4) Plug the flight pack into the plane.
- 5) Securely hold the airplane's fuselage with the nose facing away from you. Be sure it as far away from your person and any loose clothing or jewelry.
- 6) Push the left hand stick of the transmitter (the throttle stick) completely forward until the battery runs out.
- 7) Allow the battery to cool COMPLETELY.
- 8) Repeat this process 2 more times.

FINAL ASSEMBLY

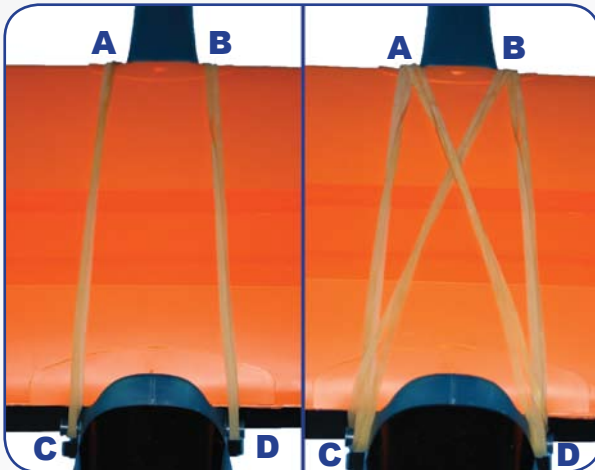
Attaching the Main Wing

- Carefully place the main wing onto the fuselage with the wing tips angled upwards. The main support that is glued to the top of the wing should be facing furthest forward.
- Check to make sure the arrows on the top center of the wing line up with the center seam of the fuselage then push forward into place so that the leading edge of the wing sits into the groove in the fuselage.

NOTE: When the wing is facing the proper direction and is seated correctly on the plane, the bottom of the main wing should fit snug against the top of the fuselage.



- Connect the wing bands to the posts on the fuselage and wrap them across the wing as follows. First attach a wing band from A to C and then attach another from B to D. Next attach a wing band from A to D and then another from B to C.



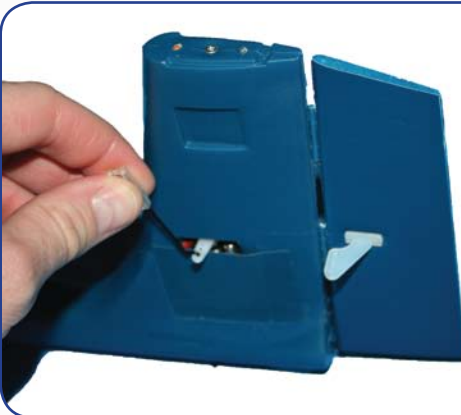
Attaching the Horizontal Stabilizer

- Place the horizontal stabilizer on top of the vertical fin, so the holes in the center are aligned with the holes on top of the vertical fin and the control horn is facing downward. The horizontal stabilizer support should be facing up.
- Then, using a small Phillip's head screw driver, insert the screws through the stabilizer support, stabilizer and into the vertical fin.
- Tighten the screws until they are snug, but not too tight. Over tightening can damage your horizontal stabilizer.



Installing the Rudder & Elevator Pushrod

- To connect the elevator pushrod, begin by inserting the Z-bend into the outermost hole on the servo arm that sticks out of the upper right side of the vertical fin. Then, connect the clevis (the locking portion) to the middle hole of the control horn on the elevator as pictured.
- To connect the rudder pushrod, begin by inserting the Z-bend into the outermost hole on the servo arm that sticks out of the lower left side of the vertical fin. Then, connect the clevis (the locking portion) to the middle hole of the control horn on the rudder as shown.



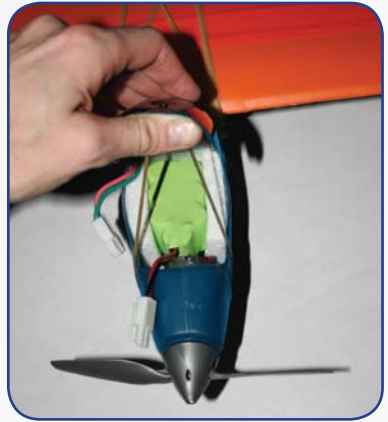
Adjusting the Clevis

If you find you need to adjust the clevis as indicated in the Flight Basics section on page 12, use the following procedure:

- Detach the clevis from the control horn.
- To lengthen the pushrod, turn the clevis counter-clockwise.
- To shorten the pushrod, turn the clevis clockwise.
- Once complete, reattach the clevis to the control horn.

INSTALLING THE FLIGHT PACK BATTERY

- Open the battery hatch on front of the Prowler fuselage by gently, but firmly, pulling up on the front of the hatch.
- Carefully slide the flight pack into place between the foam battery guards. Make sure the connector is facing forward.
- Next, attach the battery connectors. Make sure they are locked together firmly.
- Carefully lower the hatch, making sure the wires & connectors are hidden beneath it.
- To disconnect the battery, press down on the white tab located on the battery connector and gently pull the connectors apart.



FLIGHT TRIM ADJUSTMENT

Make sure your trim levers are in the middle position excluding the throttle trim. The throttle trim is required to always be below center or the airplane propeller will not stop spinning when the throttle stick is pulled all the way back.

Throttle Trim Adjustment

If your propeller starts to spin without adding any throttle or if it does not spin when you do add throttle, your throttle trim needs to be adjusted. If the propeller starts to spin without any throttle, slide the throttle trim tab back until it stops. If the propeller does not spin, even when you add throttle, slide the throttle trim tab forward until it starts spinning when the throttle is pushed forward.



Rudder Trim Adjustment

If while flying, your Prowler begins to turn when no rudder control input is being added, you will need to adjust the rudder trim. If it turns to the left, slide the rudder trim tab to the right until it stops. If it turns to the right, slide the rudder trim tab to the left until it stops.









Elevator Trim Adjustment







If your prowlter begins to climb or descend when no elevator control input is being added, you will need to adjust the elevator trim tab. If the plane descends, slide the elevator trim tab back until the plane flies level. If the plane climbs slide the elevator trim tab forward until it flies level.



NOTE: The airplane has a built in throttle failsafe. The propeller will not turn on during initial power up unless the trim tab is below center and the throttle stick is all the way back.

FLIGHT BASICS

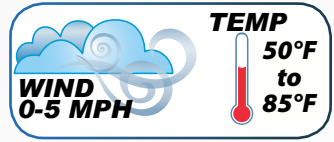
		
NEUTRAL		
		
Center the elevator trim control on the right stick. Then adjust the pushrod so the elevator is level.	Move the right stick forward and the elevator moves down. This causes the plane to descend.	Move the right stick back and the elevator moves up. This causes the plane to ascend.

		
NEUTRAL		
		
Center the rudder trim control on the right stick. Then adjust the pushrod so the rudder is straight.	Move the right stick right and the rudder moves right. This causes the plane to turn right.	Move the right stick left and the rudder moves left. This causes the plane to turn left.

FLIGHT SCHOOL

1) Choose a Flying Site & Weather Conditions

- Choose a large soft grassy open area to fly in such as a football or soccer field. Do not fly in a street or parking lot.
- Never fly near cars, people, pets, power lines, trees, houses, buildings or water.
- Always keep the plane in front of you and never fly over people's heads.
- Be sure to keep your hands, eyes and face away from the propeller.
- Choose a day with little or no wind. Do not fly in wind greater than 10 mph. Humidity and temperature must be comfortable (around 50°F-85°F degrees) so that the air is fairly dense.
- Attach the Wind Direction Ribbon to the end of your transmitter antenna to determine the direction of the wind.



2) Pre-Flight Checklist (Perform in order)

- Fully extend transmitter antenna.

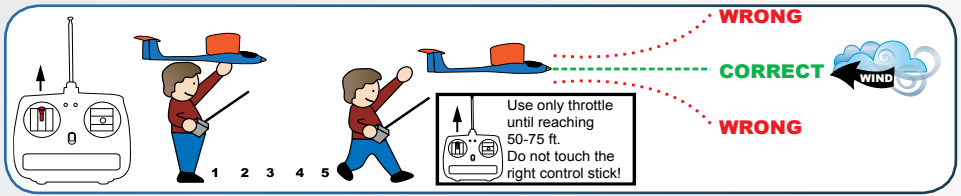
REMEMBER: Your transmitter is always the first thing on and the last thing off.

- Turn transmitter power switch to the 'ON' position. Check that both lights are lit.
- Install a fully charged battery pack into the fuselage.
- Holding the plane away from you, move the rudder control stick to ensure that the rudder moves left and right accordingly.
- Next, move the elevator control stick to ensure that the elevator moves up and down accordingly.
- Determine the direction of the wind using the Wind Direction Ribbon.
- Make sure that the beginner/expert switch is set correctly depending on your skill and comfort level. See page 5

IMPORTANT: Check the power light on the transmitter often during a flight. If either of the lights dim or go out, land the plane as soon as possible to avoid losing control. Then change the batteries in the transmitter.

NOTE: 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!

3) Launching Your Prowler



- Determine the direction of the wind using the Wind Direction Ribbon. Always launch your airplane INTO the wind. If you have difficulty determining the wind direction using the ribbon, you can begin with the wind blowing in your face.
- Hold the plane's fuselage directly under the main wing.
- Start with the plane above your shoulders.
- Push the Throttle control stick (left stick) all the way forward.
- Using the horizon as a 0-degree point of reference, take a running start and toss the plane at a 5 degree upward angle into the wind. Use about the same force it takes to throw a dart at a dart board.
- Once you have let go of the plane, continue to hold the throttle control stick all the way forward.
- Pull back slightly on the elevator control stick (right stick) and allow the plane to climb to a safe altitude (50-75 feet) before making your first turn.
- Release the elevator control stick once you have gained the appropriate altitude. Also pull back slightly on the throttle control stick to about 2/3 throttle.
- If the aircraft turns, climbs or dives with no control input, correct the flight path by gently moving the right control stick in the appropriate direction.
- If further adjustments are needed, refer to the trim adjustment section on page 11.



TIP: Once you gain the altitude you want, pull back the throttle control stick and let the Prowler glide. This will allow you to fly longer by extending battery life. When the plane gets too low to the ground, add thrust by pushing the throttle control stick forward and add elevator by pulling back slightly on the elevator control stick.

4) Turning your airplane

- Once your airplane has reached a safe altitude above the ground you are ready to begin turning. You want to keep the model within 100 feet of you at all times.

TIP: Beginners Start with large oval circle patterns while learning.

Left Turn:

- Start the turn by feeding in a small amount of left rudder (push the right stick left), assuming the plane is flying away from you.
- As the airplane turns left and the nose drops, gently feed in a little bit of up elevator (pull the right stick back) just enough to keep the nose level.
- Bring the rudder control stick back to neutral (push the right stick to center) as the aircraft completes the turn.
- When the plane is flying in the desired direction, feed in just a bit of right rudder control input (tap the right stick right) to level the wings.
- If the plane is climbing excessively, tap the elevator control stick forward (tap the right stick forward) for a little down elevator.

Right Turn:

- Start the turn by feeding in a small amount of right rudder (push the right stick right), assuming the plane is flying away from you.
- As the airplane turns right and the nose drops, gently feed in a little bit of up elevator (pull the right stick back) just enough to keep the nose level.
- Bring the rudder control stick back to neutral (push the right stick center) as the aircraft completes the turn.
- When the plane is flying in the desired direction, feed in just a bit of left rudder control input (tap the right stick left) to level the wings.
- If the plane is climbing excessively, tap the elevator control stick forward (tap the right stick forward) for a little down elevator.

Flying toward you can be very tricky because the airplane will appear to be turning in the wrong direction. This can be confusing at first. Here's a simple tip: When the model is flying toward you, simply push the rudder stick in the direction of the wing tip that is dipping low, and the model will right itself. Fairly soon this will become second nature and you'll be off and flying!

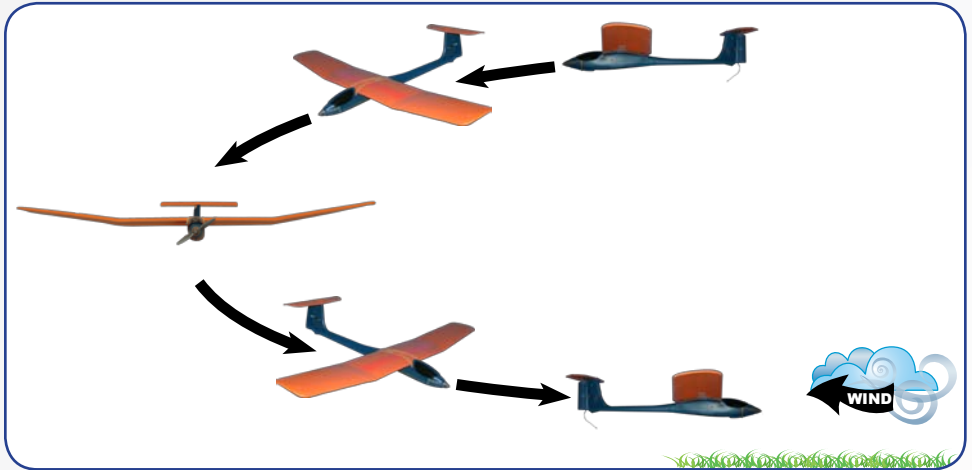
If the airplane gains too much altitude, try pulling back on the throttle control stick (pull left stick back) and glide and turn until you reach a more comfortable altitude.

Do not panic if you see the plane begin to spin or make erratic movements. Simply release the right control stick and the prowl should level off and return to a steady glide as long as you have enough altitude.

5) Landing your Prowler

When you notice the nose of the airplane drop slightly or it is unable to climb, it is time to land. You will still have enough power over the controls to set the airplane up for a landing.

- Setup for a landing by making a gentle, shallow turn to face the airplane into the wind.
- When the airplane is level and facing into the wind, release the right control stick and pull back on the throttle control stick. The plane will descend to the ground. Always be sure the throttle control stick is all the way back when landing to avoid damaging the propeller.
- If slight corrections are needed as the airplane makes its way to the ground, move the right control stick in the appropriate direction, but only for a moment, so as to keep the airplane descending on a straight heading. Also input a little up elevator if needed, but only for a moment, so as to keep the airplane nose level.
- Over-steering will put the airplane into another turn or too much up elevator could cause the plane to stall. If any of these issues occur the plane may crash if you are too close to the ground. Keep the Prowler flying straight and level until it lands safely.
- If it looks like you may overshoot your landing area, just let the plane settle down.



TRAINER CORD OPERATION

The trainer function is very effective for training student pilots. The included trainer cord is required, to use this function.

The PF4000 trainer function lets you practice flying as a student by connecting the PF4000 to the student's transmitter. The PF4000 will act as the instructor's transmitter. When two radios are connected with the trainer cord, they are both capable of operating the model, but it is better for the instructor to hold the radio that has been setup for the plane to be flown (as it is already programmed to fly the model). When the instructor holds the trainer switch on his radio, the student will have control. When the instructor wishes to regain control he simply releases the switch. Then he will have immediate, full control of the airplane.

WARNING:

- **Never turn on the student transmitter power switch.**
(Turning on the power switch will cause interference and a crash)
- **Set the student and instructor transmitters to the same settings.**
(For example, if the direction of operation is reversed, control will be lost and the plane will crash)
- **The opposite side can only use a FM (PPM) type transmitter.**
(If the modulation method is different, control is impossible)

Important note: If you are using a Megatech PF4000 radio for the student and the instructor transmitter you will be required to power up the student transmitter and the instructor transmitter also. You must remove the student transmitter's crystal so that the student radio cannot transmit on any channel and will only work as a joystick with the instructor radio. For all other brand of radios the student transmitter will always be switched "OFF" and the instructor transmitter will be switch "ON".

To use the trainer function, follow the basic steps below:

1. It is best for the instructor to use the transmitter that is already setup for the model to be flown.
2. The PF4000 radio system uses PPM (Standard FM) modulation only. You must set your student radio to PPM also. If the student radio is PPM only, then no change is needed. Always make sure that your radio matches the mode of the other radio.
3. Collapse the student's antenna and fully extend the instructor's antenna.
4. With both transmitters OFF, connect the trainer cord to both radios. On the PF4000 the trainer jack is in the center of the rear of the transmitter case. Do not force the plug into the transmitter and note that the plug is "keyed" so it can only go in one way.

Warning: Always make sure that the Transmitter is first thing on and the last thing off.

5. Turn on the instructor's transmitter. DO NOT turn on the student's transmitter since it will automatically "power up", but will not transmit a signal. Set the servo reversing and trims of the student's radio to match that of the instructor's.

REMEMBER: If you are using a Megatech PF4000 for the student transmitter and the instructor's transmitter, you

will be required to remove the crystal in the students PF4000 radio. You will then switch "ON" the student's PF4000 transmitter and the instructor's PF4000 transmitter.

6. Turn on the airplane as per the instructions. Depress the trainer switch on the instructor's radio by pulling forward and not releasing. Use the student's radio to operate the controls (elevator, rudder, and throttle) and observe how they respond. Make any adjustments necessary to the student's transmitter to get the controls to respond correctly.
7. Check to see that the trims are in "sync" by toggling the trainer switch back and forth a few times. The controls on the model should remain stationary. If the controls do not remain stationary, this indicates that the trim settings on the student's radio do not match those on the instructor's radio. Adjust the student's trims as necessary.

NOTE: The included trainer cable can be connected to most Futaba, Hitec and Megatech transmitters. If you are using a newer style Futaba Radio with a square micro plug you can purchase the optional trainer cable by contacting our sales department at 888-634-2911.



REPAIRING YOUR PROWLER

- If the main wing or tail set on your Prowler become damaged, simply apply clear packing tape to the affected area.
- If major damage occurs, repair the damaged section using epoxy or foam safe glue or replace the damaged part.

Replacing the Propeller

- When it is time to replace the propeller remove the center screw at the tip of the spinner using a Philips screwdriver.
- Once the nose cone is removed loosen both screws that hold the propeller to the motor shaft.
- Firmly, but carefully, pull the current propeller assembly off the motor shaft.
- Then, slide the new propeller assembly onto the motor shaft. Make sure that there is at least 1/8 inch gap between the front of the motor mount screws and the back of the propeller assembly. The propeller assembly should never touch the motor mount screws.
- Tighten both screws that hold the propeller to the motor shaft. Do not over tighten.
- Attach the spinner to the propeller assembly.
- Tighten the center screw at the tip of the spinner. Do not over tighten.

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.

Part Number	Description
MTC994514	6 GRAM SERVO WITH LONG SERVO WIRE (FX202L)
MTC3959	8.4v 900MAH NIMH BATTERY
MTC3841	DC QUICK CHARGER
MTC994105	AC WALL CHARGER
MTC994501	MAIN WING - DECALED
MTC994502	STABILIZER TAIL SET WITH REPLACEMENT SCREWS
MTC994508	REPLACEMENT PUSHROD WITH CLEVIS (QTY 2)
MTC994503	FOLDING PROPELLER AND SPINNER WITH 2 SCREWS
MTC994504	FUSELAGE WITH FOAM PIECES
MTC994505	ELECTRONIC SPEED CONTROL
MTC994506	72 MHZ RECEIVER WITH ORANGE CASE (NO CRYSTAL)
MTC994507	480 MOTOR WITH LEADS AND NOISE FILTER
MTC142072	CRYSTAL SET (SPECIFY CHANNEL)
MTC994509	ROUND STYLE TRAINER CORD
MTC994510	MICRO SQUARE STYLE TRAINER CORD
MTC994513	REPLACEMENT PF4000 TRANSMITTER (NO CRYSTAL)
MTC994511	REPLACEMENT WING BANDS
MTC994512	WING HOLD DOWN POSTS WITH CAPS (QTY 2)

Telephone Orders: (201) 662-8500
www.megatech.com

Fax Orders: (201) 662-1450
email: sales@megatech.com

TROUBLESHOOTING

If you are experiencing trouble, please follow these guidelines or call one of our Technicians at 1-888-634-2911. We will have you flying in no time.

Always make sure your transmitter batteries are fresh, and the battery pack is charged as this can be the cause of many operational issues.

PROBLEM	CAUSE	SOLUTION
Motor or propeller does not spin.	Battery not connected correctly	Double check connection
	Propeller is too close to motor mount screws and is possibly binding.	Remove spinner and reposition the propeller on the motor shaft at least 1/8 inch gap between the motor mount screws and the back of the propeller assembly.
	Throttle Failsafe may be engaged.	Make sure throttle control stick is all the way back and the throttle trim is set below center.
Plane nose dives and crashes during take off.	Main wing may not be secured properly.	Check assembly on page 8
	May not have launched correctly.	Make sure you are launching the plane up, out and level. Also make sure you have tried a running start.
	Rudder or elevator are not trimmed correctly.	Make sure rudder and elevator are set to neutral trim. Please refer to page 11 for proper trim procedure.
	Tail set not assembled correctly.	Please refer to page 9 for proper tail set assembly procedure.
	Too much control input added.	Use less elevator and rudder control input until the plane gains the appropriate altitude.
Plane does not fly straight or level.	Tail set not assembled correctly.	Please refer to page 11 for proper tail set assembly procedure.
	Rudder or elevator are not trimmed correctly.	Make sure rudder and elevator are set to neutral trim. Please refer to page 11 for proper trim procedure.
	Too much control input added.	Use less elevator and rudder control input until the plane gains the appropriate altitude.

Prowler crashed into the ground while landing.	You may have reduced the throttle too quickly, to much, or too soon.	Lower the throttle stick more gradually to allow the plane to slowly glide in for a landing. Cut throttle before you touch down.
	Too much rudder or elevator control input used.	Use small gentle control inputs.
Short Flight duration	Battery may need to be cycled.	Cycle the battery. See page 7
Plane is climbing or stalling.	Too much throttle.	Decrease the throttle until the nose becomes parallel with the ground.
	Too much elevator control input.	Use small gentle control inputs.
No power to the transmitter.	Batteries are incorrectly installed.	Make sure batteries are installed in the correction direction.
	Power switch is in the "off" position.	Move power switch to the "ON" Position.
Prowler is not flying high enough.	Battery is exhausted.	Recharge Battery
	You are not using good throttle or elevator control.	Increase throttle stick or elevator stick control to allow the plane to climb or for the plane to fly at the desired altitude.
Plane loses altitude rapidly during turns.	Too much rudder control input being used.	Use small gentle control inputs.
	Not enough elevator control input used during turns.	After applying rudder control input, apply elevator control input to maintain desired altitude.
Prowler seems to have limited radio range.	Transmitter or plane antenna is not fully extended.	Extend both antennas fully.
	The flight location may be affecting range due to interference.	Try a different flight location.
Rudder and elevator move erratically with no input from the transmitter.	Transmitter antenna is not fully extended.	Extend the antenna fully.
	Transmitter is too close to the aircraft.	Move the transmitter away from the plane.
	Another radio is operating on the same channel.	Wait until channel is clear or the other radio is off.
	The flight location may be affecting range due to interference.	Try a different flight location.

WARRANTY

Limited Warranty

Megatech® International guarantees this item to be free from defects for a period of 90 days from the date of purchase. If any component of this product fails to function properly due to defects in materials or the manufacturing process during this 90 day period, the manufacturer's obligations are limited and the 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 \$7.99. 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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