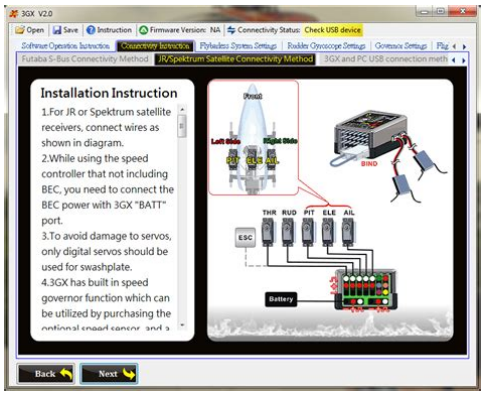
3gx software manual



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Book Descriptions:

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Please upgrade your browser or activate Google Chrome Frame to improve your experience. Improved stability and straight line tracking during fast forward flight, rolls, and other maneuvers. Flight maneuvers are smoother with faster response. Better rudder and swashplate stability during rolls and TicTocks. Therefore, setup steps must be performed again on the 3GX, followed by adjustments to flight parameters to match your preference. If there are interruptions to the upgrade process due to bad connection or insufficient battery power, the update may fail causing the 3GX to brick. Please upgrade your browser or activate Google Chrome Frame to improve your experience. The dramatically improved performance will create immediate impact on any enthusiasts.Two ports to directly connect Spektrum and JR satellite receivers, along with full support of Futabas SBUS system.In addition, the 3GX can support all of the CCPM swashplate system currently on the market including 90, 120, 135, and 140 degrees swashplates.With the soon to be released Bluetooth connectivity kit, 3GX can be programmed wirelessly from a PC. Eventually there will also be smartphone apps allowing live adjustments to 3GX without powering down.Settings export feature allows custom settings to be shared amongst friends.Dual axis plus rudder sensor dramatically improves swashplate and rudder correction precision compared to last generation 3G. This is clearly noticeable in stable hover as well as highly aerobatic routines.The superior vibration resistant characteristic is evident even when mounted with harder double sided mounting tape.The result is a dramatic stability improvement from previous generation, with stability that rivals a flybarred helicopter, yet posses explosive agility.Pirouetting flips type of maneuvers are easily accomplished with precision.This excellent control feel will allow pilot of all skill levels to experience the perfect integration between 3GX and helicopter.http://nabil-doukali.com/userfiles/columbia-county-senior-project-manual.xml

- **3gx software manual.**

With the APS gyro, the helicopter will have the ability to self stabilize, hold position as well as altitude, and even autonomous way point flights as well as return home. Print the instructions using the link at the top for reference later. If the 3GX is a upgrade perform a TX data reset or create a new model. Prepare TX, 3 servo swash and aux 2 will be for tail gain so setup TX so RM and HH is available either using endpoints or gyro sense. If using a separate RX gyro gain will be on gear channel. For 3GX and sats, 7 channel TX, gear channel may be disabled for E helis since gov wont be used Make sure you fully understand how to set the TX for RM and HH, RM with TH comes in handy for checking you setup. Sats alone may be used if your using a 7 channel or more TX. If using a 6 channel TX a separate RX must be used with the supplied colored jumpers. The RX is powered by the bottom right hand port using the three wire jumper. Follow the manufactures channel mapping and bind the RX, NOT THE 3GX. If servo horns are installed remove them including the tail servo horn and make sure the aileron servo is on the right hand side. The New CC Talon has higher BEC amperage rating and may not require a external BEC. FBL requires more available amperage than a FB helli due to the constant commands to the servos from the FBL controller. Note some steps will time out, tail setup, flight mode settings and throttle range learn and reviewing ahead of time will be required before performing them. Setup involves 4 steps. 3GX setup, Tail setup, Throttle calibration and Flight mode setup. After performing setup do not alter swash settings after setup. If pitch is changed throttle range should be rerun. If you use servo braiding allow about 2inches of wire uncovered and secure it at that point to prevent vibrations from being transmitted into the 3GX. The braiding will increase the transmission vibrations threw the wiring. Tip the helli and make sure

swash doesnt move.http://deepsoundmeditation.org/upload/columbia-cl-5023-manual.xml

Set throttle or pitch to 50 in 50 out, TIP, setting TH pitch to 0 50 50 50 100 makes it easy for setup. Install the cyclic servo horns as close to level as poss if this is a 450 pro do not install the servos until this step is performed. The aileron and pit servo can be installed when not powered just moving the horn pointing down and then use subtrim to level them out and proceed to leveling the swash and set main blade pitch to 0deg. Set both elev and aileron cyclic pitch to 8 deg.Return collective to mid stick. Then theres E lim, E rev and A lim, A rev. When setting limits you move the cyclic in the appropriate direction to its max and hold for a moment and return to center. If compensation is backwards move the cyclic stick to change led color and reverse compensation and recheck. At the end the 3GX will initialize, at that time pick up the helli and tip it to double check compensation, the swash should try to stay level when you tip it and then return to level. Keep helli powered for next step and reset TH pitch to linear. After finished, if you used the 0 50 50 50 100 trick for setup return it to a linear curve. FM SETUP Just link up and go to limits. Let everything default for now. TAIL SETUP, will time out between steps so preview settings. Move rudder and check for proper movement, right rudder pitches the blades towards the tail boom and reverse in the TX if needed. Next install the horn as close to 90 as poss, adjust control rod so there is slight right rudder, about 2deg. Start tail setup holding the set button till the first led is illuminated. When setting limits make sure you get a red led to indicate position has been learned. Moving the rudder toggles settings that need changed and when checking gyro compensation just turn the helli nose left and the slider should move so the tail blades pitch in towards the boom.

Its important to look at the tail blades because if the grips are flipped like the 450 Pro tail grip flip mod the slider will move backwards to pitch the blades for right rudder. When finished power helli down and then TX. Tip, a basic cheap protractor can be used to check max pitch and try to make them equal if not 1deg.Do not have TH on FLIGHT MODE SETTINGS, will time out between steps so preview settings in preprinted instructions Hold the rudder to one direction and then push set button till the status led starts to flash. It will flash slow, hit the set button and it will flash twice fast with a pause indicating step two and so on. Set limits and let all others default to be adjusted linked up so you can get familiarized with the software. TUNING BASICS To link up, launch the software, turn on TX, the helli, plug USB dongle into PC and then the 3Gx. Holding the mouse over each setting provides a pop up that describes what each setting does. How fast the cyclic reacts is in the flight mode parameters 1 tab, elevator and aileron flip and roll rate adjustment. This setting isnt in 3.0 How tight flips and rolls are is determined by the limits, a couple of points go a long way so cyclic pitch may be checked out of FM setup while linked up and adjusted with limit setting. A range of 13 13.5 cyclic make for real tight flips and rolls. After making adjustments make sure you click on the write button. Note, things you alter turn red and then back to black when written to the 3GX. Defaults are the red marks. Use cyclic expo in the TX, cyclic expo in the 2.1 software raises the flip and roll rates due to a bug. In the movement speed tab with the collective at mid stick you should get all 0s displayed. For a maiden flight lower flip and roll rates 5 points for 2.1 and let default for 3.0, set expo in the TX to 30 and the cyclic expo in the software to 0. When finished disconnect from 3GX, close PC software and then disconnect USB dongle.

http://www.drupalitalia.org/node/66959

Limits and flip and roll control rates work together. First check how tight your flip and rolls are and tweek the limits to adjust making sure you dont develop any binding. Next set flip and roll control rates for how fast you want the cyclic to react and then the expo last. To adjust piro rate use the limits in the TX Powering up and down The TX must be powered on first and then the 3GX. Powering off, power down the 3GX and then the TX. The wrong order will result in all the leds flashing the next time its powered up indicating a possible brown out and powering up in the proper order twice may be needed before the 3GX will initulize again. MORE FBL TIPS For checking your setup.This

will provide the best flight performance and flat piros, and if the main shaft wonders adjust COG. You cant duplicate this with digital. Shows how to check your blades for proper characteristics that are best for FBL. Hard cyclic maneuvers increase vibs and a blades that hangs straight provides better performance and less vibration. Checking your power supply, and The 3GX will glitch below 5.2v most likely from drops in the voltage not seen on the DVOM. Items added since original post 1 Not to have TH on during throttle range cal 2 If using a separate RX to use gear for tail gyro gain 3 If you used the 0 50 50 50 100 trick for setup return it to a linear curve. 4 Make sure you fully understand how to set the TX for RM and HH, RM with TH comes in handy for checking your setup. 5 For 3GX and sats, 7 channel TX, gear channel may be disabled for E helis since gov wont be used I thought it was just pitch. Let everything default for now. I used Ron Lunds videos on my initial setup and they are great, but these have the level of detail I like to see. I thought it was just pitch. Is this test done at the collective extremes or just at 0 collective. Thanks for developing these detailed instructions.

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I used Ron Lunds videos on my initial setup and they are great, but these have the level of detail I like to see. So right 29 and left 28 is the ticket having about 12 deg allready in RM To much TB pitch and you end up with poor stopping behaviour coming from a fast piro. It will flash slow, hit the set button and it will flash twice fast with a pause indicating step two and so on. What is flight mode with 3gx It will flash slow, hit the set button and it will flash twice fast with a pause indicating step two and so on. What is flight mode with 3gx Had tons of PMs asking for help before and they had over tweeked before establishing the basic settings like I have posted here. Reset to defaults and followed these guidelines fixed them right up.Default settings were just about perfect for my 550. All I did was up my flip and roll rates. Default settings were just about perfect for my 550. All I did was up my flip and roll rates. I used to get PMs about how there helli was to unstable to fly and we would start from scratch and redo everything and most of the time they had plugged in someone elses settings right off the bat before they even try to fly it. Head speed, type of blades, total pitch and max cyclic is different on ever build. No good copying someone elses settings totally. Use them as a reference to ensure youre on the right track for your particular size Heli, sure but always start from default. Anyway, can we can get a Mod to make this into a sticky. Better yet, if this info was put into every new Align 3gx Heli box, there would be many more happy 3gx owners without question, imo. No good copying someone elses settings totally. Better yet, if this info was put into every new Align 3gx Heli box, there would be many more happy 3gx owners without question, imo. Even called Dino and he told me who to contact and I cant remember who it was. If pitch is changed throttle range should be rerun. I actually made an inline power switch beacuse of this.

http://www.amagato.com/images/canon-ixus-70-service-manual.pdf

I dont know what values I should use so can I skip this step and select predefined settings Raimo Dont skip through though, familiarise yourself with each setting by running your mouse over the icon and ensure all setting are actually at default. Once through setup up, triple check swash and tail gyro correction is correctopposite to heli tilt or tail movement, as this is what catches people out the most, believe it or not! I did all the steps the correct way on the unit. I then plugged it in and read it. A few settings I had changed. I dont have the DFC head, just the older head 600ePro. Aligns info is not very clear on the new software and update. So there is now not a default for 600 500. 450, etc Just a default period. In the software it is where the red tick marks are. And I dont remember seeing the cyclic ring settings. I guess I am wanting to understand a bit more of how you can set up more of the settings thru software instead of on the unit. So, I can also put my pitch gauge on and move the sliders to adjust the pitch ranges cyclic. This whole process has not be a fun update. Every other one I have done on 3G and 3GX wasnt such a headache. But thanks for all the info!. I can see how if they do the Bluetooth link it would be much easier to tweek on a phone or something. Your

Heli needs to have the LED grreen for 500 size and above and set delay accordingly after flight testing. So your 600 shouldnt be too far off Ive never had to touch my Cyclic Ring function for swash binding either, so cant comment there. Depending on what firmware you have upgraded from, the 3.03.1 are a dramatic improvement over earlier versions. Hope this helps. I did all the steps the correct way on the unit. But thanks for all the info!. I can see how if they do the Bluetooth link it would be much easier to tweek on a phone or something. Ive been able to hover a 450 half way decent with training wheels on.

I just built an Align 500 dfc pro and Im going to use the 3gx but Im wondering how it will play with a set of wooden dowels hanging underneath it. Any thoughts Messes up COG and resonated vibes.If your hovering a 450 the 500 should be a breeze Please enter your desired user name, your REAL and WORKING email address and other required details in the form below.Note that passwords are casesensitive. Use a real email address or you will not be granted access to the site. Thank you. The dramatically improved performance will create immediate impact on any enthusiasts. 3GX is currently the smallest and lightest flybarless system on the market. Two ports to directly connect Spektrum and JR satellite receivers, along with full support of Futabas SBUS system. Based on the 3G FL760 manual setup process, the 3GX can be setup in a few minutes through a simple process. In addition, the 3GX can support all of the CCPM swashplate system currently on the market including 90, 120, 135, and 140 degrees swashplates. Graphical illustrated instruction on the computer setup software directs the user through a step by step setup process, allowing for quick setups without omitting any steps. Support Bluetooth connectivity. With the soon to be released Bluetooth connectivity kit, 3GX can be programmed wirelessly from a PC. Eventually there will also be smartphone apps allowing live adjustments to 3GX without powering down. With 3GXs built in Align RCEG600 governor function, no external governor is needed to reduce electronic wire clutters. Custom parameters have been opened up in 3GX to allow pilots to fine tune numerous settings for swashplate and rudder. Settings export feature allows custom settings to be shared amongst friends. 3GX utilizes brand new gyroscope sensors of the highest specifications when compared to other flybarless systems currently on the market, allowing it to be used under harsh conditions.

Dual axis plus rudder sensor dramatically improves swashplate and rudder correction precision compared to last generation 3G. This is clearly noticeable in stable hover as well as highly aerobatic routines. Suitable for helicopter of all class from 250 to 800, glow engine or electric powered. The superior vibration resistant characteristic is evident even when mounted with harder double sided mounting tape. 3GX utilizes 16 bit processor which is 4 times faster than previous generation, along with a completely rewritten firmware. The result is a dramatic stability improvement from previous generation, with stability that rivals a flybarred helicopter, yet posses explosive agility. With built in pirouette compensation function, 3GX is able to stabilize the helicopter on a fixed point during pirouetting maneuvers. Pirouetting flips type of maneuvers are easily accomplished with precision. 3GXs rudder allows consistent rudder feel even under high speed conditions. This excellent control feel will allow pilot of all skill levels to experience the perfect integration between 3GX and helicopter. Support with APS gyro system and bring up more functions for your helicopter. With the APS gyro, the helicopter will have the ability to self stabilize, hold position as well as altitude, and even autonomous way point flights as well as return home. Please use with genuine factory 3GX Double Sided Tape for best performance. Click me to the product page We will reply as soon as possible.It seemed to me that this product might be interesting for You, so I am sending You a link to it. You can determine conditions of storing or access to cookie files in your web browser. Discover everything Scribd has to offer, including books and audiobooks from major publishers. Start Free Trial Cancel anytime. Report this Document Download Now save Save helipalalign3gxmanual.pdf

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pdf Uploaded by Leonardo Villarroel Description Full description save Save helipalalign3gxmanual.pdf For Later 0 0 upvotes, Mark this document as useful 0 0 downvotes, Mark this document as not useful Embed Share Print Download Now Jump to Page You are on page 1 of 15 Search inside document Browse Books Site Directory Site Language English Change Language English Change Language. Eventually there will also be smartphone apps allowing live adjustments to 3GX without powering down. With 3GXs built in Align RCEG600 governor function, no external governor is needed to reduce electronic wire clutters. A library of preconfigured 3GX settings specifically available for TRex series of helicopters, allowing pilots to achieve the most optimal setup for their helicopters. Three levels of flight mode is available on the 3GX to provide different feels from beginners to advanced pilots. Custom parameters have been opened up in 3GX to allow pilots to fine tune numerous settings for swashplate and rudder. This is clearly noticeable in stable hover as well as highly aerobatic routines. Suitable for helicopter of all class from 200 to 700, glow engine or electric powered. Pirouetting flips type of maneuvers are easily accomplished with precision. 3GXs rudder control is similar to the high end GP780 gyro in that rudder sensitivity is catered specifically for the helicopters rudder response characteristics, allowing consistent rudder feel even under high speed conditions. This excellent control feel will allow pilot of all skill levels to experience the perfect integration between 3GX and helicopter. Additional peripherals planned for the 3GX includes 3axis accelerometer, 3axis magnetic compass, and GPS positioning system. While the commonly available position hold gyro system utilizes only 6 sensors, 3GXs total of 10 sensors ensure positioning of helicopter with superior accuracy, providing the ultimate solution for aerial photography or other special purposes. Specification.

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I was also worried I would need a separate power supply for this as even the manual gave me this idea, which is also not true. I have not flown this yet, but Ive messed with it on the ground and it works like a dream. This thing is great because you can just use what you want. You could just use this a heading hold gyro if you didnt have a flybarless head yet, but were planning on going that route. I will add to this review when I test fly it, but until then I would for sure recommend this product to someone that is good at figuring things out on their own and patient. The software isnt

very well made, but it does do everything you need it to.Sorry, we failed to record your vote. Please try again. Amazon calculates a product's star ratings based on a machine learned model instead of a raw data average. The model takes into account factors including the age of a rating, whether the ratings are from verified purchasers, and factors that establish reviewer trustworthiness. See All Buying Options Add to Wish List Disabling it will result in some disabled or missing features. You can still see all customer reviews for the product. Please try again later. Robert G Stone 5.0 out of 5 stars Please try again later. Please try again later. V. Grewal 2.0 out of 5 stars Mine came defective.Please try again later. Please try again later. Clif haislip 5.0 out of 5 stars Please try again later. Please try again later. seth 4.0 out of 5 stars Aircraft Trex 450 Cyclic servos DS410m Yaw servo DS520m I was having trouble figuring out if I could use this with a DX6i as several sites made it sound like I would need a channel 7 for this too work, and some posts said that you couldnt use this with a DX6i. The software isnt very well made, but it does do everything you need it to.Please try again later. Please try again later. AP 5.0 out of 5 stars I have now used version 3.0 in a 500 DFC and a 550 DFC and again, it was flawless, out the box with minimal setup.

The Rx i am using was a Futaba 8FG and a Spektrum DX8. I have used these systems without a receiver just two JR or Spektrum Satellites and they worked great as DSM2. I have now tried an AR8000 and one satellite as DSMX and again the system just works great. I am sure that once you set the flybarless system correctly and you better check to make sure of that it works flawlessly. I use the computer to set it up the USB cable is provided anyway. I had great luck with these so, I recommend them and most new Align Super Combo kits come with them anyway. But if you are new to the FBL community try it out.Please try again later. Please try again later. Together these features enable smallerNot only is the battery mount more rigid, the battery can be shiftedIn addition, the screw count hasTRex 600E Pro, perfectly matched to the helicopter frame to createThe dramatically improved performanceTwo ports to directly connect Spektrum and JRIn addition, the 3GXWith the soon to beSettings export feature allows custom settings to be shared amongstThis is clearlyThe superior vibration resistantThis excellent control feel will allowWhile the commonly available position hold gyro system utilizes only 6. This is a place for me to share some reviews, thoughts, and travel stories. I hope you will enjoy them.The last time I drove a manual car was on my way back from Burning Man through the winding roads of the Rocky Mountains, in a turbo charged Golf, hauling the largest UHaul trailer we could find. It was a thrilling ride and indeed something I have been reminiscing about. There seems to be less and less manual offerings by car manufacturers nowadays. I cant help by wonder, with all the manumatic shifters and automatic dual clutch transmissions, is there still a place for manual vehicles. This was what I set to find out test driving the 2018 CX3 GX, courtesy of Mazda Canada. It is the base trim and also the only trim that offers a manual transmission.

On the other hand, I was also keen to see Mazdas take on the currently red hot subcompact crossover segment. The long nose and short tail make the CX3 look sporty and aggressive. The front fascia of the car bears Mazdas signature grill which is now consistent throughout the entire lineup. Both the head and tail lights are lean and sloped slightly upward, giving the car an upbeat athletic look. The beefy wheel arc transitions seamlessly into the shoulder line, which intersects with the rear wheel arc, forming a X pattern right in the middle of the side profile. It is visually stunning and requires great precision and craftsmanship to pull off. The interplay of these accent lines creates strikingly different looks of the car in different lights. Clever use of black plastic cladding on the wheel arches and the body sills makes the car look both taller and more rugged. It also makes the 16in diameter tires, that comes standard with the GX trim, look larger than they are. It is a great looking car that appears much more expensive than the price tag. On the plus side, the layout is clean, sporty, and smart. I love how the middle air vent blends in with the long decorative line on the dash trim. I wish they had done that for the other air vents as well. The adjustable tilt and telescopic steering wheel makes finding a perfect driving position easy, which is especially important for

driving a manual car. The redesigned steering wheel with its hexagonal shaped buttons matches the sporty interior of the car. I like the new instrumental panel layout. It is simple and intuitive. Mazda also improved the display quality for higher contrast and wider viewing angles. You wouldnt expect much softtouch material in the car at this price range, but Mazda does a good job of making the textured hard plastics look more costly. The cabin is relatively quiet thanks to additional sounddeadening materials, thicker windows, and improved door seals for the 2018 model.

On the minus side, I find the driver seat does not provide enough lumbar and lateral support. On top of that, there is no arm rest. The lack of arm rest means that when I was driving with one hand, I had to either keep my right hand awkwardly on my thigh or resting it on the shifter which is bad for the gear box. Because the CX3 is based on the petite Mazda 2 think Toyota Yaris iA, which is essentially the sedan version of the same car, the interior space is limited. There isnt much legroom for rear passengers. The raising belt line and thick roof pillars also mean that the rear passenger windows are high and the openings are small. I would say the rear cabin of the CX3 is not a comfortable place to be for taller passengers on longer drives. The infotainment software is simple and intuitive, however, it does require you to enter sub menus to change some simple things like entering a radio tuner at times. There is no Android Auto or Apple Carplay, and after test driving a few Hyundai vehicles, I find the response time of the Mazda infotainment system to be slow in comparison. Mazda has not changed their infotainment system for a few years now, and I think it is time for them to up their games in this department. This is where the CX3 GX with its SKYACTIVMT 6speed manual transmission shines. Its Skyactive G 2.0L 4 cylinder engine produces a humble 146 hp at 6000 rpm and 146 torque at 2800. However, coupled with the excellent 6speed manual transmission, this revhappy engine proofs more than adequate for a fun and spirited drive. Clutch effort is light and predictable, the shifter position is excellent and the gearbox itself is tuned to near perfection. This drivetrain combination is such a joy to use that probably results in a whole lot of unnecessary shifts on our test drives. Not only is the drivetrain impressive, the steering is also excellent. Mazda has tweaked the suspension of the 2018 CX3 and added GVectoring Control.