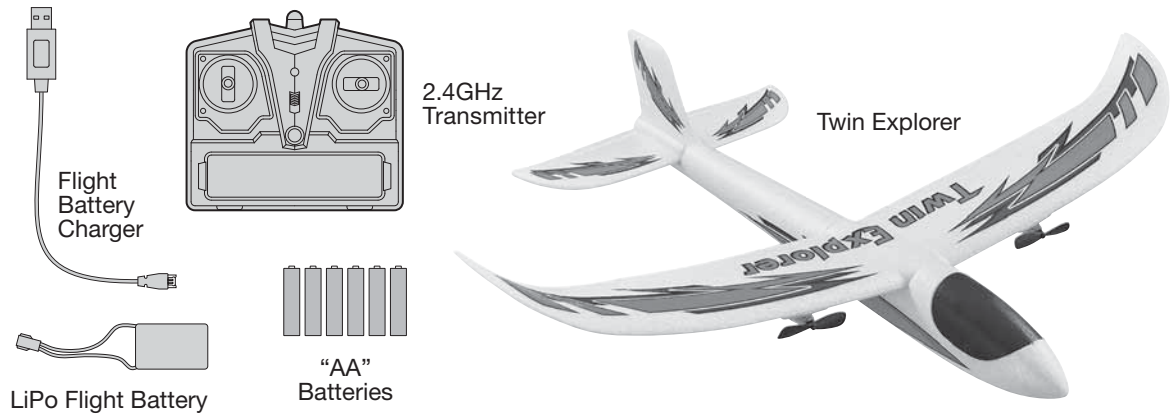




**READ THESE  
INSTRUCTIONS  
BEFORE FLYING!**

# Twin Explorer

## ITEMS INCLUDED



## WARNINGS



**FOR YOUR SAFETY PLEASE  
READ AND UNDERSTAND THESE  
WARNINGS.**

Radio control models are not toys. Serious injury to people or damage to property can result if they are not used in a responsible manner.

Read all instructions carefully prior to assembling and before flying this model. Seek advice should any information be unclear. You assume all risk and responsibility when using this model.

## GENERAL WARNINGS

- Never fly your aircraft from the street or at night. Always fly in an open area free of obstructions.
- When flying, make sure any spectators are behind you.
- Always be conscious of the spinning propellers. Be careful not to allow loose clothing to be drawn into the propellers.
- Because your aircraft is operated by radio control, it is important to make sure you are always using fresh and/or fully charged batteries. Never allow the batteries to run low, or you could lose control of the aircraft.
- Do not allow any of the electrical components to get wet, or electrical damage may occur.
- You should complete a successful range check of your radio equipment prior to each new day of flying, or prior to the first flight of a repaired aircraft.
- Do not use any solvents to clean your model. Solvents will damage the foam and plastic. Use a dry cloth to clean any dirt from outside of the aircraft.

- This product includes small and sharp-edged parts. Always assemble and keep this product out of children's reach.
- Do not fly your airplane on days with strong winds or side winds.
- When not using the model, always take the battery out of the plane and switch off the transmitter. Also, remove the batteries from the transmitter as batteries may overheat or leak, causing damage.
- Do not store this model in a high-temperature/humidity area or in direct sunlight.

## RADIO CONTROL SYSTEM WARNINGS

- **Always turn on your transmitter before turning on the aircraft and always switch off or remove the battery from the aircraft before turning off your transmitter.**
- Always unplug the flight battery when not flying the aircraft.
- Never shorten the receiver antenna, or you could lose control of the aircraft during flight.
- Never attempt to disassemble or modify any of the radio control system components.

## LIPO BATTERY WARNINGS

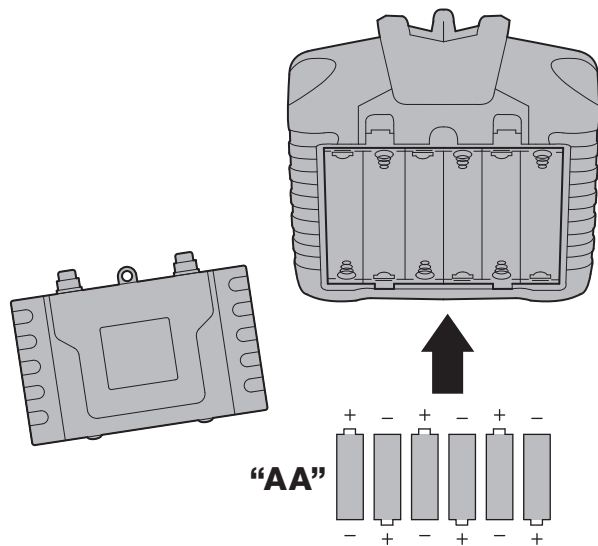
### YOU MUST READ THIS BEFORE CHARGING THE BATTERY

- All instructions, warnings, and cautions must be followed at all times. Failure to do so can lead to serious injury or fire. Do NOT use this product before reading and understanding all directions and warnings.
- Do NOT use or charge the battery if it is hot or swollen.



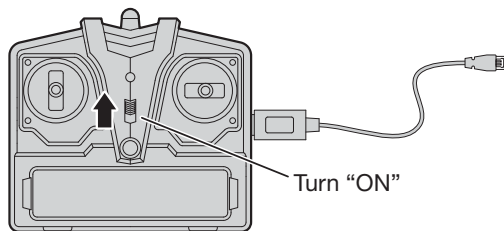
- Do NOT overcharge. Maximum voltage for each battery must be followed.
- Do NOT short-circuit the battery. Check polarity before connecting the battery to the charger.
- Remove the battery when it's not in use.
- Do NOT operate or charge unattended.
- Do NOT use the battery if you do not understand the warnings and proper use of the battery.
- Always let the battery cool and "rest" between uses and charging. Do NOT charge inside your car.
- Inspect the battery before each use for swelling or other malformation. If the battery has swelled, it MUST be discarded.
- Do NOT poke, bend or damage the battery. The outer casing is soft and can be damaged.
- The battery must never exceed 160° F (70° C) for any reason.

## INSTALL TRANSMITTER BATTERIES

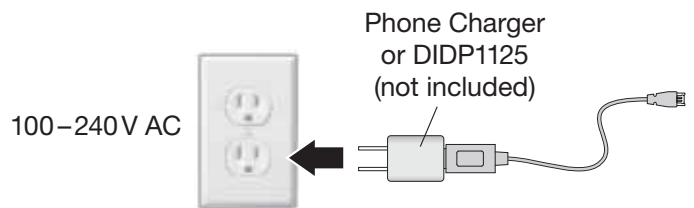


**NOTE:** Use only AA dry cell/alkaline batteries. Do not use NiCd or NiMH.

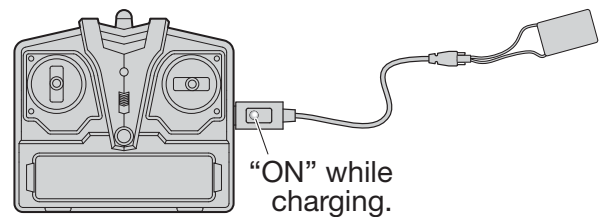
## CHARGE THE FLIGHT BATTERY



1. Plug the charger into the transmitter or into a USB power adapter and switch on the transmitter.

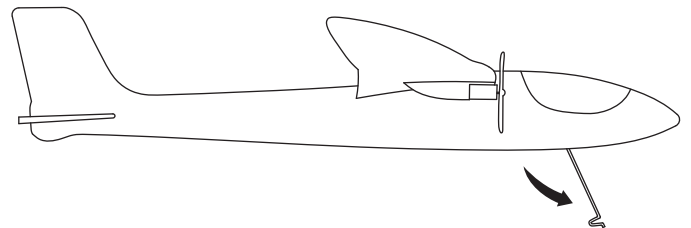


**NOTE:** Charging from the transmitter will deplete the batteries very quickly. We recommend charging from an AC powered USB adapter (phone charger) whenever possible. (DIDP1125 - not included)

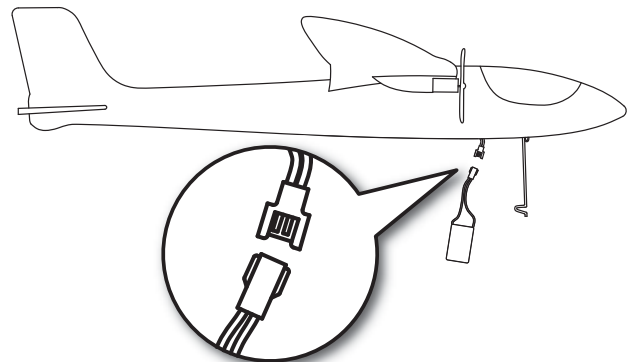


2. Plug the charge cord into the battery. The red LED will turn on while the battery is charging.
3. Once the battery is charged, the red LED on the charger will turn off.
4. **Unplug** the charger from the battery and transmitter. Turn off the transmitter.

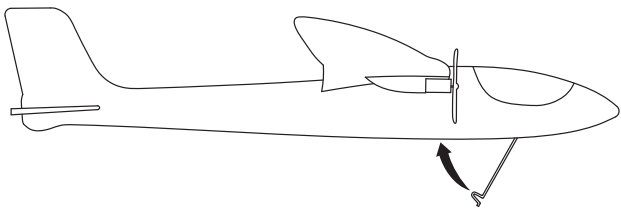
## PLUG IN THE FLIGHT BATTERY



1. Open the battery hatch on the underside of the plane.

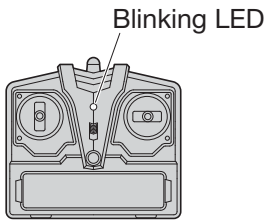


2. Connect the matching plugs and install the battery into the battery compartment.

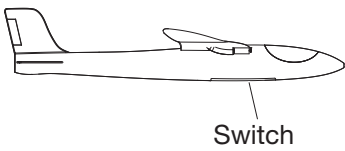


**3.** Close the battery hatch.

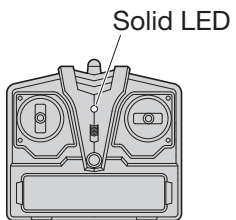
## GETTING READY TO FLY



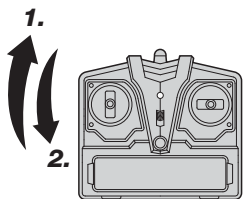
**1.** Turn on the transmitter.  
(Always do this first!)



**2.** Turn on the plane.



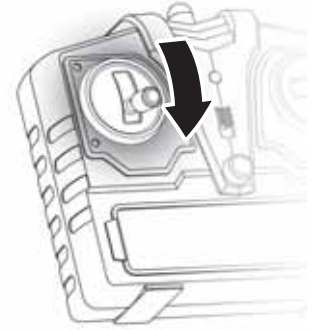
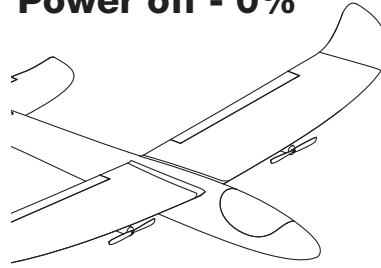
**3.** When ready, the LED turns solid.



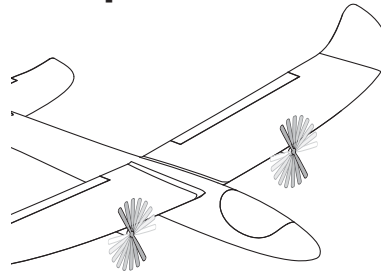
**4.** Arm the motors by moving the left stick all the way up, then all the way down.

## TRANSMITTER FUNCTION

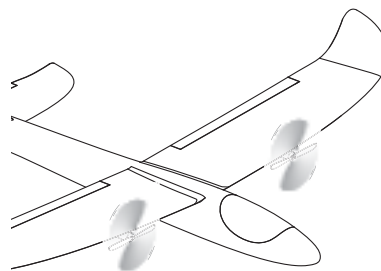
**Power off - 0%**



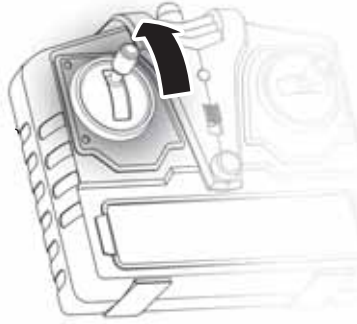
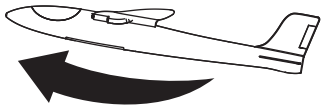
**Half power - 50%**



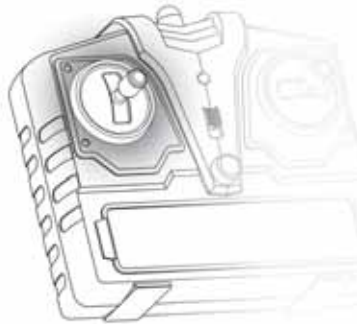
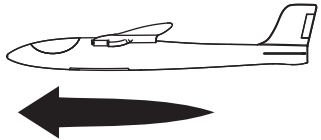
**Full power - 100%**



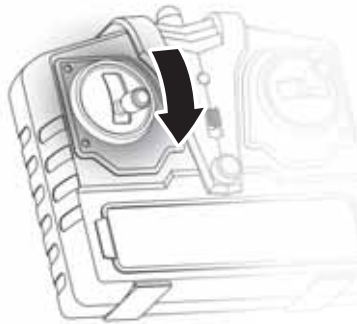
### Climb (Up)



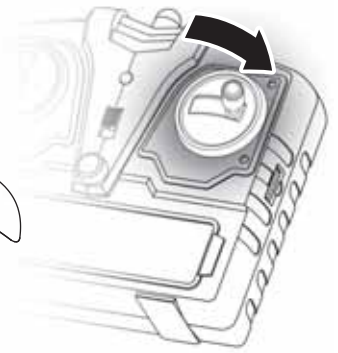
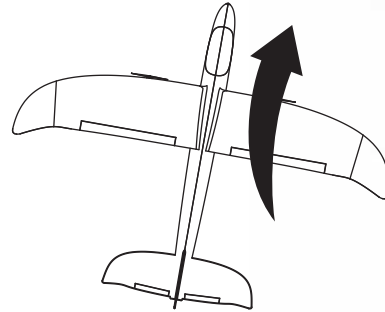
### Level flight



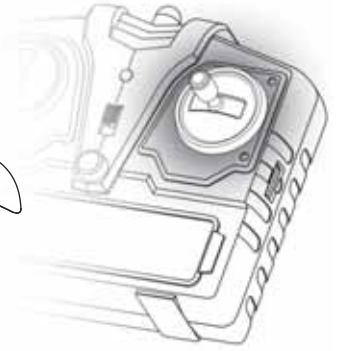
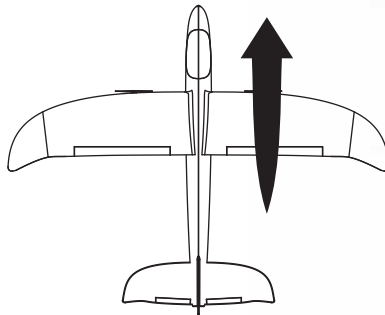
### Dive (Down)



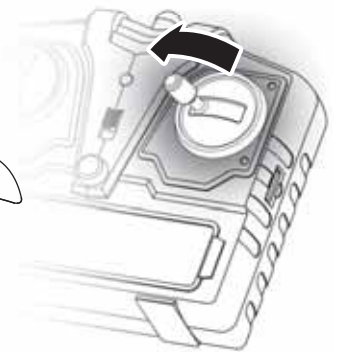
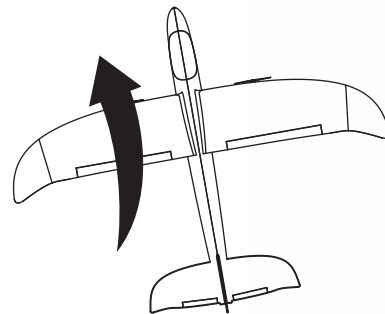
### Right Turn



### Straight

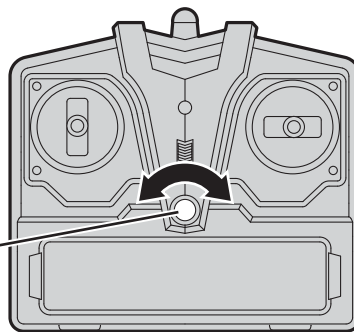


### Left turn



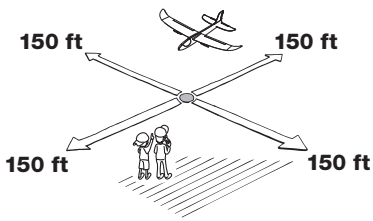
### Trim Dial

The trim dial is used to make small steering trim changes. Adjust the dial as necessary so the plane flies straight when the right control stick is centered. Center the dial before your first flight.



## CHOOSING A FLYING FIELD

The flying field you choose is very important and should be a large, open grass field. There should not be any vehicles, buildings, power lines, trees, large rocks or anything else that your model can crash into.



Control may be lost if the airplane is more than 500 feet [150 meters] from the transmitter.

## CHOOSING A GOOD DAY TO FLY



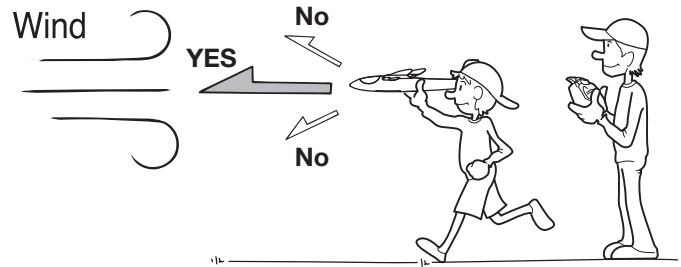
Very Light Wind



Strong Wind

Calm weather with either no wind or wind speed of 2–3 mph [3–5 kph] is suitable for flying.

## TAKEOFF



1. Apply full throttle while facing into the wind. Hold the plane horizontally and launch straight and level with a gentle pushing motion.
2. After launching, reduce power to 50–75%, use gentle right stick movements to turn left or right. Use small movements of the sticks to adjust the climb and direction. (If the battery is not charged properly, the plane will not climb).
3. Use the throttle to maintain altitude.

**Move the throttle stick down to 0% when crashing to avoid damage.**

## TURNING

Once you reach 50 to 75 feet [15–20m] in altitude, you will be able to make a safe turn. Practice making turns both left and right, adding a small amount of throttle as the turn begins.

- 1 Enter the turn by slowly moving the right stick about halfway.
- 2 Once the turn starts, add in a small amount of throttle to maintain altitude and help turn the plane.
- 3 Use small movements of the sticks to control the turn radius and altitude.
- 4 Continue...
- 5 To complete the turn, slowly release the right stick and reduce the throttle. Move the right stick slightly to the left if necessary to level the wings.

# LANDING

When your plane feels like it is beginning to lose power, it is time to land.

- 1** Fly downwind to set up for landing. Reduce the throttle to about 25%.

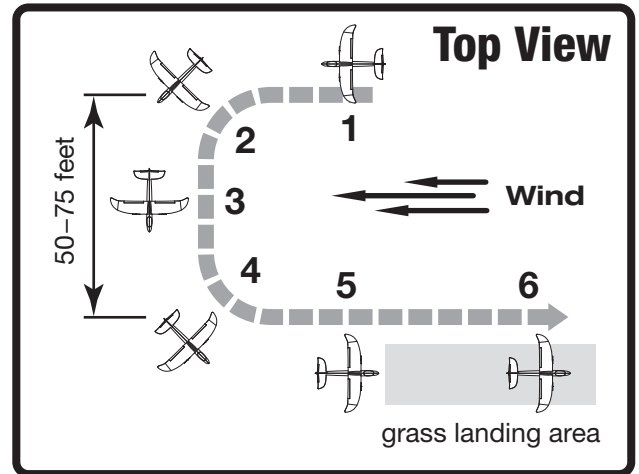
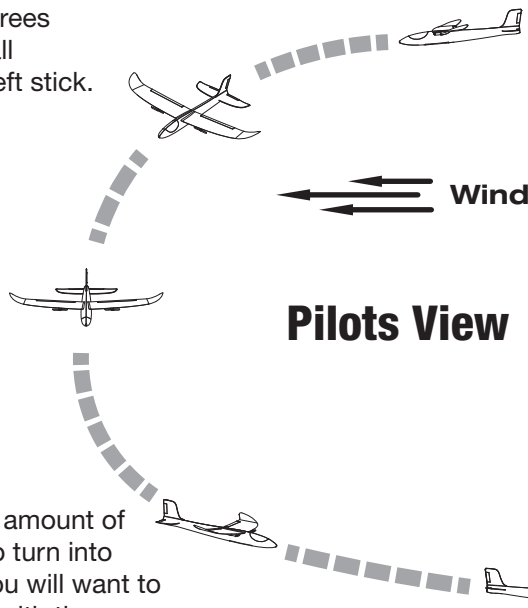
- 2** Turn 90 degrees using a small amount of left stick.

- 3** Glide until lined up for final turn into the wind.

- 4** Use a small amount of right stick to turn into the wind. You will want to be lined up with the grass landing area. Reduce or increase throttle to adjust speed and altitude so that you reach your desired landing point.

- 5** Reduce throttle to zero. Let it glide! If you are short of the landing area, add in a little power to extend the glide. If you are long, power up and go around for another try.

- 6** With the throttle at zero, just let the plane glide into the grass and come to a stop.



**Always land directly into the wind!**



# AFTER LANDING

- 1.** Always unplug and remove the plane's battery first.
- 2.** Turn off the transmitter second.
- 3.** Allow the motors time to cool before flying again.
- 4.** Allow the flight battery to cool before recharging.

# MAKING REPAIRS

For light weight and durability, the Twin Explorer is made of foam. If it does break, repairs can be made using CA (cyanoacrylate) glue or epoxy (available at your local hobby shop). Once the glued parts are fitted together, use clear tape to hold them in place as the glue dries. Small cracks can be fixed with the clear tape without the glue. When doing repairs, use as little glue as possible to keep the weight down and be sure to keep the tail and wings as straight as possible.

# REPLACEMENT PARTS

- DIDA3030 Prop Set
- DIDA3031 Motor Set
- DIDA3032 Airframe
- DIDA3033 Battery Hatch
- DIDA3034 Motor Base
- DIDA3035 2.4 GHz Receiver
- DIDJ2000 2.4 GHz Transmitter
- DIDP1093 LiPo 1S 300 mAh
- DIDP1123 USB 1S LiPo Charger
- DIDP1125 AC USB Charger Adapter 2 Amp

## TROUBLESHOOTING

**PROBLEM:** Transmitter LED does not illuminate when tuned on.

**Solution:** Transmitter batteries are installed incorrectly. Remove batteries and check polarity markings.

**Solution:** Transmitter batteries are low. Replace the batteries.

**PROBLEM:** The model does not respond to the transmitter.

**Solution:** The flight battery needs to be charged. Charge the flight battery.

**Solution:** The battery is not plugged in to the plane. Plug it in.

**Solution:** The plane is not linked to the transmitter. Power down the transmitter and plane and try again.

**Solution:** The transmitter batteries are low. Replace the batteries.

**PROBLEM:** Flight time is short.

**Solution:** The flight battery was not fully charged. Let the battery cool and charge again.

**Solution:** The flying conditions are too cold (below 60°F or 15°C).

**Solution:** The battery is old or damaged. Replace the battery.

**PROBLEM:** The plane has excess vibration.

**Solution:** A propeller is damaged. Replace the propeller.

**Solution:** A motor shaft is bent. Replace the motor.

**Solution:** Motor base is loose. Reglue with CA or epoxy.

**Solution:** Motor base is broken. Replace motor base.

**PROBLEM:** Propeller will not stay attached.

**Solution:** Propeller hub is worn. Replace the propeller.

**PROBLEM:** The model does not fly straight.

**Solution:** The transmitter trim dial is not set properly. Adjust the dial until the plane flies straight.

**Solution:** The motor base is loose. Reglue the motor base with CA or epoxy.

**PROBLEM:** The motors begin to slow down in flight.

**Solution:** When the flight battery voltage drops too low the motors will slow down gradually until they stop. Land immediately and recharge the battery. Failure to land immediately may result in total loss of control.

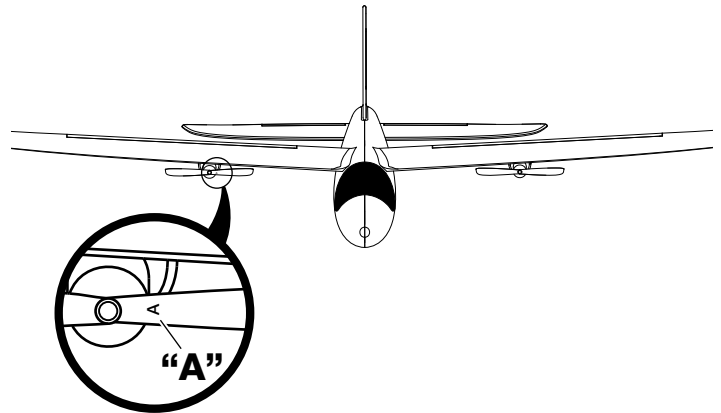
**PROBLEM:** The battery won't charge from the transmitter.

**Solution:** Replace the batteries in the transmitter.

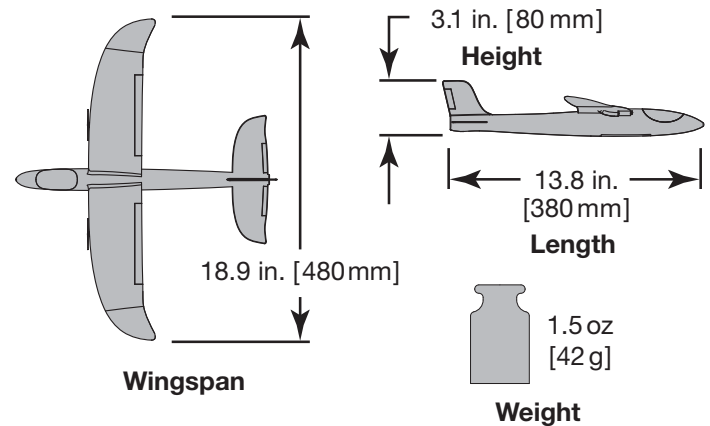
**Solution:** Charge using a USB power adapter. (DIDP1125)

**PROBLEM:** The props are spinning but the plane will not fly.

**Solution:** The props are reversed. Pull the props off the motors and swap their positions. The prop with the "A" on the blade should be on the RIGHT motor.



## PLANE SPECIFICATIONS



## SERVICE

If your Dromida product requires repairs or replacement, contact:

**Hobby Services**

3002 N. Apollo Drive, Suite 1  
Champaign, IL, 61822, U.S.A.

9am-5pm Central Mon.-Fri.  
(217) 398-0007

[hobbyservices@hobbico.com](mailto:hobbyservices@hobbico.com)

## BATTERY RECYCLING

**Be good to the environment!** The Twin Explorer is powered by a rechargeable LiPo battery. At the end of the battery's useful life, under various state and local laws, it may be illegal to dispose of the battery into the municipal waste system. Check with your local solid waste officials for details in your area for recycling options or proper disposal. We encourage contacting your local recycling center for more information.



## FCC STATEMENT

**FCC ID#:** IYF-DromidaQ300

**Brand:** Dromida

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

**NOTE: THE MANUFACTURER IS NOT RESPONSIBLE FOR ANY RADIO OR TV INTERFERENCE CAUSED BY UNAUTHORIZED MODIFICATIONS TO THIS EQUIPMENT.**

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

This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment.

This equipment should be installed and operated with a minimum distance of 8 inches [20cm] between the radiator (transmitter) and your body.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.



## KNOW BEFORE YOU FLY

As a new owner of an unmanned aircraft system (UAS), you are responsible for the operation of this vehicle and the safety of those around you. Please contact your local authorities to find out the latest rules and regulations.

In the United States, please visit:



**KNOW**  
BEFORE YOU **FLY**



Federal Aviation  
Administration

[knowbeforeyoufly.org](http://knowbeforeyoufly.org) [faa.gov/uas](http://faa.gov/uas)



[www.hobbico.com/ama-lipo-warning.html](http://www.hobbico.com/ama-lipo-warning.html)