

INTERCEPTOR™

Flight Manual



megatech®

Worldwide leader in radio control entertainment™

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

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

Technical assistance is also available on the web at 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.

TABLE OF CONTENTS

Safety Precautions.....	3
Package Contents.....	4
Radio System	4
Installing the Batteries.....	5
Charging Your Interceptor.....	6
Pre Flight Check	7
Flight School	8
Repairing your Interceptor.....	11
Parts List.....	11
Troubleshooting	12
Warranty	14
RF Emissions Information.....	15



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 Interceptor is not intended for those under 8 years of age without proper adult supervision.

SAFETY PRECAUTIONS

TRANSMITTER SAFETY

(See Page 15 for complete FCC and RF Emissions information)

- Since your model is controlled by a radio link it is very important to always use fresh alkaline batteries in the transmitter. When the red LED light becomes dark, flashes or does not glow on the transmitter, immediately install fresh batteries. Failure to do so could result in loss of control and (most likely) 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 your transmitter when you have finished flying for the day. Do not store batteries inside the transmitter.
- Before you begin flying, look at the frequency sticker on the bottom of your Interceptor and make sure no one in the area is on the same frequency. Do not fly your Interceptor if other radio controlled devices are being operated on the same frequency.

SAFETY GUIDELINES

You alone are responsible for operating your Interceptor 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.

- Even though the Interceptor is made of High Impact EPP foam, care must be taken in handling the plane. Do not crush, step or sit on your Interceptor.
- Although the propellers on the Interceptor are very small and flexible they should still be treated with respect and caution! Use care when operating your Interceptor. Keep your hands, fingers and any article of clothing away from the spinning propellers.
- Your Interceptor may be flown inside (i.e. school gymnasium) or outside. If you chose to fly outside, the wind must be no stronger than 5 MPH as the Interceptor is extremely light. If the wind is any stronger the Interceptor's flight path could be dramatically affected.
- Always fly your Interceptor in a wide-open area. Make sure that the area 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. Keep spectators behind you when flying.
- Do not attempt to disassemble any of the Interceptor's components or allow them to get wet or electrical damage may occur. If the Interceptor ever comes in contact with any moisture, dry it carefully and allow it to stand overnight before attempting to use it again.
- 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.
- Keep the Interceptor away from heat or fire. Never leave the Interceptor or transmitter in direct sunlight for any length of time.

RECHARGEABLE BATTERY WARNINGS AND PRECAUTIONS

- The Lithium Polymer battery is factory installed into your Interceptor and provides superior performance, but has specific charging requirements different than that of other battery types such as NiCad, NiMH & other rechargeable batteries. Improper handling of Lithium Polymer batteries could result in the battery from overheating, so please follow all warnings and instructions.
- **ALLOW INTERNAL FLIGHT PACK TO COOL FOR 10 MINUTES AFTER EACH FLIGHT BEFORE ATTEMPTING TO RECHARGE.**
- Never leave the Interceptor plugged into the charger when it is not in use. Damage to the on-board battery can occur.
- See charging safety under the charging section on page 6 for additional warnings.

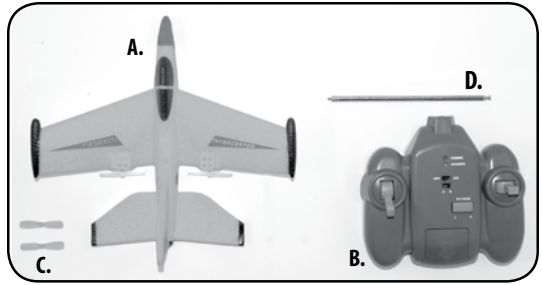
PACKAGE CONTENTS

Before getting started you will need:

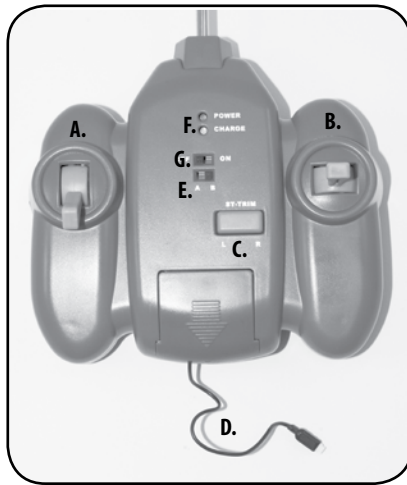
- 6 "AA" 1.5V Alkaline batteries
(sold separately)

First make sure the contents of your package are complete:

- A. Interceptor micro jet
- B. Transmitter with integrated peak charger
- C. Spare propellers (2)
- D. Transmitter antenna



RADIO SYSTEM



A 2-channel FM transmitter featuring proportional radio control guides the Interceptor.

THE CONTROLS

A. Throttle Control Stick - When it is all the way in the "down" (or pulled back) position, the motors are off. For safety, make sure the throttle control stick is in the "down" position before switching on the Interceptor so the propellers do not unexpectedly go on.

The propeller speed increases as the throttle control stick is moved up (or forward). The Interceptor gains altitude as power is increased, and descends as power is decreased.

Full power is reached when the throttle control stick is positioned all the way forward.

B. Directional Control Stick - Makes the plane turn left and right.

Note: You can only use the directional control stick when throttle input is given.

C. Directional Trim Switch - This adjusts for straight flight when the directional control stick is in the neutral position.

D. Charging Cord - Located inside a compartment at the base of the transmitter and used when charging the Interceptor.

E. Channel Switch - This switch is marked with the letters A and B to indicate the channel that the plane is operating on. You must always make sure that the channel switch is set to the correct channel or the Interceptor will not operate correctly. Please see the Interceptor or box for indication of the proper channel.

F. Power & Charge LEDs - The bottom most LED illuminates green when the transmitter is in the charging mode. When the top most LED illuminates red, the transmitter power is ON and you have adequate power to control your Interceptor. If the red LED light becomes dark, flashes or does not glow on the transmitter, the transmitter batteries are low and must be replaced. Never attempt to fly when the red LED light is dim, flashing or does not glow! This will result in loss of control and a possible crash. Contact our service center at 201-662-8500 if you think there may be a problem with your radio system.

G. Power Switch - Turns your transmitter on and off.

IMPORTANT NOTE: *The transmitter has an auto shutoff feature. If the transmitter power is left ON for 10 minutes without any control input or charger output, the transmitter will turn off. This is to prevent the transmitter batteries from discharging if the transmitter was left ON in error. You will need to flip the power switch OFF and ON to reset the transmitter.*

INSTALLING THE BATTERIES

Transmitter requires 6 "AA" 1.5V Alkaline batteries
(sold separately)

- 1) Be sure that both the transmitter and plane power switches are in the "OFF" position.
- 2) Using a Philips Head screwdriver, unscrew the battery hatch hold-down screw, and remove the hatch.
- 3) Install 6 fresh AA 1.5V alkaline batteries in the transmitter, paying close attention to the polarity symbols. (+ & -)



IMPORTANT! *If the transmitter batteries are not installed according to proper polarity, the transmitter will not function and electrical damage may occur.*

- 4) Reattach the battery hatch and secure with hold-down screw. (Do not over tighten)
- 5) Locate the transmitter antenna. Insert and thread the antenna into the top of the transmitter and rotate the antenna clockwise until it is tight.

- 6) Turn the transmitter ON to make sure that the red LED illuminates bright and the transmitter powers up and then turn the transmitter OFF. Fresh Alkaline batteries will provide about 3-hours or more of power to the transmitter depending on use.

NOTE: If the Red LED does not illuminate, flashes or is dim change the transmitter batteries with fresh alkaline batteries. If the transmitter LED still does not illuminate contact Megatech Service Department at (201)662-8500 for further assistance.

CAUTION

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

- NEVER CHARGE YOUR INTERCEPTOR FOR MORE THAN 30 MINUTES.
- ALLOW INTERNAL BATTERY PACK TO COOL FOR 10 MINUTES AFTER EACH FLIGHT BEFORE ATTEMPTING TO RECHARGE.
- Never use anything but the charging system in the transmitter to charge the Interceptor. Using any other charger could result in damage to the battery and possible fire.
- The battery charger is part of the transmitter and is designed specifically for the built-in battery in your Interceptor. It should not be used to charge any other type of battery. Attempting to charge a battery other than the type included with the Interceptor will result in damage to both the charger and the battery.
- Never leave the Interceptor unattended while charging.

Note: Please be aware that it is normal for the transmitter to become warm during the charging process.

ATTENTION PARENTS: The charging system, wire, 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.

CHARGING YOUR INTERCEPTOR

- 1) The Interceptor features an automatic peak-sensing charging circuit built into the transmitter.
- 2) The charging cord is located behind the door on the bottom of the transmitter. Slide the door down and lift in order to open the compartment and access the cord.
- 3) Make sure that the power switch on the Interceptor is set to "OFF", and the transmitter power switch is set to "ON". The red LED on the transmitter should illuminate.
- 4) Plug the charging cord into the Interceptor charging receptacle located under the on/off switch. Pay close attention to the polarity of the charging connector.
- 5) The green LED on the transmitter will illuminate when charging is in process and will automatically turn off when charging is complete.



Note: Charge time may vary depending on how much power the Interceptors built-in battery has and also how much power is left in the transmitter batteries.



NOTE: THE TRANSMITTER IS ALWAYS THE FIRST TO BE SWITCHED ON, AND THE LAST TO BE SWITCHED OFF!

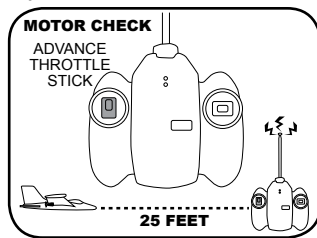
PRE-FLIGHT CHECK

Before you switch ON your Interceptor ALWAYS make sure to release the throttle control stick (left) so the propellers do not start up unexpectedly when the Interceptor is switched ON. Always follow the safety start up procedure.

RADIO RANGE CHECK

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

- 1) Make sure both the Interceptor and transmitter power is 'OFF'.
- 2) Make sure the throttle control stick is in the "down" (back) position.
- 3) Now turn ON the transmitter, and then turn ON the Interceptor. Make sure to keep the antenna collapsed.
- 4) Have a friend/parent hold the nose of the Interceptor's fuselage with the tail pointing away from him/her and away from any loose clothing.
- 5) Walk 25-ft away from Interceptor.
- 6) Check the motor and directional controls as follows.
Always remember to point the transmitter at the plane.



MOTOR CHECK

- Advance the throttle very slowly — The propellers should speed up.
- Move the throttle stick back — The propellers should slow down and then stop when the control stick is in the back position.

DIRECTIONAL CONTROL CHECK

- Advance the throttle $\frac{1}{4}$ forward and hold it there.
- Move the right control stick to the right — The right motor should slow down and the left motor will continue to run.
- Move the right control stick to the left — The left motor should slow down and the right motor will continue to run.

7) Once you have finished turn the Interceptor OFF and then turn OFF the transmitter.

If your Interceptor does not respond from 25 feet away, do NOT attempt to fly. Contact Megatech at (201)662-8500 for further assistance.

FLIGHT SCHOOL

PRE-FLIGHT NOTES

- The transmitter is always first to be turned ON, and the last to be turned OFF.
- Check to make sure the red power LED on the transmitter is glowing, if it is not, change the transmitter batteries.
- Check to make sure the directional and throttle controls are working properly.

LAUNCHING YOUR INTERCEPTOR

1) Turn ON the transmitter first, and then turn ON the Interceptor.

2) Extend the transmitter antenna fully.

3) Grip the Interceptor underneath the fuselage directly beneath the center of the main wing, using your thumb and pointing finger.

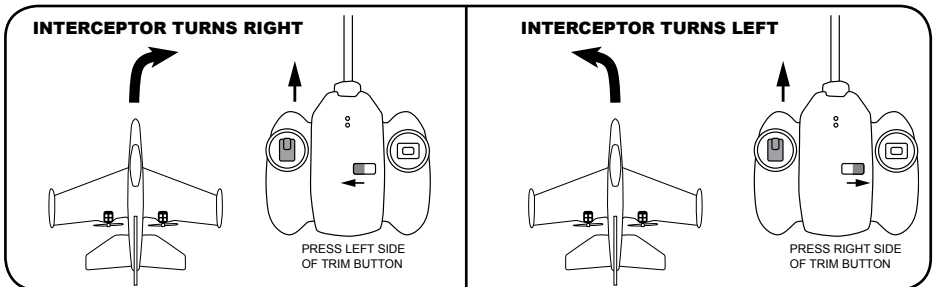
4) Move the throttle control stick forward to $\frac{2}{3}$ power.

5) Keeping the wings as level as possible, gently toss the Interceptor into the air like a dart. (That is, with the nose pointing straight and level, not pointing up or down.) The Interceptor will begin to climb upon release. Keep in mind that you will have to cut back on the throttle control stick a little, once the Interceptor is tossed into the air, so that it does not stall or accidentally loop on takeoff. After practice, you will notice that the Interceptor will fly without much throttle control input.



TIPS ON CONTROL STICK MOVEMENTS AND TRIM ADJUSTMENTS

- Keep your control stick movements smooth, not abrupt or "jerky". The Interceptor will actually fly all by itself and light control stick movements are all that you need to fly your Interceptor. Full quick control stick movements will be needed for flying in smaller areas or for aerobatic maneuvers. Just remember, smooth and gentle inputs!
- After launching the Interceptor, allow the aircraft to fly directly away from you and gain a desired altitude prior to making your first turn. If the Interceptor turns with no control input, correct the flight path by gently moving the directional control stick in the appropriate direction. If trimming the Interceptor for level and stable flight is needed, adjust the directional control trim button next to the directional control stick. Adjust the trim accordingly so that the Interceptor naturally flies straight. For example, if the Interceptor is drifting slightly to the right then press the trim button

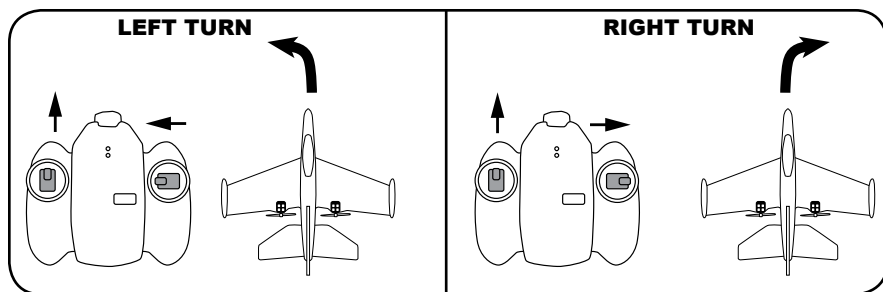


to the left, assuming the aircraft is pointing away from you. Continue to press the trim button until the aircraft naturally flies level

- Remember that once the Interceptor has reached the desired altitude you can ease back on the throttle a bit and enjoy.
- Aerobatics can be accomplished easily by moving the left control stick forward to full throttle. If you need to slow down and return to stable flight, reduce the throttle amount and use the right control stick if needed to level off. The Interceptor will naturally level itself so only use the right control stick if needed.
- It is important to remember when flying that the Interceptor “knows” how to fly. So all you have to do is gently direct its flight path.

TURNING YOUR INTERCEPTOR

Turning the Interceptor is done with directional control stick movements. Assuming



the Interceptor is flying away from you, moving the directional control stick right will turn the plane right and moving the directional control stick left will turn the plane left.

- 1) Start the turn by feeding in a small amount of directional control stick input in the direction you wish to go.
- 2) As the Interceptor turns and the nose drops, gently feed in a bit of throttle just enough to keep the nose level.
- 3) Bring the directional control stick back to neutral as the Interceptor completes the turn.
- 4) When the Interceptor is flying in the desired direction, feed in just a bit of opposite directional control stick input to level the wings. If the Interceptor is climbing excessively, cut back on the throttle a little.

NOTE: If the Interceptor is flying directly at you, directional control input is “reversed”. This can be confusing at first. Here’s a simple tip: When the Interceptor is flying toward you, simply push the directional control stick in the direction of the wing tip that is dipping low and the aircraft will right itself. Fairly soon this will become second nature and you’ll be off and flying!

- During the first flight, execute gentle circles keeping the Interceptor in front of you. Remember not to fly over your head as this can be disorienting. This is very important for having a successful first flight.
- Should you over-control your Interceptor or lose orientation, it's possible that you'll find yourself in a downward spiral. Should this occur, remain calm and simply release the directional control stick! The Interceptor will stop turning by itself, and will exit the spiral dive with the nose pointed down. Add some power and start flying again. If you see that you're going to crash, immediately cut the power to allow the Interceptor to glide and land. Doing so will minimize the possibility of damage to the Interceptor.

LANDING YOUR INTERCEPTOR

- When the motor slows down the nose will drop slightly. This is normal under reduced or no power. Use the directional control stick to steer the Interceptor toward a landing pattern.
- Always set up landings using very small amounts of control stick input. It's good to land before the motor power gets too low. This way you can always get out of trouble with power and try again. At an altitude of about 2-feet, gently pull back on the throttle to shut the motor off before touchdown. The Interceptor will glide in for a smooth landing and once the aircraft touches down your landing is complete.
- If you are done flying always remember to turn the Interceptor OFF first and then turn OFF the transmitter.

REPAIRING YOUR INTERCEPTOR

- Fix and repair minor wing or tail assembly tears with clear tape. If the damage is major you can use foam safe glue to make the repair.
- Use foam safe glue to repair cracks or damage to the fuselage assembly.
- If any glued parts come loose, please use foam safe glue to reattach.
- If a propeller disengages or breaks during flight gently pull off the damaged propeller. 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.

Important Note: *Since the propellers are counter rotating the left and right side propellers are different. Assume the nose of the Interceptor is pointing away from you. The left side propeller is marked on the center hub with the "L" and the right side propeller is marked on the center hub with the "R". Do not install the wrong propeller type. This will cause the plane not to function properly.*

NOTE: *Remember that it is important to use as little additional material for repair as possible. The Interceptor is lightweight and balanced. Make sure to always balance your Interceptor after a repair. An example would be if you glue one wing tip and the Interceptor seems to lean or go to one side, you can add similar weight to the other side for balance.*

SPARE PARTS LIST

Spare, repair and replacement parts are readily available for your Interceptor. Should you need parts, visit your local hobby dealer first. If unavailable, you may order directly from Megatech.

PART#	DESCRIPTION
MTC992002	REPAIR GLUE (½ OUNCE TUBE)
MTC960101	REPLACEMENT TRANSMITTER
MTC960102	TRANSMITTER ANTENNA
MTC960103	TRANSMITTER BATTERY COVER
MTC960104	COMPLETE REPLACEMENT PLANE - CHANNEL A (RED)
MTC960105	COMPLETE REPLACEMENT PLANE - CHANNEL B (BLUE)
MTC960106	REPLACEMENT PROPELLER SET (LEFT & RIGHT)

Telephone Orders: (201) 662-8500
Fax Orders: (201) 662-1450

Website: www.megatech.com
Email: 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 Interceptor is fully charged, as this can be the cause of many operational issues.

PROBLEM	CAUSE	SOLUTION
Motors/propellers do not move	Propeller may be binding against motor	Check to make sure propellers spin freely
Motors only run for short time before turning off OR Motors pulse OR Control signal is lost	Transmitter is too far or too close from the Interceptor	Move the transmitter closer or further from the Interceptor until you regain signal.
	Transmitter Antenna is not fully extended	Extend transmitter antenna fully
	You may have radio interference	Try a different location
Interceptor does not fly straight	Interceptor was improperly launched	Review launch procedure on page 8
	Interceptor not trimmed correctly	Make sure the motors are trimmed to neutral or for stable flight
	Tail is not securely mounted on the fuselage	Use clear tape or foam safe glue to secure the tail
Interceptor loses altitude rapidly during turns	Too much directional control input is being used	Use smaller gentle inputs
No power to radio control transmitter and charger or the transmitter red LED is flashing	Batteries in the transmitter are incorrectly installed	Make sure batteries are installed correctly
	Batteries in the transmitter are exhausted	Replace the batteries with new "AA" 1.5V alkaline batteries
	Power switch is in the "OFF" position	Move power switch to the "ON" position

PROBLEM	CAUSE	SOLUTION
No green light on transmitter when charging or Interceptor will not charge	Power switch on the Interceptor and/or the transmitter is not in the correct position for charging	Set the transmitter power switch to "ON" and then make sure the Interceptor power switch is set to "OFF". Plug the charge cord into the Interceptor and the green LED on the transmitter will come on.
	Charger cord is not properly plugged into the Interceptor charge port	Check charger cord's connection
Interceptor is not flying high enough	You are not using good throttle control	Increase throttle control stick input to allow the Interceptor to climb or for the aircraft to fly at a desired altitude.
Interceptor is constantly looping and not flying level	You are not using good throttle control	Reduce the amount of throttle input around ½ or until the plane flies level and stable.
Interceptor crashed to the ground while landing	You may have used too much directional control stick input	Reduce the amount of directional control stick input. Only use very little input to keep the Interceptor level when landing.
	You may have reduced the throttle control stick too quickly or too much	Lower the throttle control stick more gradually to allow the Interceptor to slowly glide in for a landing.

LIMITED WARRANTY

Megatech® International guarantees this item to be free from defects for a period of 30 days from the date of purchase. If any component of this product fails to function properly due to defects in materials or the 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 express 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 \$9.99. 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
8300 Tonnelle Avenue
North Bergen, NJ 07047
(201) 662-8500
www.megatech.com
Email: support@megatech.com

RF 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.



Megatech® International
8300 Tonnelle Avenue
North Bergen, NJ 07047
(201) 662-8500
www.megatech.com
Email: support@megatech.com