



Flight Manual



megatech[®]

Worldwide leader in radio control entertainment™

www.megatech.com

If you have questions about operating or assembling your new Megatech product...
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 to: 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 FIRST BEFORE ATTEMPTING TO FLY

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Caution: changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

NOTE: This equipment has been tested and found to comply with the limits for a class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try correcting the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or experienced radio/TV technician for help.



Important! 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. The Megatech Night Flyer is not intended for those under 10 years of age without proper adult supervision.

SAFETY PRECAUTIONS

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.

SAFETY GUIDELINES

- You alone are responsible for operating your model in a safe manner. When flying, you are responsible for your own safety and the safety of others around you. Follow these basic safety guidelines at all times.
- Before you begin to fly look at the frequency sticker on the back of your transmitter & make sure no one else in the area is on the same frequency.
- When operating always be aware of the spinning propeller. Be careful not to let the Night Flyer come close to your person, others and/or loose clothing.
- Always fly your airplane in a wide-open area. You'll need at least 300ft worth of area that is free from obstructions such as buildings, electric power lines, trees, roads, other people and vehicles.
- Do not fly around people who are unaware that you are flying a model airplane, and never fly over people's heads.
- Do not fly your model if other models are being operated in the area on the same frequency.
- Do not attempt to disassemble any of the model's components or allow them to get wet. Electrical damage may occur.
- Never fly your model from roadways or after dark.
- Keep spectators behind you when flying.
- Before flying, make sure you perform a range check to be sure you can maintain control at least 100-feet from the transmitter to the model with the transmitter antenna extended.
- Since your model is controlled by a radio link it is very important to always keep fresh "AA" alkaline batteries in the transmitter.
- Never use solvents or liquid cleaners to clean this model. Doing so may damage the unit or electronics. Only use a dry, soft cloth for cleaning.

RECHARGEABLE BATTERY WARNINGS AND PRECAUTIONS

- ALLOW BATTERY TO COOL COMPLETELY BEFORE ATTEMPTING TO CHARGE OR DISCHARGE
- Never leave battery unattended while charging.
- Never attempt to charge a battery that appears damaged.
- Never charge longer than 10 minutes.
- Always place a charging battery on a non-flammable surface.
- Never leave in a motor vehicle while charging.



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.rbc.org

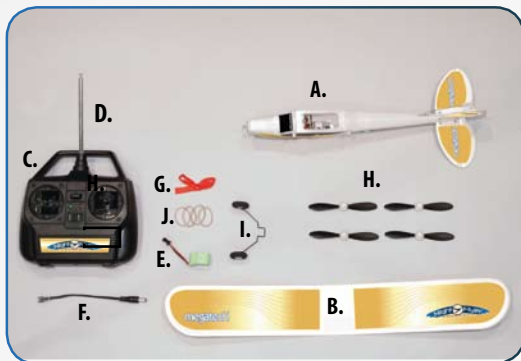
PACKAGE CONTENTS

Before getting started you will need:

- 8 "AA" 1.5V Alkaline batteries (*sold separately*)

First make sure the contents of your package are complete:

- A. Fuselage
- B. Main Wing
- C. Transmitter
- D. Transmitter Antenna
- E. Battery Flight Pack
- F. Charging Cord
- G. Wind Detection Ribbon
- H. Propellers (4pc)
- I. Landing Gear
- J. Wing Bands



FINAL ASSEMBLY

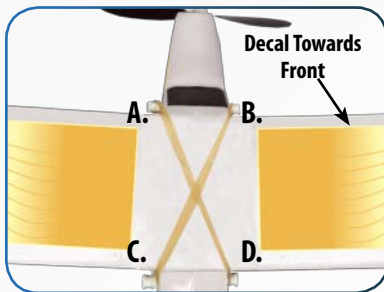
CONNECT THE LIGHTS

- 1) Before attaching the main wing to the plane, insert the red connector on the wing into the red connector on the fuselage.
- 2) Next, tuck connector with wires inside the fuselage making sure that no wires are exposed outside the plane.



ATTACHING THE WINGS

- 1) Place the Main Wing onto the fuselage with wing tips angled upwards.
- 2) Line up the arrows on the center of the wing so they are pointing to the seam on the fuselage and then snap into place.
- 3) 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 D and then attach a wing band from B to C as shown to the right.

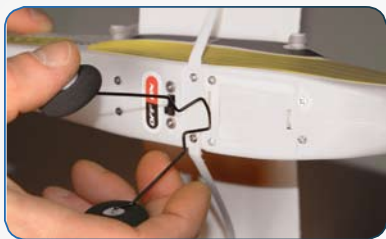


ATTACHING THE PROPELLER

- 1) Push propeller onto fuselage prop shaft.

IMPORTANT: Make sure there is approximately 1/8in. between the propeller and the fuselage. The propeller should not be touching the screws on the front of the fuselage.





ATTACHING LANDING GEAR

- 1) Squeeze wheels together
- 2) Continue holding wheels together and insert landing gear into slot on bottom of fuselage behind the battery hatch.
- 3) Release the wheels and gently spread apart

CAUTION

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

- Always monitor the charging process.
- Remember to unplug the battery from the charger when completely charged.
- Always allow the battery to cool completely before charging or discharging. **FAILURE TO DO SO MAY CAUSE PERMANENT DAMAGE TO THE BATTERY AND POSSIBLE BODILY HARM.**
- Never leave the model unattended while charging.
- Do not charge battery more than 10 minutes. Charging longer may damage the battery

INSTALLING THE BATTERIES

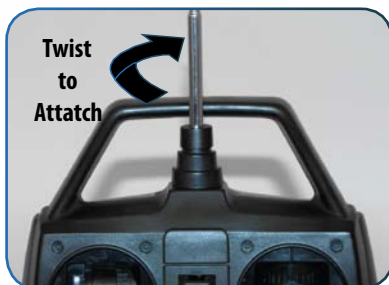
Transmitter requires 8 "AA" 1.5V Alkaline batteries (sold separately).

- 1) Remove the battery compartment cover located on the back of the transmitter by sliding it down.
- 2) Insert 8 "AA" 1.5V Alkaline batteries. Be sure to match the '+' and '-' polarity symbols in the transmitter with each battery.
- 3) Replace battery compartment cover.
- 4) Locate the transmitter antenna, insert and screw into the top of the transmitter clockwise.
- 5) Turn the transmitter 'Power' switch to the 'ON' position. The red and green LED lights will illuminate.



IMPORTANT: Be sure not to over tighten antenna.

NOTE: If the LED'S do NOT illuminate, do NOT attempt to fly your Night Flyer. Make sure you are using all fresh alkaline batteries and check the batteries for correct polarity placement. If the LED still fails to illuminate, contact Megatech support at 1-888-634-2911.





ATTENTION PARENTS: The charging system, charging wire, battery flight pack, and all electrical connections need to be periodically examined for potential conditions that may result in the risk of fire, electrical shock, or injury to persons. In the event of such condition, the hazardous parts should not be used until properly repaired or replaced.

CHARGING YOUR NIGHT FLYER

- 1) Remove battery from airplane (Do NOT leave battery inside the airplane while charging).
- 2) Make sure Transmitter is switched to the "OFF" position.
- 3) Plug the charging cord into the transmitter and battery and battery as shown.
- 4) The Red LED will illuminate indicating the battery is being charged. The LED will turn off in approximately 10 minutes indicating that the charging is complete.



INSTALLING YOUR FLIGHT PACK



- 1) Unlock and remove the battery hatch on the bottom of the fuselage.
- 2) Attach the battery connector to the connector inside the fuselage.
- 3) Place the battery into the fuselage with the wide section of the battery going in first.
- 4) Attach the battery hatch and move the latch back to the locked position.

NOTE: Plane lights will illuminate when flight pack is plugged into the plane regardless of the "ON/OFF" switch position.

CYCLING BATTERY PACK

- 1) Charge the battery pack as shown above.
- 2) Make sure airplane & transmitter are switched to 'OFF' and connect battery to airplane.
- 3) Securely hold the airplane's fuselage. Be sure the propeller is away from you and any loose clothing or jewelry.
- 4) Turn the transmitter to the 'ON' position then switch the plane to the 'ON' position.
- 5) Push the left hand stick of the transmitter (the throttle stick) completely forward until the battery runs out.
- 6) Allow battery to cool COMPLETELY.
- 7) Recharge the battery and repeat process 2 more times.

NOTE: FOR PEAK PERFORMANCE AND OPTIMUM FLIGHT DURATION, IT IS IMPORTANT TO CYCLE THE RECHARGEABLE FLIGHT BATTERY PACK 3 TIMES BEFORE FLYING. CYCLING IS ONLY REQUIRED FOR THE INITIAL FLIGHT.

The transmitter is always the first thing ON and the last thing OFF. This is to prevent accidental propeller startup. For proper startup instructions please refer to page 8.

PRE-FLIGHT CHECK

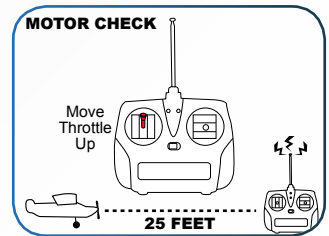
IMPORTANT TIP: Always perform the motor-check and radio-range check with the help of a friend or parent. Doing so alone may cause the model to get away from you and cause damage.

RADIO RANGE CHECK

- 1) Make sure both the airplane and transmitter power switch are in the 'OFF' position and you have plugged a charged battery into the airplane battery compartment.
- 2) Turn the switch on the transmitter to the 'ON' position and extend the antenna fully.
- 3) Switch the power switch on the airplane to the 'ON' position.
- 4) Have a friend/parent hold the airplane's fuselage under the wings with the nose pointing away from him/her and away from their person and loose clothing.
- 5) Walk 50-ft away from airplane.

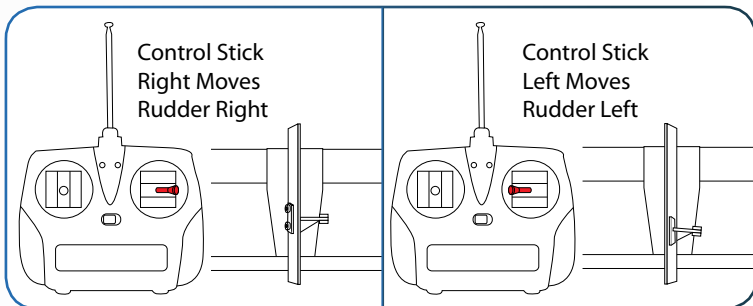
MOTOR CHECK

- Move the left-hand stick forward—the motor should start running.
- Release the throttle stick—the motor should stop running.



RUDDER CONTROL CHECK

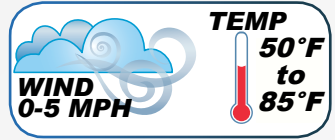
- Move the rudder control stick to the right—the rudder should move to the right.
- Move the rudder control stick to the left—the rudder should move to the left.



If your airplane does not respond from 50 feet away try a different area as there may be radio interference. Do NOT attempt to fly!

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.
- Choose a day with little or no wind. Do not fly in wind greater than 5mph.
Humidity and temperature must be comfortable (around 50°F-85°F degrees) so that the air is fairly dense.
- Your altitude should be less than 3,000-feet above sea level for maximum performance.

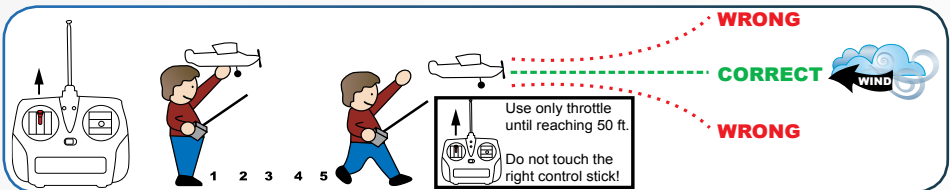


2) Pre-Flight Checklist (Perform in order listed)

- Fully extend transmitter antenna.
- Install fully charged battery pack into fuselage.
REMEMBER: Your transmitter is always the first thing on and the last thing off.
- Turn transmitter power switch to the 'ON' position.
- Switch airplane power switch to the 'ON' position.
- Holding the plane away from you, move the rudder control stick to ensure that the rudder moves left and right accordingly.

3) Launching Airplane

- Always launch your airplane INTO the wind, so begin with the wind blowing in your face.
- Hold the plane's fuselage directly under the wings.
- Start with plane above your shoulders.
- Push throttle control 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 left hand control stick up forward.



NOTE: It is not recommended to touch the rudder control stick until you have reached sufficient altitude. Doing so may cause the plane to crash (We suggest about 50ft).

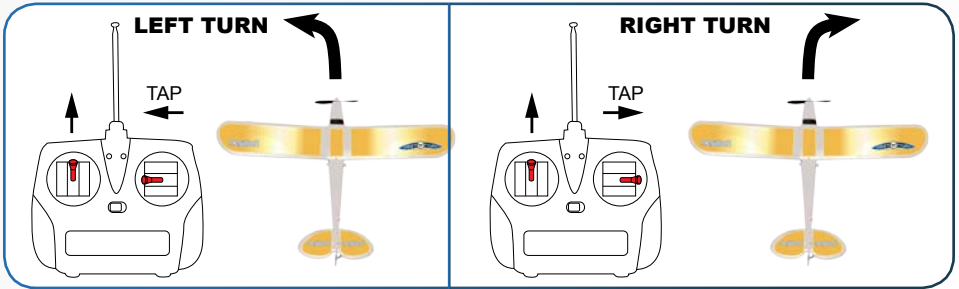
4) Turning

- Once your airplane has reached 50 feet 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: Keep the throttle control stick forward. Gently pulse/tap the rudder control stick to the LEFT 1-2 times, allowing the rudder to return to the center.

Right Turn: Keep the throttle control stick forward. Gently pulse/tap the rudder control stick to the RIGHT 1-2 times, allowing the rudder to return to the center.



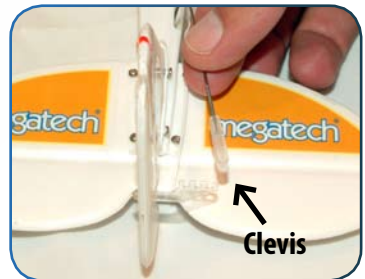
WARNING: Holding right control stick to the right or left for more than 1-2 seconds at a time may cause the airplane to crash.

- Flying toward you can be very tricky because the airplane will appear to be turning in the wrong direction. To regain orientation, imagine you are sitting in the pilot seat of the airplane.
- If the airplane gains too much altitude, try releasing the throttle and continue gliding and turning until you reach a more comfortable altitude.
- If the airplane slowly turns to the left or the right adjust the clevis as per the instructions below.

Clevis Adjustment

- Remove the clevis from the control horn.
- If plane goes to the right adjust the clevis one full turn counter clockwise then reattach to the control horn.
- If the plane goes to the left adjust the clevis one full turn clockwise then reattach to the control horn.

NOTE : Repeat process until plane fly's straight and level.

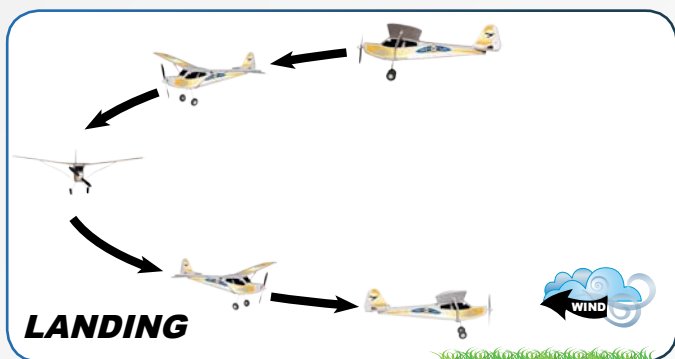


5) Landing

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.

- Always land with the airplane nose going into the wind.
- Set your plane up to face into the wind by making very gentle shallow turns.
- Once you are on the final landing approach and your plane is facing into the wind, gently let the airplane glide to the ground on its own. Only use minor controls to keep the wing tips level until the plane touches down.

NOTE: as you near the ground, release the throttle completely to prevent the propellor from hitting the ground and possibly breaking.



FLYING TIPS

- Keep the plane flying out in front of you and don't let it pass overhead if possible. This can be very disorienting.
- Learn to fly oval circle patterns out in front of you in both directions while maintaining altitude, then advance to practicing figure eights.
- As your flying skill improves, you will recognize air thermals (rising pockets of air) that will greatly increase your flight time.
- Avoid the tendency to try and "steer" the model airplane around the sky. It's not a car. The best way to think of it is redirecting the model's flight path rather than steering. As much as possible, let the model fly on its own, only redirecting its flight path when necessary. This will help you overcome the tendency to over-control the model.
- When the plane is coming toward you the directional control (rudder) seems to be reverse. To help you overcome the confusion this can cause, when the model is coming toward you, push the rudder stick in the direction of the wing that is dipping lower than the other. This little device will help you greatly while learning.

- After the model has been hand-launched, keep it going in a straight line with whatever corrections are needed until about fifty feet of altitude has been reached. Then, and only then, attempt to make a turn. Because altitude is lost during any turn, turning too soon, and too low, can cause your model to hit the ground.

REPAIR YOUR NIGHT FLYER

REPAIRING THE WINGS

- Fix minor wing tears with clear packing tape.



REPLACING THE PROPELLER

- Your Night Flyer comes with replacement propellers. If it becomes damaged in any way remove the broken propeller and replace it following the instructions on page 4.

SPARE PARTS LIST

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#	DESCRIPTION
MTC997001	VERTICAL & HORIZONTAL TAIL SET
MTC997002	PROPELLER SET (3PCS)
MTC997003	RUBBER WING BANDS
MTC997004	LANDING GEAR
MTC997005	MAIN WING SET
MTC997006	WING SUPPORT HOLD DOWN ROD
MTC997007	FUSELAGE BATTERY HATCH & MOUNT
MTC735001	TRANSMITTER ANTENNA
MTC735002	TRANSMITTER BATTERY COVER
MTC3910	6V 5-CELL NIMH BATTERY PACK
MTC3850	CHARGING CABLE
MTC38040	OPTIONAL DC QUICK CHARGER
MTC997010	2 CHANNEL TRANSMITTER

Telephone Orders: (201) 662-8500

Fax Orders: (201) 662-1450

(201) 662-8500

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eMail: sales@megatech.com

TROUBLE SHOOTING GUIDE

PROBLEM	CAUSE	SOLUTION
Plane nose dives	Wing may not be secured properly	Check assembly on page 4
	May have not launched correctly	Make sure you are launching the plane up, out and level. Also make sure you have tried a running start.
	Rear tail clevis may need adjustment.	See page 9 for proper adjustment
Plane is climbing and stalling	To much throttle	Release the throttle and let the plane glide until the nose becomes parallel with the ground, then apply throttle again.
Short flight duration	Batteries are exhausted	Recharge the battery, see page 6
	Battery may need to be cycled	Cycle the battery, see page 6
No power to radio control transmitter or charger	Batteries are incorrectly installed	Make sure batteries are installed in the correct direction
	Batteries are exhausted	Replace the batteries with new alkaline batteries
	Power switch is in the "off" position	Move power switch to the "on" position
Night Flyer is not flying high enough	Batteries are exhausted	Recharge the battery see page 6
	You are not using good throttle control	Increase throttle stick control to allow plane to climb or for plane to fly at desired altitude
Night Flyer crashed to the ground while landing	You may have reduced the throttle too quickly or too much	Lower the throttle stick more gradually to allow the plane to slowly glide for a landing
Plane lights illuminate when plane is switched to "OFF".	The lighting assembly is on a different circuit then the plane radio system.	This is the proper operation of the plane. Always remember to remove the flight pack from plane when not in use so that the battery does not drain.

Limited Warranty

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

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 \$12.99. 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.

Megatech® International
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(201) 662-8500
www.megatech.com
Email: support@megatech.com

A blank sheet of white paper with a yellow header at the top and a black footer at the bottom. The main body of the page is white and contains 17 horizontal blue lines spaced evenly down the page, providing a template for writing.



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