

Charter NXG



PNP Version No.: 2631

RTF Version No.: 2652

INSTRUCTIONS AND USER MANUAL

www.robbe.com

V1_05/2019



GENERAL INFORMATION

- The model is designed for the components specified by us. Unless otherwise stated, servos and other electronic components are designed for standard supply voltage. Recommended cell count for Lipo batteries also refers to standard Lipos voltage of 3.7V per cell. If you use other servos, a different motor and controller, batteries, or propellers, please make sure they fit first. In the event of deviations, corrections and adjustments must be made by yourself.
- Before starting construction, always put the servos into neutral. To do this, switch on the remote control and move the joysticks and trim buttons (save the one for the throttle) to the middle position. Connect the servos to the corresponding outputs of the receiver and supply them with a suitable power source. Please observe the connection diagram and the operating instructions of the remote control system manufacturer.
- Do not leave your model in the blazing sun or in your vehicle for long periods of time. Too high temperatures can lead to deformation/distortion of plastic parts or blistering of covering foils.
- Before the first flight, check the wing symmetry, tail unit and fuselage. All parts of the model should have the same spacing from the left and right wing or tail plane to the centre of the fuselage or the same angle.
- If necessary, rebalance the propellers if vibrations are noticeable when the motor is running up.
- Bubble formation in the covering foils normal to a certain extent due to temperature and humidity differences and can be easily eliminated with a foil iron or hairdryer.
- For models in shell construction („full GFRP/CFRP“), burrs may occur at the seams due to the production process. Carefully remove them with fine sandpaper or a file.

SAFETY NOTE FOR MODEL OPERATION

Attention, danger of injury!

- Always keep a safe distance from your model aircraft.
- Never fly over spectators, other pilots or yourself.
- Always perform flight figures in a direction away from the pilot or spectators.
- Never endanger people or animals.
- Never fly near power lines or residential areas.
- Do not operate your model near locks or public shipping.
- Do not operate your model on public roads, motorways, paths and squares, etc., but only in approved locations.
- Do not operate the model in thunderstorms.
- Before each flight, check your remote control system for sufficient function and range.
- After flying, remove all batteries from the model.

Do not „aim“ the transmitter antenna at the model during operation. In this direction, the transmitter has the lowest radiation. The best position of the antenna is to the side of the model.

Use of devices with image and/or sound recording function:

If you equip your model with a video or image recording device (e.g. FPV cameras, action cams etc.) or the model is already equipped with such a device at the factory, please note that you could violate the privacy of one or more persons by using the recording function. An overflight or driving on private ground without the appropriate permission of the owner or approaching private ground can also be regarded as an invasion of privacy. You, as the operator of the model, are solely and fully responsible for your actions.

In particular, all applicable legal requirements must be observed, which can be found in the roof associations or the relevant authorities. Failure to comply can result in substantial penalties.

SAFETY INSTRUCTIONS FOR CONTROLLERS

- Observe the technical data of the controller.
- Observe the polarity of all connection cables.
- Avoid short circuits at all costs.
- Install or package the regulator so that it cannot come into contact with grease, oil or water.
- Ensure adequate air circulation.
- Never reach into the turning circle of the propeller during start-up Risk of injury

Important information:

The receiver system is powered by the built-in BEC system of the controller.

For commissioning, always move the throttle stick to the „Motor off“ position and switch on the transmitter. Only then connect the battery. To switch off always disconnect the connection battery motor controller, first

then turn off the transmitter. During the functional test, move the servos of the rudders to neutral position with the remote control (stick and trimming lever on the transmitter to the middle position). Please make sure to leave the throttle stick in the lowest position so that the engine does not start. For all work on

to the parts of the remote control, motor or controller, follow the instructions supplied with the units. Also read the instructions of the battery and the charger carefully before commissioning. Check the engine mounting bolts in the fuselage regularly for tightness.

GENERAL SAFETY INFORMATION

- Be sure to read the safety instructions carefully before operating your model.
- Always follow the procedures and settings recommended in the instructions.
- If you are using remote-controlled model aircraft, helicopters, cars or ships for the first time, we recommend that you ask an experienced model pilot for help.
- Remote-controlled models are not toys in the usual sense and may only be used and operated by young people under 14 years of age under the supervision of adults.
- Their construction and operation requires technical understanding, careful craftsmanship and safety-conscious behaviour.
- Mistakes or negligence during construction, flying or driving can result in considerable damage to property or personal injury.
- Since the manufacturer and seller have no influence on the proper construction/assembly and operation of the models, these risks are expressly pointed out and any liability is excluded.
- Propellers on aircraft and all moving parts in general pose a constant risk of injury. Avoid touching such parts at all costs.
- Note that motors and controllers can reach high temperatures during operation. Avoid touching such parts at all costs.
- Never stay in the danger area of rotating parts with electric motors with connected drive battery.
- Overcharging or incorrect charging can cause the batteries to explode. Make sure the polarity is correct.
- Protect your equipment and Models from dust, dirt and moisture. Do not expose the equipment to excessive heat, cold or vibration.
- Use only recommended chargers and charge your batteries only up to the specified charging time. Always check your equipment for damage and replace defects with original spare parts.
- Do not use equipment that has been damaged or got wet due to a fall, even if it is dry again! Either have it checked by your specialist dealer or in the Robbe Service or have it replaced. Hidden faults can occur due to wetness or a crash, which lead to a functional failure after a short operating time.
- Only the components and accessories recommended by us may be used.
- Do not make any changes to the remote control which are not described in these instructions.

FLIGHT INSTRUCTIONS

- Before the first flight, observe the instructions in the „Safety Instructions“ section.
- When flying the model, you should choose a day with as little wind as possible
- A large, flat area without obstacles (trees, fences power lines etc.) is suitable for the first flights.
- Please carry out a functional test of the drive train / power set and remote control.
- After assembling the model on the airfield, check once again that all model components such as wing, tail units, wing mounts, engine, linkages, etc. are firmly and properly fastened.
- For a hand start a helper should be present, who can throw the model with enough thrust into the air.
- The start usually takes place against the wind.
- Do not stall the model near the ground
- Do not initiate tight turns in the immediate vicinity of the ground.
- Check the reactions of the model to the rudder deflections. If necessary, adjust after landing to increase or decrease the deflections accordingly.
- The minimum flight speed must be at an adequate safety altitude.
- Initiate the landing with sufficient speed

SAFETY INSTRUCTIONS FOR RECHARGEABLE BATTERIES

- Do not immerse the battery in water or other liquids.
- Do not heat, throw into fire or microwave.
- Do not short-circuit or charge with reversed polarity
- Do not expose, deform or throw the battery
- Do not solder directly on the battery
- Do not change or open the battery
- Only charge the battery with suitable chargers, never connect it directly to a power supply unit.
- Never charge or discharge the battery or charger on a flammable surface.
- Never leave the battery unattended during charging or discharging processes.
- Never charge or discharge the battery in direct sunlight or near heaters or fire.
- Do not use the battery in places subject to high static discharge.

All this can cause the battery to be damaged, explode or even catch fire!

- Keep the battery away from children
- Keep leaked electrolyte away from fire, as it is highly flammable and may ignite.
- The electrolyte liquid should not get into the eyes, if it does, rinse immediately with plenty of clear water and then see a doctor.
- The electrolyte liquid can also escape from clothes and other objects with a lot of water or washed off.
- Observe the safety instructions of the battery manufacturer and the charger manufacturer.

DISCLAIMER

Modellbau Lindinger GmbH cannot monitor compliance with the assembly and operating instructions or the conditions and methods for installation, operation, use and maintenance of the model components. Therefore, we accept no liability for losses, damage or costs arising from or in any way connected with incorrect use and operation. To the extent permitted by law, the obligation to pay damages, irrespective of the legal grounds, shall be limited directly to the invoice value of the claims arising from the event causing the damage.

Charter NXG

CONFORMITY



Modellbau Lindinger GmbH hereby declares that this device complies with the essential requirements and other relevant regulations of the corresponding CE directives. The original declaration of conformity can be found on the Internet at www.robbe.com, in the detailed product view of the respective device description or on request. This product can be operated in all EU countries.

DISPOSAL



This symbol means that small electrical and electronic devices must be disposed of at the end of their useful life, separated from the household refuse. Dispose of the device at your local municipal collection point or recycling centre. This applies to all countries of the European Union and other European countries with a separate collection system.

WARRANTY

Our articles are equipped with the legally required 24 months warranty. Should you wish to assert a justified warranty claim, always contact your dealer, who is responsible for the warranty and the processing. During this time, any functional defects that may occur, as well as manufacturing or other problems, will be rectified. Material defects corrected by us free of charge. Further claims, e.g. for consequential damages, are excluded. The transport to us must be free, the return transport to you is also free. Freight collect shipments cannot be accepted. We cannot accept liability for transport damage and loss of your consignment. We recommend appropriate insurance.

To process your warranty claims, the following requirements must be met:

- Attach the proof of purchase (receipt) to your shipment.
- The units have been operated in accordance with the operating instructions.
- Only recommended power sources and original robbe accessories have been used.
- There is no moisture damage, external interference, reverse polarity, overloading or mechanical damage.
- Attach relevant information for finding the fault or defect.

INSURANCE

Ground-based models are usually covered by personal liability insurance. Additional insurance or extension is required for aircraft models. Check your insurance policy (private liability) and take out suitable insurance if necessary.



Made in China



+14

This product is not a toy. Operate only under the direct supervision of adults.

Technical data

Wingspan:	ca. 1460 mm
Length:	ca. 1220 mm
Total wing area:	ca. 36,5 dm ²
Total weight:	ca. 1380 g
Battery:	Lipo 3S/2100mA
ESC:	40A, 5V/3A-BEC, 2-3S Lipo
Servo:	5x10g (22,5x11,5x22,7 mm)
Propeller:	10x5"

Accessories not included but required

Item-No.	Description
-	Suitable remote control, 4 channel
6536	Robbe RO-Power EVO V5 3S/2100mAh Lipo battery
-	Suitable charger for flight battery & radio

Spareparts

Item-No.	Description
8713	ESC RO-CONTROL 3-40 2-3S -40(55)A Brushless 5V/3A BEC
26310001	Fuselage with servos Charter NXG
26310002	Wing-Set with servos Charter NXG
26310003	Rudder Charter NXG
26310004	Elevator Charter NXG
26310009	BL-Motor 31X28 1350 KV Charter NXG
26310010	Cowling Charter NXG
26310011	Decal sheet Charter NXG
26310012	Spinner + propeller Charter NXG
26310013	Servo 10g analog plastic gear

Suitable adhesives (for repairs):

For gluing we recommend 5-minute epoxy resin universal glue, item-no. 50600 or superglue Speed 2 item-no. 5063 with activator item-no. 5017.

General instructions for the construction process

In connection with the illustrations and the corresponding short texts, get an overview of the respective building steps.

The servos are already built in, connected to the control surfaces and equipped with extension cables.

The model is ready to fly after a short construction time. In order to facilitate safe operation, it is essential that you read these instructions and the enclosed information sheets as well as the safety instructions carefully before using the model for the first time.

Direction indications such as "right" are seen in the flight direction.

The receiver is powered by the built-in BEC system of the controller.

During the function test, bring the servos of the control surfaces into neutral position with the remote control. (sticks and trims to neutral position).

To switch the model on, always bring the throttle stick to the lowest position first, then connect the battery to the ESC.

To switch the model off, always disconnect the battery first from the ESC, then switch off the transmitter.

When carrying out any work on the parts of the remote control, motor or ESC, follow the instructions supplied with the devices.

Also read the instructions for the battery and charger carefully before use.

Explanation of technical terms

Motor speed (throttle)

This controls the speed of the motor
Stick low = motor off
Stick up = highest speed

Rudder

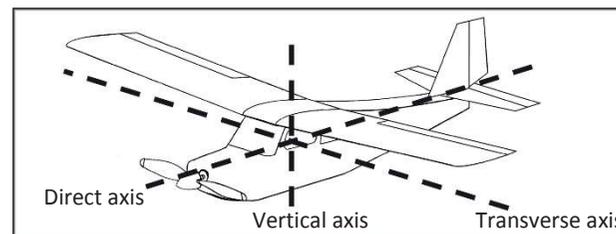
This controls the flight attitude of the model around the vertical axis.
Stick left = model flies to the left (rudder moves to the left)
Stick right = model flies to the right (rudder moves to the right)

Ailerons

This controls the flight attitude around the longitudinal axis.
Stick left = left wing lowers
(left aileron moves up, right aileron moves down)
Stick right = right wing lowers
(right aileron moves up, left aileron moves down)

Elevator

This controls the flight attitude around the transverse axis
Stick down, the model climbs
(elevator moves up)
Stick up = model descends (elevator moves down)



C.G. = Center of gravity

Schwerpunkt

Servo Reverse

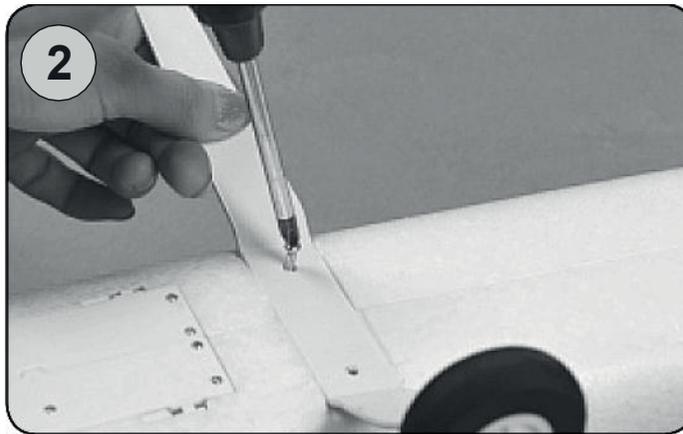
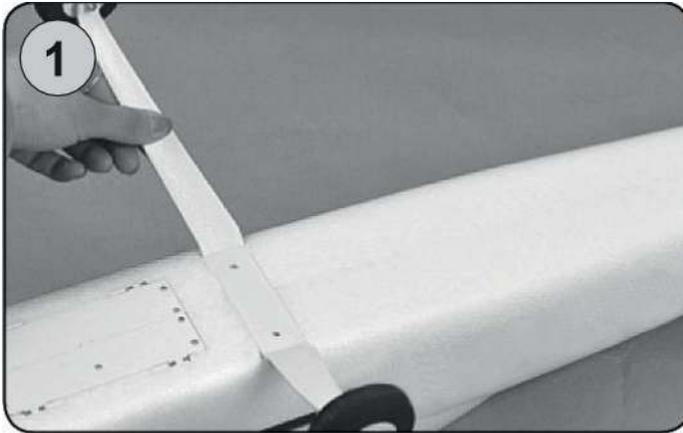
Reversing the direction of the servos

Dual Rate

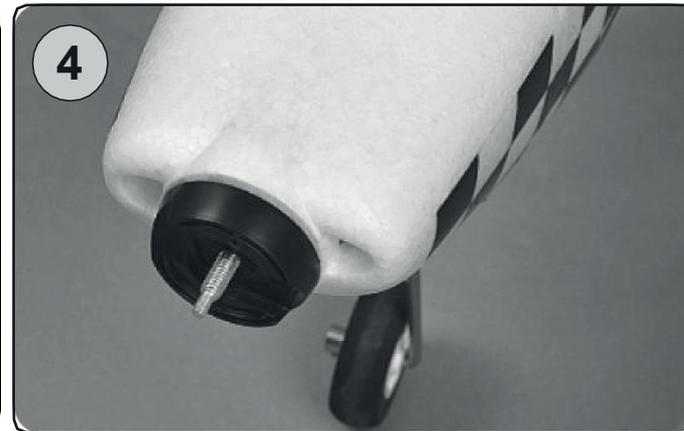
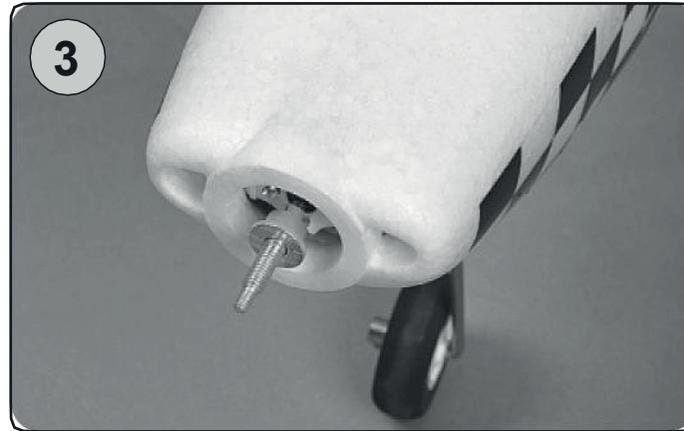
Switchable travel reduction or extension for rudders (fixed wing models) or inclination angle (multifrotors)

Binding

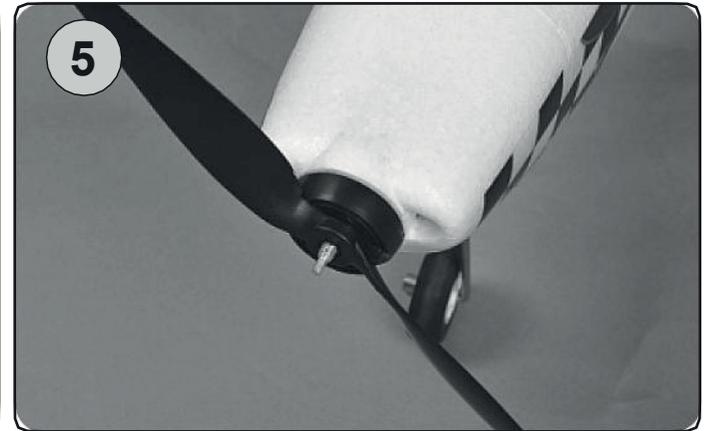
Assignment of the transmitter to receiver

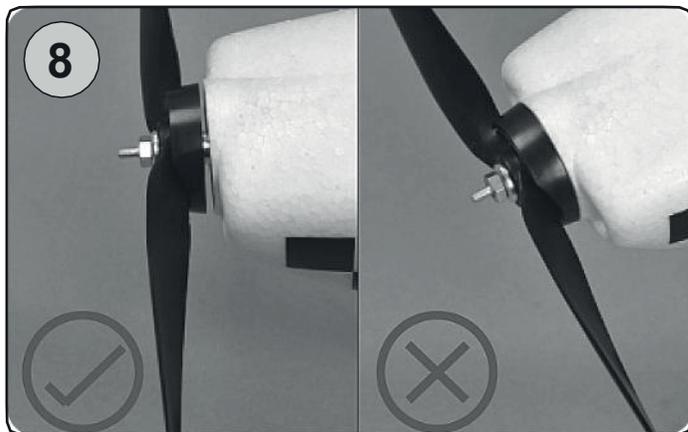


Picture 1 - 2
Install the main landing gear with the M3x16mm screws on the fuselage.



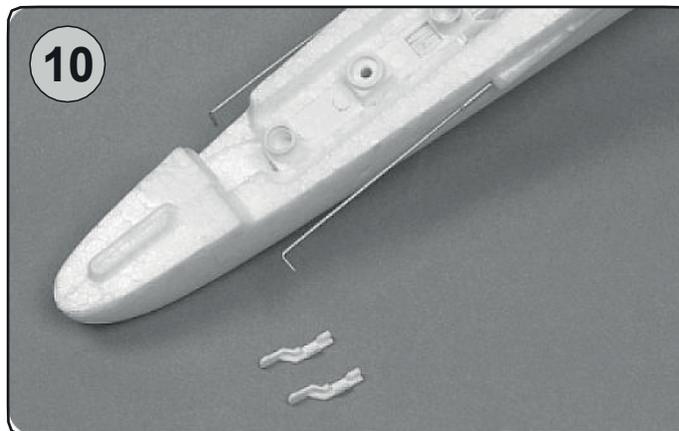
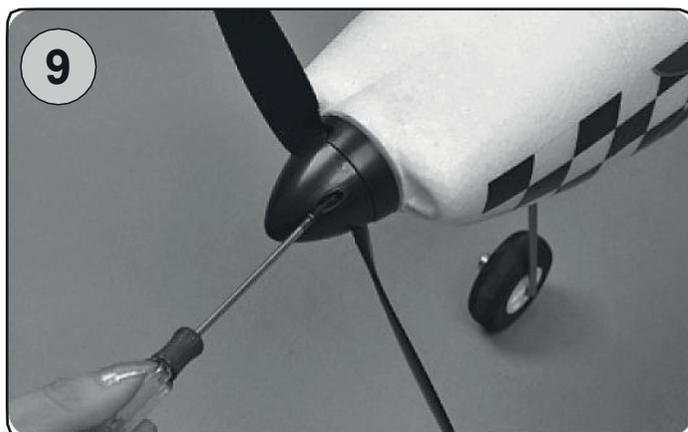
Picture 3 - 7
Put the prop hub onto the motor shaft. Then mount the spinner backplate, the prop, washer and nut. Tighten the nut carefully but firmly to avoid it gets loose in flight.



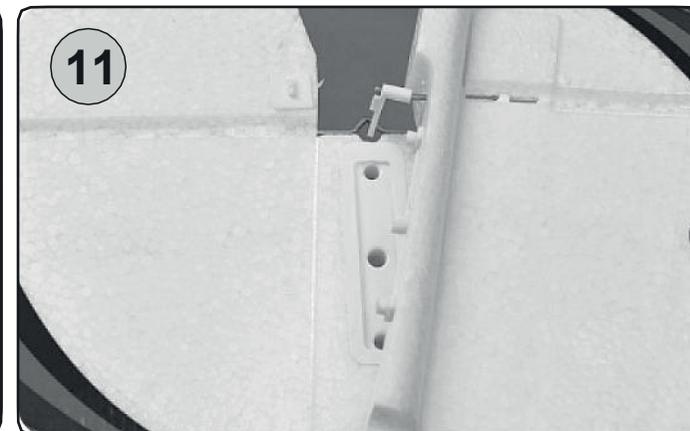


Picture 8
Make sure that there is a small gap between the spinner back plate and the cowling so that the spinner does not rub against the cowling.

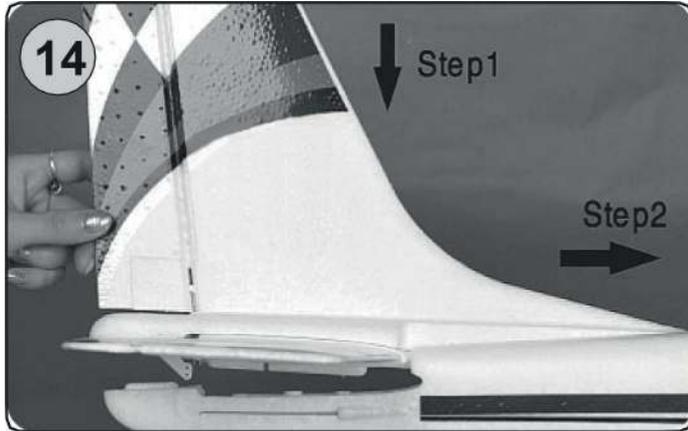
Picture 9
Finally, install the spinner with the M2,5x8mm screws.



Picture 10
Assembly of the tail. Temporarily remove the securing clips from the linkages.



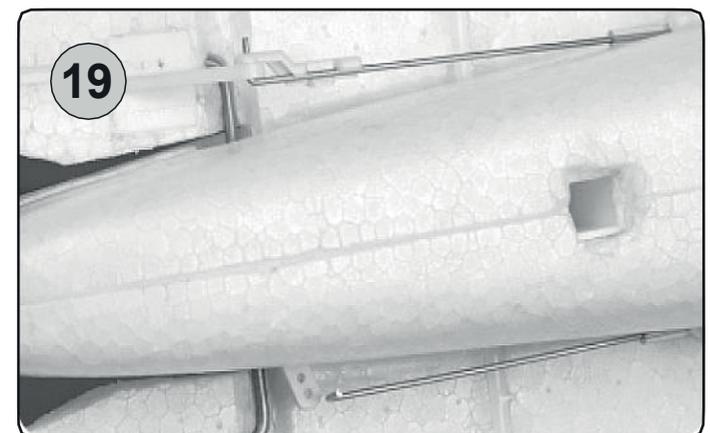
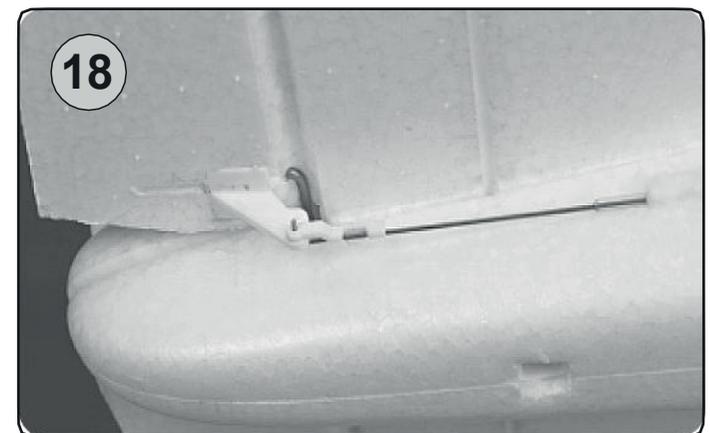
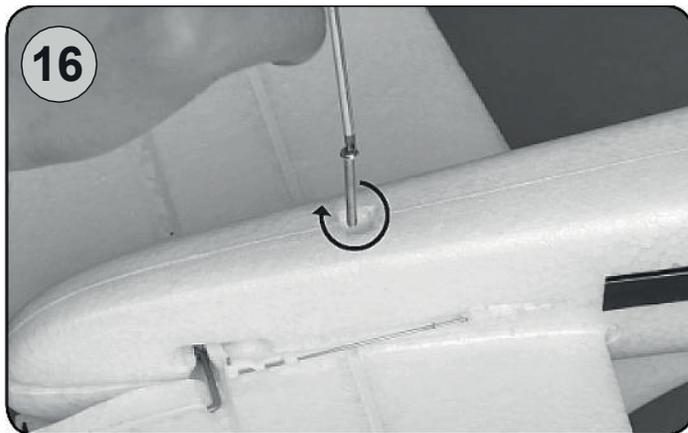
Picture 11 - 13
Now put the vertical fin into the support of the horizontal stabilizer, as shown.

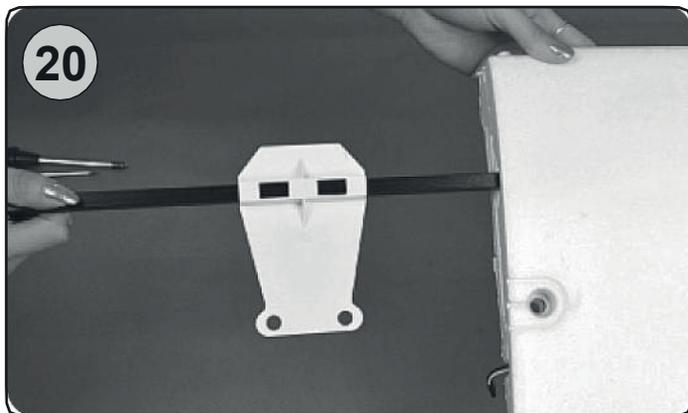


Picture 14 - 16
Put the assembled tail on the fuselage and fix it by a M3x22mm screw.



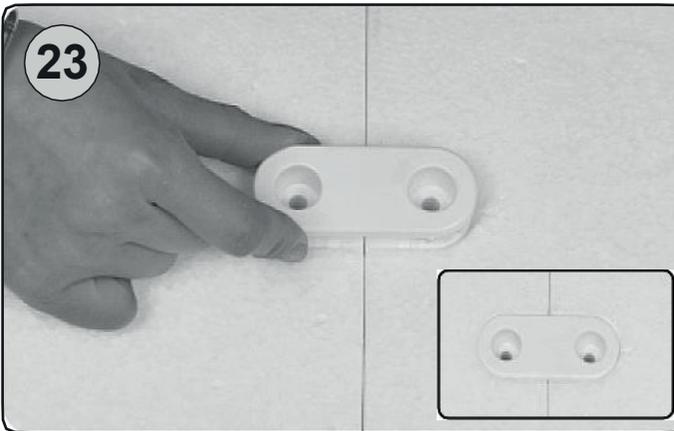
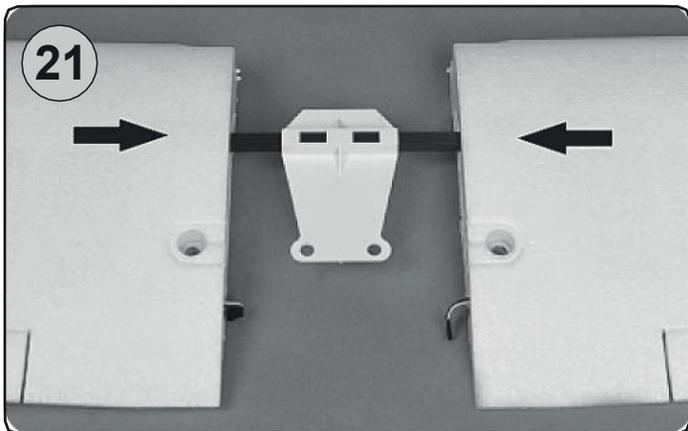
Pictures 17 - 19
Connect the elevator and rudder linkage to the outer bore of the control horns and secure it with the secure clips, removed before.



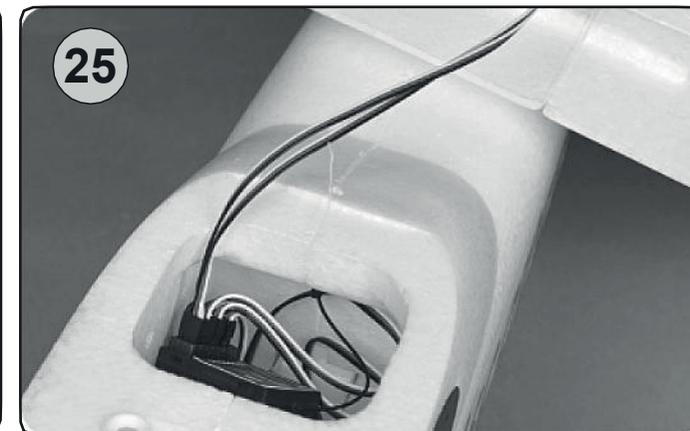
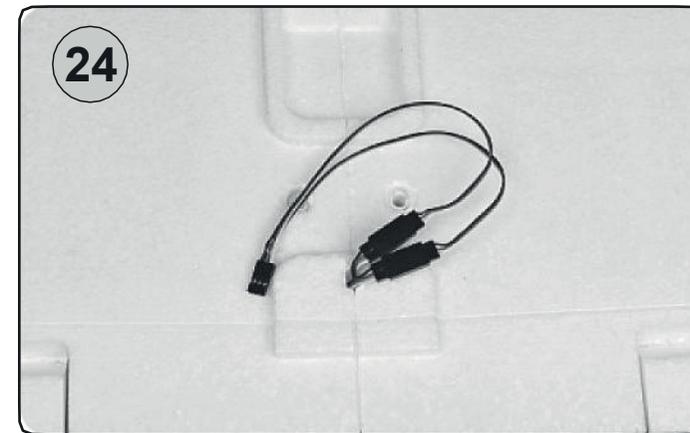
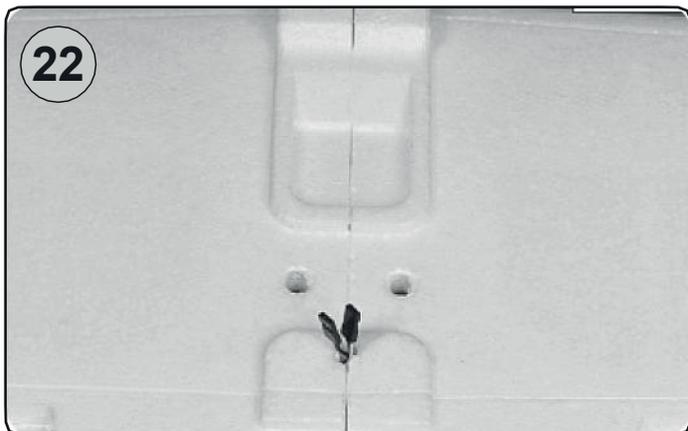


Pictures 20 - 22
Wing assembly. Put the carbon wing joiner into the right wing and then put the left wing onto the win joiner and push both halves together.

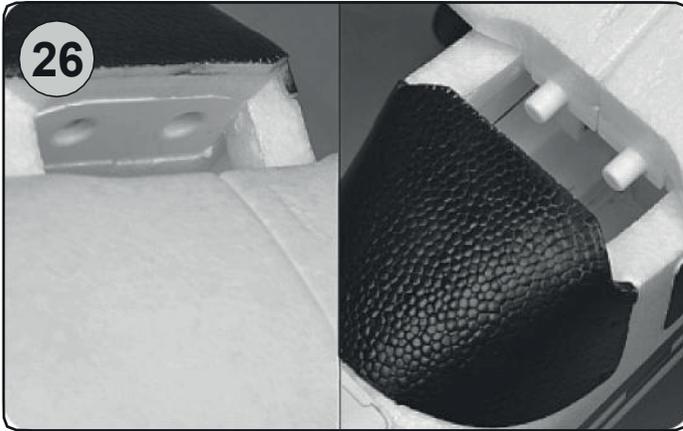
Pay attention to the servo wires, which have to be guided to the bottom side of the wing.



Picture 23
Insert the plastic lock from above.



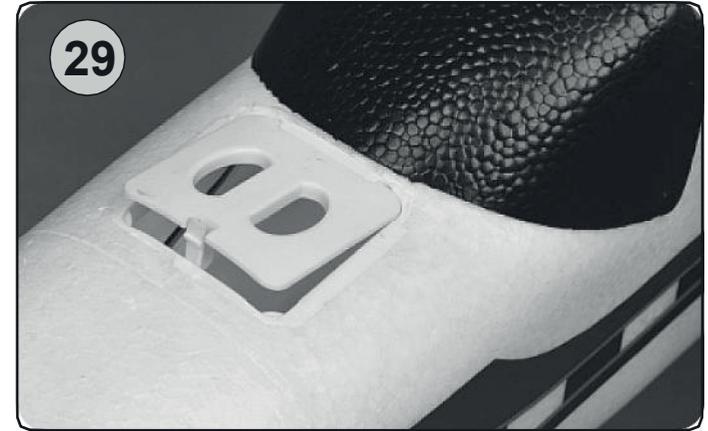
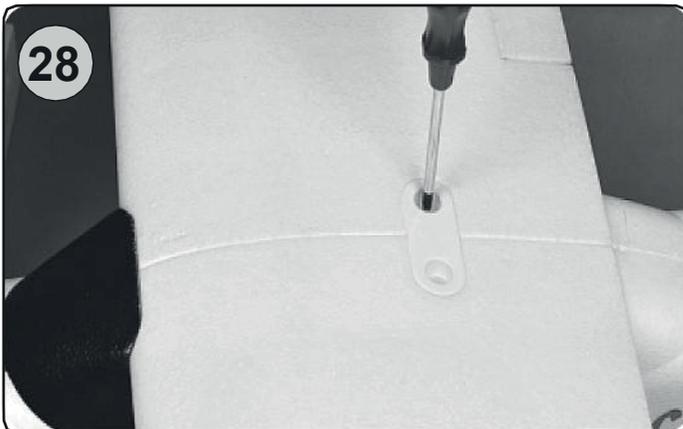
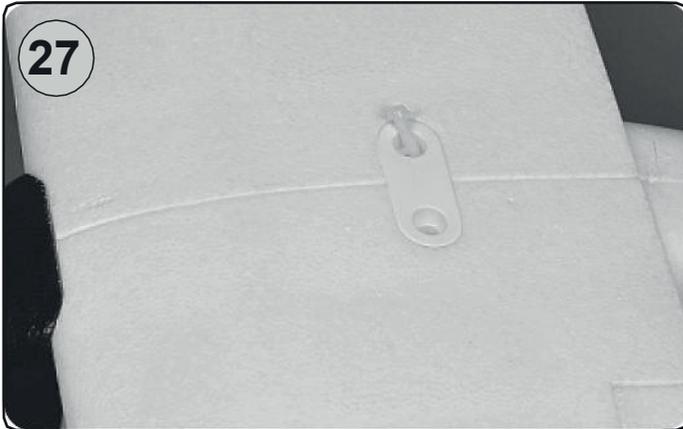
Picture 23 - 24
Connect both aileron cables with a V-cable. Alternatively, you can connect both aileron cables directly to the receiver



Picture 26 - 28

Place the wing on the fuselage by first attaching the two wing plugs to the front of the fuselage. Make sure that the servo cables are not trapped between the fuselage and the wing.

Fix the wing to the fuselage with the wing screws.



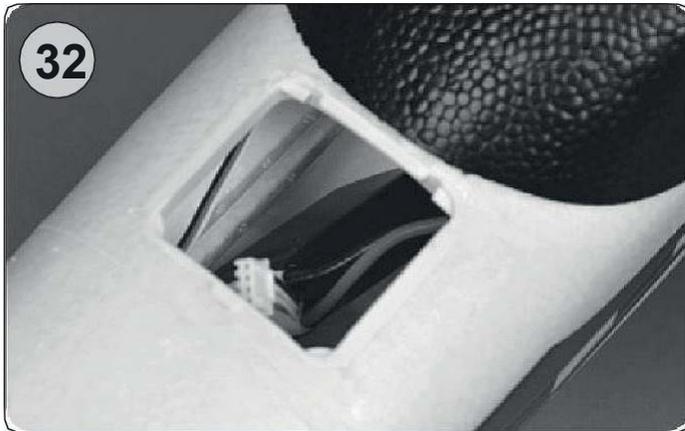
Picture 29 - 31

Open the battery hatch cover in front of the canopy and install the battery. **Switch on the radio and make sure, the throttle stick is in lowest position.**

Connect the battery to the ESC.

Attention!

The motor is now ready for operation and can rotate when the throttle stick is actuated!



Picture 32 - 33

Position the battery in the fuselage and close the cover of the battery compartment.

Picture 34 - 36

Picture 34 shows an example of a Mode 2 transmitter for the rudder settings. Please refer to the operating instructions of your transmitter as well as the mode setting you have selected.

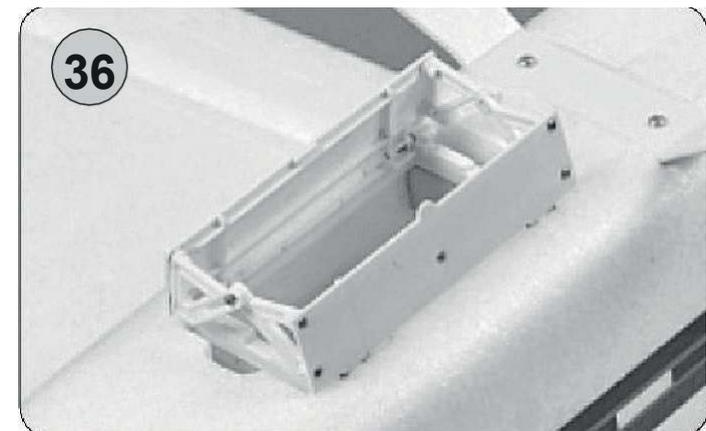
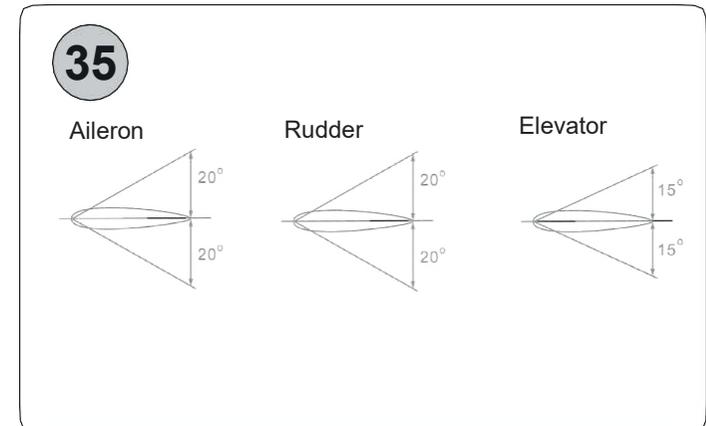
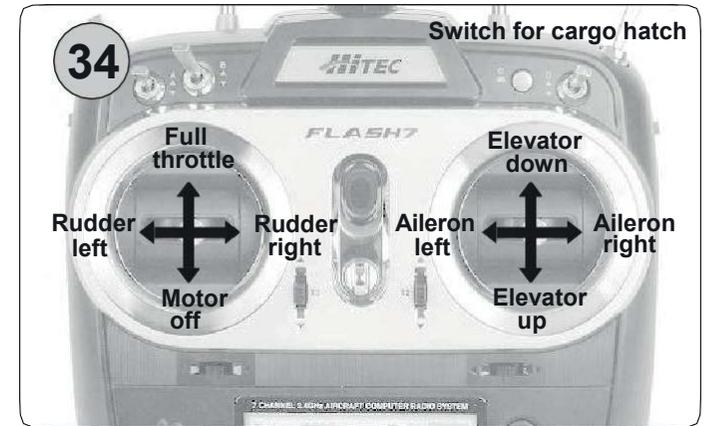
Check that all rudders are moving correctly. Operate all functions on the transmitter one after the other.

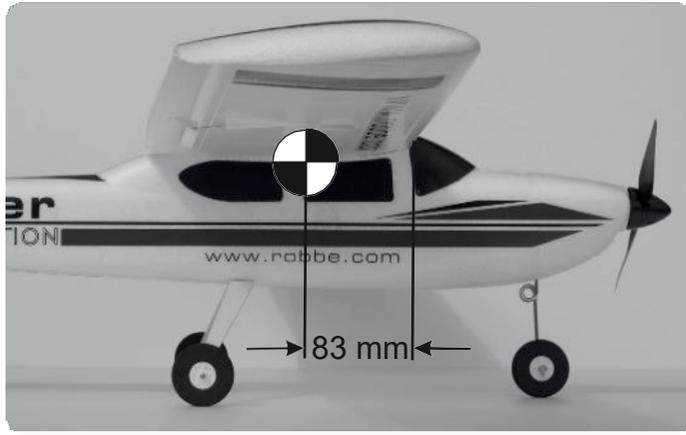
Attention!

Special care must be taken when checking the throttle channel, as the propeller rotates!

Set the maximum rudder deflections according to the adjacent values.

Also check the correct function of the cargo hatch by means of a switch for one switching channel of your transmitter. Please observe the operating instructions of your remote control transmitter.





Finally, the center of gravity must be checked on the model. All components (including the battery) are mounted in the model. The centre of gravity is 83 mm behind the leading edge of the wing. Support the model with two fingers exactly at these points and observe how the model swings out. The nose of the model should tilt slightly downwards, then the centre of gravity is optimally adjusted. Corrections can be made by placing the battery further forward or further back.

Notes on operation

1. Direction of control surfaces

Before the first flight of the model, the direction of all rudders must be checked.

Elevator

If the elevator stick is pulled back by the transmitter, the elevator must deflect upwards. If the elevator stick is pushed forward, the elevator must deflect downwards.

Rudder

The model is viewed from behind. If the rudder stick on the transmitter is moved to the left, the rudder must swing to the left. The other way round, the rudder will deflect in the opposite direction.

Aileron

The model is viewed from behind. If the aileron stick on the transmitter is moved to the left, the left aileron flap must swing upwards and the right aileron flap downwards. The opposite is true for the other direction.

Throttle

If the throttle stick is moved to the idle position, the engine must stop. At full throttle the engine must reach its maximum speed.

2. Start procedure

- Always start against the wind!
- Check all rudders before starting!
- Use 100% throttle and correct near the ground only with small steering deflections.

3. Landing

- Throttle the engine and fly 30 m away with tail wind parallel to the runway.
- Take a 90° turn towards the runway and reduce altitude
- Fly a 90° turn again, you are now flying directly towards the runway
- Let the model sink further until it hovers 1 m above the runway.
- Pull the elevator stick slightly harder and keep it pulled
- The closer the model approaches the ground, the more the elevator stick must be pulled. Since the model is constantly slowing down, it practically sits down on the runway by itself.

CONTROLLER PROGRAMMING

1. Technical data ESC:

Typ	Cont. current	Boost current (max. 10 Sec.)	BEC-Modus	BEC-output	No. of cells		Weight	Measurements mm
					LiPo	NiMH		
-40A	40A	55A	Linear	5V/3A	2-3S	5-9	39g	68x25x8

2. Programmable adjustments:

1. Brake: **enabled** / Disabled
2. Battery type: **Lipo** / NiMH
3. undervoltage protection (Cut-Off Mode): **Soft Cut-Off (Gradual reduction of power)** / Cut-Off (Immediate standstill)
4. cut-off voltage for undervoltage protection (cut-off threshold): low / **medium** / high
 - 1) For lithium batteries, the number of cells is calculated automatically.
 Low / Medium / High cut-off voltage for each cell is: 2.85V/3.15V/3.3V.
 For example: For a 3S LiPo, with „Medium“ switch-off setting, the switch-off voltage is $3.15V \times 3 = 9.45V$.
 - 2) For NiMH batteries the cut-off voltage is: low 0% / medium 50% / high 65% of the output voltage (e.g. the nominal voltage of the battery pack) and 0% corresponds to the deactivated undervoltage protection.
 For example: For a 6 cell NiMH battery the voltage after charging is $1.44V \times 6 = 8.64V$, for „medium“ setting the cut-off voltage is $8.64V \times 50\% = 4.32V$.
5. Start mode: **Normal** /Soft /Super-Soft (300ms / 1.5s / 3s)
 Normal mode is suitable for any aircraft. Soft or Super-Soft Mode is suitable for helicopters.
 The first start in soft and super soft mode is slower, it takes 1.5 seconds for soft start or 3 seconds for super soft start from first start to full throttle. When the throttle is fully released (throttle lever in lowest position) and is operated again within 3 seconds (throttle lever in full throttle position), the repeated throttle shock is performed temporarily in normal mode to avoid the possibility of a crash due to too slow a throttle reaction.
 This special function is especially useful for aerobatics, where fast throttle reactions are necessary.
6. Timing: **Low** 3.75°/ Medium 15°/ High 26.25°
 Normally a low setting is suitable for most engines. For more speed a higher timing setting can be selected.

3. Using the ESC

IMPORTANT! Due to different throttle ranges with different remote controls please calibrate the throttle range before the first flight!

Throttle adjustment:

(The gas range should be reset each time the remote control is changed.)

1. Switch on the radio with throttle stick up (full).
2. Connect flight battery and wait for approx. 2 sec.
3. A „beep“ sound should be heard, this confirms the setting of the full throttle position.
4. Put the throttle stick to lowest position, more „beep“ sound should be heard, which show the number of cells
5. A long „beep“ sound should be heard which confirms the lowest throttle stick position.

Normal Start-Up procedure

1. Throttle stick to lowest position, switch on radio.
2. Connect battery to ESC. Special tone as “♪123” means the voltage input is ok.
3. More “beep-” tones should be heard to show the number of cells.
4. A long „beep“ tone sounds after self-test.
5. Move the throttle stick upwards to increase the power.

Safety functions

1. **Startup Fault protection:** If the motor is not started within 2 seconds after throttle movement starts, the controller switches off the throttle function. In this case the throttle MUST be reset to the lowest position. (Such a situation occurs as follows: The connection between governor and engine is not stable, the propeller or engine is blocked, the gearbox is damaged, etc. (The throttle is in the lowest position).
2. **Overheat protection:** If the temperature of the controller rises above 110°C, the controller reduces the output power.
3. **Lost of transmitter signal:** The controller reduces the output power if the transmitter signal fails for 1 second, further loss for 2 seconds causes the output power to be switched off.

4. Troubleshooting

Failure	Possible cause	Solution
After switching on, the motor does not work, no tones can be heard.	The connection between ESC and battery is not correct.	Check the connection carefully. Change the connectors.
After switching on, the motor does not work, the following warning tone is heard: „beep-beep-, beep-beep-, beep-beep-“ (each „beep-beep-“ has an interval of approx. 1 second)	Input voltage is not normal, too high or too low.	Check the battery voltage.
After switching on, the motor does not work, the following warning tone can be heard: „beep-, beep-, beep-“ (each „beep-“ has an interval of approx. 2 seconds)	Throttle signal is not correct.	Check radio and receiver. Check servo wire of ESC to receiver.
After switching on, the motor does not work, the following warning tone is heard: „beep-, beep-, beep-“ (every beep- has an interval of 0.25 seconds)	The throttle stick is not in lowest position.	Move the throttle stick to the lowest position.
After switching on, the motor does not work, the following warning tone „♪56721“ can be heard after 2 beep tones (beep- beep-)	Throttle is reversed, ESC is in programming mode.	Change the direction of throttle (servo reverse).
Motor turns in wrong direction	Change the connection between motor and ESC.	Exchange two connecting cables between motor and controller at random.

5. Programming the ESC with the transmitter (4 steps)

Note: Please note that the throttle curve is set to 0%, the throttle lever to neutral position and the deflection to 100%.

1. Start programming mode
2. Select program point
3. Setting the program point (value)
4. Exit programming mode.

1. Start programming mode

- 1) Switch on transmitter, set throttle stick to full throttle, connect battery to ESC
- 2) Wait 2 sec., a double „beep“ must be heard
- 3) Wait another 5 sec., special tone like „♪56721“ should be heard. This confirms the programming mode.



2. Select program point

After starting the programming mode you will hear 8 tones in a loop with sequence. If you move the throttle to the neutral position within 3 seconds after listening to a tone, this point will be selected.

- | | | |
|---------------------------|-----------------|------------------|
| 1. "beep" | Brake | (1 short tone) |
| 2. "beep-beep-" | Battery type | (2 short tones) |
| 3. "beep-beep-beep-" | Lower voltage | (3 short tones) |
| 4. "beep-beep-beep-beep-" | Cut-Off voltage | (4 short tones) |
| 5. "beep-----" | Start Mode | (1 long tone) |
| 6. "beep-----beep-" | Timing | (1 long 1 short) |
| 7. "beep-----beep-beep-" | Factory reset | (1 long 2 short) |
| 8. "beep-----beep-----" | Exit | (2 long tones) |



3. Setting the program point (value)

You hear different tones in a loop. Set the value by tone by moving the throttle to full throttle. Then you hear a special tone „♪1515“ which confirms and saves the selection. (Holding the throttle to full throttle brings you back to step 2 and you can select another point. Moving the throttle lever to the neutral position within 2 seconds will exit the programming mode.)

Point	Tone		
	"beep-" 1 short tone	"beep-beep-" 2 short tones	"beep-beep-beep" 3 short tones
Brake	Off	On	
Battery type	Lipo	NiMH	
Cut-Off	Soft-Cut	Cut-Off	
Cut-Off voltage	Low	Medium	High
Start mode	Normal	Soft	Super Soft
Timing	Low	Medium	High



4. Exit programming

There are two ways to exit the programming:

1. In step 3, after the special tone „♪1515“, move the throttle stick to the neutral position within 2 seconds.
2. In step 2, after tone „beep-----beep „ (e.g. point 8) bring throttle stick inner 3 sec. Into neutral position.



DISTRIBUTOR

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