FT06-A Function Introduction (6 channels)

This item has functions of both airplane and helicopter, and emphasizes more on airplane.

The main functions are as follows:
1. At airplane state, channel 1, 2, 4, 6 is a switch for dual rate (D/R) variable: from ±100% to ±125%.
2. At airplane state, channel 1 & 6 mixture function: Flaperon.
3. At airplane state, channel 4 & 2 mixture function: V-tail.
4. At airplane state, channel 1 & 2 mixture function: Triangle wing (ELEVON).
5. At helicopter state, channel 3 mixture function is to channel 4 & channel 6.
6. At helicopter state, channel 3 mixture function is only to channel 6.
7. Channel 1, 2, 3, 4, 6 reverse switch.
8. Normal mode can be used in car model and boat model.
9. Sound-and-light hint notification for low power: when the battery voltage is below 8.8V, the power indicator light 1S/1S glitters and buzzes. And when it is below 8.3V, the power indicator light 0.5S/1S glitters and buzzes at the same time.

FT06-B Function Introduction (4 channels)

This item is a popular model with 4 channels. It is mainly used for airplane or helicopter with mixture functions.

The main functions are as follows:
1. Channel 1, 2, 4 power adjusted function.
2. Standard 4 channel functions.
3. At airplane state, channel 1 & 2 mixture function: Triangle wing (ELEVON).
4. Channel 1, 2, 3, 4 reverse switch.
5. Sound-and-light hint notification for low power: when the battery voltage is below 8.8V, the power indicator light 1S/1S glitters and buzzes. And when it is below 8.3V, the power indicator light 0.5S/1S glitters and buzzes at the same time.

FT06-C Function Introduction (6 channels)

This model has functions of CCPM helicopter and airplane, but emphasizes on helicopter.

The main functions are as follows:
1. Pitch Zero Trim (PZT).
2. Pitch Length Trim (PLT).
3. Be used for CCPM helicopter, airplane, car, boat. Standard 6 channels output.
4. Compatible with simulation softwares.
5. Channel 1, 2, 3, 4, 6 reverse switch.
6. CCPM helicopter pitch reverse.
7. CCPM state, aileron reverse switch.
8. CCPM state, elevator reverse switch.
9. Normal flying and 3D flying. The transmitter will alarms if it is turned on in a Idle-up state, and no output.
10. Dual rate.
11. Throttle hold.
13. Idle-up throttle adjust.
14. Sound-and-light indicator for low power: when the battery voltage is below 8.8V, the power indicator light 1S/1S glitters and buzzes. When it is below 8.3V, the power indicator light 0.5S/1S glitters and buzzes at the same time.

Notice
▲ Please read this instruction before you use the product.
▲ Please put away the instruction.
Catalogue

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Thank you for choosing WFLY 天地飞 products

Special Symbol Instruction

To use the product safely, please pay attention to the instructions as follows. Please pay special attention to the symbol as follows:

Dangers: If you use it without proper operation, it is possible to hurt you seriously or may even cause death.

Warnings: If you use it without proper operation, it may make you or others hurt badly or may even cause death, and it may cause slight hurt or damage to things.

Children under 14 must be accompanied and instructed by adults!

Notices: If you use it without proper operation, it may cause you to hurt slightly or damage things, but it won’t hurt you seriously normally.

Turn on the transmitter first, then the receiver. When turning off the system, turn off the receiver first, then the transmitter.

Flying Notice (warning)

 forbidance!  obligation!  warning

Same frequencies can’t fly at the same time.

You mustn’t play it at night, in the rainy day, or in the day with strong wind, which will damage the device or plane.

The antenna of the transmitter should be pulled out when using it. Otherwise, the signal will be weakened and the control range will become smaller, which will cause the plane to crash.

Please check whether every servo works properly and any disturbing signals from the outside environment or not before you play it. (If the radio bounces after turning off the power, there may be some disturbances, in this case, please change into partnership crystals.)
Parts Description & Operation Instruction

FT06-A Transmitter Features (Front)

1. AIL: Aileron (Channel 1)
2. ELE: Elevator (Channel 2)
3. THR: Throttle (Channel 3)
4. RUD: Rudder (Channel 4)
5. GYR: Landing Gear/Gyro (Channel 5)
6. PIT: Flaperon/Pitch (Channel 6)
7. AUX1: Auxiliary channel 1 (Channel 7)
8. AUX2: Auxiliary channel 2 (Channel 8)
9. Power: Input 5V

FRP06 Six Channels Single Conversion Receiver (PPM)

WFR09-P Eight Channels Dual Conversion Receiver (PPM)

FT06 Transmitter Features (Rear)

FT06 Side of Radio

Underside of Transmitter

Coupling Ways of Receiver}

FT06 R/C System User Manual

FT06 R/C System User Manual
**Operation of Transmitter Functions of Control Rods**

**MODEL 1**

- **Channel 1:** Aileron Action
  - Control the right-and-left lean of the aircraft. To level the slantwise aircraft, you must make the control rod act in reverse direction. Otherwise, it will make the aircraft overturn.

- **Channel 2:** Elevator Action
  - Control the aerocraft to descend or ascend. Pulling the control rod down will drive up the head, and the aeroplane will ascend. Boosting it up will make the head downhill, and the aeroplane will descend.

- **Channel 3:** Throttle Operation
  - Control the power. Pulling the control rod down will diminish the down power group, and boosting the control rod up will increase the power group.

- **Channel 4:** Rudder Action
  - Control the swerve of the aerocraft. Turning the control rod left will make the head of the aircraft turn left, and turning it right will make the head turn right.

**MODEL 2**

- **Channel 1:** Aileron Action
  - Control the right-and-left lean of the aircraft. To level the slantwise aircraft, you must make the control rod act in reverse direction. Otherwise, it will make the aircraft overturn.

- **Channel 3:** Throttle Operation
  - Control the power. Pulling the control rod down will diminish the down power group, and boosting the control rod up will increase the power group.

**FT06-A Function Introduction**

This model has functions of both airplane and helicopter, and emphasizes more on airplane.

1. At airplane state, channel 1, 2, 4, 6 is a switch for dual rate(D/R) variable: from ±100% to ±125%.
2. At airplane state, channel 1 & 6 mixture function: Flaperon.
3. At airplane state, channel 4 & 2 mixture function: V-tail.
4. At airplane state, channel 1 & 2 mixture function: Triangle wing(ELEVON).
5. At helicopter state, channel 3 mixture function is to channel 4 & channel 6.
6. At helicopter state, channel 3 mixture function is only to channel 6.
7. Channel 1, 2, 3, 4, 6 reverse switch.
8. Normal mode can be used in car model and boat model.
9. Sound-and-light hint notification for low power: when the battery voltage is below 8.8V, the power indicator light 15S/1S glitters and buzzes. And when it is below 8.3V, the power indicator light 0.5S/1S glitters and buzzes at the same time.

**Switch Function Instruction**

(A) At helicopter state, pulling A down to put off mixture function of channel 3 to channel 4, when pulling it up it will comeback the function. But the mixture function to channel 6 is stable, which is irrelevant with this switch.

(B) Pulling B down is airplane state and pulling it up is helicopter state.

(C) At airplane state, pulling 1, 2, 4, 6 down the dual rate is ±100%; when pulling them up, the dual rate will be ±125%.

(D) At airplane state, pulling D down make switches have no mixture function, but pulling it up will cause them have the function.

(E) At airplane state, when D is pulled up, pulling E down cause channel 1 & 6 mixture function (Flaperon); pulling E up will cause channel 2 & 4 mixture function(V-TAIL).

(F) At airplane state, when D is pulled up, pulling F up it works as the mixture function of channel 1 & 2(Triangle wing ELEVON), and D function doesn’t work at that moment.

(G) Channel 1 is reverse switch for aileron. Pulling G down is to make it in normal mode, and pulling it up is to make it act in reverse.

(H) Channel 2 is reverse switch for elevator. Pulling H down is to make it in normal mode, and pulling it up is to make it act in reverse.

(I) Channel 3 is reverse switch for power. Pulling I down is to make it in normal mode, and pulling it up is to make it act in reverse.

(J) Channel 4 is reverse switch for rudder. Pulling J down is to make it in normal mode, and pulling it up is to make it act in reverse.

(K) Channel 6 is reverse switch for screw-pitch/ flaperon. Pulling K down is to make it in normal mode, and pulling it up to make it act in reverse.
### Mixture Functions of Helicopter

**Model with Ordinary Gyro:**

When A and B switches are up, channel 3 will control the mixture function of channel 4 and 6. That is, when pushing channel 3 control rod, both the main rotor's distance and the tail rotor's distance will be enlarged. So if the rotor distance become nearer, you should only turn the reverse switch of the corresponding channel.

**Model with Special Functions Gyro:**

Having the mixture functions of channel 4 will unlock the tail. So when this happens, you can pulling A down and pulling B up.

### Mixture Functions of Airplane's Flaperon

When B, E, F are down and D is up: the aileron uses two servos. If you turn the channel 6 switch, the left and right aileron can fluctuate at the same time. Pushing channel 1 rod to right-and-left direction can make the left and right aileron differential.

The left aileron is connected to CH6 and the right one is connected to CH1.

### Airplane's V-TAIL

When E, D are up and B, F are down: It is used in V-Tail aeroplane. CH2 elevator and CH4 rudder's mixture function will cause the aeroplane to descend / ascend or swerve.

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**Mixture Function for Triangle Airplane**

When B, F are down and D, E are up, it is used for triangle airplanes. CH1 aileron and CH2 elevator are mixed together, which can make the aircraft turn up, turn down and turn around.

### FT06-B Function Introduction

This model is a popular model with 4 channels. It is mainly used for airplane or helicopter with mixture functions.

The main functions are as follows:

1. Channel 1, 2, 4 power adjusted functions.
2. Standard 4 channel functions.
3. At airplane state, channel 1 & 2 mixture function: Triangle wing (ELEVON).
4. Channel 1, 2, 3, 4 reverse switch.
5. Sound-and-light hint notification for low power: when the battery voltage is below 8.8V, the power indicator light 1S/1S glitters and buzzes. And when it is below 8.3V, the power indicator light 0.5S/1S glitters and buzzes at the same time.

### Switch Function Instruction:

- **(A)** Turn up A, the movement of channel 1, 2, 4 is 100%, and turn it down is small movement.
- **(B)** Channel 1 & 2 mixture function: Triangle wing (ELEVON).
- **(C)** Channel 1 is reverse switch for aileron. Pulling it down is to make it in normal mode, and pulling it up is to make it act in reverse.
- **(D)** Channel 2 is reverse switch for elevator. Pulling it down is to make it in normal mode, and pulling it up is to make it act in reverse.
- **(E)** Channel 3 is reverse switch for power. Pulling it down is to make it in normal mode, and pulling it up is to make it act in reverse.
- **(F)** Channel 4 is reverse switch for rudder, pulling it down is to make it in normal mode, and pulling it up is to make it act in reverse.
FT06-C Function Introduction

This model has functions of CCPM helicopter and airplane, but emphasizes on helicopter.

The main functions are as follows:

1. Pitch Zero Trim (PZT).
2. Pitch Length Trim (PLT).
3. Be used for CCPM helicopter, airplane, car, boat. Standard 6 channels output.
4. Compatible with simulation softwares.
5. Channel 1, 2, 3, 4, 6 reverse switch.
6. CCPM helicopter pitch reverse.
7. CCPM state, aileron reverse switch.
8. CCPM state, elevator reverse switch.
9. Normal flying and 3D flying. The transmitter will alarms if it is turned on in a Idle-up state, and no output.
10. Dual rate.
11. Throttle hold.
13. Idle-up throttle adjust.
14. Sound-and-light indicator for low power: When the battery voltage is below 8.8V, the power indicator light 1S/1S glitters and buzzes. When it is below 8.3V, the power indicator light 0.5S/1S glitters and buzzes at the same time.

I. CCPM Helicopter Mode

1. Receiver output signals are as follows:
   Channel 1 Aileron
   Channel 2 Elevator
   Channel 3 Throttle
   Channel 4 Rudder
   Channel 5 Gyro sensitivity
   Channel 6 Pitch. Combined with channel 1, 2 for the CCPM pitch mix.

2. There are two potentiometers and several DIP switches on the transmitter. The functions are as follows:

   (A) Pitch Zero Trim (PZT)
   (B) Pitch Length Trim (PLT)
   (C) Helicopter and airplane interconverted switch. Put it up, it's aviation mode; pull it down, it's CCPM helicopter mode.
   (D) Channel 4 mix switch. Put it down, channel 3, 6 mix; pull it up, channel 3, 4, 6 mix.
   (E) Lock/Unlock switch. At Unlock state, Channel 5 Gyro sensitivity(N), PZT(A) and PLT(B) can be adjusted. When finish the adjustment, pull the switch down and lock all the memory.
   (F) Channel 1 Aileron reverse switch.
   (G) Channel 2 Elevator reverse switch.
   (H) Channel 3 Throttle reverse switch.
   (J) Channel 4 Rudder reverse switch.
   (K) CCPM, aileron reverse switch.
   (L) CCPM, elevator reverse switch.

   * CCPM opposite direction adjustment: operate Channel 1 Aileron(F), Channel 2 Elevator(G), Channel 6 (J) reverse switch at the same time.

II. Airplane Mode

1. Receiver output signals are as follows:
   Channel 1 Aileron
   Channel 2 Elevator
   Channel 3 Throttle
   Channel 4 Rudder
   Channel 5 Landing Gear
   Channel 6 Flap

2. The DIP switches’ functions are as follows:

   (A) No use.
   (B) No use.
   (C) Helicopter and airplane switch.
   (D) No use.
   (E) No use.
   (F) Channel 1 Aileron reverse switch.
   (G) Channel 2 Elevator reverse switch.
   (H) Channel 3 Throttle reverse switch.
   (I) Channel 4 Rudder reverse switch.
   (J) Channel 6 flap reverse switch.
   (K) No use.
   (L) No use.
   (M) No use.
   (N) Channel 6 flap adjustment.
   (O) Channel 5 landing adjustment.
   (P) No use.

3. The switches in the following pictures function as follows:

   (M) Idole-up switch. Pull it to NOR for normal flying(hovering or airline flying), pull it to IDLE for 3D flying.
   (N) At Idle-up state, this switch is for throttle adjust. Put Lock/Unlock (E) to Unlock, at normal flying state, this switch is for Channel 5 Gyro sensitivity adjustment, you can lock this memory when you finish the adjustment.
   (O) Dual Rate switch(Channel 1, 2, 4). Put it up 100%, put it down 70%.
   (P) Throttle hold switch. Pull it, channel 3 stops output and other channels work as well. This switch is for helicopter adjustment on land and can also use in landing.

4. CCPM Helicopter Adjustment

   * The following operation should be strictly act in order.
   ① Put (E) up in unlock state.
   ② (M) in Idle-up, largest power, adjust (B) and make the pitch + 9 to + 11 degree. Then, adjust (A), make the pitch 0 degree.
   ③ (M) in Normal, smallest power, adjust (A), and make the pitch - 2 degree.
   ④ Adjust (N) and change channel 5 gyro sensitivity value to proper state.
   ⑤ Put (E) down, in lock state.

Airplane mode can also be used in car and boat model. Compatible with simulation software.

In airplane mode, helicopter memory won’t be changed.

1. Receiver output signals are as follows:
   Channel 1 Aileron
   Channel 2 Elevator
   Channel 3 Throttle
   Channel 4 Rudder
   Channel 5 Flap
   Channel 6 Landing Gear

2. The DIP switches' functions are as follows:

   (A) No use.
   (B) No use.
   (C) No use.
   (D) No use.
   (E) No use.
   (F) Channel 1 Aileron reverse switch.
   (G) Channel 2 Elevator reverse switch.
   (H) Channel 3 Throttle reverse switch.
   (I) Channel 4 Rudder reverse switch.
   (J) Channel 6 Flap reverse switch.
   (K) No use.
   (L) No use.
   (M) No use.
   (N) Channel 6 flap adjustment.
   (O) Channel 5 landing adjustment.