



# **B3**™

## ***Flight Manual***



**megatech**®

Worldwide leader in radio control entertainment™

**[www.megatech.com](http://www.megatech.com)**

If you have questions about operating or assembling your new Megatech product...  
Please Call Megatech First!

## **DO NOT RETURN THIS PRODUCT TO THE STORE**

*Call our Service Department at:*

*(201) 662-8500*

*or email: [support@megatech.com](mailto:support@megatech.com)*

*10am - 5pm EST Monday through Friday (except holidays)*

Technical assistance is also available on the web at [www.megatech.com](http://www.megatech.com)

## **READ ENTIRE MANUAL FIRST BEFORE ATTEMPTING TO FLY**

*IMPORTANT NOTE: The warranty covers manufacturer's defects only and does NOT cover damage caused by operator error. Spare parts, batteries, and accessories are available.*

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**Important! Before you begin, please read all safety precautions and warnings. Failure to comply with any of the following could lead to bodily harm or injury. The Megatech B3 is not intended for those under 10 years of age without proper adult supervision.**

## **SAFETY PRECAUTIONS**

### **TRANSMITTER SAFETY**

*(See Page 14 for complete FCC and RF Emissions information)*

- Before you begin to fly look at the frequency sticker on the back of your transmitter & make sure no one in the area is on the same frequency.
- Since your model is controlled by a radio link it is very important to always use fresh alkaline batteries in the transmitter. When only the red LED glows on the transmitter, immediately land your airplane and install fresh batteries. Failure to do so could result in loss of control and a crash.
- Never mix old and new batteries. Do not mix Alkaline, standard Carbon-Zinc or rechargeable (Nickel-Cadmium, Nickel-Metal Hydride or Lithium).
- Always remove batteries from the transmitter when you have finished flying for the day. Do not store batteries inside the transmitter

### **SAFETY GUIDELINES**

- You alone are responsible for operating your model in a safe manner. When flying, you are responsible for your own safety and the safety of others around you. Follow these basic safety guidelines at all times.
- When operating always be aware of the spinning propellers. Be careful not to let the propellers come in contact with yourself, others and/or loose clothing.
- Always fly your airplane in a wide-open area. You will need at least 300ft worth of area that is free from obstructions such as buildings, electric power lines, trees, roads, other people and vehicles.
- Do not fly around people who are unaware that you are flying a model airplane, and never fly over people's heads.
- Do not attempt to disassemble any of the model's components or allow them to get wet. Electrical damage may occur.
- Never fly your model from roadways or after dark.
- Keep spectators behind you when flying.
- Before flying, make sure you perform a range check to be sure you can maintain control at least 50-feet from the transmitter to the model with the transmitter antenna fully collapsed.
- Never use solvents or liquid cleaners to clean this model. Doing so may damage the unit or electronics. Only use a dry, soft cloth for cleaning.
- Never allow the B3 to get wet. If the model ever comes in contact with any moisture, dry it carefully and allow it to stand overnight before attempting to use it again. Moisture can cause a short-circuit and severe damage.
- Keep the B3 away from heat or fire. Never leave the model or transmitter in direct sunlight for any length of time.

### **RECHARGEABLE BATTERY WARNINGS AND PRECAUTIONS**

- ALLOW BATTERY TO COOL COMPLETELY BEFORE ATTEMPTING TO CHARGE
- Never attempt to charge a battery that appears damaged.
- Always disconnect the battery from the charger when charging is complete.
- See page 4 for full charging safety and warnings.



Nickel-Metal Hydride batteries must be disposed of properly. For current regulations in your area and proper disposal sites please call 1-800-822-8837 or visit [www.rbrc.org](http://www.rbrc.org)

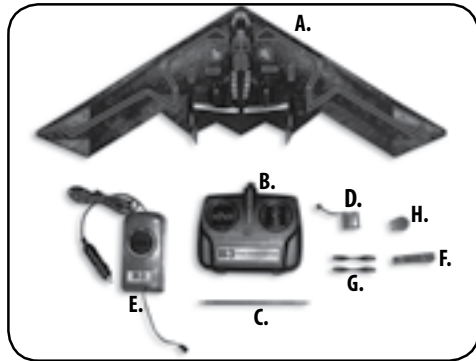
## PACKAGE CONTENTS

Before getting started you will need:

- 8 "AA" 1.5V Alkaline batteries (*sold separately*)

First make sure the contents of your package are complete:

- A. Fuselage
- B. Transmitter
- C. Transmitter Antenna
- D. Battery Flight Pack
- E. DC Quick Charger
- F. Wind Direction Ribbon
- G. Spare Propellers (2)
- H. Propeller Removal Tool



## CHARGING YOUR B3

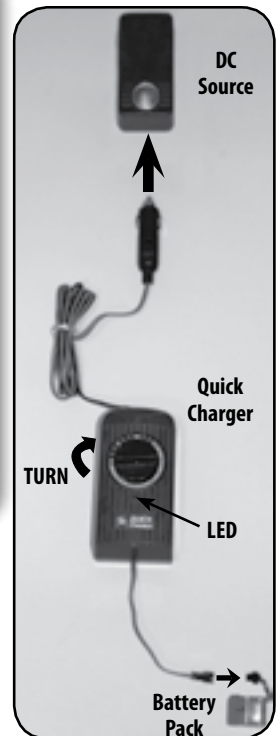
### CAUTION

#### READ THIS SECTION BEFORE CHARGING YOUR BATTERY PACK FOR THE FIRST TIME!

- MAKE SURE THE BATTERY IS COMPLETELY COOL BEFORE ATTEMPTING TO CHARGE. FAILURE TO DO SO MAY CAUSE PERMANENT DAMAGE TO THE BATTERY AND POSSIBLE BODILY HARM.
  - Never charge the flight pack longer than 15 minutes.
  - When using the charger, place the battery and charger on the ground outside the car on a flame and heat resistant material such as an oven mitt. Never place a charging battery or charger inside your car.
  - Never leave the battery and charger unattended while charging.
  - Never have the vehicle's engine running during the charging process. This may cause overcharging and possible damage to the battery.
- NOTE: Check your vehicle owner's manual for full details on how your power outlet operates.

**ATTENTION PARENTS:** The charging wall adapter, wire, battery pack and all electrical connections need to be periodically examined for potential conditions that may result in the risk of fire, electrical shock, or injury to persons. In the event of such conditions, the hazardous parts should not be used until properly repaired or replaced.

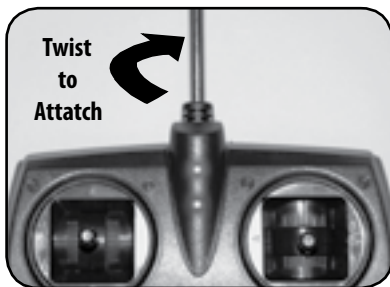
- 1) Remove battery from airplane. (DO NOT leave battery inside the airplane while charging)
- 2) Plug battery into the charger.
- 3) Make sure the automobile engine is not running and plug the charger into the vehicle's cigarette lighter.
- 4) Rotate the timer dial to the 15 minute mark. The LED on the charger will illuminate.
- 5) Once the LED goes out, the battery will be warm to the touch and is completely charged. Disconnect at once.



## INSTALLING THE BATTERIES

Transmitter requires 8 "AA" 1.5V Alkaline batteries (*sold separately*)

- 1) Remove the battery compartment cover located on the back of the transmitter by sliding it down.
- 2) Insert 8 "AA" 1.5V Alkaline batteries. Be sure to match the '+' and '-' polarity symbols in the transmitter with each battery.
- 3) Replace battery compartment cover.
- 4) Locate the transmitter antenna, insert it into the top of the transmitter and tighten it clockwise.  
**DO NOT over tighten!**
- 5) Locate the wind direction ribbon and tie one end to the tip of the transmitter antenna.
- 6) Turn the transmitter 'Power' switch to the 'ON' position. The red and green LED lights will illuminate. Turn the transmitter off once complete.



**NOTE: If the LEDs do NOT illuminate, DO NOT attempt to fly your B3. Make sure you are using all fresh alkaline batteries and check the batteries for correct polarity placement. If the LEDs still fail, contact Megatech at 1-888-634-2911 for assistance.**

### Installing the Flight Pack into the Fuselage

- 1) Locate the release mechanism on the bottom of the fuselage located directly behind the ON/OFF switch.
- 2) Once the release mechanism is pushed toward the front of the plane gently lift and remove the battery hatch on the top of the B3 fuselage.
- 3) Place the battery into the fuselage so the side of the battery with wires is facing the rear of the plane as shown.
- 4) Attach the battery connector to the connector inside the fuselage. Make sure all wires are carefully tucked into the battery compartment.
- 5) Reattach the battery hatch by inserting the front of the hatch first into the front of the nose. Make sure to insert the rear latch into the rear of the hatch correctly.
- 6) Gently close the hatch cover until the rear and front section of the hatch are secure. Make sure that the release latch for the hatch on the bottom of the plane is secure and locked.



## CYCLING BATTERY PACK

**NOTE: FOR PEAK PERFORMANCE AND OPTIMUM FLIGHT DURATION, IT IS IMPORTANT TO CYCLE THE RECHARGEABLE FLIGHT BATTERY PACK 3 TIMES BEFORE FLYING. CYCLING IS ONLY REQUIRED FOR THE INITIAL FLIGHT.**

- 1) Charge the battery pack as shown above.
- 2) Open the main battery hatch on the plane.
- 3) Make sure airplane & transmitter are switched to 'OFF' & connect battery to airplane and re-attach the main hatch.
- 4) Securely hold the airplane's fuselage with the tail facing away from you. Be sure it is as far away as possible from your body and any loose clothing or jewelry.
- 5) Turn the transmitter to the 'ON' position.
- 6) Switch the plane to the 'ON' position. The switch is located on the bottom center section of the plane.
- 7) Push the left hand stick of the transmitter (the throttle stick) completely forward until the battery runs out.
- 8) Allow battery to cool COMPLETELY.
- 9) Recharge the battery and repeat process 2 more times.



**The transmitter is always the first thing ON and the last thing OFF. This is to prevent accidental propeller startup. For proper startup instructions please refer to page 7.**

## PRE-FLIGHT CHECK

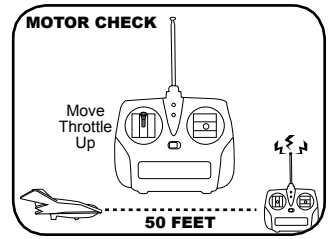
**Important Tip: Always perform the motor-check and radio-range check with the help of a friend or parent. Doing so alone may cause the model to get away from you and cause damage.**

### RADIO RANGE CHECK

- 1) Make sure both the airplane and transmitter power switch are in the 'OFF' position. Plug a charged battery into the airplane battery compartment. Attach the battery hatch to the plane and lock the hatch in place.
- 2) Turn the switch on the transmitter to the 'ON' position. Keep the antenna collapsed.
- 3) Switch the power switch on the airplane to the 'ON' position.
- 4) Have a friend or parent hold the airplane's nose with the tail pointing away from them. Be sure it is as far away as possible from your body and any loose clothing or jewelry.
- 5) Walk 50-ft away from airplane, bringing the transmitter with you.

## MOTOR CHECK

- Move the left-hand (throttle) stick forward — both motors should start running.
- Release the left-hand (throttle) stick—both motors should stop running.



## DIRECTIONAL CONTROL CHECK

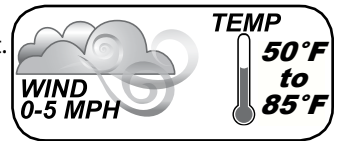
- Move the right control stick to the right— the right motor should slow down and the left motor will continue to run at full speed.
- Move the right control stick to the left—the left motor should slow down and the right motor will continue to run at full speed.

**If your airplane does not respond from 50 feet away with the antenna fully collapsed, do NOT attempt to fly. Contact Megatech at 1-888-634-2911 for further assistance.**

# FLIGHT SCHOOL

## 1) Choose a Flying Site & Weather Conditions

- Choose a large soft grassy open area to fly in such as a football or soccer field. Do not fly in a street or parking lot.
- Never fly near cars, people, pets, power lines, trees, houses, buildings or water.
- Be sure to keep your hands, eyes and face away from the spinning propellers.
- Choose a day with little or no wind. Do not fly in wind greater than 5mph. Humidity and temperature must be comfortable (around 50°F-85°F degrees) so that the air is fairly dense.
- Your altitude should be less than 3,000-feet above sea level.



## 2) Pre-Flight Checklist (Perform in order listed)

- Fully extend transmitter antenna.
- Install fully charged battery pack into the fuselage.  
**REMEMBER: Your transmitter is always the first thing on and the last thing off.**
- Turn the transmitter power switch to the 'ON' position.
- Switch the airplane power switch to the 'ON' position.
- Holding the nose of the plane with the tail facing away from you, move the right control stick left and right to ensure that the motors operate accordingly.

## 3) Launching the Airplane

- Always launch your airplane INTO the wind, so begin with the wind blowing in your face.
- Hold the plane's fuselage directly under the wings.
- Start with the plane above your shoulders.
- Push the left control stick (throttle) all the way forward and hold.

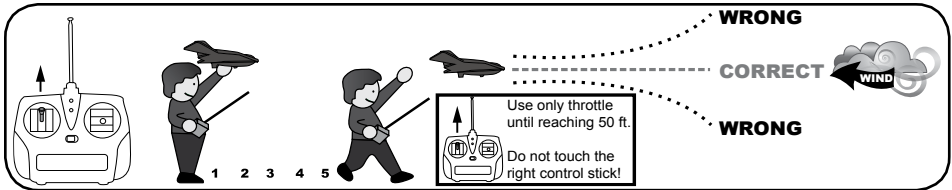
- Using the horizon as a 0-degree point of reference, take a running start and toss the plane at a 5 degree upward angle into the wind. Use about the same force it takes to throw a dart at a dart board.

**TIP: Make sure to gently release the plane. If you throw the plane too hard it will stall or hit the ground.**

- Once you have let go of the plane, continue to hold the left hand control stick up forward.



**NOTE: It is not recommended to touch the right control stick until you have reached sufficient altitude. Doing so may cause the plane to crash (We suggest a minimum of 50ft).**



#### 4) Turning

- Once your airplane has reached 50 feet above the ground you are ready to begin turning. You want to keep the model within 100 feet of you at all times.

**TIP: Beginners Start with large oval circle patterns while learning.**

**REMEMBER: All instructions below assume the plane is flying away from you, unless otherwise noted**

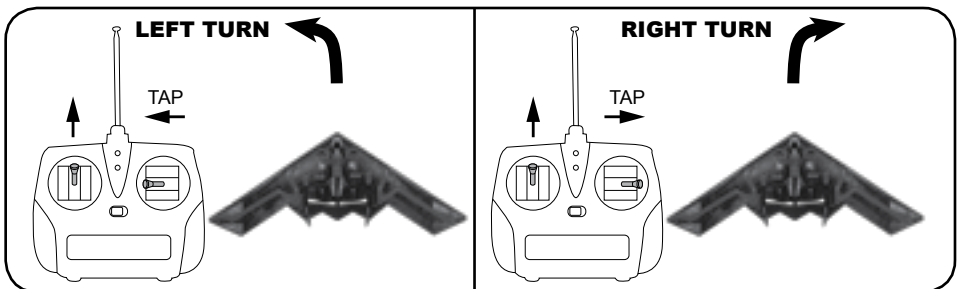
**Left Turn:** Keep the left control stick (throttle) forward. Gently pulse/tap the right control stick to the LEFT 1-3 times, allowing the stick to return to the center.

Once this is complete gently pulse/tap the right control stick to the RIGHT 1-3 times, allowing the plane to return to level flight.

**Right Turn:** Keep the left control stick (throttle) forward. Gently pulse/tap the right control stick to the RIGHT 1-3 times, allowing the stick to return to the center.

Once this is complete gently pulse/tap the right control stick to the LEFT 1-3 times, allowing the plane to return to level flight.

**WARNING: Holding the right control stick to the right or left for more than 1-2 seconds at a time may cause the airplane to crash.**





### **Wing Adjustment for Straight and Level Flight**

- If the plane goes to the right without any control input, bend the rear section of the left wing tip slightly upward.
- If the plane goes to the left without any control input, bend the rear section of the right wing tip slightly upward.

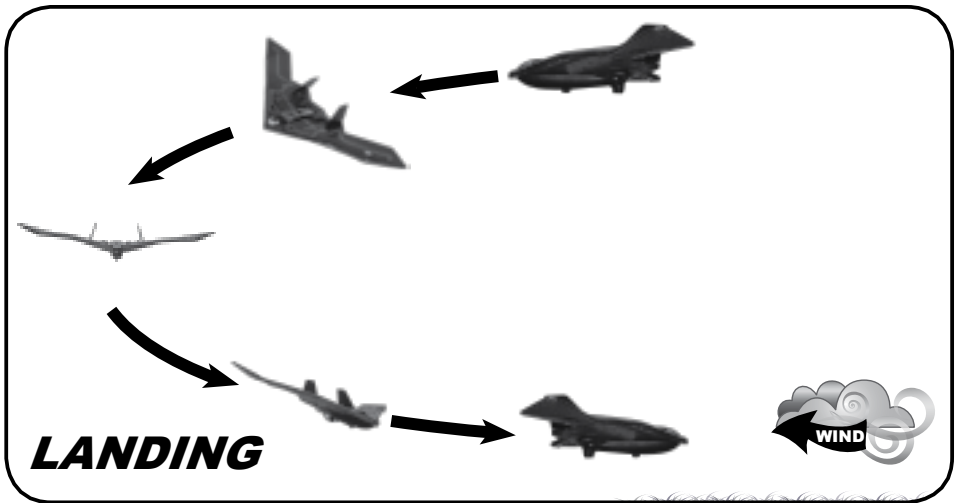
**Note :** Repeat process until plane flies straight and level.

### **5) Landing the Airplane**

When you notice the nose of the airplane drop slightly or it is unable to climb, you are running low on power and it is time to land. You will still have enough power over the controls to set the airplane up for a landing.

- Always land with the airplane's nose going into the wind.
- Set your plane up to face into the wind by making very gentle shallow turns.
- Once you are on the final landing approach and your plane is facing into the wind, gently let the airplane glide to the ground on it's own. Only use minor controls to keep the wingtips level until the plane touches down.

**NOTE:** As you near the ground, release the throttle completely to prevent damage to the propellers.

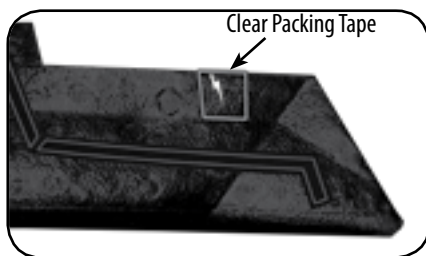


## FLYING TIPS

- If the airplane gains too much altitude, try releasing the throttle and continue gliding and turning until you reach a more comfortable altitude.
- Keep the plane flying out in front of you and don't let it pass overhead if possible. This can be very disorienting.
- Learn to fly oval circle patterns out in front of you in both directions while maintaining altitude, then advance to practicing figure eights.
- As your flying skills improve, you will recognize air thermals (rising pockets of air) that will greatly increase your flight time.
- Avoid the tendency to try and "steer" the model airplane around the sky. It's not a car. The best way to think of it is redirecting the model's flight path rather than steering. As much as possible, let the model fly on its own, only redirecting its flight path when necessary. This will help you overcome the tendency to over-control the model.
- When the plane is coming toward you the directional control (right stick) seems to be reversed. To help you overcome the confusion this can cause, when the model is coming toward you, push the right stick in the direction of the wing that is dipping lower than the other. You can also imagine you are sitting in the pilot seat of the airplane. These little devices will help you greatly while learning.
- After the model has been hand-launched, keep it going in a straight line with whatever corrections are needed until about fifty feet of altitude has been reached. Then, and only then, attempt to make a turn. Because altitude is lost during any turn, turning too soon, and too low, can cause your model to hit the ground.

## REPAIR YOUR B3

- Fix minor wing tears with clear packing tape.
- If any repairs are major and require the use of adhesives, make sure to only use glue that is foam safe.
- If one of your propellers breaks during flight, gently pull off the damaged propeller. Use the included removal tool if needed. Press on the new propeller included with your kit. Make sure the beveled side of the propeller faces forward. Do not press the new propeller onto the motor shaft too far or the motor will bind.



## SPARE PARTS LIST

Spare, repair and replacement parts are readily available for your aircraft. Should you need parts, visit your local hobby dealer first. If unavailable, you may order directly from Megatech. Use this sheet as a guide.

PART#	DESCRIPTION
MTC38046	DC QUICK CHARGER
MTC3978	4.8V NiMH BATTERY PACK
MTC990501	REPLACEMENT TRANSMITTER (27MHZ)
MTC990502	REPLACEMENT TRANSMITTER (49MHZ)
MTC990503	PROPELLERS (4) WITH TOOL
MTC990504	BATTERY HATCH
MTC990505	TRANSMITTER ANTENNA
MTC990506	TRANSMITTER BATTERY COVER
MTC992002	REPAIR GLUE 0.5 OZ TUBE

Telephone Orders: (201) 662-8500

Fax Orders: (201) 662-1450

Website: [www.megatech.com](http://www.megatech.com)

Email: [sales@megatech.com](mailto:sales@megatech.com)

## TROUBLESHOOTING GUIDE

If you are experiencing trouble, please follow these guidelines or call one of our Technicians at (201)662-8500. We will have you up and running in no time!

*Always make sure your transmitter batteries are fresh and your flight pack fully charged, as this can be the cause of many operational issues.*

PROBLEM	CAUSE	SOLUTION
Plane nose dives	Battery is exhausted	Recharge the battery, see page 4
	Battery may need to be cycled	Cycle the battery, see page 6
	May have not launched the plane correctly	Make sure you are launching the plane up, out and level. Also make sure you have tried a running start. Gently release the plane out of your hand.
Plane turns without any control input	The main wing will need to be adjusted	See page 9 for proper adjustment
Short flight duration	Battery is exhausted	Recharge the battery, see page 4
	Battery may need to be cycled	Cycle the battery, see page 6
No power to radio control transmitter	Batteries are incorrectly installed	Make sure batteries are installed in the correct direction
	Batteries are exhausted	Replace the batteries with new alkaline batteries
	Power switch is in the "off" position	Move power switch to the "on" position
Plane is climbing and stalling	Too much throttle control input	Release the throttle and let the plane glide until the nose becomes parallel with the ground, then apply throttle again.
B3 is not flying high enough	Batteries are exhausted	Recharge the battery see page 4
	You are not using good throttle control	Increase throttle stick control to allow plane to climb or for plane to fly at desired altitude
B3 crashed into the ground while landing	You may have not pulsed the throttle correctly	Pulse the throttle stick more frequently to allow the plane to slowly glide in for a landing
	You may have released the throttle stick too soon	Release the control stick when you are closer to the ground

## Limited Warranty

Megatech® International guarantees this item to be free from defects for a period of 30 days from date of purchase. If any component of this product fails to function properly due to defects in materials or manufacturing process during this 30 day period, the manufacturer's obligations are limited and the manufacturer can choose to either repair or replace the item.

This warranty is void if the product in question has been altered or repaired by anyone other than Megatech International or an authorized agent.

Under no circumstances will Megatech International or any of its representatives be held liable for injury to persons or property damage resulting from assembly or use of the product. Megatech is not liable if any outside radio frequencies interfere with the product's frequency causing loss of control. Megatech International will not be held liable for any injury to persons or property damage resulting from an out-of-control model caused by use or misuse of the product. Megatech International expressly excludes any and all expressed warranties not specifically stated here and all implied warranties of merchantability and fitness for a particular purpose. There are no warranties which extend beyond the description of the warranties contained herein.

Contact the Megatech International Service Department before returning any item that is defective according to the limitations listed above. Please be sure to pack the returned item(s) carefully. The customer must return the product along with proof of purchase, a letter describing the problem and the customer's address and telephone number. At this point in time we will either repair the defective part or replace it and return it to the customer. Return shipping and handling in the 48 contiguous states is \$12.99. Shipping outside of the 48 states will be quoted by location.

This warranty does not cover any damage caused by use, misuse, alteration, accident, or neglect, nor does it cover normal wear and tear of the product. Product returned to us which falls under this category will be submitted to our service department for repair. We reserve the right to charge any service and parts fees incurred when repairing the item.

Megatech® International  
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(201) 662-8500  
[www.megatech.com](http://www.megatech.com)  
Email: [support@megatech.com](mailto:support@megatech.com)

## **FCC EMISSIONS INFORMATION**

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 correcting 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 store of purchase or experienced radio/TV technician for help. If you cannot eliminate the interference, the FCC requires that you stop using your product.

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

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 and
- 2) This device must accept any interference received, including interference that may cause undesired operation.





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