

## General FAQ for RC Aircrafts

FAQ	Answer
<b>Can the receiver in Banana Hobby's planes bind with my own radio?</b>	No. Banana Hobby's 2.4Ghz will not bind with Spektrum or FASSST or any other on the market.
<b>How do I bind my Nano Radio System?</b>	The Nano Radio Systems are auto bind so they should bind on their own. If not, hold down the button the the receiver until it flashes red and once bound the light will turn solid green.
<b>What is Delta Wing Mixing?</b>	Delta Wing mixing means simply, both the Ailerons and Elevators will be moving UP and DOWN for Elevator and Aileron Functions.
<b>What Channels are my servos suppose to be plugged into?</b>	CHANNEL 1: Aileron CHANNEL 2: Elevator CHANNEL 3: Throttle CHANNEL 4: Rudder CHANNEL 5: Retracts (if applicable) CHANNEL 6: Flaps (if applicable) CHANNEL 7 through 9 is Vector (if applicable) CHANNEL 10 to 12 : Smoke, Drag Chute, Canopy (if applicable)
<b>How long do I charge my battery for?</b>	If it is a Li-Po, the charger should be a Peak Detection Charger and will stop the charging cycle when complete. (Disconnect battery as soon as the battery is charged) If Nicad or Ni-Mh, only charge the Battery until it feels WARM to the touch. (Usually fully charged within 2-3 Hours). NEVER LEAVE A BATTERY CHARGING UNATTENDED OR OVERNIGHT.
<b>My Airplane is not 2.4GHZ and is not responding.</b>	Inspect the antenna to make sure that it is not damaged and ensure it is tightened into the transmitter securely with it being fully extended. Check the frequency crystal to see if it says RX for the receiver and TX for the transmitter if applicable. Try to flip the frequency crystal on the transmitter first and then the receiver if the issue still persist.
<b>Correct Control Surface Movements are:</b>	Movements for Standard Wing: Pull Down on the right stick= Elevator pointing UP Push Forward on the Right Stick= Elevator pointer DOWN Right Stick moved to the Left = Aileron on the LEFT Wing Points UP and Right Wing Points Down Right Stick moved to the Right= Aileron on the Right Wing Points UP and the Left Wing Points Down Left Stick Up and Down has NO SPRING = All the way Down, Throttle OFF. All the way UP Throttle at FULL Left Stick to the left= Rudder points left Left Stick to the Right=Rudder points Right
<b>Correct Control Movements for Delta Wing Mix:</b>	Right Stick Pull Down= Both Elevators point UP Right Stick Push Down: Both Elevators point Down

<b>My Plane is suppose to fly on Delta Mix but the aileron and elevators only one side moves at a time and are not mixing?</b>	Make sure Left side of the control surface servo is plugged into CH1 and Right Side Servo or servos are plugged into CH2. Make sure the Transmitter switch Labeled NORMAL/MIXING is set to MIXING.
<b>Have all controls except for throttle?</b>	Both aircraft and transmitter should be off. Make sure the throttle trim is all the way down. Assure that the trim can't go down anymore. Make sure the throttle stick is also all the way down then power up the aircraft following the correct power up procedures which is to turn on the transmitter first and lastly the aircraft. Power off procedures is the exact opposite.
<b>My throttle appears to be underpowered.</b>	Make sure the battery is fully charged per the battery's specifications.
<b>I charged my battery but it is still underpowered. (Mostly Jets and Aircraft)</b>	If the throttle is starting at around 5-10%, perform the END POINT recalibration.
<b>What if my controls are not moving in the correct directions?</b>	Depends on what channel, Flip the Reversing switch on the Transmitter. HOWEVER: If it is CHANNEL 3 Throttle, make sure the transmitter and airplane is OFF!!! Then on power up, have someone hold the aircraft and STAY CLEAR OF THE PROPELLER and or BLADES.
<b>My propeller or fan is spinning backwards?</b>	If Brushless, switch any 2 of the 3 wires from the motor to the ESC , If item has two motors and blades are mounted manually, make sure that the blades are put in the correct way.
<b>What do I do if the servo pushrod does not fit into the servo horn?</b>	Use a hobby knife and make the servo horn a bit larger until the pushrod fits.
<b>One or more of my Control Surface is not moving?</b>	Check to see if all the servos are plugged into its extensions such as the Y splitters and make sure they are of the correct polarity. If one side of the wires are Black Red White and the other servo wire is tan yellow dark brown, the DARK BROWN is to Match with the BLACK on the other connector. Also check the direction the servo is plugged into the Receiver.
<b>My Servo is clicking or grinding?</b>	Make sure the servo horn is screwed tight. (Make sure that the servos are not being restricted and if they are, adjust the servo arm for less tension.)
<b>How do I replace my stripped or faulty Servo? It is glued in.</b>	The servos are only glued with Rubber Cement and you may use a pair of Needle Nose Pliers to remove the servo. Grab, pull, and wiggle slowly. The servo can be removed as it may take a bit of foam with it, but will not harm anything. (You may also try to cut the Rubber Cement with a hobby knife or anything else to try to loosen it a bit before taking the servo out.)
<b>My retracts are not functioning correctly and I am using my own radio.</b>	Check the EPA, for Futaba TX's the EPA should be set to around 55% (100/50 or 50/100 for settings on transmitter).

<p><b>My plane is not lifting.</b></p>	<p>Make sure the battery is completely charged (Use a volt meter for the best accuracy). Make sure that the elevator is going up to go up and to make sure airplane has reached the correct ground speed before attempting to take off. Attempting to takeoff prematurely will cause a snap-roll and damage the aircraft.</p>
<p><b>Regarding propeller planes such as the Cessna models and the motor is skewed is that normal?</b></p>	<p>The angled propeller shafts are 100% NORMAL. It is a built in feature for all airplanes with propellers. From a TOP looking down view at the propeller and how the prop angle does not line up with the cowling, this is called RIGHT THRUST. It is in Every Single Propeller aircraft. Some angles may be less than others and some more.</p> <p>Some angles may be less than others and some more. The Right thrust angles the motor to the "point Right" angle. Right Thrust is incorporated to counter the "yaw" effect caused by a propeller angled thrust. Explanation is like this.</p> <p>The propeller is spinning counter clockwise. There is a Torque value when a propeller is the sole power source generating the thrust for an aircraft. So to counter act this "Torque Value" each plane is built with angled motor mounts to give it a "degrees" of Right Thrust.</p> <p>If the propeller and motor was perfectly straight, the aircraft would have a hard time taking off and once in the air, the aircraft will veer LEFT drastically causing a crash. The right thrust will give it a neutral thrust value so it can fly straight and level.</p>