

Model Name **BIG EXCEL**

Datum

Model Number **3**

02.08.2009

	THRO	AILE	ELEV	RUDD	GEAR	FLAP	AUX2
Reverse	REV Norm x	REV x Norm	REV x Norm	REV x Norm	REV x Norm	REV x Norm	REV x Norm
SUB TRIM	0	0	D 11	R 8	- 14	0	+ 16
TRAVEL ADJUST	H 100 % L 100 %	L 100 % R 100 %	U 100 % D 100 %	H 100 % L 100 %	+ 0 % - 125 %	U 100 % D 100 %	+ 0 % - 0 %

	D/R	AILE	ELEV	RUDD
DUAL RATE	0	D/R 100 % EXP 30 %	70 % 30 %	75 % 30 %
EXPO	1	D/R 75 % EXP 30 %	50 % 30 %	50 % 30 %

ELEV - FLAP MIX	U 0 % D 0 %	ON SW: FLAP 0
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AILE - RUDD MIX	RATE + 30 % SW MIX
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Schalter RUDD ein = Mischer Seite auf Quer

	CHANNEL	RATE oben	RATE unten	SW	OFFSET
PROGRAM MIX	MIX 1 INH	%	%		
	MIX 2 INH	%	%		
	MIX 3 INH	%	%		
	MIX 4 GEAR - ELEV	0 %	-30 %	ON	0
	MIX 5 AUX2 - GEAR	- 50 %	- 100 %	ON	0
	MIX 6 GEAR - AUX2	0 %	- 100 %	ON	0

DIFFERENTIAL	FLAPERON	NORM % DIFF. 30 %
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WING TYPE	FLAPERON ON
	V-TAIL OFF

3-Stufen-Schalter Pos.N = Querruder normal

3-Stufen-Schalter Pos. 1 = Querruder 50 % hoch - mit WK = Butterfly

3-Stufen-Schalter Pos. 2 = Querruder 80 % hoch - mit WK = Butterfly

	FLAP	ELEV
FLAP-SYSTEM	NORM 0 %	0
	MID UP 50 %	0
	LAND UP 80 %	0
	AUTO INH %	

Hold-Rudd = Umschaltung Dual Rate

GEAR-Schalter Pos. 0 = WK neutral

GEAR-Schalter Pos. 1 = WK 100 % tief

D/R SWITCH SELECT		
	COM AILE	

System Einstellungen INPUT SELECT	AUX 2:	2P	SW
	AUX 2	TRIM	ACT
	FLAP:	SYSTEM	
	FLAP	TRIM	ACT

THRO RECOVERY	INH
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TRAINER	INH
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THRO = Motor

AILE = Quer links

ELEV = Höhe

RUDD = Seite

GEAR = WK links

FLAP = Quer rechts

AUX 2 = WK rechts