

# F1E-PS V. 09. FAQ

Do you any information on much the system is drawing on the battery?

Accu capacity: I use 1S Lipo with round about 1000 mAh. It is the single accu for timer, steering device, RDT and signal buzzer. Normally a whole competition day will be fulfilled, when you turn all off after recovering the F1E model.

Do I have to recalibrate the system after turn off

Yes after turning off and turning on again you have to calibrate the device again. The magnetic field and the gravity changes a little bit in case of changing the starting line. It is normally a very short time.

Is this a programming port or or is it a charging port? (Figure 1)

No - this is no charger plug! It is only the programming port of the microprozessor. But you can use is as a Voltage input via USB C cable.

When I have the control board sitting on my table or on the ground as in the picture (figure 1)

I have no problem getting it calibrated. But holding in the hand the calibration will not end

There are two calibration processes during the boot time of the device: calibration of the earth magnetic field and additional a calibration for the gravity field.

For the magnetic field you have to make a movement like an 8 in front of you or something similar.

For gravity the steering/the model must be without movement to get a good calibration for gravity. It will not work in your hand due to the little trembling of your hand: you should lay the model unmoved on the ground and the calibration will be done in very short time.

Can I change the direction of the servo

Yes, this is possible! Not all servos that can be purchased run in the same direction. Even when controlled by a normal rudder at the end of the fuselage, the direction of rotation must be changed. To do this, only a small jumper on the circuit board must be removed or connected. For the position of the two contacts have a look to the picture (figure 2).



Figure 1



Figure 2

## Which versions are available?

Version 0.9: Standard version which can move one servo for the direction correction based on the magnetic field of the earth.

Version 1.1: like Version 0.9. Additional with closing a contact to minus (Hall-sensor, or switch) a predefined rudder deflection/control movement can be triggered for circle flights.

Version 1.2: like Version 0.9. Additional with an external RDT-receiver closing a contact to minus an extra servo for DT can be moved. The rudder deflection/control movement for RDT is adjustable.

Version 1.3: like Version 0.9. The maximum rudder deflection/movement of the steering is adjustable.

Version 1.4: like Version 1.1. with reduced rudder deflection/movement for high quality servos like CHA LV06.