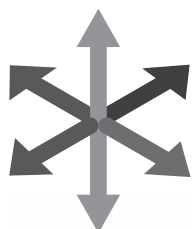


Heli-Max™



TAGS
Triple Axis Gyro Stabilization



NOVUS™ FPV
N125

Your new Heli-Max Novus 125 FP uses Triple Axis Gyro Stabilization (TAGS) to improve the performance of the model. The TAGS consists of a gyro sensor on the roll, pitch and yaw axis along with sophisticated algorithms to increase the stability and performance capability of the model. The TAGS is factory setup and ready for flight. Operating the Novus 125 FP with the TAGS does require a few extra precautions that must be followed to ensure a safe and successful flight. Please read through this guide completely before flying your Novus 125 FP the first time. You must also read the Novus 125 FP Instruction Manual in its entirety.

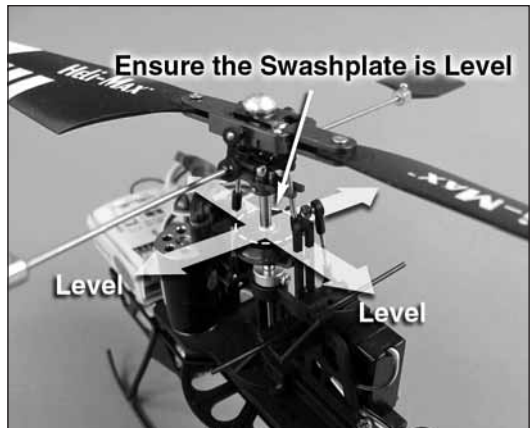
TAGS Initialization

The model must remain completely still during the initialization process to allow the onboard gyros to initialize properly. Do not try to hold the model during initialization. The gyros are very sensitive and they will pick up the small movements. Always connect the flight battery and place the model on the ground before turning the transmitter on.

If you pick the model up after the initialization is complete (for example before takeoff or after a crash), then you must place the helicopter onto a flat surface suitable for takeoff and let it sit for 15 seconds. During this period of time the swashplate will center automatically.

WARNING

Always verify that the swashplate is level before attempting to take off. If the swashplate is drifting slowly then it will be necessary to disconnect the flight battery, turn the transmitter off and follow the initialization procedure again. With the TAGS system enabled the swashplate will take 15 seconds to re-center if the model has been moved.

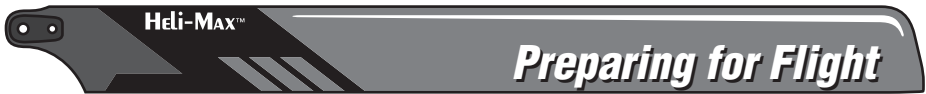


Trim Adjustments

The TAGS system will handle flight trimming automatically for you. A few clicks of trim may be used during flight if the model slowly drifts. If more than five trim steps are needed on the cyclic controls then it is recommended to land the model, center the trims and perform the initialization process again.

Do not move the control sticks before or during takeoff as the model may tip over easily. If necessary, make very small corrections on the cyclic controls. It is recommended to take off from a hard surface, as this will allow the model to slide around. Once you become accustomed to the control feel, taking off from carpet or grass is possible. The TAGS provides a very consistent control feel regardless of the head speed or flight conditions.

Once the model is in flight you will find the model is extremely stable and easy to fly. Forward flight is “hands off” stable and the model is capable of flying up to 35mph. The TAGS adds many benefits to the flying qualities of the Novus 125 FP.

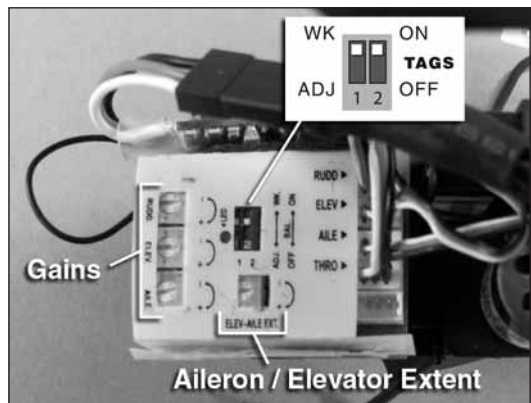


Please see pages 12 through 19 in the Novus 125 FP Instruction manual for the initialization process and flying notes.



Aileron/Elevator Servo Extent

This adjustment is factory set to the ideal setting. The cyclic extent is used to control the cyclic sensitivity when left/right or forward/aft cyclic is operated. Keep in mind that the Dual Rate also reduces the maximum cyclic rate. If you feel that the high rate cyclic rate is not sensitive enough, then turn the adjustment clockwise to increase the maximum cyclic extent.



If you feel the cyclic is insensitive, then turn the adjustment counter-clockwise to decrease the maximum cyclic extent.

Rudder Gain

The Rudder Gain is used to adjust the amount of correction that the TAGS applies to the tail rotor during unintended movements. Finding the ideal gain setting will take some experimentation. If the tail is slowly drifting, then raise the gain and test fly the model. If the tail is quickly oscillating (also known as wagging), then lower the gain and test fly the model. Turning the adjustment clockwise increases the gain and turning the adjustment counter-clockwise decreases the gain.

Elevator Gain

The Elevator Gain is used to adjust the amount of correction that the TAGS applies to the Pitch Axis during unintended movements. Finding the ideal gain setting will take some experimentation. If the Pitch Axis is slowly drifting then raise the gain and test fly the model. If the Pitch Axis is quickly oscillating (also known as wagging), then lower the gain and test fly the model. Turning the adjustment clockwise increases the gain and turning the adjustment counter-clockwise decreases the gain.

Aileron Gain

The Aileron Gain is used to adjust the amount of correction that the TAGS applies to the roll axis during unintended movements. Finding the ideal gain setting will take some experimentation. If the roll axis is slowly drifting, then raise the gain and test fly the model. If the roll axis is quickly oscillating (also known as wagging), then lower the gain and test fly the model. Turning the adjustment clockwise increases the gain and turning the adjustment counter-clockwise decreases the gain.

WK. – ADJ. Adjust Mode Switch

Use the WK. setting for normal flight operation. To lock the swashplate in the level position while making mechanical adjustments use the ADJ. option. Always switch back to the WK. mode before flying the model.

On – Off Electronic Flight Stabilization System

Enable TAGS - On

Disable TAGS - Off

