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 helicopte 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.
(12) Gyro sensitivity adjust.
(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.

FT06 Radio Control System

WFLY
天地飞

www.wflysz.com

INSTRUCTION V2

Use in model aerocraft/helicopter

FT06-A: 6 channels airplane, mix function, D/R, HDE helicopter.

FT06-B: 4 channels airplane, mix function, D/R, HDE helicopter.

FT06-C: 6 channels CCPM helicopter, airplane.

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

Digital Proportional R/C System
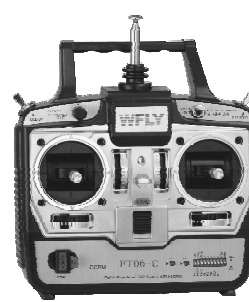
MANUAL-V2

Catalogue

Thanks for choosing   **WFLY** 天地飞   products

FT06 -A   FT06 -B   FT06 -C

Special Symbol Instruction

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

⚠ **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 to 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.
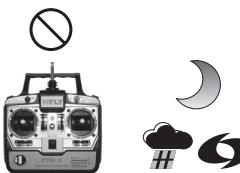
| **Flying Notice(warning)** | 🚫 **Forbiddance!**   ❗ **Obligation!**   ⚠ **Warning** |

Same frequencies can't fly at the same time.

※ Same frequencies used synchronously will cause the plane to prang or to damage even the modulation ways of AM, FM, PCM are not the same, when the frequencies are identical, it will cause the plane to prang or to damage.

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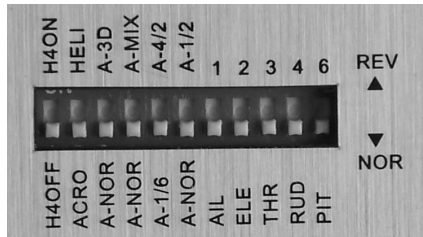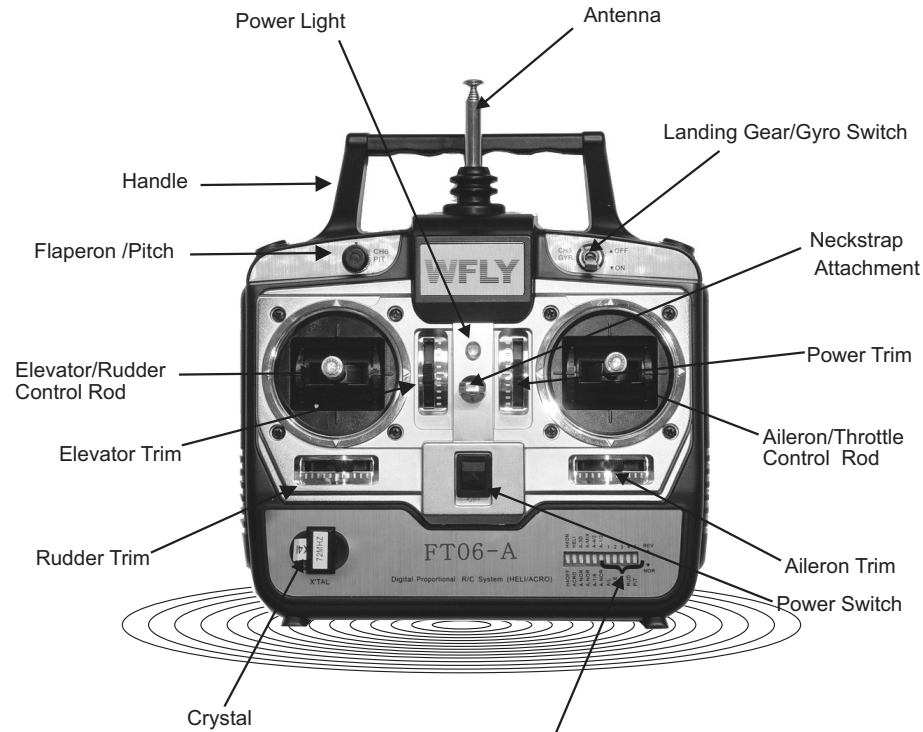
※ The antenna of the transmitter should be pulled out when using it. Otherwise, the signal will be weakened and the control range will become smaller, which will cause the plane to crash.

Checking

※ 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)
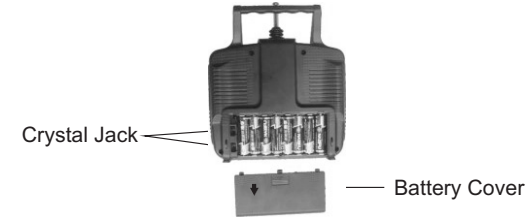
MANUAL-V2

FT06 R/C System   User   Manual

Parts Description & Operation Instruction

FT06-A Transmitter Features (Front)

Power Light

Antenna

Landing Gear/Gyro Switch

Handle

Flaperon /Pitch

Neckstrap
 Attachment

Elevator/Rudder
Control Rod

Power Trim

Elevator Trim

Aileron/Throttle
Control Rod

Rudder Trim

Aileron Trim

Power Switch

Crystal

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）

3

FT06 R/C System   User   Manual

FT06 Transmitter Features (Rear)

Crystal Jack

Battery Cover

FT06 Side of Radio

Charge Jack（9.6V,<200mA）

Underside of Transmitter

PC Simulator Jack
(When using the simulator, pull out the TX.)

Coupling Ways of Receiver

FRP06 Six Channels Single Conversion Receiver (PPM)

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--------

72MHz, pull up
the switch to A,
the receiver is
compatible with
WFLY and FUTABA
series transmitters.
Pull down the switch
to B, the receiver is
compatible with JR
series transmiters.
35MHz and 40MHz
are compatible with
FUTABA under JR
transmitters(PPM).

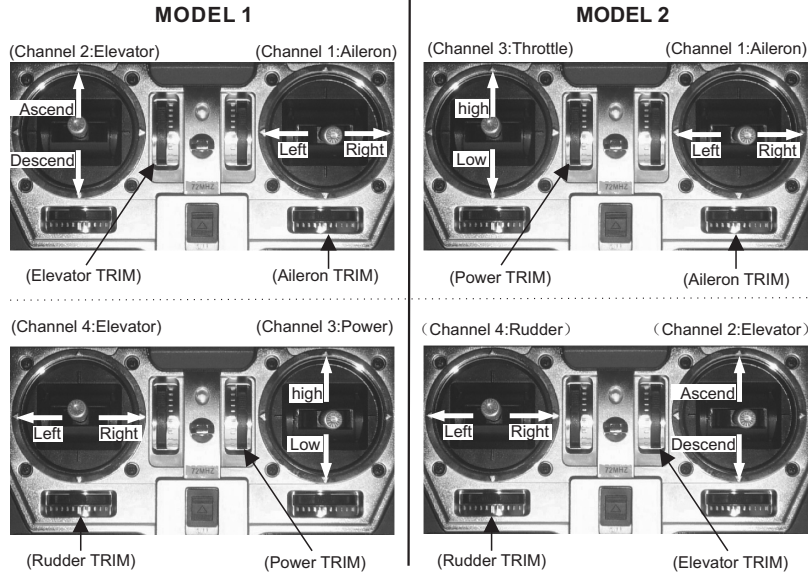WFR09-P Eight Channels Dual Conversion Receiver (PPM)

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 7)--------
9．Power：Input +5V
(There are 9 rows needles, 3 needles in each row,
from the top needle to the bottom, the 3 needles are PPM pulse, +5V and Ground.)

4

Operation of Transmitter
Functions of Control Rods

MODEL 1

(Channel 2:Elevator)　　　　　　　(Channel 1:Aileron)

Ascend

Descend

Left　Right

(Elevator TRIM)　　　　　　　(Aileron TRIM)

(Channel 4:Elevator)　　　　(Channel 3:Power)

Left　Right

high

Low

(Rudder TRIM)　　　(Power TRIM)

MODEL 2

(Channel 3:Throttle)　　　　　　(Channel 1:Aileron)

high

Low

Left　Right

(Power TRIM)　　　　　　(Aileron TRIM)

（Channel 4:Rudder）　　（Channel 2:Elevator）

Left　Right

Ascend

Descend

(Rudder TRIM)　　　(Elevator TRIM)

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 minish down the 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 to left will make the head of the
aircraft turn left, and turning it to right will make the head turn right.

Channel 5: Landing Gear/Gyro Action
This channel is for switch variable. It is a switch to control landing gear when used for airplane
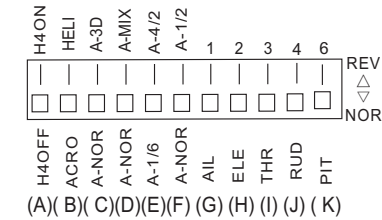state, but it will be a switch for gyroscope when used for helicopter.

Channel 6: Pitch/Flaperon Action
The angle adjusting of the flaperon is for the airplane state, and the adjusting of the main
Pitch is for helicopter state.

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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 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.

H4 ON　HELI　A-3D　A-MIX　A-4/2　A-1/2　　1　2　3　4　6

REV
NOR

H4 OFF　ACRO　A-NOR　A-NOR　A-1/6　A-NOR　AIL　ELE　THR　RUD　PIT

(A)(B)(C)(D)(E)(F) (G) (H) (I) (J) (K)

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 is to make it act in reverse.

6

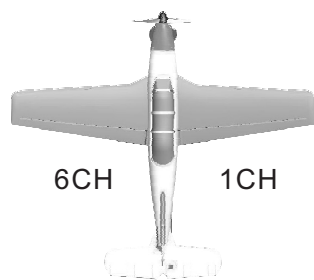# Mixture Functions of Helicopter

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.
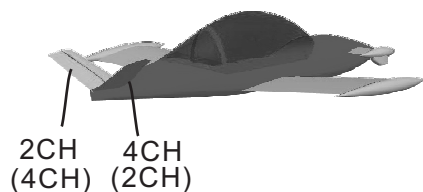
Mixture Functions of Airplane's Flaperon

6CH   1CH

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.
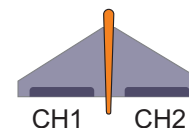
Airplane's V-TAIL

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

2CH   4CH
(4CH) (2CH)

Mixture Function for Triangle Airplane

CH1   CH2

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.
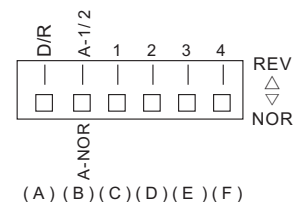
FT06-B Function Introduction

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.

D/R   A-1/2   1   2   3   4   REV
A-NOR   NOR
(A)(B)(C)(D)(E)(F)

FT06-C Function Introduction

This model has functions of CCPM helicopte and airplane, but emphasizes on helicopter.
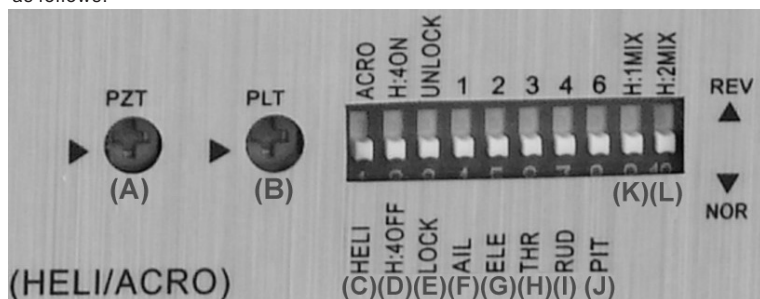
The main functions are as follows:

(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.
(12) Gyro sensitivity adjust.
(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 airplane 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.
    The radio can keep the memory even if power lost.
(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 single output 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.

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

(M) Idle-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.

II.Airplane Mode

＊ 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 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 ajustment.
 (P) No use.

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