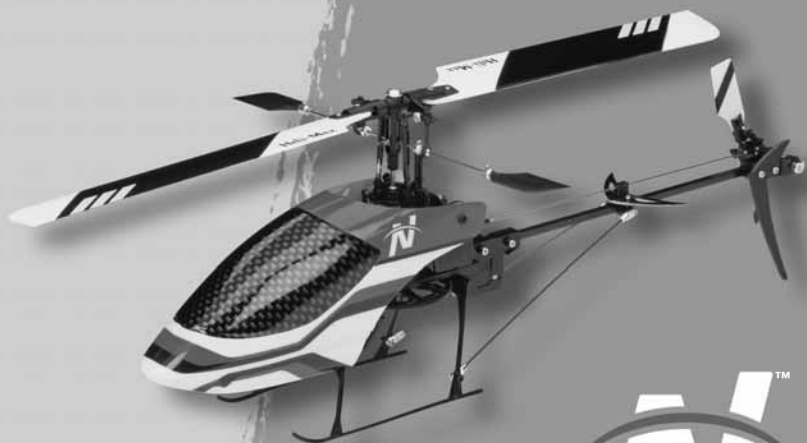


Heli-Max™

NOVUS™ CP N125 INSTRUCTION MANUAL



Specifications

Length: 11.22 in [285mm]

Width: 1.58 in [40mm]

Height: 3.94 in [100mm]

Rotor Span: 12 in [305mm]

Weight: 3.2 oz [90.5g]
(with supplied flight battery)

- Only use the included charger with the included battery or replacement part (GPMP0410).
- Do not attempt to use this charger with NiCd or NiMH battery packs.
- Never charge in excess of 4.20V per cell.
- If the battery should become damaged, discard the battery. Do not attempt to use a damaged battery.
- Do not leave the charger unattended while charging. Disconnect the battery and remove input power from the charger immediately if either becomes hot! However, it is normal for the charger to get warm.
- Disconnect the battery from the charger and carefully move the battery to a fireproof location if the battery begins to swell or smoke!
- Never charge at currents greater than 1C.
- Always charge in a fireproof location.
- Never trickle charge.
- Never allow the battery temperature to exceed 150° F [65° C].
- Never disassemble or modify pack wiring in any way or puncture cells.
- Never discharge below 2.75V per cell.
- Do not allow water, moisture or foreign objects into the charger.
- Do not block the air intake holes, which could cause the charger to overheat.
- Do not place the charger or any battery on a flammable surface or near a combustible material while in use.
- Do not charge on a carpet, cluttered workbench, paper, plastic, vinyl, leather, wood, or inside an R/C model.
- Never charge inside a full-sized vehicle.
- Always disconnect the battery from the charger and the power supply from the charger when not in use.
- Do not attempt to charge a battery if it is swollen or hot.
- **ALWAYS KEEP OUT OF REACH OF CHILDREN.**



Heli-Max™ guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any component parts damaged by use or modification. **In no case shall Heli-Max's liability exceed the original cost of the purchased kit.** Further, Heli-Max reserves the right to change or modify this warranty without notice.

In that Heli-Max has no control over the final assembly or material used for final assembly, no liability shall be assumed nor accepted for any damage resulting from the use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.

To make a warranty claim, send the defective part or item to Hobby Services at this address.

Hobby Services
3002 N. Apollo Dr., Suite 1
Champaign, IL 61822
USA

Include a letter stating your name, return shipping address, as much contact information as possible (daytime telephone number, fax number, e-mail address), a detailed description of the problem and a photocopy of the purchase receipt. Upon receipt of the package the problem will be evaluated as quickly as possible.

READ THROUGH THIS MANUAL BEFORE STARTING CONSTRUCTION. IT CONTAINS IMPORTANT INSTRUCTIONS AND WARNINGS CONCERNING THE ASSEMBLY AND USE OF THIS MODEL.

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Thank you for purchasing the Heli-Max Novus 125 CP Helicopter. We are certain you will get many hours of enjoyment out of this model. If you should have any questions or concerns please feel free to contact us at **helihotline@hobbico.com**. For the latest technical updates or manual corrections to the Novus Helicopter visit the Heli-Max web site at:

www.helimax-rc.com

Open the “Helicopters” link, and then select the Novus 125 CP. If there is new technical information or changes to this model a “tech notice” box will appear in the upper left corner of the page.

Failure to follow these safety precautions may result in severe injury to yourself and others.

Keep your face and body as well as all spectators away from the plane of rotation of the rotors whenever the battery is connected.

Keep these items away from the rotors: loose clothing, shirt sleeves, ties, scarfs, long hair or loose objects such as pencils or screwdrivers that may fall out of shirt or jacket pockets into the rotors.

The spinning blades of a model helicopter can cause serious injury. When choosing a flying site for your Novus 125 CP, stay clear of buildings, trees and power lines. **AVOID** flying in or near crowded areas. **DO NOT** fly close to people, children or pets. Maintain a safe pilot-to-helicopter distance while flying.

1. Your Novus 125 CP should not be considered a toy, but rather a sophisticated, working model that functions very much like a full-size helicopter. Because of its performance capabilities, the Novus 125 CP, if not assembled and operated correctly, could possibly cause injury to yourself or spectators and damage to property.

2. You must assemble the model **according to the instructions**. Do not alter or modify the model, as doing so may result in an unsafe or unflyable model. In a few cases the instructions may differ slightly from the photos. In those instances the written instructions should be considered as correct.

3. You must correctly install all R/C and other components so that the model operates correctly on the ground and in the air.

4. You must check the operation of the model before **every** flight to insure that all equipment is operating and that the model has remained structurally sound. Be sure to check linkages or other connectors often and replace them if they show any signs of wear or fatigue.

5. If you are not an experienced pilot or have not flown this type of model before, we recommend that you get the assistance of an experienced pilot in your R/C club for your first flights. If you're not a member of a club, your local hobby shop has information about clubs in your area whose membership includes experienced pilots.

We, as the manufacturer, provide you with a top quality, thoroughly tested helicopter and instructions, but ultimately the quality and flyability of your finished model depends on how you build it; therefore, we cannot in any way guarantee the performance of your completed model, and no representations are expressed or implied as to the performance or safety of your completed model.

Remember: Take your time and follow the instructions to build a safe and enjoyable model.



- (8) AA Alkaline cells (FUGP7308)



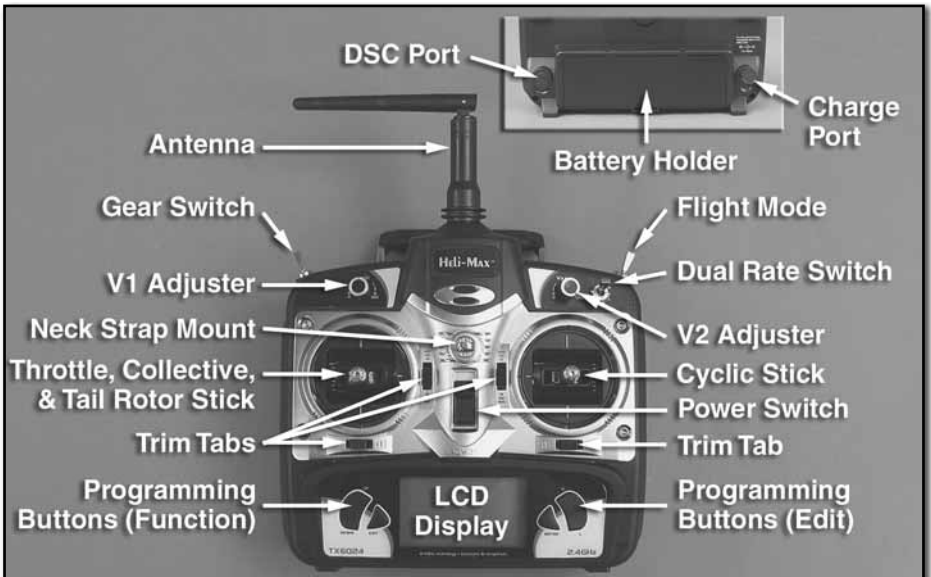
Before starting assembly, take an inventory of the Novus 125 CP to make sure it is complete, and inspect the parts to make sure they are of acceptable quality. If any parts are missing or are not of acceptable quality, or if you need assistance with assembly, contact Product Support. When reporting defective or missing parts, use the part names exactly as they are written in the **Kit Contents** list.

Heli-Max Product Support
3002 N. Apollo Drive, Suite 1
Champaign, IL 61822

Ph: (217) 398-8970, ext. 5
Fax: (217) 398-7721
E-mail: helihotline@hobbico.com

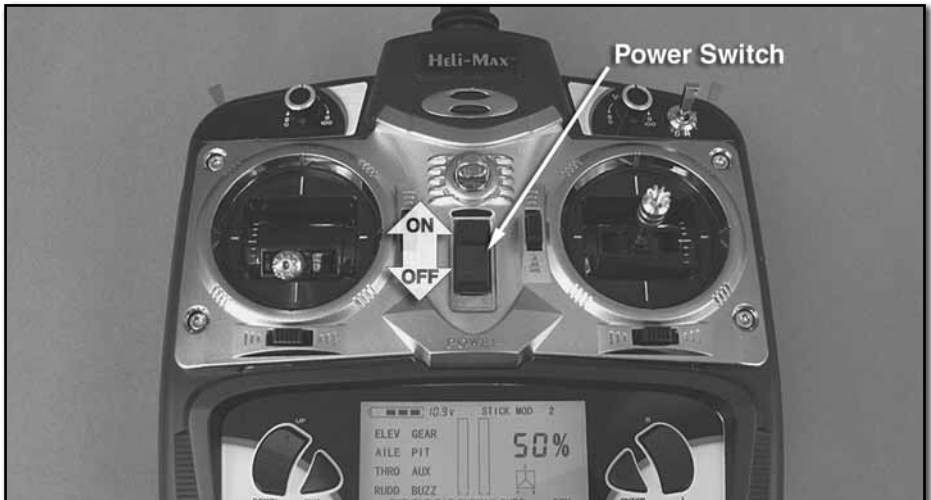


- | | | |
|-------------------|----------------|----------------------------------|
| 1. Helicopter | 3. Charger | 5. Replacement Main Rotor Blades |
| 2. Flight Battery | 4. Transmitter | 6. Replacement Tail Rotor Blades |



INSTALL THE TRANSMITTER BATTERIES

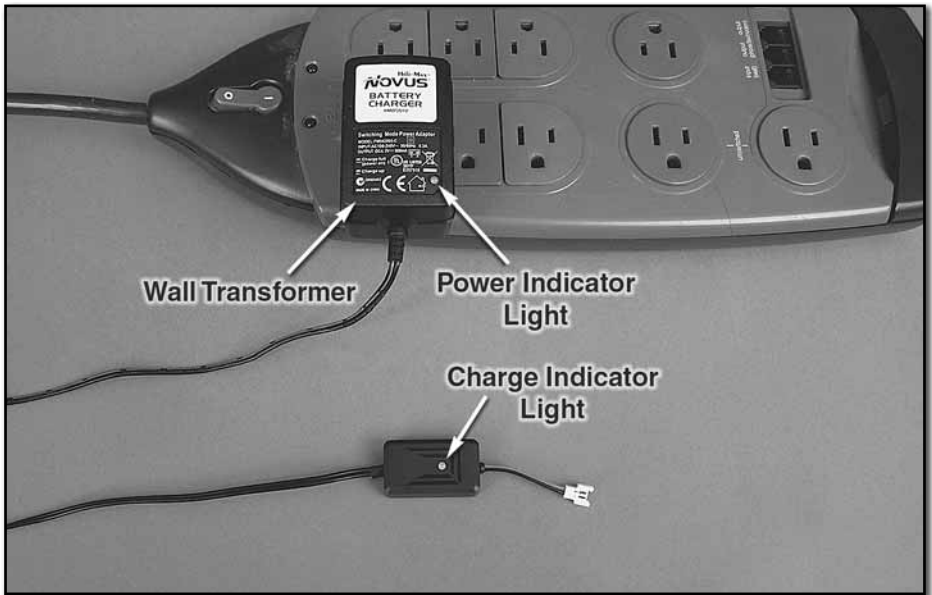
□ Open the battery cover on the back of the transmitter, remove the battery box and install eight AA batteries into the battery box. Double check the polarity of each battery before placing the battery box back into the transmitter and replacing the battery cover.



□ Turn on the transmitter and verify that the LCD initializes. Turn the transmitter off for now. If the LCD did not initialize, remove the battery box from the transmitter and verify that the batteries were installed correctly

CHARGING THE FLIGHT BATTERY

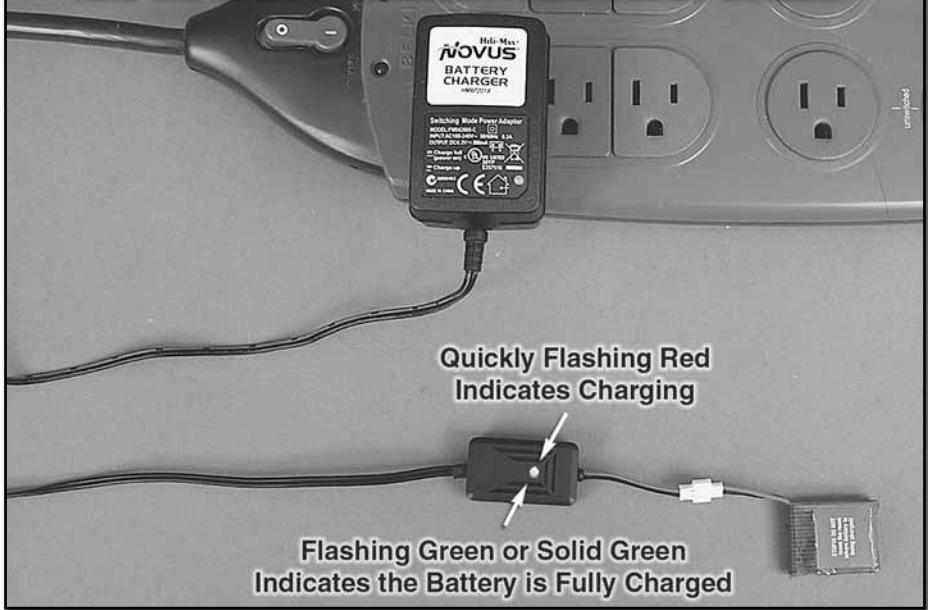
WARNING!! The charger supplied with the Heli-Max Novus Helicopter contains protective circuitry. If you experience any difficulties while charging the battery, please disconnect the battery from the charger and unplug the charger from the power source. Allow the battery and charger to rest for two hours as this will allow the charge protection circuit to reset. If this issue re-occurs during normal use, please contact technical support for further assistance.



☐ Plug the wall transformer into an AC outlet. The **power indicator light** on the wall transformer will be green and the **charge indicator light** will be solid red.

WARNING!! Do not leave the battery connected to the charger if the charge indicator is solid red. This may over-discharge the battery, possibly causing damage to the battery or the charger. Once the battery has been disconnected from the charger, contact technical support immediately for further assistance.

**ALWAYS DISCONNECT THE BATTERY WHEN NOT CHARGING
AND UNPLUG THE CHARGER FROM THE A/C OUTLET!**



☐ Plug the battery into the charger. The charge indicator light will start flashing red quickly; this indicates that the battery is being charged. Once the battery is completely charged, the charge indicator light will turn green (solid or flashing). Disconnect the battery from the charger. Under normal operating conditions, the battery may take up to one hour to recharge.

Charge Indicator Light		
Fast Flashing Red	The battery is being charged.	* Once the battery has been disconnected from the charger contact technical support for further assistance.
Green (Solid or Flashing)	The battery is fully charged.	
*Slow Flashing Red	A time-out has occurred.	
*Solid Red with Battery Connected	The battery voltage is too low or the charger is not powered.	
Solid Red without Battery Connected	The charger is ready.	

LITHIUM BATTERY HANDLING & USAGE

WARNING! Read the entire instruction sheet included with this battery. Failure to follow all instructions could cause permanent damage to the battery and its surroundings, and may cause bodily harm!

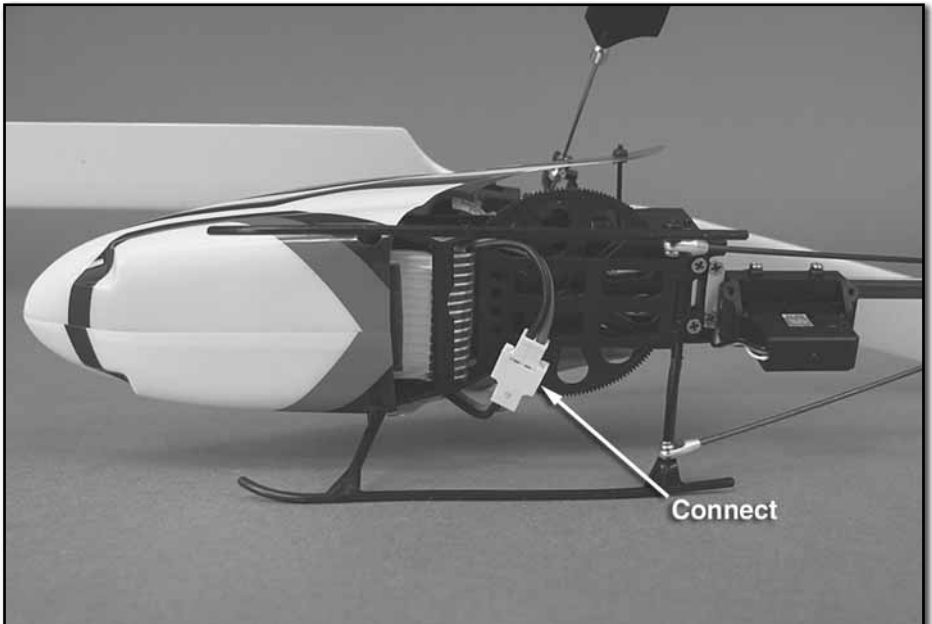
- **Land your model immediately when the battery begins to lose power. Recharge the battery before attempting another flight.**
A dangerous situation can occur when attempting to recharge an over-discharged battery!
- ALWAYS charge the battery inside a fireproof container placed in a fireproof location clear of combustible materials. Failure to do so can result in property damage and/or bodily harm!
- ALWAYS keep charging batteries within eyesight. Leaving the battery unattended is dangerous!
- ALWAYS keep a supply of sand accessible when charging. Dumping sand on the battery will extinguish the LiPo chemical fire.
- NEVER use anything EXCEPT a LiPo approved charger.
- NEVER charge over 4.20V per cell.
- NEVER charge at currents greater than 1C.
- NEVER charge through the “To ESC” or “DISCHARGE” lead.
- NEVER trickle charge, or allow the battery to discharge below 2.75V per cell.
- NEVER allow the battery temperature to exceed 140° F [60° C].
- NEVER disassemble or modify the pack wiring in any way or puncture cells.
- ALWAYS KEEP OUT OF REACH OF CHILDREN.

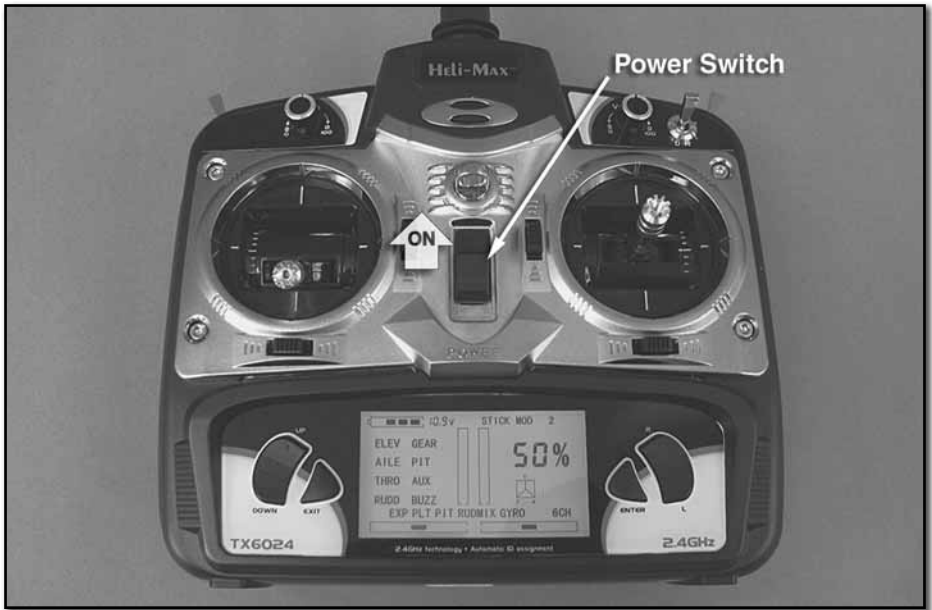
ELECTRIC MOTOR WARNING

Electric motors are very dangerous. Do not work on the model while the flight battery is plugged in as interference may cause the main rotor blades to spin, possibly causing injury to yourself.



- ❑ Install the flight battery by sliding it into the Novus 125 CP as shown.

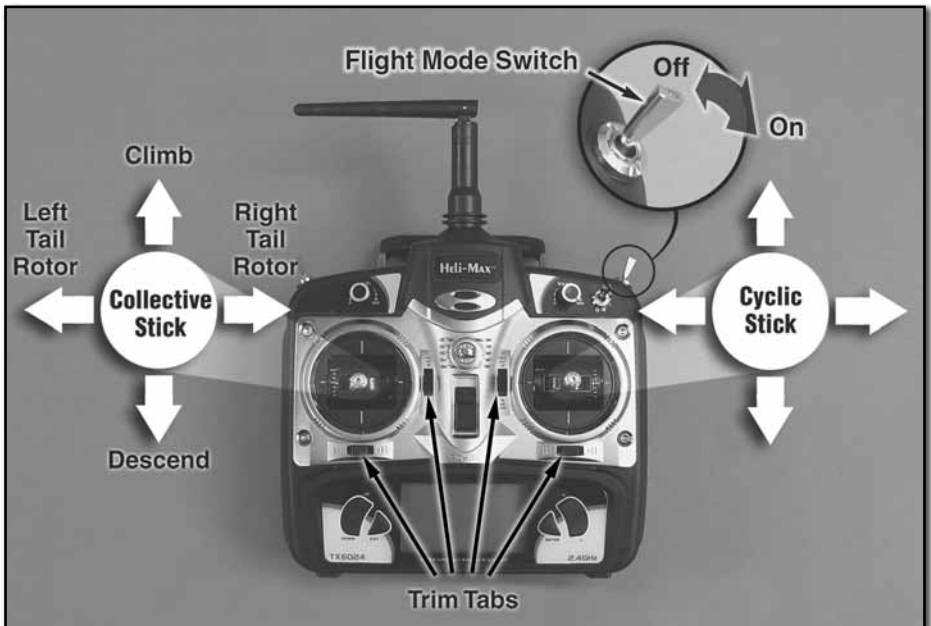




Your Novus helicopter uses a 2.4GHz system that requires linking the transmitter to the receiver when the unit is powered up. With the transmitter turned **off**, connect the flight battery to the helicopter. Then place the model on a flat surface and turn the transmitter on. You will notice that the trim tab indicators are moving. This is an indication of the linking process. Allow the helicopter to remain still and do not move the transmitter sticks during the linking process.

Two loud tones will be emitted from the transmitter and the swashplate servos will move to the correct positions. Continue to allow the helicopter to sit still. After a couple of seconds two faint tones will be emitted from the helicopter. This indicates that the gyro has initialized and the linking process is now complete. Your Novus Helicopter is now ready for flight. Always step 15 feet [4.5m] away from the Novus Helicopter before operating the throttle.

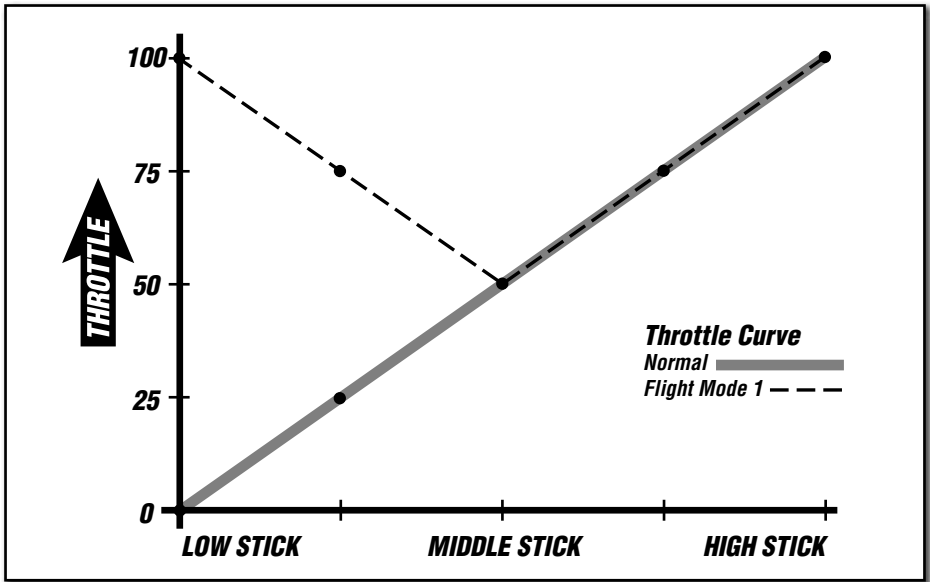
Your Novus helicopter has a safe start feature built in that prevents the motor from activating unless the collective stick has been lowered to the lowest position. If the motor won't run and turn the main blades, please make sure the collective stick is all the way down and leave it there for a couple of seconds. Then try moving the stick up slowly.



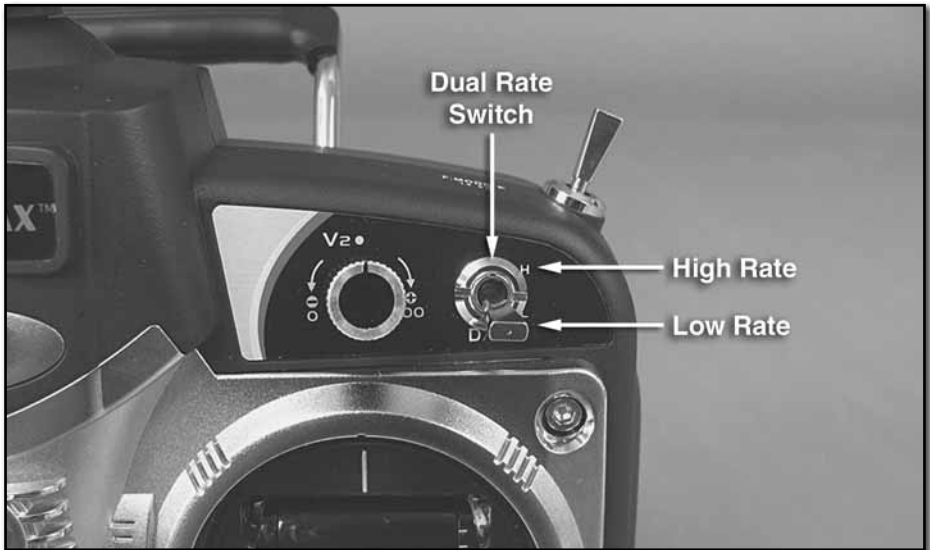
All controls are described with the tail pointing directly toward you. This is the best way to fly in the beginning since it keeps the control inputs oriented the same direction. Once you start getting comfortable you can work on side hovering and nose-in.



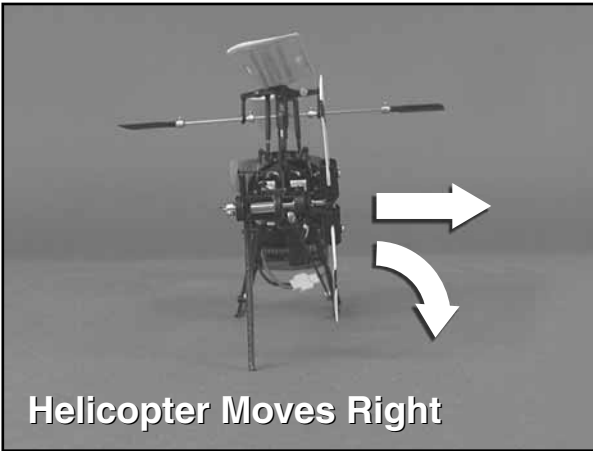
WARNING! If you inadvertently select the Flight Mode 1 function the throttle will instantly power up to at least 85% power and this may damage the helicopter or possibly cause injury to yourself or others. Only switch to the Flight Mode 1 function once you are up and hovering in the normal flight mode and be sure to switch back to the Normal flight mode before landing.



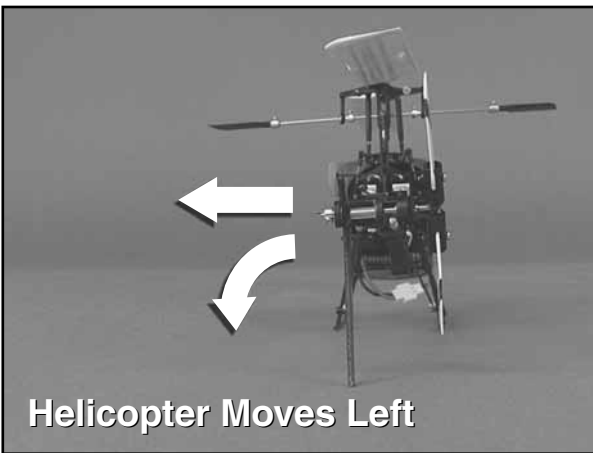
The flight mode switch should be left in the “Normal” position while powering the model or while hovering. Once you begin performing aerobatics or inverted flight it will be necessary to use the “Flight Mode 1” position. Flight Mode 1 provides a “V” shaped throttle curve which maintains engine power when the collective stick is pulled toward negative pitch, this is necessary to maintain head speed during inverted flight.



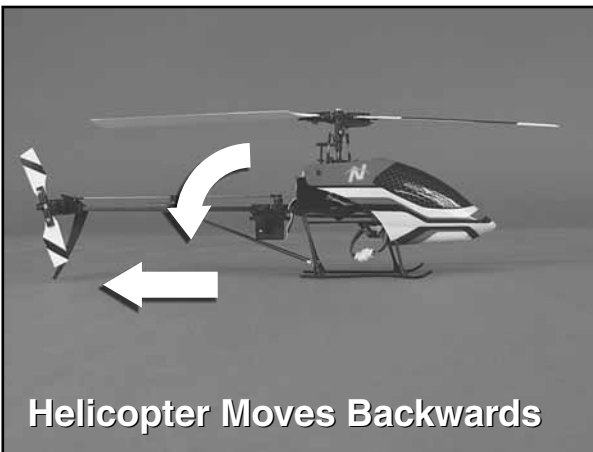
The dual rate switch provides dual control rates for the cyclic and tail rotor controls. Please use the low rate until you become accustomed to your Novus.



Moving the **cyclic stick right** will cause the helicopter to tilt right and start moving that direction.



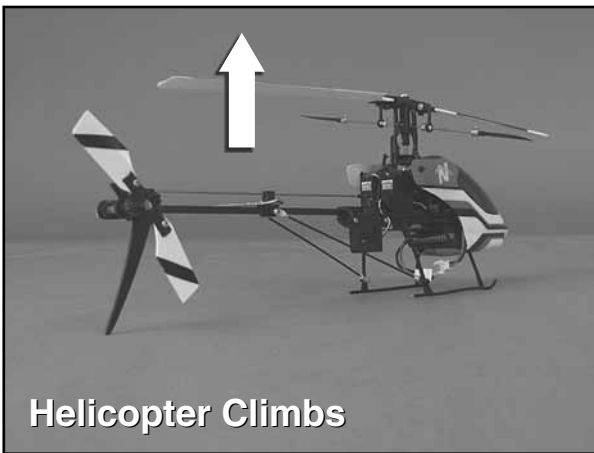
Moving the **cyclic stick left** will cause the helicopter to tilt left and start moving that direction.



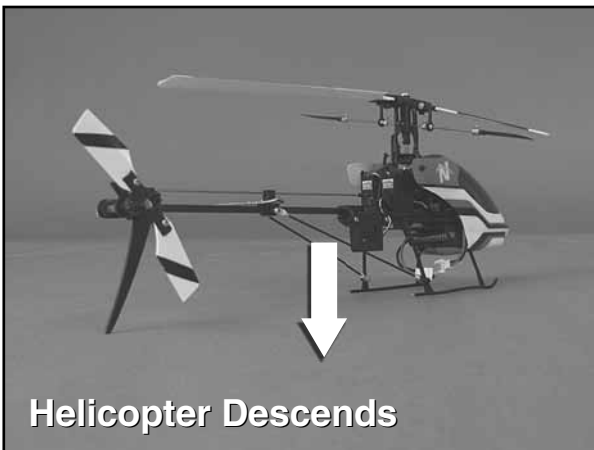
Moving the **cyclic stick backwards** (towards you) will cause the helicopter to tilt backwards and start moving that direction.



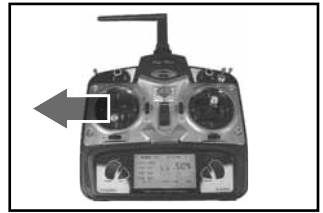
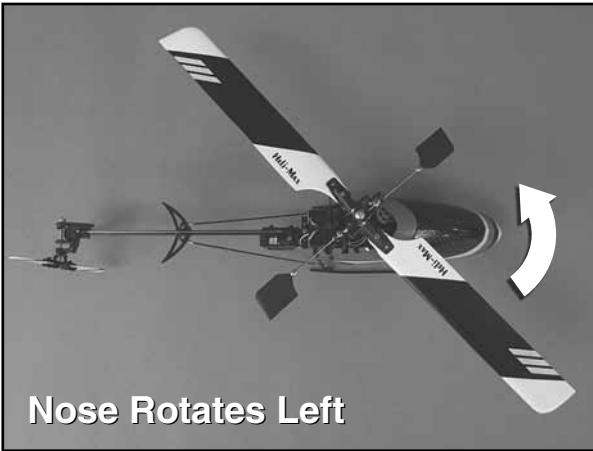
Moving the **cyclic stick forward** (away from you) will cause the helicopter to tilt forward and start moving that direction.



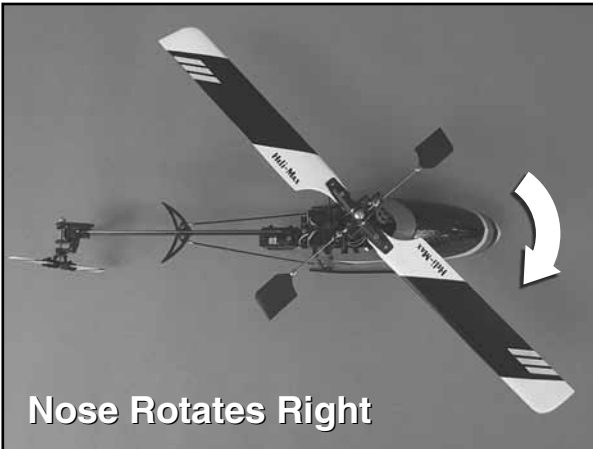
Moving the **collective stick up** (away from you) will cause the helicopter to climb higher.



Moving the **collective stick down** (towards you) will cause the helicopter to descend.



Moving the **tail rotor stick** towards the **left** will cause the helicopter nose to rotate left (counterclockwise).



Moving the **tail rotor stick** towards the **right** will cause the helicopter nose to rotate right (clockwise).

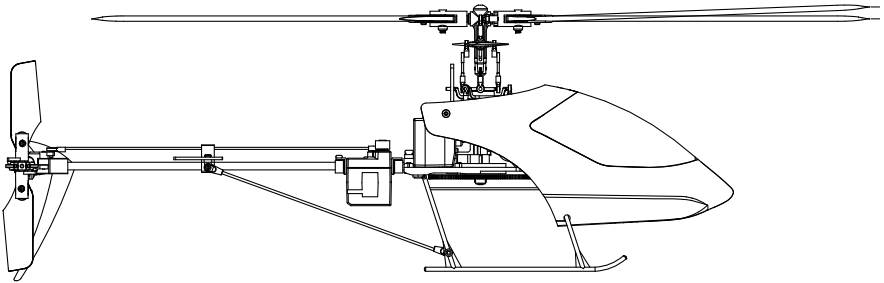


WARNING! Always wear safety glasses when operating the Novus or when tracking the main blades.

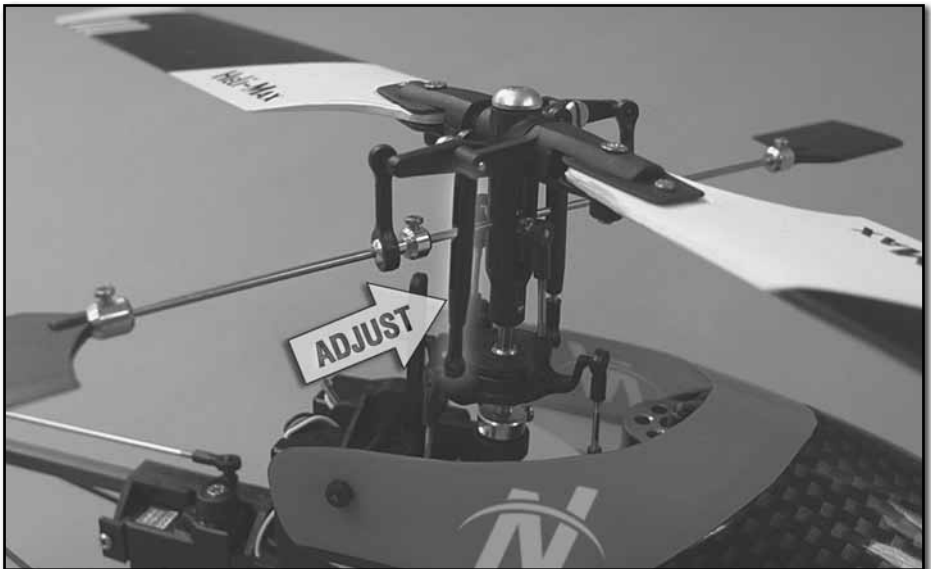
Your Novus was test flown at the factory and the blade tracking has already been set. If the blade tracking needs to be checked please follow the procedure listed below. The blade tracking must also be checked after maintenance has been performed, or after a crash.

In Track

Out of Track



Having an observer view the blades during flight will make this process much easier and more importantly, much safer. With the helicopter on the ground at least 30' away from you, slowly increase the throttle to bring the main rotor up to speed and observe whether the rotational planes of the blades are the same. If they are not, adjust the linkage as shown below to bring the blades into the same plane.





The Heli-Max Novus 125 CP is a lightweight helicopter. Taking that into consideration, you should only fly the helicopter indoors or in calm winds less than 1mph until you become accustomed to the Novus 125 CP helicopter. The Novus should be flown in a large area of at least 50 feet [15.25m] square with no obstacles.

The Novus 125 CP is lightweight and due to this it does not fly well in ground effect (air disturbance when the model helicopter is hovered below 1 foot [30cm]). The model should be flown at a minimum altitude of 1 foot [30cm] to avoid the instabilities cause by ground effect.

Crashing

If you have operated radio control models in the past then you probably already realize that it is not a matter of “if” you are going to crash, it is a matter of “when” you are going to crash. Once you realize the model is going to collide with something or crash into the ground, you should always bring the throttle stick all the way down to stop the main rotor blades from rotating. If you can remember to do this, chances are you will not damage the helicopter in the crash. The main rotor blades carry a lot of RPM and inertia during flight. Cutting the power to the main rotor blades will prevent most of the crash damage.

Takeoff

Slowly add power, observe the model and make all of the necessary corrections to keep the model level. If you feel a trim adjustment is needed, lower the throttle to idle and make trim adjustments before lifting off for the first time. You will find that model helicopters never allow you to return the sticks to center. You just need to position the stick as needed to maintain a steady hover.

You will notice the cyclic controls lag behind your inputs. This is normal and something you get the feel for with time. It's normal to drift around in a hover until you become accustomed to flying the model. The cyclic controls are fairly sensitive so only small movements are necessary.

Hovering

Once the helicopter is up in the air, simply try to hold the helicopter in one spot. If this is your first model helicopter, it will require some practice. Wind or air currents have a big effect on the stability of the helicopter as well. Be patient and slowly work forward, as trying to rush the learning process can be costly.

Landing

Level the helicopter into a steady hover and slowly decrease power until the helicopter settles onto the ground.

Basic Maneuvers

Once you become comfortable with hovering at different orientations and landing, it's time to move on to more advanced maneuvers.

Slow Pirouettes – Add a small amount of tail rotor (left or right) and try rotating the helicopter slightly sideways and see if you can hold it there. If you feel uncomfortable, then bring the tail back toward you. Once you start getting comfortable, try moving the helicopter to the side. Then turn back and fly back to the other side in straight lines. Then work into rotating the helicopter around 360°, which is called a pirouette. The helicopter can drift during these so make sure you have plenty of room when you first start practicing.

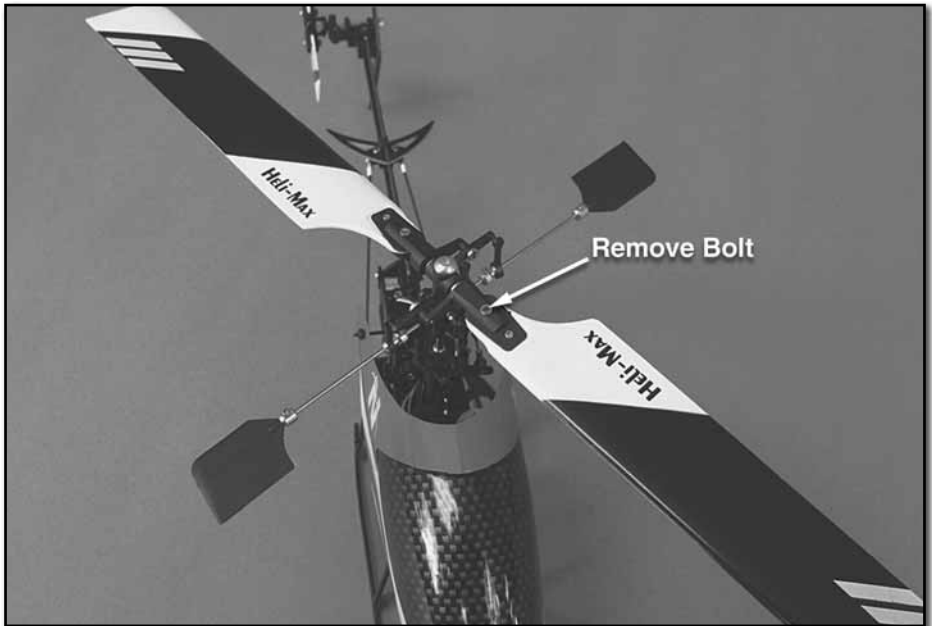
Nose-in Hovering – After pirouettes it's time to move on to nose-in hovering. Take off and climb to 10 feet [3m]. Practice half pirouettes from tail in to nose-in hovering and try to lengthen the delay in between. This will give you a little practice nose-in and still give you a chance to get out of trouble. As your skills improve you'll remain nose-in for longer periods of time.

Aerobatics – The Novus 125 CP is capable of mild aerobatics, including: Loops, rolls, stall turns, stationary flips, inverted hovering, hurricanes, and funnels.

GOOD LUCK AND GREAT FLYING!

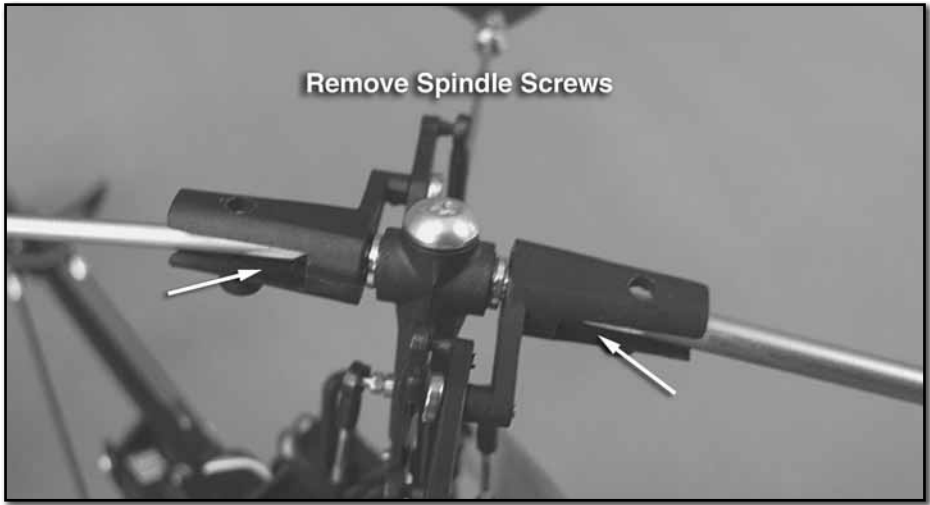
The Heli-Max™ Novus 125 CP is an extremely small helicopter. Working on a model this size will require small tools. The DTXR0170 DuraTrax® Precision Phillips Screwdriver 00x75mm is recommended. On occasion it will be necessary to replace damaged parts after a crash. Please use this section as a guide to performing these steps.

Main Rotor Blade Replacement



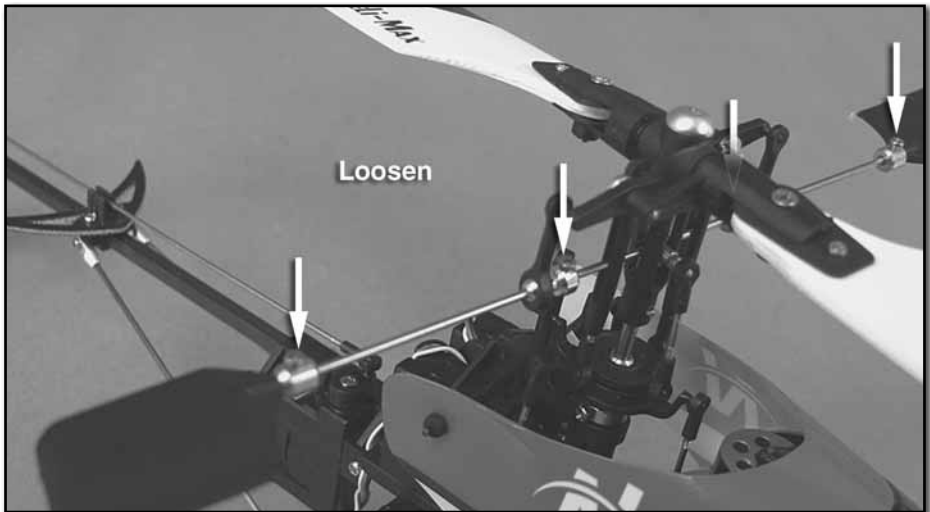
Remove the blade bolt using a #00 phillips screwdriver. After the blade bolt has been removed, slide the rotor blade out of the blade grip. Reinstall the new blade, ensuring that the holes within the blade and blade grip are aligned properly. Reinstall the blade bolt.

Main Rotor Grip Replacement



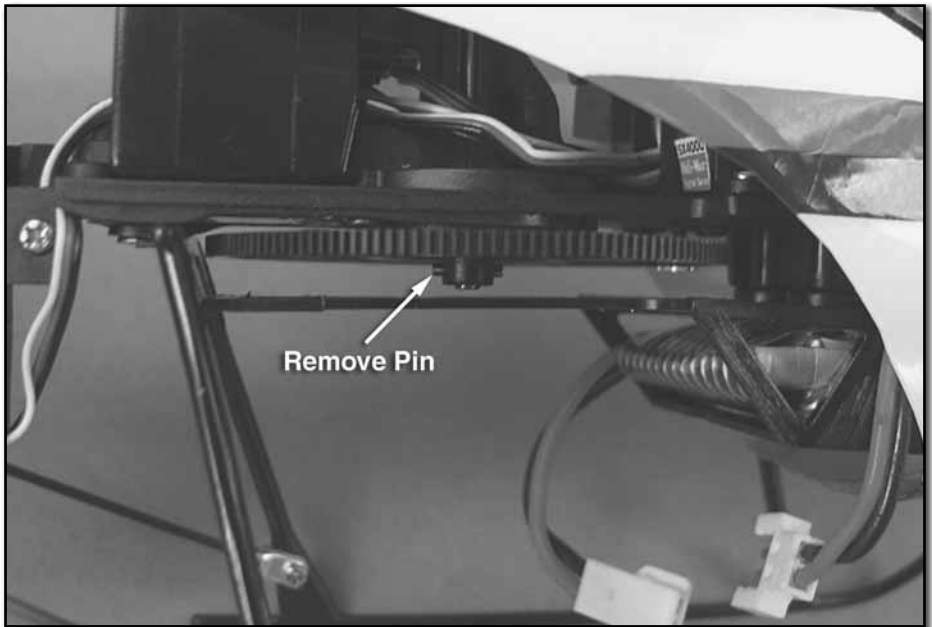
Remove both blade bolts and main rotor blades. Remove the linkages from both blade grip mixers. Remove the two spindle screws and the blade grips can be easily removed. Reinstall the parts in the reverse order listed above.

Replacing the Flybar



Loosen the screws on both flybar paddle collars. Rotate the paddles counter clockwise to remove the paddle and the collar from the flybar. Loosen the screws on the flybar carrier (both sides). At this point the flybar can be slid out of the flybar carrier. Slide the new flybar into the flybar carrier and ensure that the new flybar is centered. Tighten the flybar carrier screws and reinstall the paddles. Ensure that the paddles are equal distances out on the flybar and tighten the flybar paddle collar screws.

Replacing the Main Gear

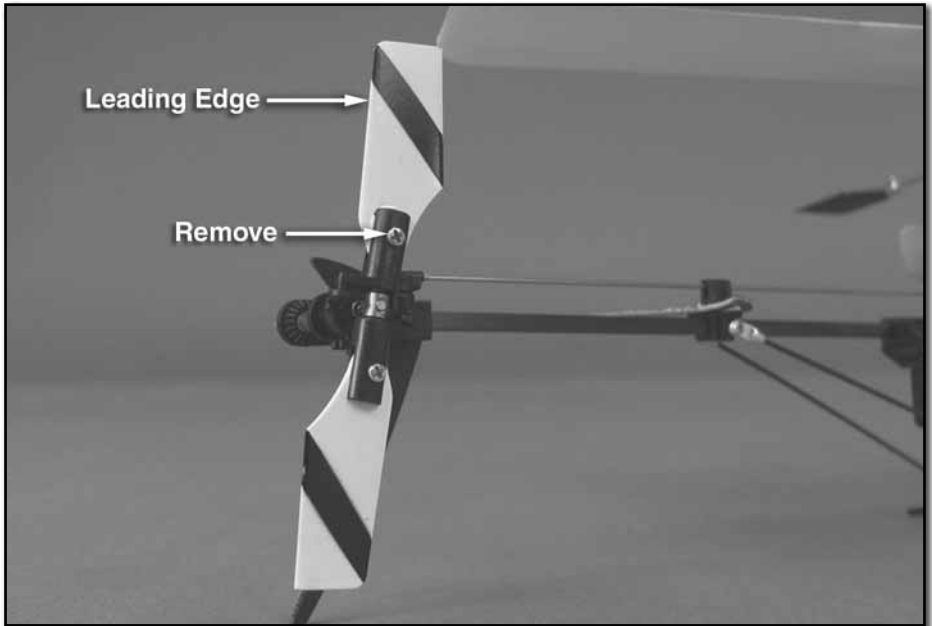


Remove the lower retaining pin from the main gear using needle nose pliers. Remove the old main gear from the model and install the new main gear. Align the hole in the main shaft with the hole in the main gear and press the small pin back through the hole.

Replacing the Main Shaft

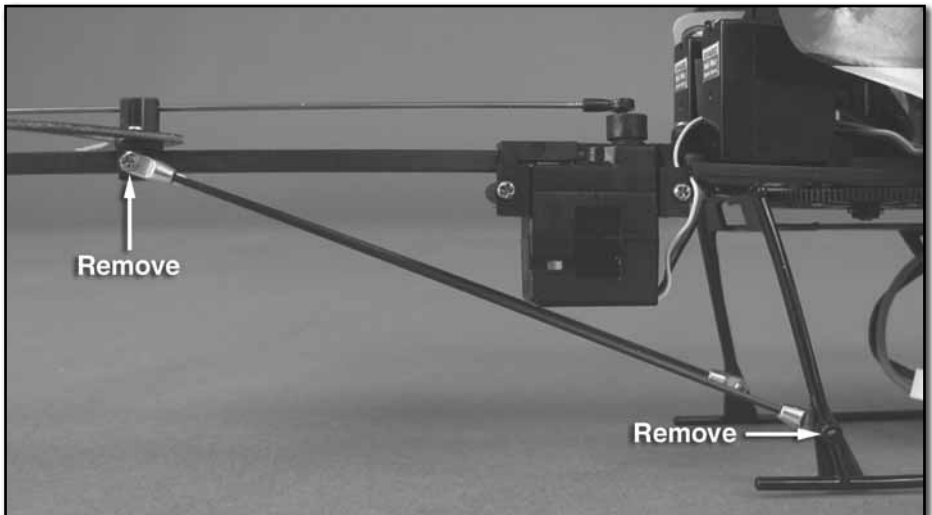
Remove the lower retaining pin from the main gear using needle nose pliers. Disconnect the servo linkages from the swashplate. Slide the main shaft straight up and out of the main frame. Remove and transfer necessary parts to the new main shaft and reinstall by reversing the order listed above.

Tail Rotor Blade Replacement



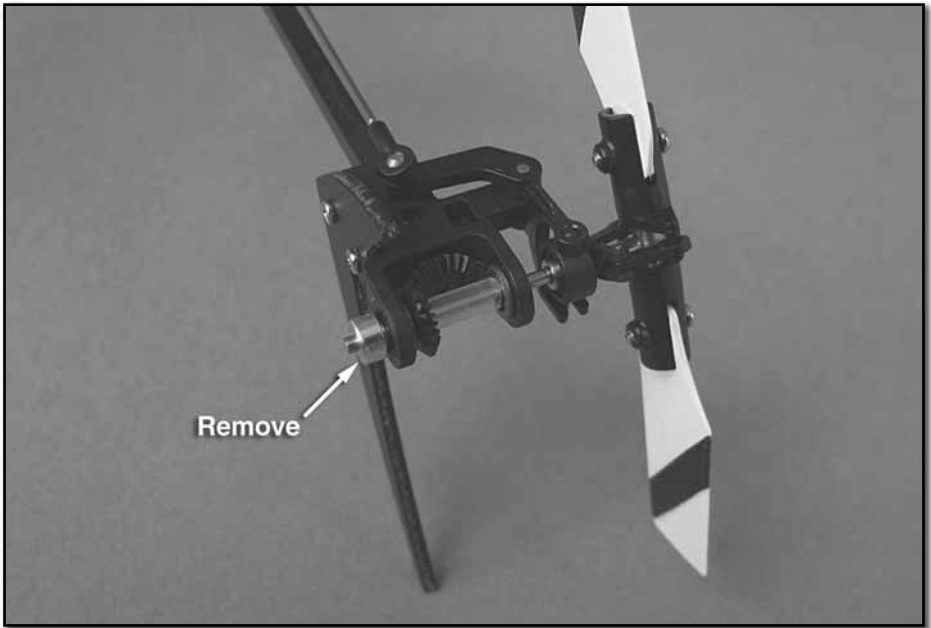
Remove the tail rotor blade retention screw from the tail rotor grip, slide the old tail rotor blade from the grip. Insert the new tail rotor blade ensuring that it is facing the correct direction and install the blade retaining screw into the tail rotor grip.

Tail Boom Support Replacement



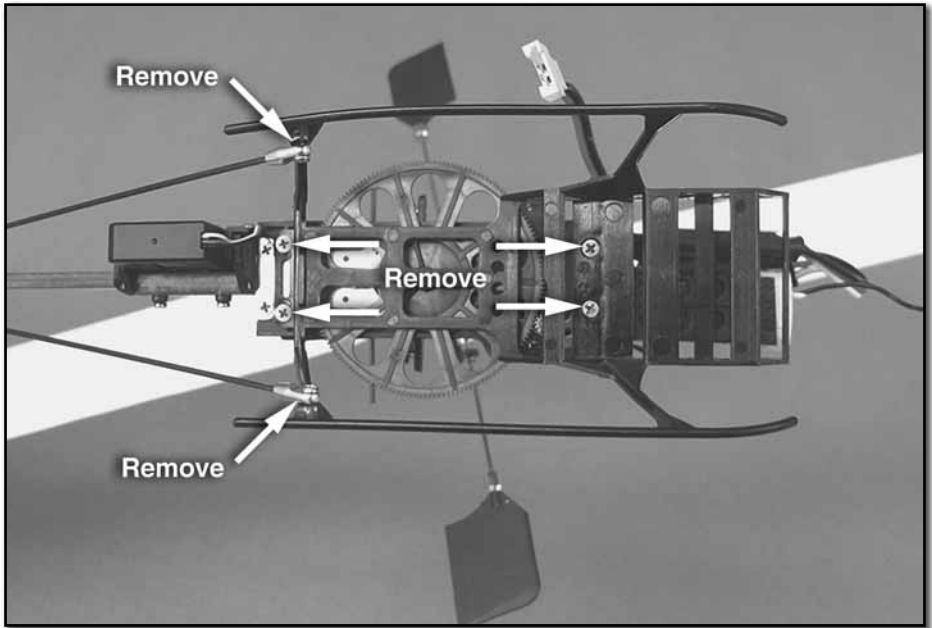
Remove the two boom support retention screws. Install the new tail boom support using the two screws.

Tail Rotor Shaft or Tail Gear Replacement



Loosen the tail rotor shaft collar and remove it from the tail rotor shaft. Unsnap the tail pitch links from the tail rotor grips. Hold the tail gear and spacer in place and slowly pull the tail rotor shaft from the helicopter as shown. If necessary insert the new tail rotor gear and slide the new tail rotor shaft into place. Install the tail rotor shaft collar ensuring that the screw is aligned with the flat spot on the tail rotor shaft. Snap the tail pitch links back onto the tail rotor grips and transfer the tail rotor blades from the old tail blade grips to the new tail blade grips. Verify that the tail rotor shaft has no side to side play and that the gear mesh is set correctly with no binding.

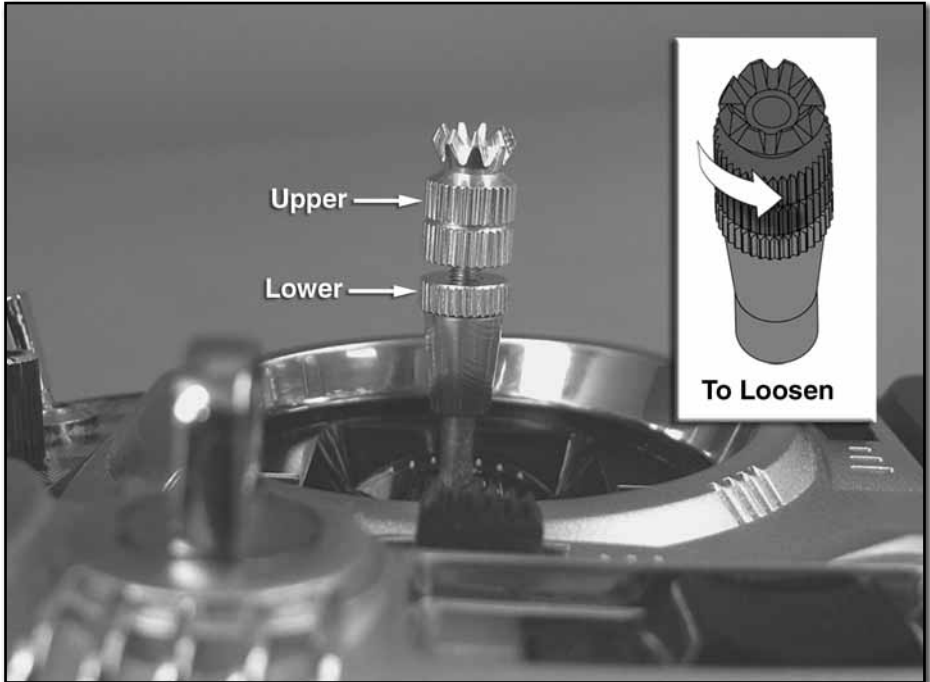
Landing Gear Replacement



Remove the two tail boom support screws and the four landing gear screws. Pull the old landing gear from the model and install the new landing gear using four screws. Install the two screws used to attach the boom supports to the landing gear.

Transmitter Specifications:

- 2.4GHz FHSS
- 100mW Output Power
- 230mAh Current Drain
- Requires (8) AA Alkaline (Rechargeable AA cells can be used)
- 6 Channel Encoder
- Automatic Linking

Stick Length Adjustment

To adjust the stick length hold onto the lower portion of the stick and turn the upper portion counterclockwise to unlock and separate the upper stick end from the lower stick end. Rotate the upper stick end to adjust the length. Once you have the desired stick length set, hold onto the upper stick end to prevent it from rotating and tighten the lower stick against the upper stick end to lock it into position. Repeat for the other stick assembly if necessary.

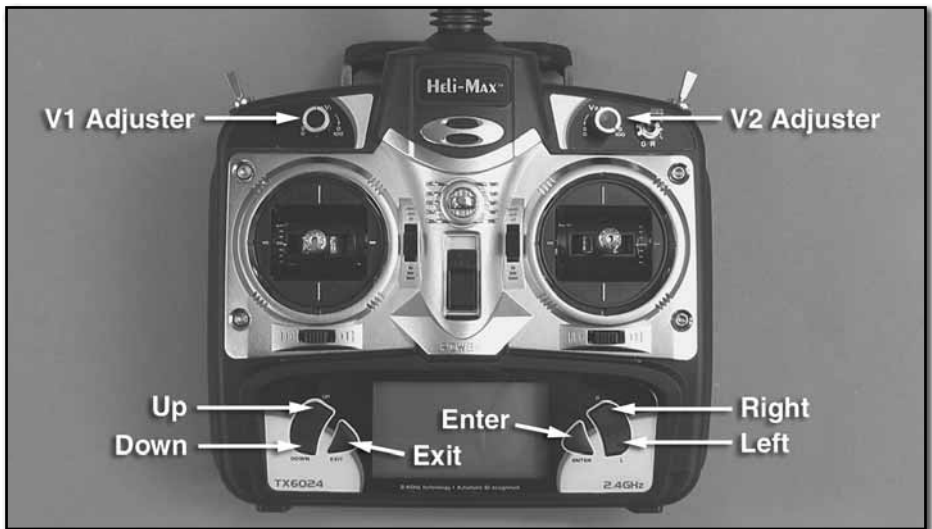
PROGRAMMING YOUR TRANSMITTER

The Heli-Max TX6024 transmitter is factory set for the Novus 125 CP helicopter. Before making any changes it is recommended to fly the model several times. If you feel a change is needed after several flights, then please feel free to make adjustments following the recommendations below.



WARNING! Setting these values incorrectly could result in a loss of control, damage to the model or possibly injury to yourself or others. Always make certain that the model is setup correctly before flying the model by checking the control directions and all other settings.

Navigating & Setting Values



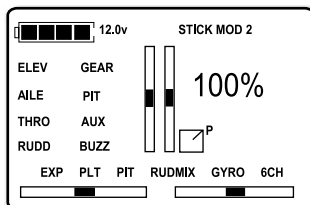
Always disconnect the flight battery from the e-board before making any adjustments to the transmitter settings.

Press the [Enter] key to enter programming mode. You will notice that [STICK MOD 2] is now flashing on the display. This is the current item being edited. Pressing the [UP] key will take you to the previous function and pressing the [DOWN] key will take you to the next function. Pressing the [EXIT] key will return you back to the normal operation screen. The [UP], [DOWN] and [EXIT] keys will not change any values so feel free to navigate the menus using these three keys.

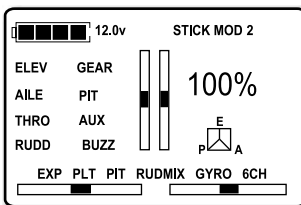
To make a change use the [L] or [R] keys to select the change and press [ENTER] to set the value for the function. In some cases you will have to use [L] and [R] to select the function and then use V1 or V2 adjusters to set the actual value. Press [ENTER] to set the value. This is all described below in the function list.

Press the [EXIT] key to return to the normal operation screen.

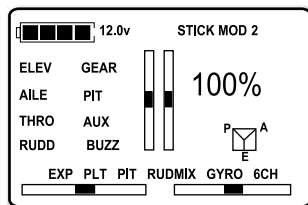
Swashplate Type



1 Servo – Pure Function



**120° CCPM EPA Mixing
Novus 125 CP**



120° CCPM PAE Mixing

Three swashplate types are available with the TX6024 transmitter. The Novus 125 CP uses the 120° CCPM EPA type. The TX6024 also has a single servo (pure function) swashplate type and a 120° CCPM PAE swashplate type.

Channel Reversing

The channel reversing function is used to reverse the operation of a servo. Select the channel you want to reverse and press the [L] or [R] key and the direction indication on the screen will change. To set this value you must press the [ENTER] key before exiting this function.

Aux Channel

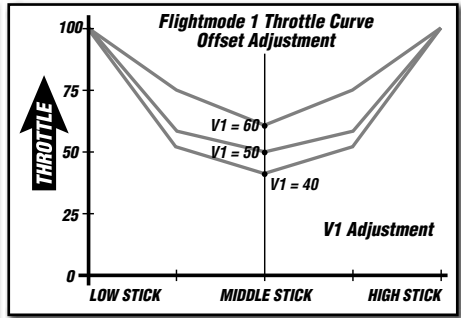
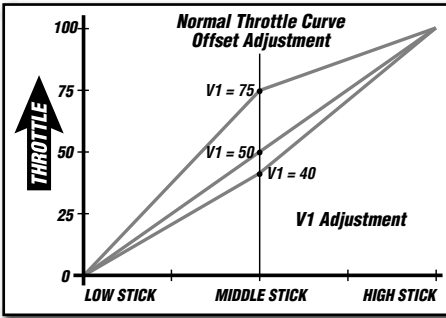
The AUX channel can be enabled or disabled by selecting the [ON] or [OFF] respectively.

Buzzer Setting

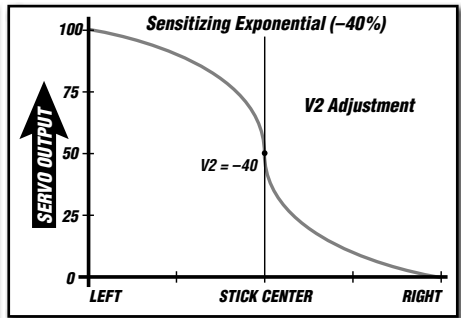
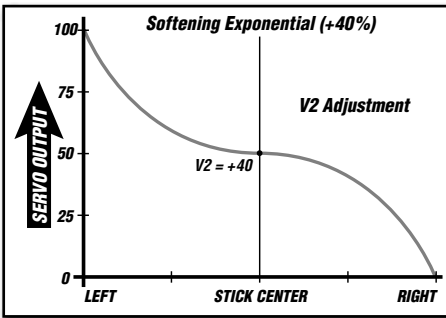
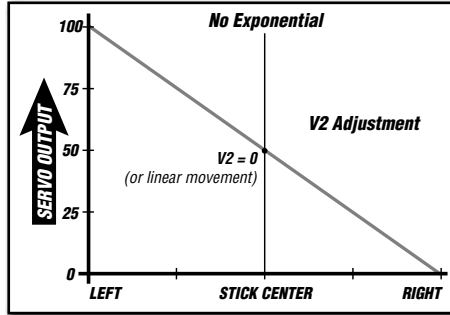
Set to [OFF] to disable the internal speaker. Set to [ON] to enable the internal speaker.

Exponential and Throttle Curve

To enable this function the press [L] button until “ON” is shown on the display. This function is disabled by default. Set both adjusters to the mid point or 50%. Adjuster V1 is used to set the throttle curve hover point percentage and Adjuster V2 is used to set the control exponential. Both values will be set when the [ENTER] key is pressed. The throttle curve hover point is also adjustable for the normal flight mode and for flight mode 1. The value stored depends on where the flight mode switch is set when the [ENTER] key is pressed.



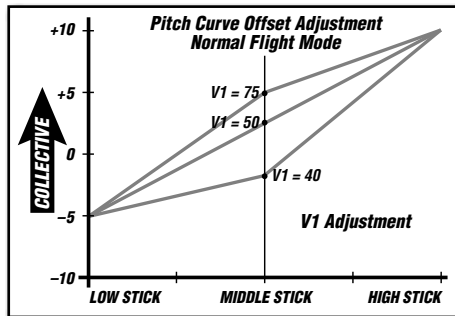
Set the flight mode switch to the [Normal] position and adjust V1 to set the throttle offset at the hover point. When Adjuster V1 is set to the 50% value, then the throttle curve is not offset. Moving Adjuster V1 towards the “+” or 100% will increase the offset. Moving Adjuster V1 towards “-” or 0% will decrease the offset. If you want to adjust the setting for flight mode 1 then simply set the flight mode switch to the flight mode 1 setting.



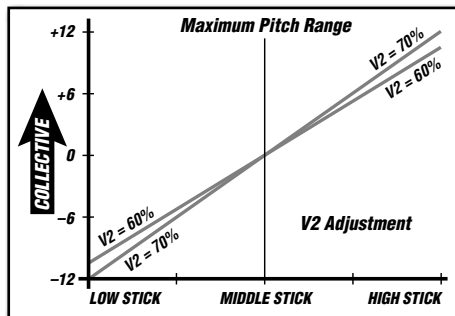
Moving Adjuster V2 knob towards “-” or 0% will increase the sensitivity around the center position. Moving Adjuster V2 towards “+” or 100% will add softening exponential to the cyclic and tail rotor controls.

Pitch & Pitch Servo Travel Adjustment

To enable this function press the [L] button until “ON” is shown on the display. This function is disabled by default. Set both adjusters to the mid point or 50%. Adjuster V1 is used to set the pitch curve hover offset and adjuster V2 is used to set the maximum pitch range.



Set the flight mode switch to the [Normal] position and adjust V1 to set the pitch curve hover offset for the Normal flight mode. Moving adjuster V1 towards the “+” will increase the hovering pitch at center stick. Moving adjuster V1 towards “-” will decrease the pitch at center stick. If you want to adjust the settings for flight mode 1 then simply set the flight mode switch to the flight mode 1 setting. Press the [ENTER] key to store the settings.



Set the flight mode switch to the [Normal] position and adjust V2 to set the maximum pitch range for the Normal flight mode. Moving adjuster V2 towards the “+” will increase the total pitch available. Moving adjuster V2 towards “-” will decrease the available pitch. If you want to adjust the settings for flight mode 1 then simply set the flight mode switch to the flight mode 1 setting. Press the [ENTER] key to store the settings.

Rudder Mix

Since the Novus 125 CP uses a heading hold gyro, this function is not necessary and it has been disabled.

Gyro Gain

This function is used to set the gain of the gyro. Press the [L] button until “On” is shown on the LCD display. Turn adjuster V1 to the desired gyro gain and press [ENTER] to set the gain.

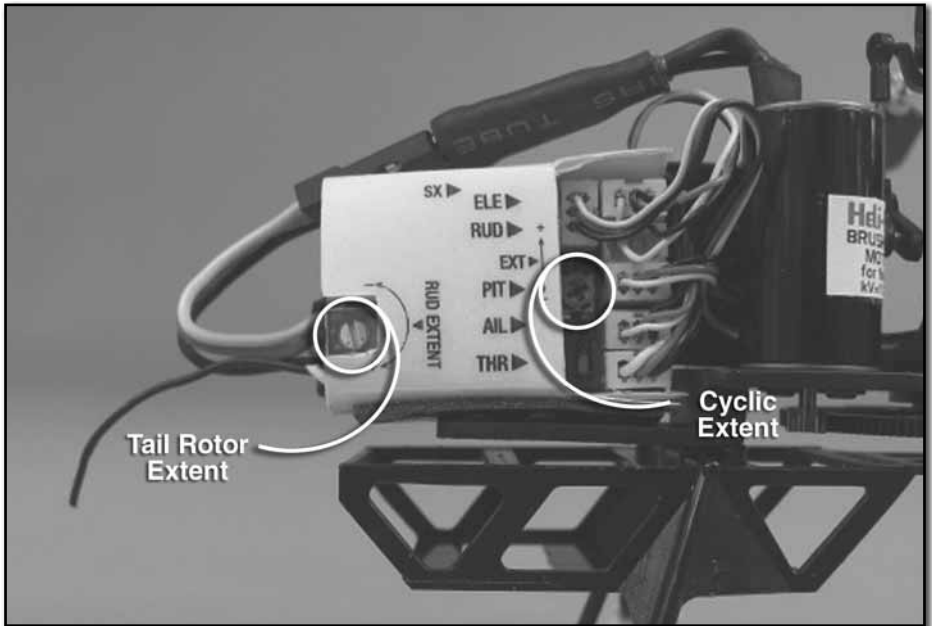
Adjustment suggestions:

1. If the tail has a tendency to drift slowly during flight then increase the gyro gain until the drift is eliminated.
2. If the tail has a tendency to oscillate quickly back and forth then decrease the gain by 1% increments until the oscillation is eliminated.

Channel Mode

This function selects either [4ch] 4 channel mode or [6ch] mode. The Novus 125 CP uses the 6 channel mode.

<i>Novus 125 CP Default Settings</i>	
STICK MOD	2
SWASHTYPE	EPA
ELEV	NOR
AILE	NOR
THRO	NOR
RUDD	REV
GEAR	NOR
PIT	REV
AUX	OFF
BUZZ	ON
EXP	OFF
PLT PIT	OFF
RUD MIX	NOR
RUD MIX GYRO	OFF
6CH / 4CH	6CH



Tail Rotor Extent

This adjustment is factory set to the ideal setting and the setting should not be changed unless absolutely necessary. The [RUD EXTENT] is used to adjust the maximum throw of the tail rotor servo. The adjustment procedure consists of turning the model on, holding full tail rotor stick (left or right) and turning the adjuster until the servo has reached full travel without binding. Move the tail rotor stick completely in the opposite direction and verify that the servo does not bind.

Cyclic Extent

This adjustment is factory set to the ideal setting and the setting should not be changed unless absolutely necessary. The cyclic extent is used to control how far the swashplate tilts when left/right or forward/aft cyclic is moved. This controls the maximum cyclic rate of the model. Keep in mind that the Dual Rate also reduces the maximum cyclic rate. Increasing the cyclic extent also increases the sensitivity of the cyclic controls. If you feel that the high rate cyclic rate is not high enough, then turn the adjustment clockwise to increase the maximum cyclic extent. If you feel the cyclic extent is too high, then turn the adjustment counter-clockwise to decrease the maximum cyclic extent.

Replacement parts for the Heli-Max Novus 125 CP are available using the order numbers in the **Replacement Parts List** that follows. The fastest, most economical service can be provided by your hobby dealer.

To locate a hobby dealer, visit the Hobbico web site at **www.hobbico.com**. Choose “Where to Buy” at the bottom of the menu on the left side of the page. Follow the instructions provided on the page to locate a U.S., Canadian or International dealer.

Parts may also be ordered directly from Hobby Services by calling (217) 398-0007, or via facsimile at (217) 398-7721, but full retail prices and shipping and handling charges will apply. Illinois and Nevada residents will also be charged sales tax. If ordering via fax, include a Visa® or MasterCard® number and expiration date for payment.

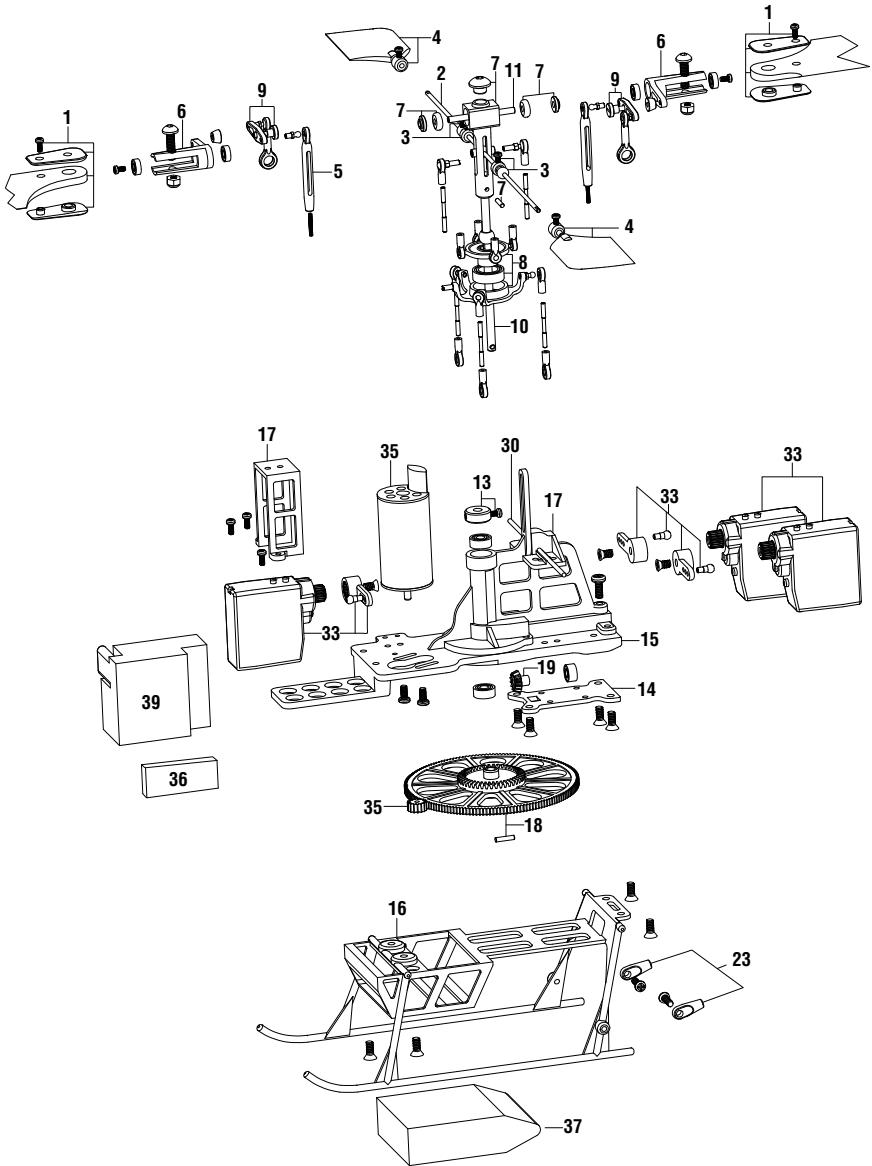
Mail parts orders and payments by personal check to:

Hobby Services

3002 N. Apollo Drive, Suite 1
Champaign, IL 61822

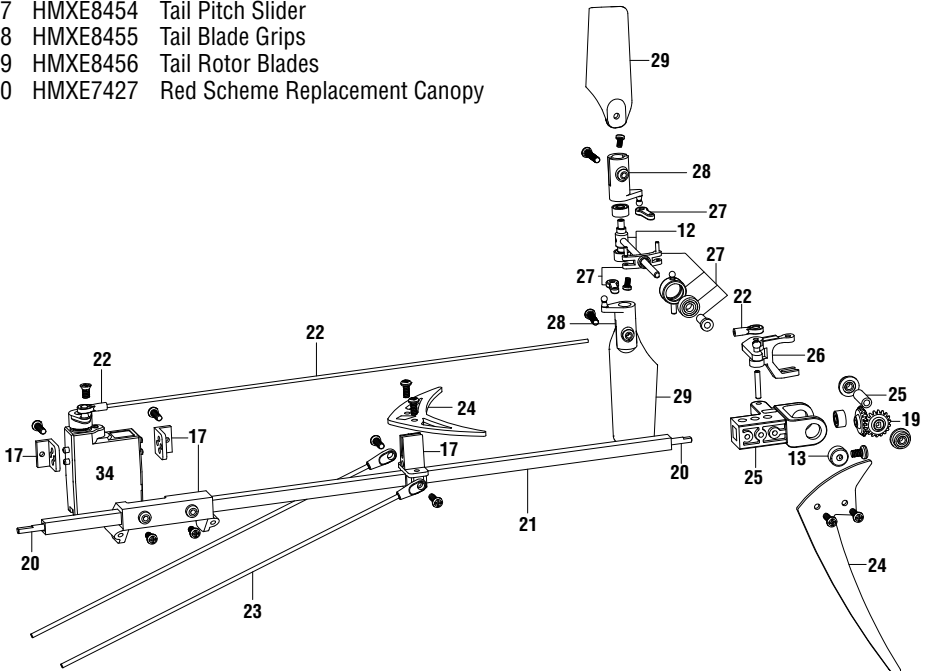
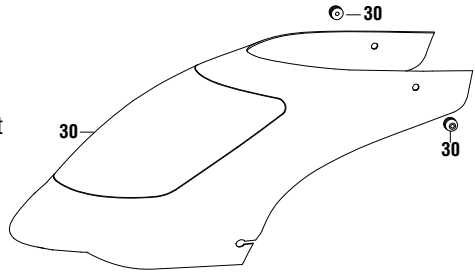
Be certain to specify the order number exactly as listed in the **Replacement Parts List**. Payment by credit card or personal check only; no C.O.D.

If additional assistance is required for any reason contact Product Support by e-mail at **helihotline@hobbico.com**, or by telephone at (217) 398-8970.



#	Stock #	Description
1	HMXE8299	Main Rotor Blades
2	HMXE8552	Fly Bar
3	HMXE8554	Fly Bar Bell Mixer Ball Carrier
4	HMXE8557	Fly Bar Paddles
5	HMXE8555	Complete Rotor Head Linkage Set
6	HMXE8553	Main Blade Grips
7	HMXE8560	Head Block Assembly
8	HMXE8558	Swashplate Assembly
9	HMXE8563	Bell Hiller Mixing Arms
10	HMXE8572	Main Shaft
11	HMXE8562	Feathering Spindle
12	HMXE8444	Tail Rotor Shaft
13	HMXE8445	Tail/ Main Shaft Locking Collars
14	HMXE8446	Tail Boom Retainer Plate
15	HMXE7899	Main Frame
16	HMXE7898	Landing Gear/ Battery Frame
17	HMXE7897	Servo Mounts
18	HMXE8038	Main Drive Gear
19	HMXE8039	Torque Tube Tail Drive Gear Set
20	HMXE8447	Torque Tube Drive Shaft
21	HMXE8448	Tail Boom
22	HMXE8449	Tail Push Rod
23	HMXE8450	Tail Boom Supports (2)
24	HMXE8451	Tail Fin Set (2)
25	HMXE8452	Tail Gearcase
26	HMXE8453	Tail Pitch Control Arm
27	HMXE8454	Tail Pitch Slider
28	HMXE8455	Tail Blade Grips
29	HMXE8456	Tail Rotor Blades
30	HMXE7427	Red Scheme Replacement Canopy

#	Stock #	Description
31	HMXE8834	Complete Ball Bearing Set
32	HMXE7334	Complete Screw Set
33	HMXM2027	SX 4000 Cyclic Servo
34	HMXM2028	SX450 Tail Rotor Servo
35	HMXG8022	Brushless Main Motor
36	HMXM3009	Brushless ESC Main Motor
37	GPMP0410	1s LiPo 600 mAh 15c
38	HMXP2019	1s LiPo Charger Novus
39	HMXM2029	Receiver/Gyro
40	HMXJ2027	Transmitter 6 Channel
41	HMXE7397	Canopy Rods/Grommets



Other fine products



Heli-Max Novus CP

HMXE0804



Heli-Max Novus CX

HMXE0803



Heli-Max Commanche RAH-66 CX

HMXE14**



Heli-Max Axe CX Micro Coaxial RTF

HMXE09**

available from **Heli-Max™**

**Heli-Max
Kinetic™ 50 ARF**

HMXE0250



**Heli-Max
Novus FP**

HMXE0802



**Heli-Max AXE™
400 3D RTF**

HMXE0800



**Heli-Max AXE
400 3D RxR**

HMXE0801



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