TWISTER CP GOLD

SPECIFICATIONS

Main rotor diameter 550mm
Tail rotor diameter.....125mm
Length 530mm
Weight (without receiver & battery).....390g (11.5oz)

CONTENTS

1 ..... Assembled helicopter
1 pair .....Carbon Fibre main rotor blades
1 .....Twister HL400 tail lock gyro - installed
4 .....EnErg S7.5 servos - installed
1 .....Cyclone Ultra Cobalt brushed motor - installed
1 ..... Twister 20 amp speed controller - installed
1 .....Twister 11.1V lithium polymer battery pack
1 ..... Twister lithium polymer 12V DC/DC charger
1 .....Twister 240V mains power supply
1 ..... Foam blade retainer
1 ..... Twister 3D Storm instruction manual

FEATURES

- ❑ **Factory assembled Completely Ready To Fly - just add TX and RX!**
- ❑ **CCPM 120 deg flight control system for precise performance**
- ❑ **LBW (Low Battery Warning) system**
- ❑ **3D flight performance without having to upgrade**
- ❑ **Bell/Hiller cyclic and collective pitch system for amazing 3D aerobatics**
- ❑ **High performance Cyclone Ultra Cobalt low current draw brushed motor**
- ❑ **Digital proportional FM transmitter with silky smooth sticks**
- ❑ **High quality ball bearings**
- ❑ **High performance, low current draw belt drive tail system**
- ❑ **Bell Hiller mixing for quick cyclic response**
- ❑ **HL 400 tail lock (heading hold) gyro**
- ❑ **Super lightweight construction for the ultimate in performance**

'The Twister CP Gold has been designed as the next step up for pilots who have mastered co-axial (twin rotor) helicopters, yet is fully aerobatic without having to upgrade'

http://www.jperkinsdistribution.co.uk

http://www.modelengines.com.au

IMPORTANT!
Radio controlled model
NOT A TOY!

This high performance model must be assembled and operated according to the instructions.

May cause serious injury to persons or property if not used responsibly. Unsuitable for children under 14 years.

V12.08

Contents

VITAL SAFETY INFORMATION

❑ **IF YOU HAVE NO EXPERIENCE FLYING R/C HELICOPTERS, IT IS HIGHLY RECOMMENDED THAT YOU SEEK ADVICE FROM YOUR SUPPLIER AND/OR AN EXPERIENCED R/C HELICOPTER PILOT.**

❑ **READ ALL INSTRUCTIONS CAREFULLY PRIOR TO ASSEMBLING AND BEFORE FLYING THE HELICOPTER.**

❑ **SEEK ADVICE SHOULD ANY INFORMATION BE UNCLEAR. YOU ASSUME ALL RISK AND RESPONSIBILITY WHEN USING THIS MODEL.**

❑ **KEEP WELL CLEAR OF ROTATING BLADES. NEVER WEAR LOOSE CLOTHING WHEN OPERATING HELICOPTERS. ALWAYS WEAR PROTECTIVE EYE WEAR WHEN OPERATING MODEL HELICOPTERS.**

❑ **ONLY FLY IN AREAS WHERE IT IS SAFE TO DO SO AND IN AREAS WHERE THE FLYING OF R/C MODELS IS PERMITTED.**

❑ **DO NOT FLY NEAR PEOPLE, ANIMALS, BUILDINGS OR ANY OBSTACLES.**

❑ **DO NOT FLY YOUR MODEL AT HEAD HEIGHT.**

❑ **DO NOT FLY YOUR MODEL WITHIN 5 METRES OF YOURSELF OR ANY PERSON.**

Australasian agents: Model Engines, Melbourne, Australia

www.modelengines.com.au

European agents: J Perkins Distibution, Lenham, England

www.jperkinsdistribution.co.uk

CRASHES & SPARE PARTS

The Twister CP Gold has been designed to be strong and easy to repair, however, should the helicopter crash, there is a chance that parts will be damaged. In the event of a crash, it is important that the helicopter be thoroughly checked before undertaking further flights to ensure that no danger could be posed to yourself, bystanders or property. If the structural integrity of any part is in doubt, the part should be replaced. Crash damage is NOT covered by warranty.
Use the exploded view at the rear of this manual, along with the listed part numbers, and contact your hobby supplier for the required parts.

GUARANTEE/WARRANTY

J.Perkins Distribution Ltd and Model Engines (Aust.) Pty. Ltd. Guarantee this product to be free from manufacturing and assembly defects for a period of one year from the time of purchase. This does not affect your statuary rights. This warranty is not valid for any damage or subsequent damage arising as a result of a crash, misuse, modification or for damage or consequential damage arising as a result of failure to observe the procedures outlined in this manual. Operation of this model is carried out entirely at the risk of the operator. Please note that, whilst every effort is made to ensure the accuracy of instructions and material included with this product, mistakes can occur and neither J.Perkins Distribution Ltd/Model Engines (Aust.) Pty. Ltd nor it's distributors will be held liable for any loss or damage arising from the use of this model or for any loss or damage arising from omissions or inaccuracies in the associated instructions or materials included with this product.
We reserve the right to modify the design of this product, contents and manuals without prior notification.

INTRODUCTION

About the Twister CP Gold

The Twister CP Gold is designed as the next step up for pilots who have mastered co-axial helicopters. It is fully aerobatic and capable of 3D manoeuvres without the need for upgrades.

The Twister CP Gold's state of the art 120 degree CCPM control system ensures precise control. This control system combined with carbon fibre main rotor blades, gives the Twister CP Gold its stable flight characteristics.

The high performance, low current draw Ultra Cobalt brushed motor, powers the Twister CP Gold through aerobatics with ease. The use of high quality ball races throughout the helicopter and the belt driven tail drive system, not only ensures smooth operation, but by reducing friction, flight times increase as a result of the lower current draw.

Factory Assembled

The Twister CP Gold comes assembled with four EnErg S7.5 servos installed, a Cyclone Ultra Cobalt brushed motor, Twister 20 amp speed controller and a Twister HL400 tail lock gyro are also fully installed at the factory. You need to add your own TX & RX system.

Spare Parts

Spare parts are readily available through your local hobby retailer. Use the exploded diagram and parts list in this manual to assist you in ordering the correct parts.

NEVER FLOWN? PLEASE READ...

While the Twister CP Gold is designed as the next step up for pilots from co-axial helicopters, we would recommend, however, that you seek some advice from an experienced helicopter pilot for the initial flights.

Features such as 'Collective Pitch' and 'CCPM' will be unfamiliar to the helicopter pilot who has only flown co-axial (twin rotor) helicopters.

Collective Pitch, although more complex than Fixed Pitch designs, is what gives the CP Gold its stability and aerobatic ability.

Safety

Radio Control Models are not toys and serious injury to persons or damage to property can result if not used in a responsible manner.

In flight the main rotor blades can approach 2000rpm, therefore never fly closer than 5 metres and never fly your model at head height.

In the UK, please observe the principles of safety as outlined by the governing body for model flying, the British Model Flying Association (BMFA). www.bmfa.org

In Australia, please observe the guidelines for the safe operation of radio control models as outlined by the Model Aircraft Association of Australia (MAAA). www.maaa.asn.au

PREPARING FOR FLIGHT

1. UNPACK YOUR TWISTER CP GOLD

- Carefully remove the model and other items from the packaging.
- Inspect the model to check that nothing is damaged and that all components have been included.

BATTERY & CHARGER

2. CONNECT CHARGER TO POWER SUPPLY

- The charger supplied is designed to automatically charge the LiPo battery in around 1 hour from a discharged state.
- The charger is powered by the supplied 240V AC power supply or alternatively, a 12V DC power source such as a 12V gel cell or car battery can be used.
- Plug the connector from the AC power adapter or the 12V DC power lead into the socket on the right hand side of the charger. See below:

- If using a 12VDC power source, connect the red alligator clamp to the positive (+) terminal and the black alligator clamp to the negative (-) terminal.
- The 'POWER' LED will flash red.

3. CONNECT THE BATTERY TO THE CHARGER

- Plug the white 4 pin connector on the flight battery into the socket on the right side of the charger.

- The green LED will light and the red 'POWER' LED will glow solid red.
- When the battery is fully charged, the green LED will go out.
- The battery can now be disconnected from the charger and is ready for use.

WARNING!

Li-poly batteries can be dangerous!
Do not leave battery unattended when charging
Do not attempt to charge a warm battery. Allow battery to cool before charging.
Disconnect battery immediately should battery become hot to touch.

LITHIUM POLYMER BATTERY SAFETY

Before Charging Li-Po Batteries

- Before charging your battery, check for any visible damage e.g. check if the battery has expanded or swollen in size or if the cells have been punctured.
- If any of the above is true: DO NOT CHARGE THE BATTERY!

Charging Li-Po Batteries

- ONLY use a charger designed to charge Lithium Polymer batteries. NEVER use any other type of charger.
- Never charge a hot battery.
- Always allow battery to cool after flying before recharging.
- Never attempt to charge at a faster rate than recommended in the instructions.
- Check the battery cell count matches the charger cell count switch (if fitted)
- Never charge unattended. Always stay with the battery whilst charging in case of overheating and risk of fire.
- Only charge on non-flammable surfaces e.g. concrete floor (outside) or pyrex or ceramic container. NEVER charge inside a car!
- Stop charging immediately should battery become hot to touch during charging.
- In the event of a fire, use sand to extinguish the flames. DO NOT USE WATER

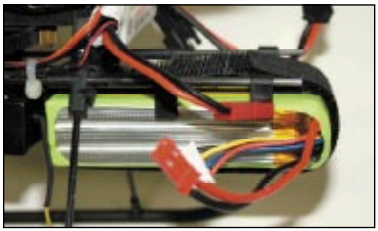
Using Li-Po Batteries

- Do not modify or change any part of the battery or lead.
- Do not remove the heat shrink covering
- Any modification may damage the battery and invalidate any warranty claim.
- Do not place battery near fires or any high temperature object or device.
- Do not charge batteries whilst driving.
- Do not store batteries in a motor vehicle.
- Do not allow batteries to get wet or submerged in any liquid.
- Do not short circuit batteries.
- Should skin or eyes come in contact with the electrolyte, rinse thoroughly with water and seek Medical assistance.

FINAL FLIGHT PREPARATION

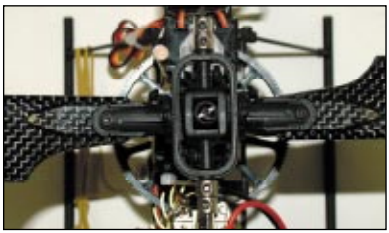
4. INSTALLING THE BATTERY

- Secure the battery to the mounting tray with the Velcro strap provided. See below:



5. ROTOR BLADES CHECK

- Unfold the main rotor blades to the flying position as shown below.
- Check the rotor blade bolt tension. Blades should move with slight pressure applied.



6. LINKAGE CHECK

- Check that all linkages and connectors are attached and that rotating parts rotate smoothly.
- Make sure that all linkages move freely with no binding or tightness. Free up any linkages that feel too tight.

7. SWITCH ON TRANSMITTER

- The Twister CP Gold is available with either a Mode 1 or Mode 2 transmitter. The Twister RC Radio Instruction manual shows the layout of both transmitter types.
- Move the throttle stick and throttle trim to the lowest (low throttle position) position.
- Centre the trim levers on the other 3 functions.
- Make sure that the '3D' (idle up) switch and the 'throttle hold' switch are pushed fully forward (towards the back of the transmitter)
- Fully extend the transmitter antenna.
- Switch on the transmitter.

- Turn on the helicopter by connecting the connector from the speed controller to the matching connector on the battery as shown.
- Make sure that you are well clear of the main and tail rotors and the throttle stick and trim are at the lowest position.

- Do not move the helicopter for a few seconds. This allows the gyro to initialize.
- The tail servo will twitch and the indicator light on the gyro will illuminate when the gyro is armed.
- NOTE - always disconnect the helicopter battery before turning off the transmitter

WARNING!

Keep hands, clothing, eyes, animals and children well clear when connecting power to this model and when flying it!

8. RANGE CHECK

- Check that the controls operate without any interference at a minimum distance of 50 metres.

WARNING!

Do not operate the model with a collapsed or partially collapsed transmitter antenna. This can greatly reduce the range and cause a loss of control over the model.

9. CONTROL CHECK

Aileron (roll cyclic) control

- View the helicopter from behind and move the aileron stick (roll cyclic) left and right. This the right hand stick on both Mode 1 and Mode 2 transmitters. The swash plate of the helicopter should match the stick movements e.g. the swash plate will tilt right with the stick moved to the right.
- Should the swash plate move on the opposite direction, this function will need to be reversed. Refer to the Twister R/C radio instructions.

Elevator (fore & aft cyclic) control

- Now move the elevator stick (fore & aft cyclic). This is the left stick on a Mode 1 transmitter and right hand stick on a Mode 2 transmitter. When the stick is pushed forward, the swash plate should tilt forward.
- Should the swash plate move in the opposite direction, again refer to the radio instructions on reversing this function.

Rudder (yaw) control

- Move the rudder stick left and right. This is the left hand stick on both Mode 1 and Mode 2 transmitters and check the direction of the tail rotors.

Left rudder applied

Right rudder applied

Throttle Control

- Slowly move the throttle stick forward. Right hand stick on Mode 1 and left hand stick on Mode 2 transmitters.
- Move the stick until the main rotor blades begin to rotate slowly and then throttle back.
- Your Twister CP Gold is now ready for flight.

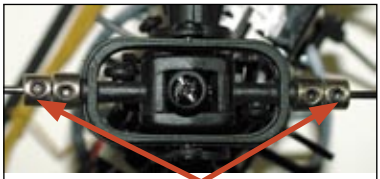
ADVANCED FLYING FEATURES

FLYBAR WEIGHTS

The Twister CP Gold is equipped with adjustable flybar weights. As the weights are moved further out, stability increases. Moving the flybar weights inboard will make the helicopter more responsive to cyclic commands.

If the flybar weights are moved, the balance of the flybar MUST be checked after the adjustment. To do this, all linkages to the flybar must be released and then observe if the flybar seesaw unit falls a particular way.

Adjust the weights until the unit is balanced.



Flybar weights

3D/IDLE UP SWITCH

The 3D/Idle Up switch on the Twister Computer transmitter is used when performing advanced aerobatic manoeuvres. When the switch is activated (pulled forward), a new throttle curve and pitch curve is applied.

With Idle Up on, collective pitch travel is increased at low stick, whilst at the same time, power is never allowed to fall below 60% over the lower half of the throttle stick travel.

3D/Idle Up Switch

The effect of Idle Up is to provide high power at low stick positions thus providing a constant rotor speed during aerobatic manoeuvres.

WARNING!

Do not use the 3D/Idle Up switch unless you are an experienced RC helicopter pilot.

FLIGHT TRAINING GUIDE

THE FLYING AREA

If this is your first conventional rotor helicopter, it is recommended that the initial flights be carried out in conditions with very little or no wind.

Make sure that the flying area is clear of obstacles and people while coming to terms with the flight characteristics and feel of the Twister CP Gold.

STEP 1-POSITIONING

Make sure all the controls are operating correctly and position yourself approximately 2-3 metres behind the helicopter and slightly off to one side so that the nose is visible.

A smooth surface is also recommended.

Pro Tip*..... When flying the helicopter, you must always watch the nose. If the nose yaws to the left then right rudder (tail rotor) must be applied to correct this.*

STEP 2-ROTOR SPIN UP

Watch the nose of the helicopter and slowly apply just enough throttle that the helicopter becomes light on its landing skids.

Observe whether or not the helicopter tends to tilt forwards, backwards, left or right.

Use the trim levers on the transmitter to correct any of these tendencies. E.g. if the helicopter tilts forward, apply some back elevator trim; if the helicopter tilts to the right, apply some left aileron trim.

Pro Tip*..... At this stage we want the helicopter to remain on the ground. Only apply throttle gently and in small amounts. Applying too much throttle too quickly can cause the helicopter to leap in the air making it extremely difficult to keep control.*

STEP 3-GOING FOR A WALK

The helicopter should now be trimmed and you should be in a position to start learning to take your Twister CP Gold 'for a walk'. These first few flights should be made with the helicopter on the ground and on a smooth surface.

Apply throttle until the helicopter is light on its skids and add a small amount of forward elevator (fore & aft cyclic control).

Apply enough throttle that the helicopter starts to move slowly forwards. Watch for any change of direction and be ready to use the transmitter controls to correct this.

Reduce throttle immediately should you have any difficulties maintaining control.

This 'walking technique' is a safe way of developing the ability of automatically being able to apply the correct transmitter input.
Practice this until applying the correct transmitter input becomes second nature.

STEP 4-THE FIRST HOP

Having practiced and mastered the 'walking technique', you are ready to make the first 'hop' into the air.
This is similar to 'walking' the helicopter, but with slightly more throttle applied. While walking the helicopter, apply more throttle until the helicopter leaves the ground.
Reduce thottle immediately to settle the helicopter back on the ground. You have completed your first hop!
Keep the helicopter moving forward while practicing these 'hops'
You will notice that as the helicopter breaks free from the ground, it may attempt to accelerate quickly and in an unforeseen direction.
This is the natural affect of the helicopter freeing itself from the friction of the ground.
Many inexperienced pilots feel they only have limited control after the helicopter leaves the ground, however, with practice, they find that they further develop their ability to automatically apply the correct control input that was first learnt by 'walking' the helicopter.
Helicopters by nature do not sit perfectly still in a hover and some control input is always required.
As your hand/eye co-ordination skills develop, you will be able to pick up and correct any drift, roll and yaw tendencies almost immediately. Your 'hops' will become larger and smoother and will know what amount of control input is required.

STEP 5-HOVERING AND MANOEOVRES

As your co-ordination and anticipation improves you can now attempt a sustained 'hover'.
Hovering is similar to 'hopping' but with the throttle sustained and the forward motion reduced.
Practice hovering until confident with the basic handling of the helicopter.
Once becoming proficient in hovering, practice applying the different control inputs to slowly move the helicopter around. E.g. apply rudder (yaw) control to rotate the helicopter; apply aileron (roll cyclic) control to make the helicopter drift right or left.
If you get into trouble at any stage, reduce the throttle and land.

STEP 6-FORWARD FLIGHT

As your proficiency and confidence grows you will want to progress into basic forward flight.
A much larger area is required. Outside with no wind is ideal. Remember, due to its light weight, any breeze can greatly affect the performance of the Twister CP Gold.
A flight simulator is a great teaching aid for learning 'Nose In' manoeuvres. With the helicopter facing you, some of the controls effectively become reversed, easily catching out the inexperienced pilot.

TROUBLESHOOTING

VIBRATION

▼ Solution 1 – Out of balance main blades
If vibration of tail boom or undercarriage is noticeable, the most likely problem will be out of balance main blades. To cure this, balance the main blades as follows: Remove the complete rotor head from the main shaft. Support the head assembly by placing the flybar paddles on 2 glass tumblers or similar. Observe which blade falls lowest and add some tape to the underside tip of the higher blade. Adjust until the blades are level and re-fit the rotor head assembly.

▼ Solution 2 – Bent main shaft
The tail boom and undercarriage will vibrate if the main shaft is bent. Replace the main shaft and gear if you suspect that the main shaft is bent.

▼ Solution 3 – Main blades too tight.
The helicopter can also vibrate if the main blade retaining bolts are too tight. Loosen the bolts slightly and re-try.

▼ Solution 4 – Blade tracking is out.
Sometimes, the rotor blades will fly at different heights and this will cause vibration. When the helicopter rotor disc is viewed in flight, the red tipped blade may fly at a different height to the other main blade. The blades are running 'out of track'. Note which blade is lower. Land the helicopter and lengthen the pitch control link (#6601210) of the lower flying blade. This increases the blades angle of attack which will make the blade fly higher. Test fly and check the blade tracking once again. Re-adjust if necessary to get the blades to run 'in track' as close as possible.

▼ Solution 5 – Flybar paddles out of balance.
Check that the distances from the centre hub out to the flybar paddles are the same for both paddles. Adjust the flybar position by loosening the flybar retaining collars associated with part #6601190 and sliding the flybar through the centre hub. Re-tighten the retaining collars.

MAIN ROTOR DOES NOT TURN

▼ Solution 1 – Check throttle stick and trim lever are both fully down when turning on the helicopter.

▼ Solution 2 – Check all electrical connections.
Check that all electrical connectors are seated properly. The receiver crystal should also be checked to make sure that it is seated securely in its socket.

MAIN ROTOR TURNS BUT HELICOPTER DOES NOT TAKE OFF

▼ Solution 1 – This sometimes happens if your rotor blades are flying too low (not enough pitch). The helicopter will sometimes take off, but appears to be low on power. This is nearly always because one blade is flying too low. If this is the case, follow the procedure outlined in Solution 4 of VIBRATION.

▼ Solution 2 – Gear mesh too tight.
This is rectified by loosening off the motor retaining screws and pushing the motor away from the main gear slightly. Re-tighten the mounting screws to secure the motor in its new position.

LBW SYSTEM

The LBW (Low Battery Warning) System is designed to alert the pilot when it is time to land and recharge the Lithium Polymer flight battery.
It is important that the pilot land the helicopter as soon as possible after the LBW light comes on. This will prevent the battery being damaged due to over discharging.

SPARE PARTS AND OPTION PARTS

6601385	ALUMINIUM BALL & FIXING SCREW
6601361	BELL MIXER ARM & PUSHROD SET
6601372	TAIL DRIVE BELT
6601367	BELT GUIDE SET
6601382	BELT PULLEY SET
6601387	CANOPY
6601386	CANOPY MOUNTING ROD SET
6600341	ESC
6601364	HEATSINK
6601376	HORIZONTAL FIN
6601370	LANDING SKID
6600298	LIPO BATTERY
6600402	CARBON FIBRE MAIN BLADES
6601366	MAIN FRAME
6601369	MAIN GEAR & SHAFT SET
6601388	MAIN SHAFT
6600381	(V2) BLADE GRIP SET (2)
6601365	MOTOR
6601368	X & BATTERY MOUNTING SET
6601378	TAIL SERVO & FIN MOUNTING SET
4460102	HL-400 HEADING HOLD GYRO
7710550	6CH RECEIVER
7712115	SUPER MICRO DIGITAL 7.5g SERVO
6601390	SELF-ADHESIVE VELCRO STRAP
6601371	ALUMINIUM TAIL BOOM (GOLD)
6601363	SWASHPLATE
6601362	TAIL BLADES
6601383	TAIL BLADES CONTROL ARM
6601384	TAIL BLADES GRIPPING SET
6601373	TAIL BOOM SUPPORT ROD
6601380	TAIL CENTER HUB
6601381	TAIL SHAFT SET
6601375	TAIL HARDWARE SET
6601379	TAIL SHAFT MOUNT
6601374	TAIL SERVO LINKAGE ROD
6601377	VERTICAL FIN
6601190	FLYBAR (2)
6601230	SERVO LINK SET (3)
6601210	FLYBAR-MIXER LINK SET (2)
6601340	FLYBAR PADDLE WEIGHTS (2)
6601180	FLYBAR CONTROL UNIT
6601150	CENTRE HUB AND SPINDLE SHAFT
6601330	MAIN SHAFT RETAINING COLLAR
6600320	3 CELL LI-PO BALANCER CHARGER
6600330	240v (TO 12v DC) POWER SUPPLY (3 PIN)
6600331	240v (TO 12v DC) POWER SUPPLY (2 PIN)
6601160	FLYBAR HUB/BEARINGS/CRADLE
6600855	TWISTER HEAD RETAINING PIN (5)
6601320	SWASHPLATE TO FLYBAR LINKS (2)
6601200	FLYBAR PADDLES (2)
7710500	TRANSMITTER 5-CH 35mHz
6600750	TWISTER BEARINGS (3x6x2.5) (2)
6600850	TWISTER ALLEN KEY/TIE WRAPS/SERVO TAPE
6601360	WASHER (5.6 x 3.1 x 0.1mm)
6601395	BEARING (3x6x2.5)
6601396	BEARING (2x5x2.5)
6601389	CARBON FIBRE TAIL BOOM
7711122	35FM CRYSTAL PAIR -ASSORTED FREQUENCY

6601385 ALUMINIUM BALL & FIXING SCREW

6601361 BELL MIXER ARM & PUSHROD SET

6601372 TAIL DRIVE BELT

6601367 BELT GUIDE SET

6601382 BELT PULLEY SET

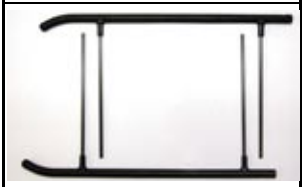
6601387 CANOPY

6601386 CANOPY MOUNTING ROD SET

6600341 ESC

6601364 HEATSINK

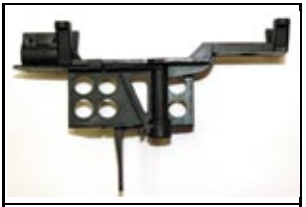
6601376 HORIZONTAL FIN



6601370 LANDING SKID

6600298 LIPO BATTERY

6600402 CARBON FIBRE MAIN BLADES



6601366 MAIN FRAME

6601369 MAIN GEAR & SHAFT SET

6601388 MAIN SHAFT

6600381 (V2) BLADE GRIP SET (2)

6601365 MOTOR

6601368 RX & BATTERY MOUNTING SET

6601378 TAIL SERVO & FIN MOUNTING SET

4460102 HL-400 HEADING HOLD GYRO

7710550 6CH RECEIVER

7712115 SUPER MICRO DIGITAL 7.5g SERVO (S7.5D EnErG)

6601390 SELF-ADHESIVE VELCRO STRAP

6601371 ALUMINIUM TAIL BOOM (GOLD)

6601363 SWASHPLATE

6601362 TAIL BLADES

6601383 TAIL BLADES CONTROL ARM

6601384 TAIL BLADES GRIPPING SET

6601373 TAIL BOOM SUPPORT ROD

6601380 TAIL CENTER HUB

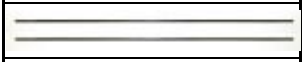
6601381 TAIL SHAFT SET

6601375 TAIL HARDWARE SET

6601379 TAIL SHAFT MOUNT

6601374 TAIL SERVO LINKAGE ROD

6601377 VERTICAL FIN



6601190 FLYBAR (2)

6601230 SERVO LINK SET (3)

6601210 FLYBAR-MIXER LINK SET (2)

6601340 FLYBAR PADDLE WEIGHTS (2)

6601180 FLYBAR CONTROL UNIT

6601150 CENTRE HUB AND SPINDLE SHAFT

6601330 MAIN SHAFT RETAINING COLLAR

6600320 3 CELL LI-PO BALANCER CHARGER

6600330 240v (TO 12v DC) POWER SUPPLY (3 PIN)

6600331 240v (TO 12v DC) POWER SUPPLY (2 PIN)

6601160 FLYBAR HUB/BEARINGS/ CRADLE

6600855 HEAD RETAINING PIN (5)

6601320 SWASHPLATE TO FLYBAR LINKS (2)

6601200 FLYBAR PADDLES (2)

7710500 TRANSMITTER 5-CH 35mHz

6600750 BEARINGS (3x6x2.5) (2)

6600850 ALLEN KEY/TIE WRAPS/ SERVO TAPE

6601360 WASHER (5.6 x 3.1 x 0.1mm)

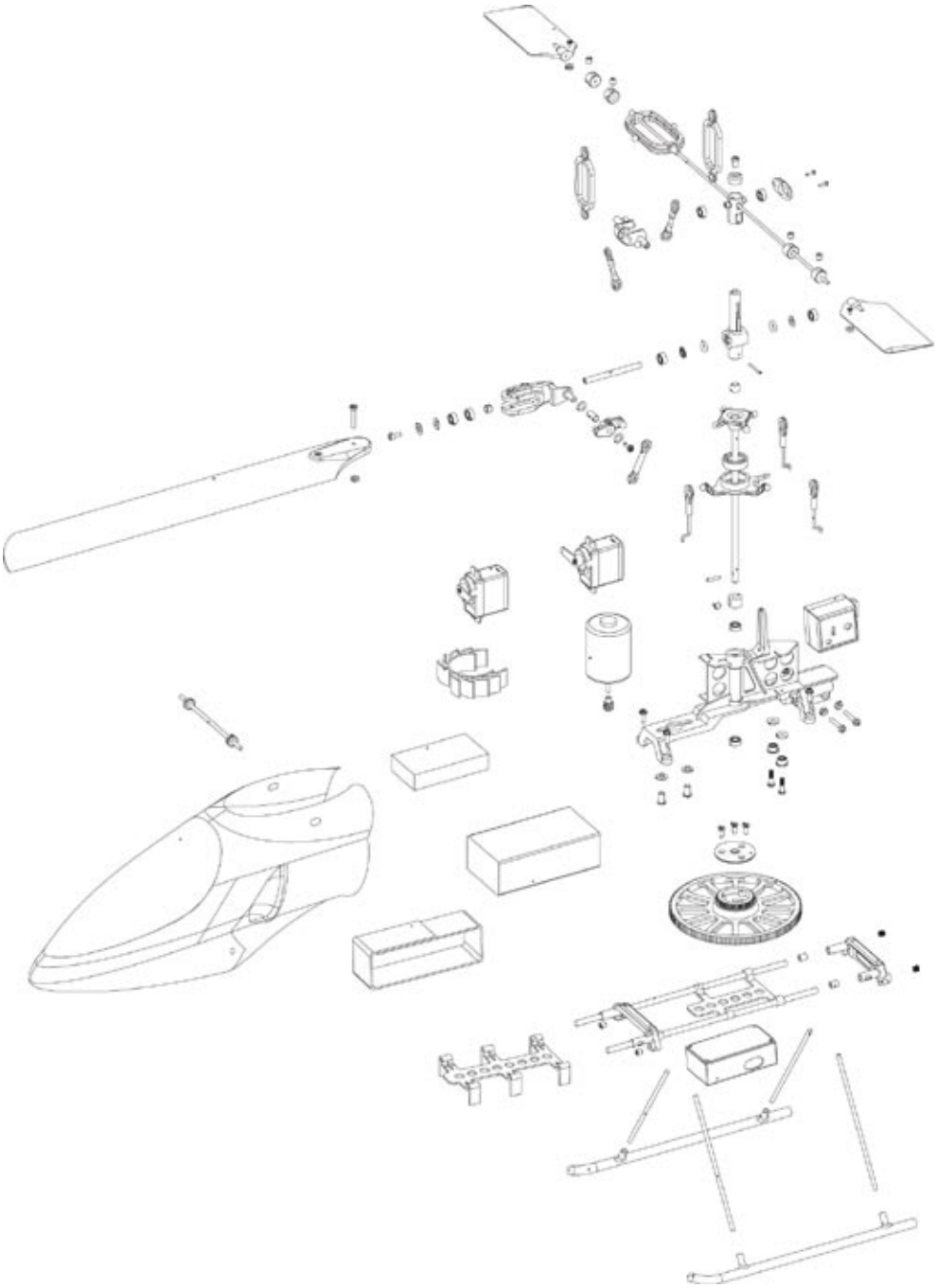
6601395 BEARING (3x6x2.5)

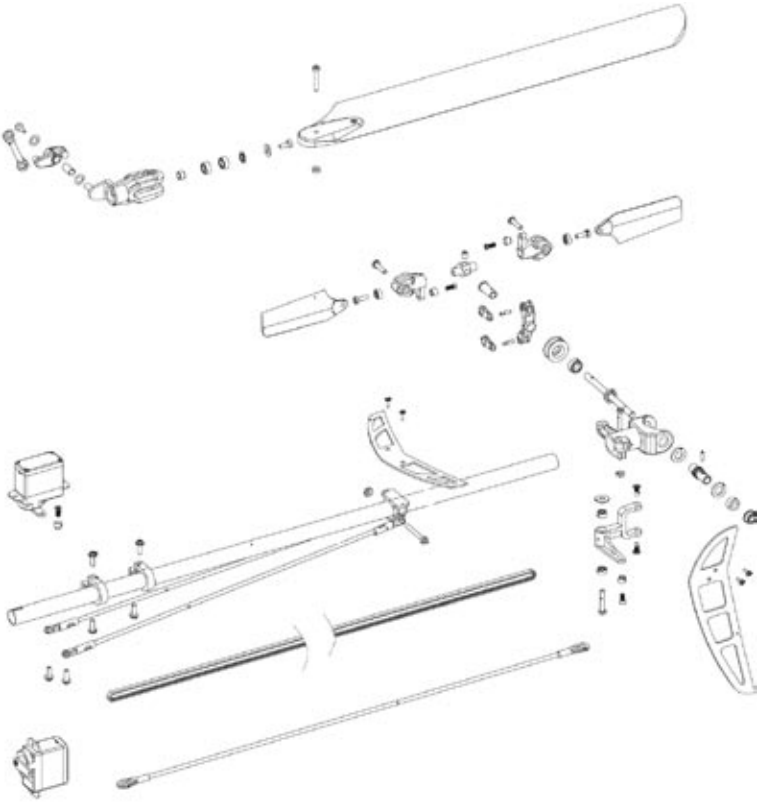
6601396 BEARING (2x5x2.5)

6601389 CARBON FIBRE TAIL BOOM

7711122 35FM CRYSTAL PAIR - ASSORTED FREQUENCY

TWISTER CP GOLD EXPLODED VIEW





TWISTER CP GOLD

Australasian agents: Model Engines, Melbourne, Australia

www.modelengines.com.au

European agents: J Perkins Distibution, Lenham, England

www.jperkinsdistribution.co.uk