

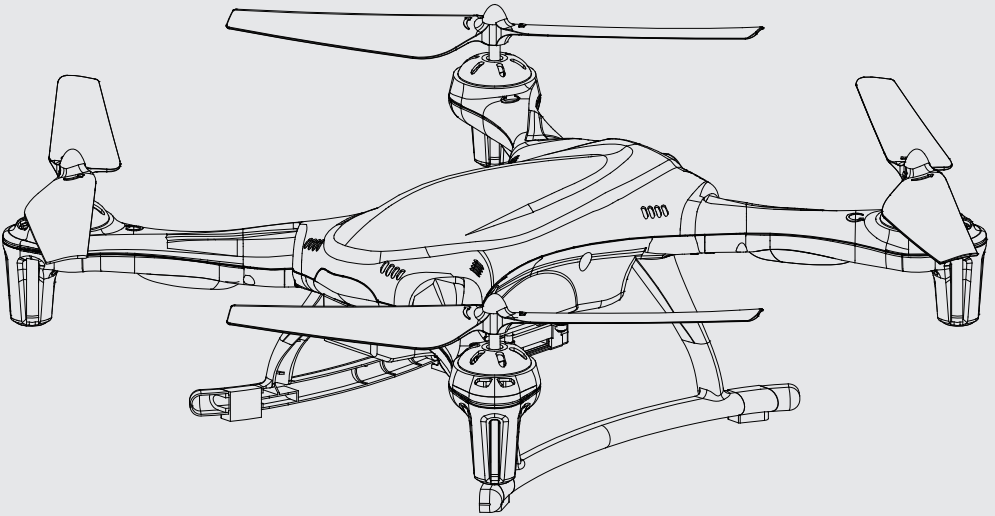


Nine Eagles®



Galaxy Vistor3 Instruction Manual

NE-MASF12 2.4GHZ 4CH



**GALAXY
VISITOR 3**

Transmitter system adopts SLT protocol

White and Black ----- New Fashion in the Sky

→ FLYING IS A LIFE STYLE ■ MASF1220140506

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THANKS FOR BUYING NINE EAGLES PRODUCTS

Please read the manual through before flying to ensure safety in flight.

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FEATURES

- Compatible of conventional control mode and intelligent control mode (Patent application number: 201310193041.2)
- Throttle Channel's Three Settings : Entry-level Setting, Altitude Hold Setting and Normal Setting
- "Headless Flying" under intelligent control mode make it extremely easy for beginner to manage flying a R/C quadcopter
- "Auto-Return" function – the safety guard against lose control of aircraft
- Brake function
- Switch on/off of accelerometer
- On board micro digital video/picture camera (optional)
- Colorful LED navigation lights
- Fashionable white and black appearance design
- Build in Altitude sensor
- Signal Loss Protection Function

I . INTRODUCTION & INFORMATION

1. INTRODUCTION

(1)Introduction

Galaxy Visitor 3 is the newest 2.4GHz 4CH small quadcopter (Hereinafter called aircraft), it has excellent control performance with the adoption of advanced 9-axis gyro stabilization system. Easy to control, steady in flight, this product is the best choice for beginners. The maneuverability of this product is adjustable and can be set in high sensitivity by skillful operators to further enjoy the thrill and excitement in flight! It can also fly outdoor freely in the wind force of Grade 3 (around 12~19km/h). Independently developed by Nine Eagles as small leisure quadcopter, this aircraft can fly both indoor and outdoor. Small in size, light in weight, with high security, this product will bring you much more enjoyment and fun in flight!

(2)Warranty and technical support

Nine Eagles guarantees all the aircrafts have been strictly inspected , tested before export from factory. Please contact the seller where you bought this model or local distributor to get the technical support and purchase the spare parts. If unable to contact the appropriate distributor , please contact us through email at sales@nineeagle.com or phone call at 0086-21-52919366. The detail explorer drawing can be found in the page 21 & 22, it will help you identify the needed spare parts.

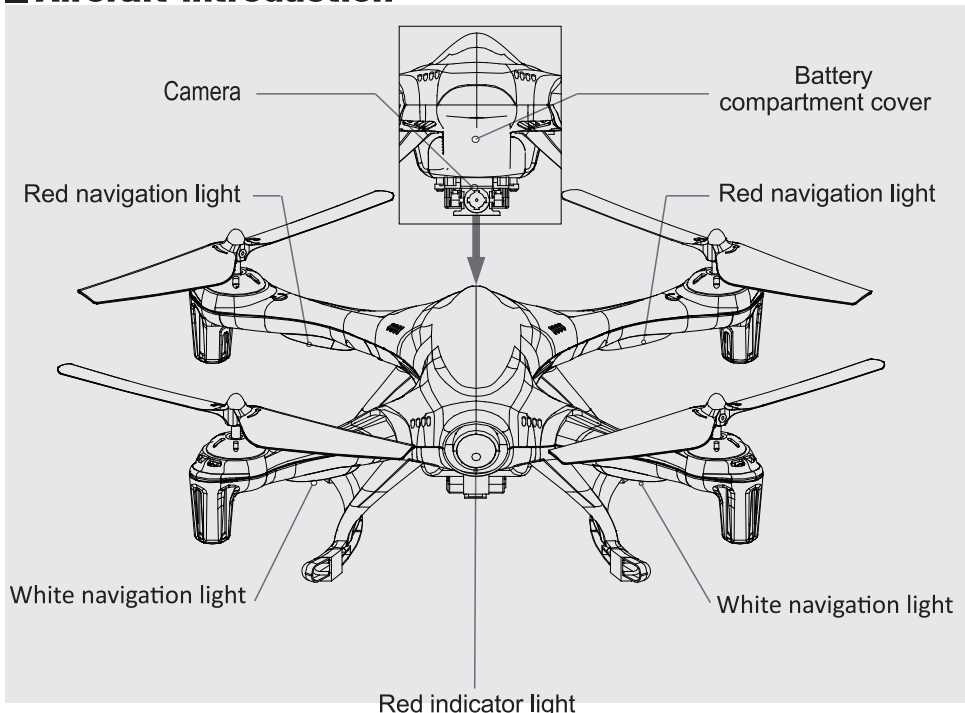
(3)RTF Kit contents



Description	Qty	Description	Qty
①.Galaxy Visitor 3	1	③.Screwdriver	1
②.JFN 4CH transmitter	1	④.Li-Po battery	1
③.Camera(optional)	1	⑩.User's manual	1
④.2G Micro SD card(optional)	1	⑪.Screw Package	1
⑤.Card reader(optional)	1	⑫.Adapter	1
⑥.AA battery	4	⑬.Charger	1
⑦.Propeller	4		

Attention: Camera/SD card and card reader are subject of optional parts depending on the model you bought.

Aircraft introduction

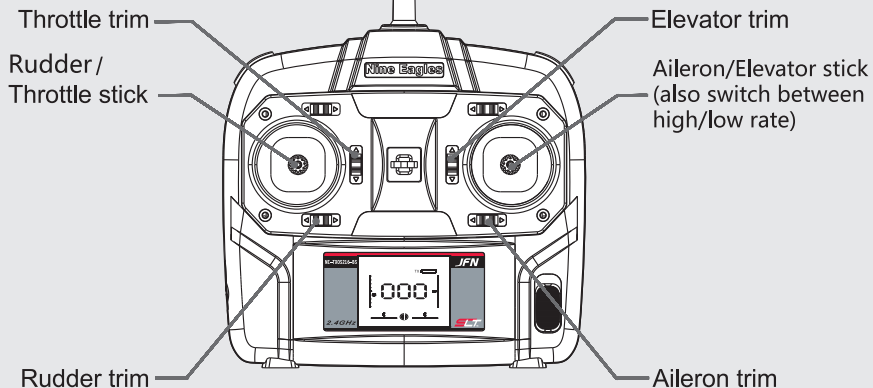


■ Transmitter introduction

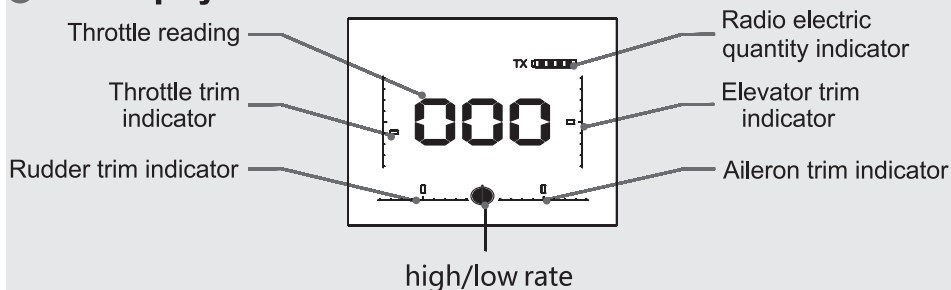
(Note: This transmitter is not transferable)

① Front side

(Take Mode 2 for example.)

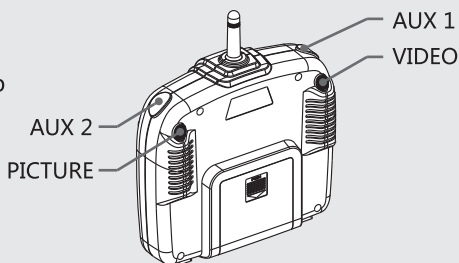


② LCD display screen



③ Back side

- **Button AUX 2:** Throttle Setting Switch.
- **Button AUX 1:** Headless Flying/Auto Return Switch
- **Button VIDEO:** This button is for camera shooting.
- **Button PICTURE:** This button is for picture shooting.



Attention:

Geomagnetic sensor is built in this transmitter. When you power on the transmitter, please make sure the transmitter and aircraft stay still and quite more than 3 seconds, during which time the geomagnetic sensor will be initialized. Otherwise, moving the transmitter and aircraft within in its initializing time will effect flight performance.

(4)Specification

① Quadcopter specification

Main rotor diameter: 5.8" (147mm)	Model No.:
Overall length: 6.4" (163mm)	TX:NE-TXOS216-BS(4CH 2.4GHz)
Overall width: 6.4" (163mm)	RX:NE-MASF12
Overall height: 3.0" (78mm)	Power system: Φ8.5 coreless motor X4
Whole weight: About 5 oz (135g)	Battery: 3.7V 1200mAh Li-Po

② Camera Specifications

Memory: Accepts up to 32G Micro SD card

Size: 40mm LX20mm WX8mm H

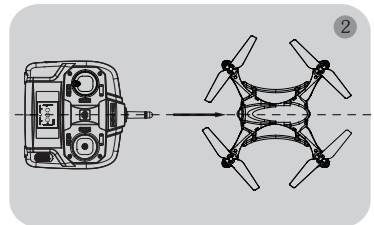
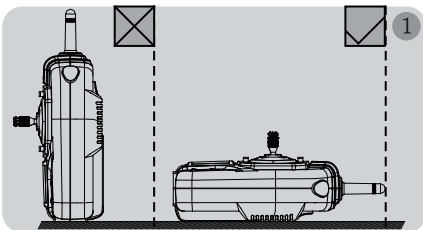
Codec Video: Motion JPEG, 1280x720, 30fps, file extension .avi

Codec Audio: PCM S16 LE, mono

Still Image capture: 1280x720, 96 dpi, file extension .jpg

2.IMPORTANT POINTS IN FLIGHT

- ①. Keep the transmitter stay still and quiet more than 3 seconds when powering on the transmitter(as shown in picture 1).
- ②. After plugging in the Li-po battery to the aircraft, please keep the aircraft stay still and quiet until the red LED indicator light turns to solid on. The aircraft needs some time to finish its self - examination.
- ③. When taking off, please point the transmitter ' s antenna to the red LED indicator light on the aircraft. Make sure the aircraft and the transmitter in the same straight line as shown in the right picture 2.



4. When flying the aircraft in the intelligent control mode , please make sure always point the transmitter to the aircraft. In another word, when the aircraft change its position, the transmitter should change its position accordingly.
5. Each time the aircraft lands, it will do self-examination. After self-examination, the red LED indicator light will be on or flash. So before each time the aircraft takes off, the red LED indicator light must be solid on in the conventional control mode and it must be flashing in intelligent control mode. Please do not take off when the red LED indicator light is not on.
6. In the Normal setting and Altitude Hold setting, when flying aircraft outdoor and the flying altitude is higher than 3 meters, if you would like to lower the altitude of aircraft in a short time, please press the aux2 by one time(in the Normal setting) or two times(in Altitude Hold setting)to enter Entry-level setting. So the aircraft will lower its altitude quickly to 2 or 3 meters high(We suggest to control the throttle properly after your pressing the aux2 button).
7. When the red LED indicator light flashes quickly, it shows the battery is not sufficient enough. Please land it soon.

3.PREPARATION BEFORE FLIGHT

(1)Install the transmitter battery

- 1.Remove the battery cover on the back of transmitter.
- 2.Install 4 pieces of AA batteries in correct direction.
3. Replace the battery cover.

(2)Charge the flight (Li-Po) battery

1. Connect power supply to an appropriate power source.
2. Insert output plug from power supply into the input slot of the Variable Rate Charger with adjustable charging flolo.
3. Select the appropriate charge current for your battery by pushing the "+" or "-", then press the button"START".
4. Insert the battery into the charger slot correctly.(Please see image below)
5. Press the button"start"to start charging.



LED functions under normal operation:

- a.SINGLE LED solid on – Shows Charge Current.
- b.SINGLE LED FLASHING – Charging.

c.ALL LEDS Flashing – Charging complete.

Note:We do not recommend charging your single-cell Li-Po battery over 3C charge rate.

Regarding different specifications of battery,our suggestion for the setting battery as follow.

Li-Po battery with capacity less than 1000mAh – Choose 1.2 Amps

Li-Po battery with capacity around 1200mAh – Choose 1.4 Amps

Li-Po battery with capacity around 1500mAh – Choose 1.8 Amps

Alarm Buzzer Functions:

- ①. When DC input voltage is less than 5.5V or more than 7V,the buzzer phone will give an alarm like"di,di,di".
- ②. When press the button "+" "-",it makes a sound"di"when insert the battery with a sound"di".After charging,it makes the sound"di,di",and it will last 30 seconds.
- ③. When the charger into the overcharged Li-Po battery,it will make the sound"di,di"before pressing the button"START".

When charge a battery,we suggest matching our charger and adapter.

- ①. NEVER attempt to power the charger from an AC outlet without the use of a proper AC to DC adapter/power supply.
- ②. Note:Do not connect charged or discharged Li-Po batteries if the power supply is connected to the charge while power supply is not connected to a power source.

Doing so will discharge and possibly damage the batteries.

NEVER LEAVE THE ADAPTER/POWER SUPPLY OR CHARGER PLUGGED IN UNATTENDED.

(3)Appearance checking

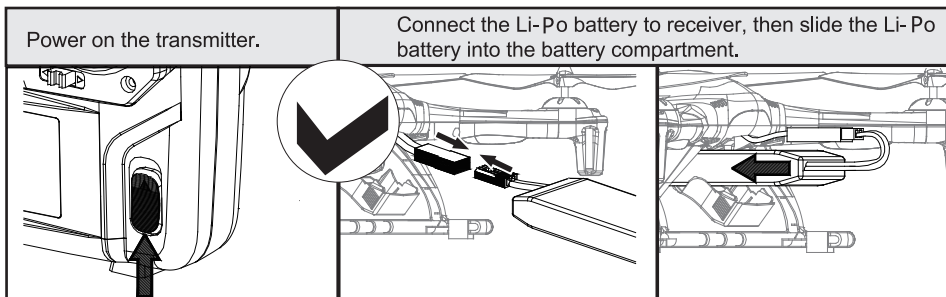
Please ensure the aircraft has complete appearance, no defect, no obvious deformation on blades.

(4)Power on the transmitter and aircraft

Special Attention: Please follow the below steps when powering on the transmitter and aircraft. Otherwise it will lead some function abnormal.

- ①. Make sure the throttle stick on its lowest position. (the throttle value is 0)
- ②. Power on the transmitter and keep the transmitter still and quiet for more than three seconds.
- ③. Open the battery cover on the aircraft. Connect the battery to the power socket on the aircraft (Please pay attention to the plug's direction). Make sure the aircraft stay quiet.

4. When the red LED light turns to solid on, the self-examination finishes.
5. Slide Li-Po battery into the battery compartment, close the battery cover(as shown in picture).



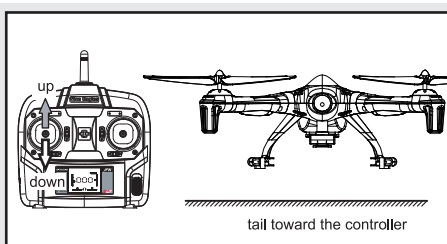
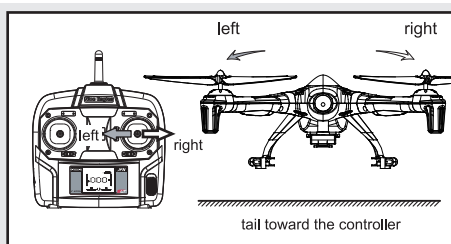
(5)Power-on Inspection

1. Hold the aircraft (from bottom) in hand, move the throttle stick up slowly, the 4 blades start to rotate and the rotating speed increases simultaneously, the aircraft should have not obvious vibration. Move the other stick when the throttle stick is placed to middle position, then the rotating speed changes.
2. Shake slightly the aircraft when the throttle stick is placed to middle position and no movement on the other stick , there should be changes in the 4 blades' rotating speed.
3. Pull the throttle stick to the bottom , disconnect the power of aircraft , turn off the transmitter, the inspection is finished.

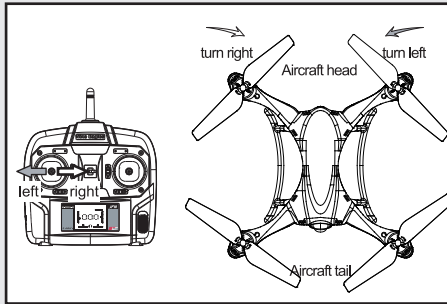
Attention: During inspection, if the aircraft doesn't react like above requirement, please operate according to guidance in 'maintenance'.

II . BASIC FLIGHT CHAPTER

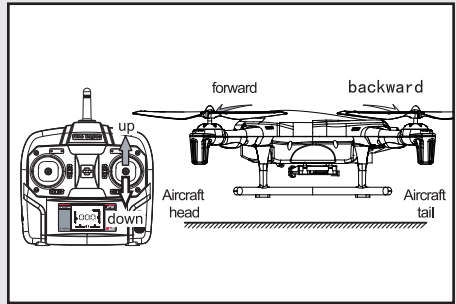
1. BASIC KNOWLEDGE IN FLIGHT



1. When the aileron stick moves leftward/rightward, the aircraft flies leftward/rightward simultaneously.
2. When the throttle stick moves up/down, the aircraft flies up/down simultaneously.



③. When the rudder stick moves leftward/rightward, the aircraft turns leftward/rightward simultaneously.



④. When the elevator stick moves up/down, the aircraft flies forward/backward simultaneously.

Attention: Among above 4 actions, only in picture 4, the aircraft head is leftward, the others all occurred in condition that the aircraft tail all faces the controller, you can assume what the pilot see in the aircraft. After the aircraft changes its direction, the above reactions are correct for the aircraft itself, but there will be changes for the operator on the ground. So the beginners should try best to keep the aircraft's head direction, learn and observe the flight attitude of the aircraft, experience the operation reaction of the aircraft and grasp the operation skills gradually.

Attention: Because there is magnetic sensor in both transmitter and receiver. Please keep away from the metal objects which is magnetic when flying, otherwise it will cause out of control of the aircraft or invalidation of some functions.

2. BASIC FLIGHT TRAINING

(1) Flying area

Choose a place suitable for flight, for example a big room without obstacles. For beginners, if he/she wants to fly outside, it must be breezy and ensure no trees, electric wires or other obstacles around.

(2) Flight training

- ①. After inspecting the aircraft and transmitter, power on the transmitter and aircraft.
- ②. Put the aircraft in front of you at about 2 meters with its tail facing to you.
- ③. Push the throttle stick gently but decidedly till it takes off. Hold the throttle in time after take-off to control the flying altitude. The best altitude would be about 0.5 meter above the ground. Pay attention to the status of aircraft, take necessary operation if needed to keep the aircraft steady. If there is any instability, vibration or out of control, please throttle back immediately for landing.

4. Beginners should focus on the altitude control, best to keep the aircraft flying at about 0.5 meters above the ground (almost the range between knee and waist). Don't fly it lower than 0.3 meters, otherwise there will be ground effect caused by the propellers' downward airflow which makes the flight unsteady, nor flying it too high to avoid crash caused by faulty operation.
5. When you are able to keep the flight altitude and control well the throttle for steady take-off and soft landing, you can practice the direction control. Keep the tail always facing to you.
6. Flight skills: Pay close attention to the aircraft's pose. Move the corresponding sticks to correct the bias at its first view.

Attention:

1. Stop flying and landing immediately when Li-Po battery is in shortage of power like it can fly only at the altitude lower than 0.5 meters. Don't fly it again before charging the battery full.
2. Take out Li-Po battery immediately after flight, then turn off the transmitter.
3. If the aircraft crashes due to colliding with something during flight, pull the throttle stick to the bottom to avoid any damage. Check whether there is damage on the aircraft parts after crash.
4. Please take out the Li-Po battery from the aircraft and ensure the voltage of Li-Po battery not lower than 3.85V if you don't use the aircraft for a long time, please also take out the AA batteries from the transmitter.

(3) Brake function

Galaxy visitor 3 has brake function

For ordinary aircraft, when it flies towards one direction, for example when it flies forward, if you put the transmitter aileron /elevator bar in the middle, the aircraft will keep on flying forward a certain distance due to inertance before it changes to hover.

But for Galaxy visitor 3 which has the brake function, when you loosen the transmitter aileron /elevator bar, Galaxy visitor 3 will stop flying forward immediately and change to hover at once.

The brake function of Galaxy visitor 3 will largely reduce its chances to crash.

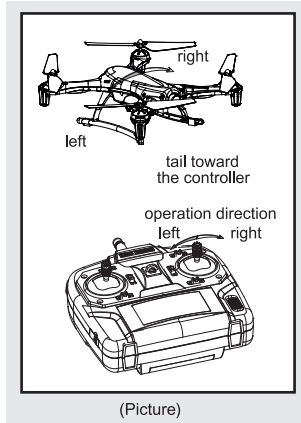
(4) Signal Loss Protection Function

Once the signal is lost during flying (such as aircraft flies out of effective control range, or transmitter turns off, or signal is disturbed, or other reasons), the aircraft will enter into signal loss protection mode. In this mode, aircraft will keep hovering at altitude between 2 meters and 3 meters for about 5 seconds. Then the aircraft will go down.

III. ADVANCED FLIGHT CHAPTER

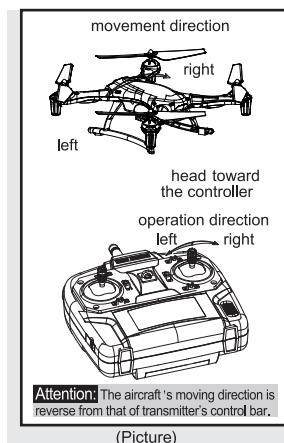
1. CONVENTIONAL CONTROL MODE AND INTELLIGENT CONTROL MODE

Throughout history, after aircraft model receives order from transmitter, the direction of its movement is decided according to controller's orientation in assuming he/she sits in the cabin of the aircraft, so called this flight mode 'Pilot dominated mode', or it can be called 'conventional control mode' as well. The flight mentioned in the basic chapter is this kind of conventional flight mode. Take the aileron stick on the transmitter for example, when the tail faces to controller, the direction of the aircraft's movement is consistent with that of controller's operation on the stick. (As shown in picture)



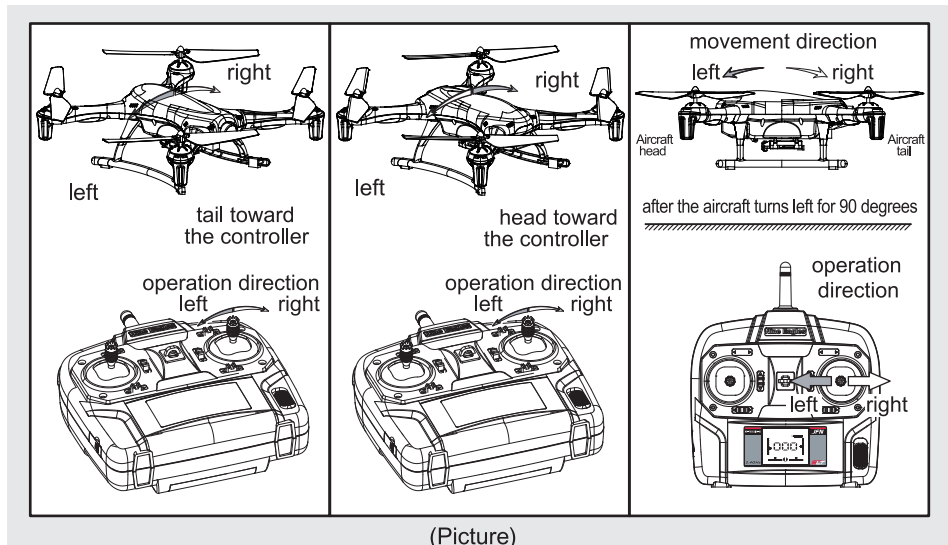
It changes when the aircraft changes its direction in the air. If the aircraft flies with its head facing to the controller, the aileron stick on the transmitter still moves leftward and rightward, the action will not change in the direction of 'pilot dominated'. However, in the view of the controller who is on the ground, the direction of model's movement and that of controller's operation on the transmitter stick are reverse.

The same operations on transmitter will have different visual effects from aircrafts whose direction are different. (As shown in picture) The action change of pushing and pulling elevator sticker is similar to that of aileron stick. When the aircraft changes its pose in the air, the aircraft's movement direction is changing continuously in the view of controller. Thus the controller should distinguish all the time the pose of the aircraft in the air, he/she should control the aircraft according to 'pilot dominated mode'. This is relatively difficult for beginners, especially it is more difficult to distinguish where the head orients in the air for multi-copter whose head and tail has no obvious



difference. In order to solve this problem, we provide one solution which is particular with the controller dominating direction in flight control, it is 'controller dominated mode'.

Pilot dominated mode: When the aircraft flies in this mode, no matter to which direction its head points, it will always move toward the controller's operation direction on the aileron stick. (As shown in picture)



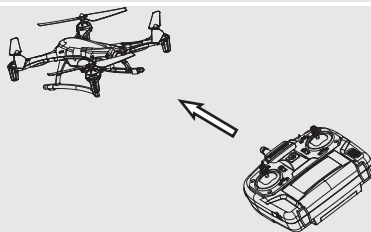
Attention: After the aircraft turns left for 90 degrees, its head towards left. At this moment, the aileron stick moves left/right, the aircraft still moves left/right in the controller's view. So we call it 'Intelligent control mode'.

In the 'Intelligent control mode', the controller doesn't need to attentively judge the direction of the aircraft head, you can move the control stick to any direction if you want the aircraft to fly toward that direction. Thus there is no longer the concept of 'aircraft head', so it can also be called 'headless flying mode'.

Special Attention:

When flying the aircraft in the intelligent control mode, please make sure always point the transmitter to the aircraft.

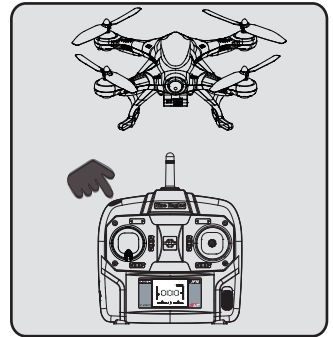
Otherwise, the moving direction of the aircraft will be inaccurate. (as shown in picture)



2. THE SWITCH BETWEEN 2 CONTROL MODES

Power on the aircraft, press the AUX 1 button (for 1 second) and loosen it after the indication light changes. You can then switch between conventional control mode and intelligent control mode. (As shown in picture)

For beginners, we advise you to set the control mode before flying instead of transferring it during flight.



(Picture)

(1) Status of conventional control mode

When the model is in conventional control mode, the red indicator light is solid on, the aircraft reacts to the control operation on transmitter on basis of the 'pilot' 's front/back/left/right direction.

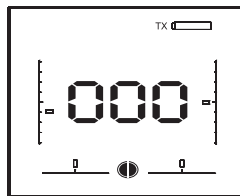
(2) Status of intelligent control mode

When the model is in intelligent control mode, the red indicator light will flash quickly, the aircraft reacts to the control operation on transmitter on basis of the controller's front/back/left/right direction.

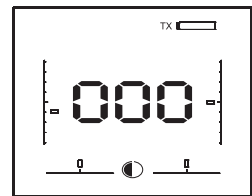
Attention: During take-off in intelligent control mode, the direction of transmitter's antenna must face to the red indicator light in the aircraft tail, otherwise the control direction may be changed to influence flight.

3. SWITCH BETWEEN LOW RATE AND HIGH RATE

This product has low and high rate setting to meet needs of different level users.



High rate



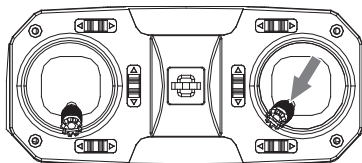
Low rate

- ①. Power on the transmitter.
 - ②. Check the current setting shown on the bottom of LCD screen in the transmitter, whether it is high rate (full circle) or low rate (half circle).
 - ③. Just press aileron stick one time, the rate will be changed with a sound.
- If you are newly practicing flight, we advise you to choose low rate on which the aircraft is easy to control.
- When you have certain experience in flight, we advise you to try high rate, in which the aircraft is sensitive and will bring you more fun.
- For detailed rate setting, please refer to video website: <http://www.nineeagle.com>

4. SWITCH ON/OFF THE ACCELERATION SENSOR

When you can control the Galaxy Visitor 3 skillfully, you may need to control its function more flexible. At this moment, you can try to turn off the acceleration sensor on Galaxy Visitor 3. Pull the throttle stick to 0 (to the bottom), then pull the right stick (Aileron/Elevator stick) to the lower left corner and keep it at this position until the red LED indicator light goes off. Release the right stick and thus you have turned off the acceleration sensor.

When you need a stable flight performance, pull the throttle stick to 0 (to the bottom), then pull the right stick (Aileron/Elevator stick) to the lower left corner and keep it at this position until the red LED indicator light is solid on. Release the right stick and thus you have turned on the acceleration sensor.



Attention: The acceleration sensor on the aircraft's receiver is default on.

5. THROTTLE CHANNEL'S THREE SETTINGS (DEFAULT SETTING IS ENTRY-LEVEL SETTING)

(1) Entry-level Setting: In this mode, the maximal throttle is limited by certain value. Even if you push the throttle stick to the highest position, Galaxy Visitor 3 can only rise to some height (about 2 or 3 meters). If you lower the throttle stick, the aircraft will lower its position accordingly. This mode will help beginners control the aircraft to prevent damage and collision.

(2) Altitude Hold Setting:In this mode if you push the throttle stick to the certain position and quickly move the throttle stick to the middle position(about 45-55), the throttle will keep certain value, at the same time the aircraft will stay at certain altitude and keep hovering.

(3) Normal Setting:In this mode , aircraft works the same as other quadcopter.

How to enter into Altitude Hold Setting:In entry-level setting,press the AUX 2 button one time, the red LED tail light goes off and then flashes two times quickly. After that, the LED light keeps solid on. Now we enter into Altitude Hold Setting.

How to enter into Normal Setting: In altitude hold setting,press the AUX 2 button one time, the red LED tail light goes off and then flashes three times quickly. After that, the LED light keeps solid on. Now we enter into Normal Setting.

How to enter into Entry-level Setting: In normal setting,press the AUX 2 button one time, the red LED tail light goes off and then flashes one time quickly. After that, the LED light keeps solid on. Now we enter into Entry-level Setting.

Attention:

When switching out of Normal setting or Altitude Hold setting, please note that the throttle value will be reset automatically. So if the throttle stick is not in its middle position(about 45-55), it will lead to a rapid rise or drop of aircraft. In this case, for indoor flying we suggest to switch the three throttle settings before taking off. We suggest that please switch the three throttle settings in the conventional control mode. If you switch three throttle settings in the intelligent control mode, the continuously flashing red LED tail light will confuse your counting for LED light flashing times.

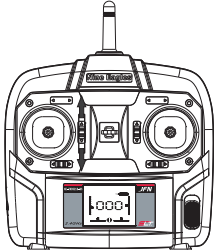
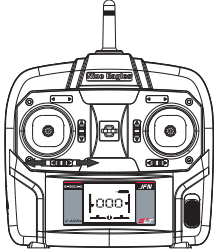
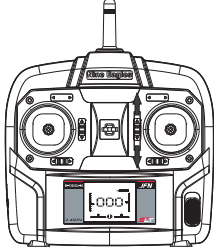
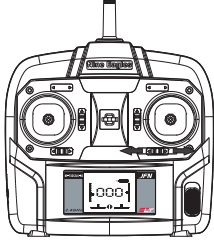
6. TRIMMING

In the flight, if the aircraft drifts aside, you can adjust it through transmitter trim button (except throttle trim).

For detailed control methods, please refer to video website: <http://www.nineeagle.com>

Before your first flight, make sure your trim levers are in the middle position excluding the throttle trim. The throttle trim is required to always at bottom or the aircraft blades won't stop spinning when the throttle stick is pulled all the way back.

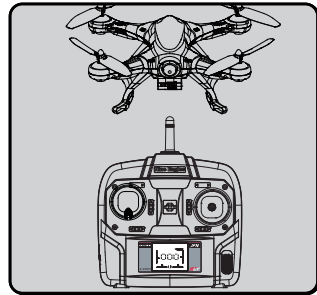
NOTE: The aircraft has a built in throttle fail safe. The aircraft propellers will not turn on during initial power up unless the trim tab is below center and the throttle stick is all the way back.

<p><i>Throttle Trim Adjustment</i></p>	
<p>If the blades start to spin without adding any throttle or if they do not spin when you do add throttle, your throttle trim needs to be adjusted. If the blades start to spin without any throttle, slide the throttle trim lever down until they stop. If they do not spin, even when you add throttle, please push the throttle trim lever until the blade start spinning.</p>	
<p><i>Yaw (Rudder) Trim Adjustment</i></p>	
<p>If while hovering, your aircraft's nose begins to rotate when no yaw control input is being added, you will need to adjust the yaw trim. If aircraft head rotates to the left, push the yaw trim lever to the right until it stops. If nose rotates to the right push the yaw trim lever to the left until it stops.</p>	
<p><i>Pitch (Elevator) Trim Adjustment</i></p>	
<p>If while hovering, your helicopter begins to move forward or backward when no pitch control input is being added, you will need to adjust the forward/back pitch trim lever. If it moves forward, push the pitch trim lever down until it stops. If it moves backward, push the pitch trim lever up until it stops.</p>	
<p><i>Roll (Aileron) Trim Adjustment</i></p>	
<p>If your aircraft begins to move left or right when no roll control is being added, you will need to adjust the roll trim lever. If it moves left, push the roll trim lever to the right till it stops. If it moves right, push the roll trim lever to the left till it stops.</p>	

7. AUTO-RETURN FUNCTION

(1) What is 'Auto-Return' ?

Auto-Return means during flight, no matter where the aircraft is and what direction its altitude is, or no matter in 'conventional' or 'intelligent' control mode, once you press the button AUX 1 quickly, the aircraft will fly back to you immediately.



(Picture)

(2) When to use 'Auto-Return' function ?

When you find the aircraft is very far away from you in flight and you can not see clearly its flight altitude to control it back, you can press the button AUX 1 immediately, and then what you needs to do is just waiting it flying back by itself. After switching to the 'Auto-Return' mode, the red signal light on its tail flashes slowly.(As shown in picture)

(3) Attentions when using 'Auto-Return' function

- ①. Control the flight height to be obviously higher than the crowd.
- ②. The transmitter must face to the aircraft correctly. There should be no objections between the aircraft and transmitter.
- ③. When the aircraft flies over back to your head, you should turn round immediately. You should still make the transmitter face to the aircraft. Otherwise the aircraft will go on flying farther after passing your head.
- ④. 'Auto-Return' function should be performed in large place like an area of 10mX10m, or even larger. So there would be enough time for you to enjoy the process of Auto-Return.

(4) Way to quit AUTO-RETURN

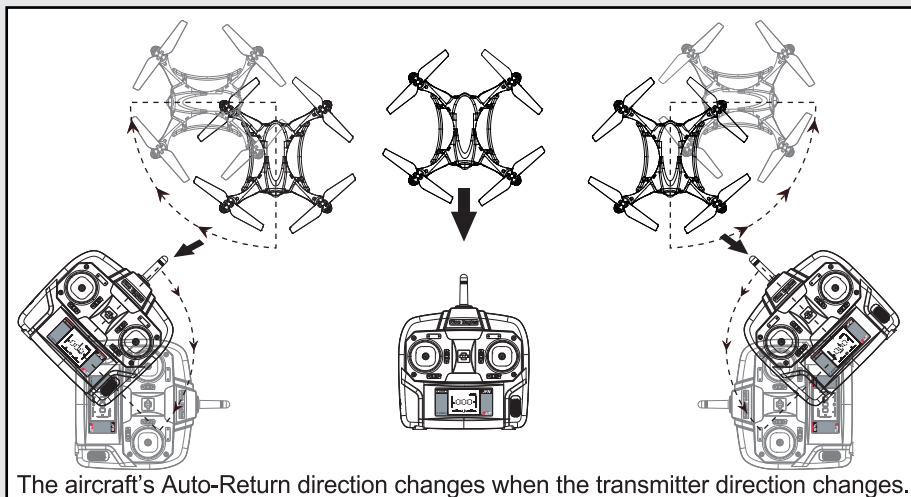
Method 1. At anytime during Auto-Return performance , once you move the elevator or aileron bar obviously, the aircraft will quit the Auto-Return status. For example, when it flies back, if you push the elevator bar quickly, the aircraft will be controlled by you at once to be in former flight status.

Method 2: Press the button AUX 1 quickly.

8. AIRCRAFT'S FLYING DIRECTION IN AUTO-RETURN PROCESS

In Auto-Return process, the aircraft flies towards the antenna of the transmitter. (As shown in picture)

For detailed control methods, please refer to video website: <http://www.nineeagle.com>



(Picture)

9. WAYS TO TURN THE AIRCRAFT DURING AUTO-RETURN

During Auto-Return, you can turn the aircraft without control on the aileron bars or even make the aircraft fly circle. You can turn the transmitter in regulars as shown in picture above, avoiding the antenna pointing to the aircraft on purpose, so the aircraft can turn. Suitable control on the direction of the transmitter can make the aircraft fly circle in the air. The controller is the center of the circle.

During Auto-Return, we can amend the course of aircraft by turning the transmitter horizontally. For example: If we turn the transmitter left, the aircraft will fly right; if we turn the transmitter right, the aircraft will fly left.

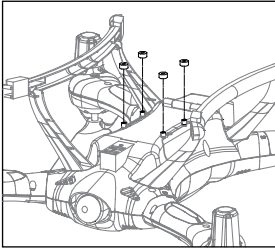
When the aircraft flies to the designated place, press the button AUX 1 quickly, or rock the aileron or elevator bar, then the aircraft will quit the Auto-Return mode and be back into former flying mode.

Attention: The aircraft has Auto-Return function in both conventional control mode and intelligent control mode

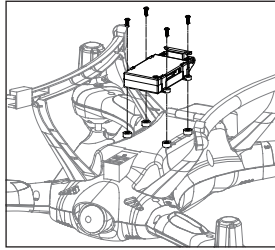
10. HOW TO USE CAMERA

(1) Installation of camera

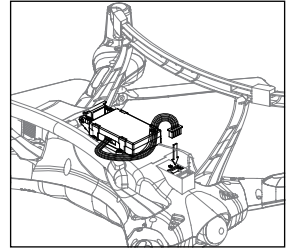
- ①. Fix rubber plug on the screw column in the bottom of the aircraft (As shown in picture)
- ②. Install camera on the column with screw. (As shown in picture)
- ③. Plug the camera's connection wire into the connector on the bottom of the aircraft. (As shown in picture)



(Picture)



(Picture)



(Picture)

(2) Use of photo and video shooting function

- ①. Ensure to plug the SD card into the camera.
- ②. Turn on the transmitter, then power on the aircraft.
- ③. Press the button 'PICTURE' on the transmitter, then the camera will take a photo.
- ④. Press the button 'VIDEO' on the transmitter, then the camera is in video shooting status, the indicator light on the camera flashes constantly. Press again the button, the indicator light is solid on, that means it has quit the video shooting mode. (As shown in picture)
- ⑤. Before taking out the SD card, ensure to quit the camera mode, then cut off the power supply.



(Picture L)

Attention:

1. Ensure to operate like above, otherwise some functions may perform abnormity.
2. For storage need, you should make the interval between making two pictures no less than 2 seconds.
3. If the SD card can not store data, plug it into the computer to format it before use it again.

For detailed control methods, please refer to video website: <http://www.nineeagle.com>

11. Setting picture/video function on other transmitters

Attention: When you are using other transmitters, the " headless mode (controller dominated mode)" and " auto-return function" etc will not work on Galaxy Visitor 3.

Attention: When you are using other transmitters, the Aircraft Type must be set as ACRO, never set mix-control mode.

When you are self-defining the picture/video button on the transmitter, it must be in 5CH, 6CH, 7CH or 8CH. The self-define order: video function button first, picture function button second.

Attention: Galaxy Visitor 3 supports the picture/video setting for below equipment :

1. NE J5 and J6 which is of same protocol as Galaxy Visitor 3.
2. Other brands of transmitters above 6CH which use NE general link same protocol as Galaxy Visitor 3.

Attention: When you are using the General Link, because of the difference between different brands and types of transmitters, the transmitter model data needs reset.

Operating process:

(1) Step into set mode

1. Power on the Galaxy Visitor 3 through connecting the Li-Po battery to the receiver.
2. Turn on the J5 or J6 transmitter, or connect the General Link to the transmitter in normal way. Ensure it in normal work.
3. Push the throttle bar to 0 (to the bottom).
4. Push the aileron bar rightmost.

5. Ensure the Galaxy Visitor 3 has successfully bound with the transmitter (When they are off binding, the red indicator light on the aircraft's tail will flash. After successful binding, it will turn solid on).
6. After about 2 seconds, loosen the aileron bar to middle position. At this time, Galaxy Visitor 3 is in self-define mode.

(2) Operating steps

1. Setting the camera button: Dial the switch you want to set (it must be two-position toggle switch, or two-position toggle among three position toggle switch) for more than three times. If the button you want to set is knob, please dial the knob for three times from smallest to biggest.
2. Setting the picture button: Dial the switch you want to set (it must be two-position toggle switch, or two-position toggle among three position toggle switch) for more than three times. If the button you want to set is knob, please dial the knob for three times from smallest to biggest.

In above operations, the final status of the appointed switch or knob is its initial state.

(3) Quit setting mode

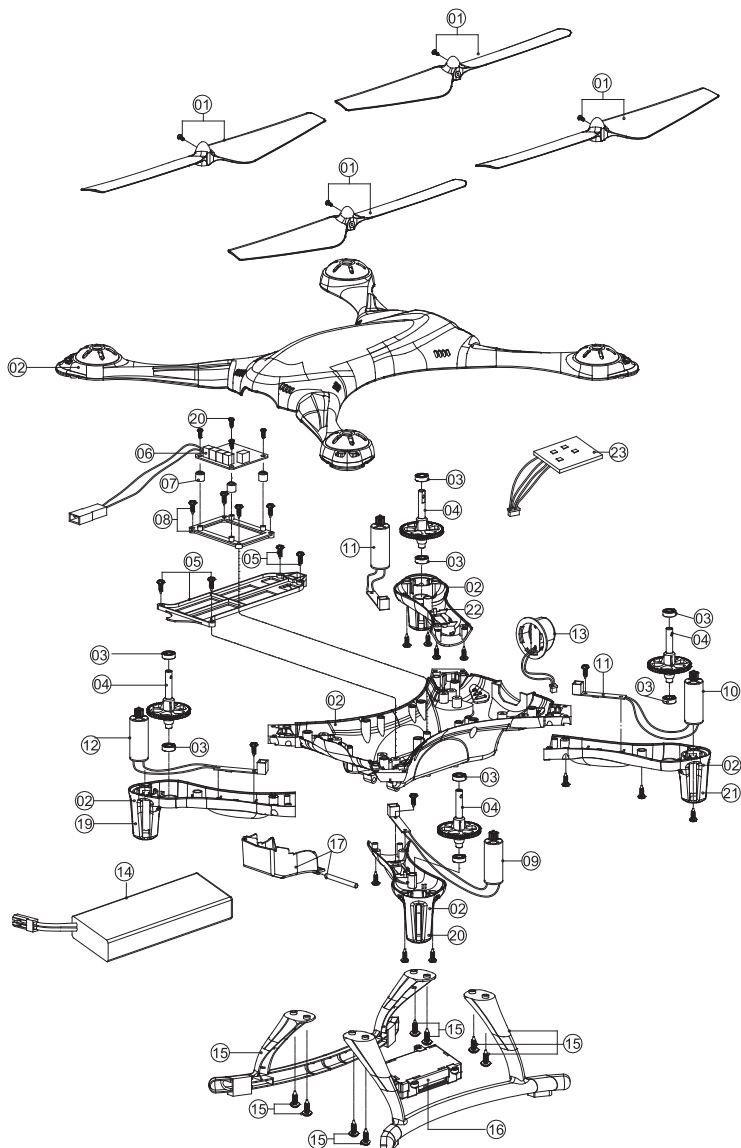
After above operations, push the direction bar leftmost, then it quits the self-define mode, and you can take video or picture.

(4) Unlock setting

1. Power on the Galaxy Visitor 3 through connecting the Li-Po battery to the receiver.
2. Turn on J5 or J6 transmitter, connect the General Link to the transmitter. Ensure it in normal work.
3. Push the transmitter throttle bar to 0 (the bottom).
4. Push the aileron bar rightmost.
5. Ensure the Galaxy Visitor 3 has successfully bound with the transmitter (when the aircraft is off binding with the transmitter, the red indicator light on its tail will flash after successful binding, the light will turn solid on)
6. After 2 seconds, loosen the aileron bar to middle position. At this time, Galaxy Visitor 3 is in Self-define mode.
7. Push the transmitter direction bar leftmost to unlock the button function set.

IV. MAINTENANCE

1. STRUCTURES OF AIRCRAFT(EXPLODED VIEW)

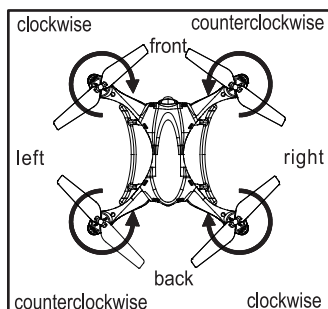


2. SPARE PARTS LIST

NO	Item No	Name
01	NE400857	Main blade set
02	NE400858	Frame set
03	NE400859	Bearing set
04	NE400860	Driven gear set
05	NE400861	Battery frame set
06	NE480292	Receiver set
07	NE400388	Rubber plug set
08	NE400862	Receiver frame set
09	NE400863	Red light reverse motor set
10	NE400864	White light corotation motor set
11	NE400865	White light reverse motor set
12	NE400866	Red light corotation motor set
13	NE400869	Tail lamp set
14	NE480318	Battery set
15	NE400870	Landing skids set
16	NE480213	Camera set
17	NE400871	Battery cover set
18	NE400872	Screw set
19	NE400932	Motor permanent seat 01 set
20	NE400933	Motor permanent seat 02 set
21	NE400934	Motor permanent seat 03 set
22	NE400935	Motor permanent seat 04 set
23	NE400973	Altimeter set

3. CHECK BLADE ROTATING DIRECTION

Check blade rotating direction by following the process shown in right picture after the aircraft is repaired.



4. BINDING BETWEEN AIRCRAFT AND TRANSMITTER

Please operate like below to bind the aircraft and transmitter:



- ①. Power on the transmitter, move the throttle stick to the lowest position and put the transmitter 30CM away from the aircraft.
- ②. Power on the aircraft through connecting the Li-Po battery to the receiver, leave the aircraft still. When the aircraft off binding with the transmitter, the red indicator light on aircraft's tail will flash. When the indicator light turn solid on, binding succeeds.

Attention: During take-off, the transmitter antenna must point to the signal indicator light on the aircraft's tail, otherwise it will cause big deviation to the headless flight mode and auto-return function!

For detailed control methods, please refer to video website: <http://www.nineagle.com>

Calibrating of transmitter: the transmitter has been calibrated before delivery from factory. If you find any abnormality in its function, you can try to calibrate the transmitter.

For detailed operation methods please refer to video website: <http://www.nineagle.com>

5. CALIBRATING OF THE ACCELERATION SENSOR

There is acceleration sensor setting on the receiver of the aircraft. Usually the product has been finished calibrating and debugging before delivery from factory, you can fly it once power on. However, if you find too big deviation during the flight, you must calibrate the sensors to make it working in best status to gain the best flight performance.

(1) Entry the calibration mode

Firstly turn on the transmitter, then put the aircraft horizontally, and power it on. Press and keep the right stick of transmitter down, then press the left stick continuously for three times. At this time, the transmitter sounds 'DI', which means it enter calibration mode, loosen the right stick(As shown in picture M).

(2) Calibration methods

Push the throttle trim button upward, at this time, the red signal indicator light flashes, the acceleration sensor is in calibrating status. When the indicator light flashes, turn off the transmitter quickly. Then turn on the transmitter rapidly within one or two seconds. Wait until the red indicator light turns to solid on, The calibration is finished. (As shown in picture N)



(Picture M)



(Picture N)

6. GAINS SETTING

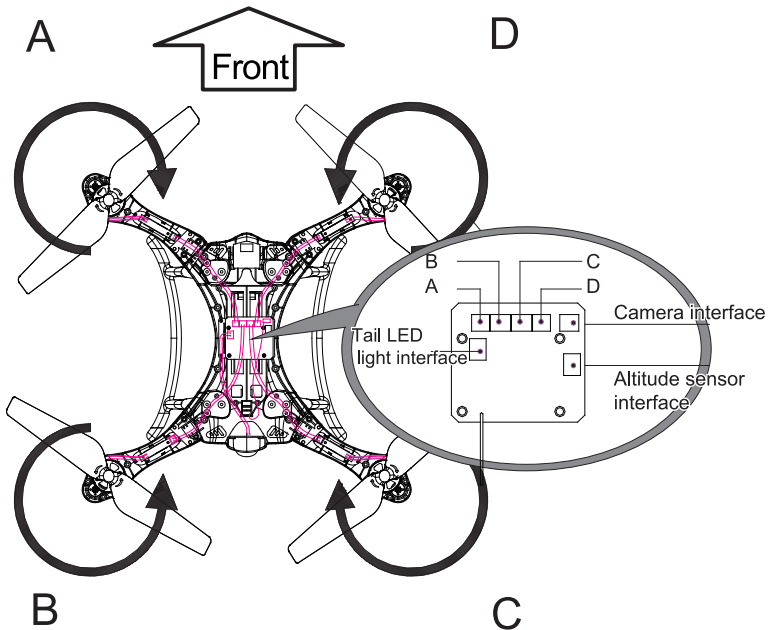
This product enables you to set the control gains as you like so that you could play your control skill to the maximum and your flying needs will be well satisfied. Detailed setting method video could be downloaded from Nine Eagles website: <http://www.nineeagle.com>

7. ADJUSTMENT OF AUTO-RETURN SPEED

This products enables you to adjust the Auto-Return speed according to your needs. For outdoor flight, In strong wind, it should return at high speed, for indoor flight, the speed should be low. For detailed , please refer to the video at website: <http://www.nineeagle.com>

8. CONNECTING BETWEEN MOTOR AND CIRCUIT BOARD

- Connect the motor wire A to the connector A on the PCB
- Connect the motor wire B to the connector B on the PCB
- Connect the motor wire C to the connector C on the PCB
- Connect the motor wire D to the connector D on the PCB



Attention: Please connect the motor wire correctly after repair.

V. SAFETY AND ENVIRONMENTAL PROTECTION

1. WARNING AND FCC INFORMATION

The Nine Eagles Galaxy Visitor 3 is not a toy. Children under 14 years old are strictly forbidden from flying this aircraft.

You must fly this aircraft safely.

When flying or preparing the aircraft for flight you should strictly adhere to the instructions. Ensure that yours and other people's hands, and face are kept away from the rotating parts.

Always unplug the aircraft battery before turning off the transmitter when the aircraft is stopped.

Aircraft uses a lithium polymer battery. Always adhere to operating instructions for the lithium polymer battery to avoid accidents such as combustion or explosion.

Always use a genuine Nine Eagles charger and power adaptor designed for this aircraft.

Always unplug the charger and adapter from the electrical outlet after completion of each charge.

Never overcharge the battery, avoid use in direct sunlight or near fire. Ensure the battery is kept dry.

Never store or transport the battery with metal objects.

Never disassemble the battery.

Never use wet hands when in contact with the charger, battery or power adaptor.

When you fly the aircraft, keep distance from other electrical equipment, magnetic objects, wireless devices, etc., to avoid interference and accidents.

FCC statement

1. This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

- ①. This device may not cause harmful interference.
- ②. This device must accept any interference received, including interference that may cause undesired operation.

2. Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation.

This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

Reorient or relocate the receiving antenna.

Increase the separation between the equipment and receiver.

Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.

Consult the dealer or an experienced radio/TV technician for help.

CE2200

Instructions for disposal of WEEE by users in the european union



This product must not be disposed of with other waste. Instead, it is the user's responsibility to dispose of their waste equipment by handing it over to a designated collection point for the recycling of waste electrical and electronic equipment. The separate collection and recycling of your waste equipment at the time of disposal will help to conserve natural resources and ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product

Li-Po battery safety guidelines



Lithium Polymer batteries are significantly more volatile than alkaline or NiCd/NiMH batteries used in RC applications. All manufacturer's instructions and warnings must be followed closely. Mishandling of LiPo batteries can result in fire. Always follow the manufacturer's instructions when disposing of Lithium Polymer batteries.

If you are unsure of how to charge the battery included in this product, please seek the advice of your local hobby shop.



WARNING The packaging and instruction manual contain important information, please keep it forever.

Warning

Charging and discharging the batteries has the potential for fire, serious injury to persons and damage to property. The user of this battery agrees to accept responsibility for all such risks. Nine Eagles®, its affiliates, distributors, and retail partners can not control the use, application, charging or installation of this product and shall not be held responsible for any accident, injury to persons, or damage to property resulting from the use of this product. Read all safety guidelines, charging instructions, and battery disposal instructions before using batteries. Store battery packs out of the reach of children and pets. Children under the age of 18 must be supervised by a responsible adult. Children under 14 years of age should not be permitted to use this product under any circumstances. This product contains no chemicals known to the State of California to cause cancer, birth defects and other reproductive harm.

Li-Po battery warranty

This product is warranted against defects in original material and workmanship only. No term warranty is offered with this product. In no case shall Nine Eagles® liability be greater than the actual retail purchase price of this product.

Specific safety guidelines

1. Store in a fire proof container and charge on an open fire proof surface.
2. Charge in a protected area devoid of combustibles. Never leave the charging process unattended.
3. In the event of damage carefully remove the battery to a safe place to observe for at least half an hour. Damaged batteries are likely to explode. Never attempt to charge a damaged battery, no matter how slight the damage. Dispose of damaged batteries as the instructions in part 'Disposal of Li-Po batteries'.
4. Only use the Nine Eagles balanced charger designed for this battery. Never use chargers designed for Ni-CD batteries. If the batteries show any sign of swelling, remove them to a safe place outside as they could erupt into flames.
5. MOST IMPORTANT – Never plug in a battery and leave to charge overnight. Serious fires have been resulted from this practice.
6. Do not attempt to make your own battery packs from individual cells.

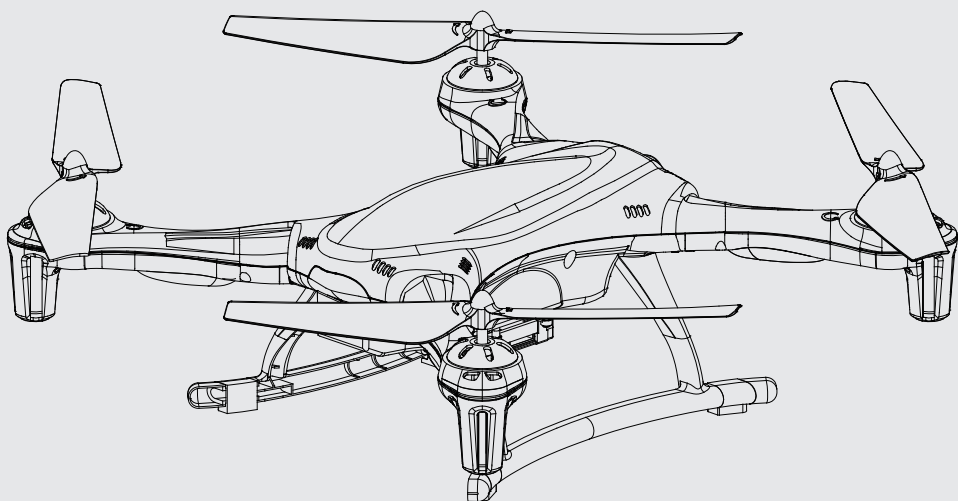
If the battery pack involved in a crash or is otherwise damaged

1. Remove the pack from the model.
2. Inspect the pack for damage to the wiring or connections
3. If necessary, disassemble the pack and dispose of any damaged cells

Disposal of Li-Po batteries

1. Put the pack in a safe open area and connect a moderate resistance across the cell terminals until the cell is completely discharged.
CAUTION: The pack may get extremely hot during discharge.
2. Puncture the plastic envelope and immerse in salt water for several hours.
3. Place in your regular rubbish bin.

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SHANGHAI NINE EAGLES ELECTRONIC TECHNOLOGY CO.,LTD
ADD:No.818,Fengrao Road,Malu, Jiading District,Shanghai,p.r.c.

Tel:0086-21-52919366

Fax:0086-21-52919361

<http://www.nineeagle.com>

E-mail:sales@nineeagle.com