

# Transmitter Switch Allocation

LD Mixing adjustment

SF Retracts

SE Three Axis Gyro

SA Dual Rate

SB Auxilliary

Slider Telemetry  
SF Retracts



LD Mix adjustment

SH Trainer

SG Engine cut

SD Dual Rate

SE Flap

Slider Telemetry

This page started with self preservation in mind and I have printed and laminated a couple of copies. One for the hangar and one in the TX case. This transmitter was a production sample on Mode 1 which I converted to Mode 2. My diverse range of model types include Fixed wing and helicopter with glo plug, spark ignition and electric

motor, glider with flap and or spoilers, retractable undercarriage, telemetry downlink, gyro systems and flight training it has taken me ages to decide on a standard setup.

Sport flying with mates, competing are other factors. Telemetry switching requirements used for glider towing or air racing differ.

Racers use airspeed and RPM on the right slider. Ditto for glider tug with altitude and variometer on the left. Voice gets drowned out as other piston and turbine engines take off so ceiling height limits and low battery alarms are set with the buzzer. Low battery is the most urgent vibration alert.