JR. 11X Guide

Information that follows was taken from an 11X thread on Flying Giants. Credit is given to those that offered their advice on how to set up a plane.

The instructions that follow were given to set up a plane with the following channels used. However, you will see that these instructions will help you to understand the 11X for most of your needs.

11 X Basic Set Up

Aux 4-Empty
Aux 3- Empty
Aux 2- Left Elevator
Aux 1- Left Aileron
Gear - Kill Switch
Rudd- Rudder
Elev - Right Elevator
Aile – Right Aileron
Thro - Throttle
Dual aileron using one matchbox in each wing
Dual elevator setup for your two elevators.
Single Rudder channel
Program a switch to activate your Kill Switch.
Three "Flight Modes" to manage your rates.
This should be about as simple as a giant scale aerobatic plane gets, so lets have a go.
Note- The channel selection above is for wing type FLAPERON. As you read further you will see FLAPERON causes a problem but there is a recommended fix. If you select wing type as NORMAL your channel selection changes. Choice is yours.

MODEL SELECT
Select the "LIST" Button on the left side of the screen.
Then navigate to the "System Menu" with the roller and select it by pushing the roller in. The System Menu will appear. Scroll to the "Model Select" option and click it. You will be prompted to "RF--Power Off?"---select "YES".
You will now be in the Model Select Screen. The last selected model will be presented as highlighted. If this model has never been programmed we can use it. But just to be safe, let's click on that model. You will be presented with a list of models. These should all be unprogrammed since the radio is new. Scroll to one of the currently unused

models and click on it.

The radio will recognize that this is a new model, and will go directly into the "New Model Wizard", so you will be presented with the "Type Select" Screen. For your setup, scroll to the "ACRO" Choice, and Click it. You have told the radio that you are setting up an Aerobatic Model Airplane.

MODEL NAME
You should now be shown the "Model Name" Screen. You will use this screen to name the model. There will be a cursor (little black square) in a blank rectangular box. It should be in the far left position in the box. Click the selector. A large box with character choices will appear. Scroll the cursor in this box until it highlights the desired charactor, and click to select it. That letter will appear in the Model Name box. Now move the cursor to the next letter you want click it and select your second character. Repeat this until you have spelled out the name you want. When done, click the Button next to "OK" it is the second button of the four to the left of the screen near the letters "LST". Then click the first button "ENT" to confirm. You have now given your model a name.

FLAPERONS WINGTYPE
You should now see the "Wing Type" screen. We want the "Flaperon choice. Select, and click it. You will now see the second screen that shows two different "Tail Types". The defaults settings are fine so just select the "ENT" Button. You may have to click it twice so you end up at the radios Main Screen. Since your ailerons have Matchboxes that will keep your servos from fighting each other, we will use the simple "Flaperon" selection for wing type.

Problem Using Flaperon for Wing Type
It has been standard practice with JR radios (9305/9503) in the past to set the FLAP Switch to INH. This is the way I have been doing it with the 11X. If you do this, when you use the trim on the Aileron Channel, only the right aileron moves. Since most of the time you only trim using these buttons while flying, you may never notice it. But it will take much more trim to get the plane flying level, and will likely introduce some weird tracking issues.

Do this right away.
In the SYSTEM LIST navigate to the "DEVICE SELECT" Function and open it.
On the second line is the FLAP Channel scroll over to the far right column [out] and select the INH, change it to say SYS.
Next go to the FUNCTION LIST navigate to the"FLAP SYSTEM" Function and select it. You will be propted to "ALL SEVOS HOLD", select NO. You will be shown a screen with lots of values. All values in this screen should be set to 0%. In my radio all of them default to 0% except "LAND:" it is at 100%, and is deadly. Make sure you change this value to read "LAND: 0%". Everything should work fine on the plane after this is done.

OR BETTER YET FORGET FLAPERON FOR DUAL AILERONS

Use Normal as written below   FLAP TRIM: OFF

NORMAL WING TYPE
If you chose the NORMAL Wing Type you can mate the right aileron to any channel you like including AUX 2 . Then you can just INH the flaps channel and everything works as expected.
Differential does work with the WING TYPE set to NORMAL
FLAP/AUX: NORM Best to leave it as NORM.

DUAL ELEVATOR
We will now tell the radio where your second Elevator Channel is. Turn on the Radio, use the scroller to navigate to the "System Menu" and select it. Navigate to the "Wing Type" option and select it. The "Wing Type" screen should be displayed with the following information:
Wing: Flaperon Tail: INH
Below that is a line: DUAL AILE ELEV RUDD FLAP
Under this line is Is a grid where everything says INH in light grey text except the choice under ELEV which will be in black. Highlight the INH directly under ELEV and select it. A list will popup, select AUX 2 which is where your second Elevator is plugged into your receiver. Your two elevator halves are now mated.

Here is the 12X application guide, which has a step-by-step setup for a giant scale 4 aileron aerobatic model like most of us fly. The screens may look a little different, but the functions, and choices you will make are almost identical.

http://www.horizonhobby.com/ProdInfo...Resolution.pdf

FLIGHT MODE SET UP
Select the LST button to return to the "System List". Navigate to the "Device Select" choice and click it. On the Device Select screen navigate to the INH shown under **"FLIGHT MODE" Click it and change it to "FMOD SW"** It should be the last choice in the right column. Flight Modes are now active, and set up on the Flight Mode Switch.

INHIBIT SWITCHES
Still on the "Device Select Screen " you will see a three column list [CH] [Device] [OUT]. In the [OUT] column select each item and change them all to INH except the one next to the GEAR SW Channel. This should say ACT. Since GEAR the channel where your "42% Kill Switch" is plugged in, we need to assign which switch you will click to kill your engine. The default is the GEAR SWITCH which is the bottom left switch on your radio.

Since this is located very close to your Flight Mode Switch, there is a good chance of accidentally hitting this switch when switching rates in the air. I suggest we move it to the MIX/HLD switch (the bottom switch on the right side of the radio). To do this select the "GEAR SW" choice in the[DEVICE] column. A list of switch choices will be shown. However using the 11X "Auto Assign Switch" feature we can select our switch just by clicking it on the radio. So, just move the switch you want to use to kill you engine and

you will have assigned it. Very cool feature! If you choose the switch I recommended, the words next to GEAR should now say "MIX SW". If you choose another, it should reflect that choice. If you did pick another let me know what it was so I can keep track of it. You have now configured your "Kill Switch". Click the "LST" Button to return to the System Menu".

FLIGHT MODE NAMES
On the system Menu select the "F-MODE" choice. The "Flight Mode Name" screen will appear (also a new 11X feature). The left column is where you will name your three flight modes, example, LOW-MED-MAX. Select each item in this list and a naming screen that is exactly like the one you used to name your model will appear. Use this to name each of your three flight modes. When done select the "LST" button to return to the System Menu.

We are now done with the System Menu. Lets' confirm that we have done things correctly. Click the "ENT" button twice to return the radio's main screen. In the lower right corner of the screen you will see brackets with the name of one of your flight modes in it. The flight Mode Switch is the to left one on the front of the radio. It is a three position switch. Move it through all of it's positions and you should see the name change on your radio. Very cool.

Got to dual rates and make sure your modes Hi, Med, and Lo are connected to a rate PO P1 or P2

TIMER start on TMN button
Select "TIMER" from the list. For now we will only set up one Timer (all I ever use). Under "TIMER 1" select "INH", from the choice list select "DOWN". A number of items will now show under the TIMER 1 column. Set the First Choice to the number of minutes you normally want to be warned that it is time to land. The "START" and "STOP" options should both say "TIM" which indicates which button we push to start and stop the Timer. This should be fine. The TODAY, and TOTAL just keep track of cumulative time the Timer has run. Click the "LST" button to exit to the Function List. The Timer is all set up. You can check it on your main radio screen. At the bottom left corner of the screen you should see the word TIM in a box. Click the Button next to it to start and stop the Timer. To reset the time just scroll to highlight the Time in the upper right of the screen and select the "CLR" button to the left of the screen. The Timer will beep every time it is toggled On or Off. While running it will beep every minute, during the last minute it will beep every 10 seconds, during the last 10 seconds, it will beep every second, and finally will give a long beep at the end.

In my opinion a throttle Stick based Timer is great for electric planes. This is because on electrics you want to know how long you have been under power and using electrons, not how long you have been in the air. When you are sitting on the ground, or throttle off in the air, you are not using energy, so the throttle based Timer is the most accurate way to measure when it is time to land.
With a gas powered plane you are using the throttle to start the plane, adjust idle, and

other things. I don't want the Timer running during these times. You want the Timer to start just before you take off, and tell you to land when the time runs out.

Throttle activated Timer on electrics, Button activated Timer on gas.

Programming a Timer to start with Throttle Up

In System Function List highlight Stick Pos Sw- click roller

Rotate the roller and highlight SPSO:INH and press roller

Rotate the roller to highlight THRO and press roller

Rotate the roller to highlight POS and press roller to access stick position value. Rotate the roller to select a value L85 (low throttle value 85%) and press the roller to accept that value in POS.

Press List to exit the SPS screen.

Timer Programming

In System Function List rotate roller to Timer.

Rotate roller to down time and press roller to select the roller to access timer options

Rotate the roller to highlight START TIM KEY then press roller to access the switch that will activate the timer. Rotate the roller to select SPSO then press the roller to program accept the value SPSO Switch position.

This is a good way to do it so you don't forget to turn it on. Timer will start the first time you advance the throttle, but won't turn off until you click the TMN button. While flying, this will avoid the irritating BEEP every time you go to low throttle. With the 11X you could even set the trigger point on the Timer Start on the Throttle to near full throttle. This way you won't actually start the throttle until you take off.

Might want to try this timer set up to have timer stop when throttle is at idle.

The new radios have some features that make our flying experience even more fun. While I was reviewing the T-Rex Pro 450 I had the opportunity to set it up with the JR 12X transmitter. Now, I have a terrible time remembering to start the flight timer when I fly airplanes or helicopters, so I was happy to see the "stick timer" function in the 12X. Well I found that it goes beyond that. For electric models we really need to be able to time the motor run time as opposed to the flight time. This means that when the throttle is at "idle" the timer should stop (when we are not using battery power) but then it should start again as soon as the throttle is advanced. The 12X offers this feature, so I thought I would show the steps I followed to have it working properly.

After making this setup, I am able to accurately time the motor run of my helicopter and know exactly how much battery power I have left. Take a look at the video and see what you think. The 12X provides even more ways to use multiple timers for applications like powered sailplanes where you would want to time the motor run time as well as the total flight time. See what I mean, this is all more fun!

Steps to make switch timer for electrics from 12x manual.

- System Mode List

- Select the correct model memory
- Scroll to Stick Position Switch and select
- Assign SPSO: To Throttle
- Set Position to L100 (this is low throttle point where the timer will stop running)
- Set ON: to Hi
- Set SYM to OFF

Function Mode List

- Timer 1 - set to Down-T or Stop W - whichever you prefer; I used the countdown mode.
- Start: Select SPS0
- Set Time: I set to 7:30 which gives me some time to land the model before the battery is gone
- Interval: You can set it to hear a tone each minute during the flight. I set this one to INH.
- Down Alarm: I set to 20 seconds. This sets the warning time as you reach the end of your flight.
- One Time: Set this to Off - this is the key to the stick controlling the timer.

Instructions From 12X to use on 11X

Programming a Timer to Start with Throttle Up

1. In System Mode List screen use the roller to highlight 91. STK PosSW and press the roller to access the Stick Switch Position screen.
2. Rotate the roller and highlight SPS0: INH and press the roller to access the available stick position channels.
3. Rotate the roller to highlight THRO then press the roller to access the Throttle stick position option screen.
4. Rotate the roller to highlight POS then press the roller to access the Throttle stick position value. Rotate the roller to select a L85 value (low throttle 85%) then press the roller to program accept that value SPS screen w/ 85% in POS
5. Press the LIST button to exit the SPS screen and return to the System Mode List.

Timer Programming

1. In the Function Mode List screen use the roller to highlight 87. Timer and then press the roller to access the Timer screen.
2. Rotate the roller and highlight Timer1:INH and press the roller to access the available timer types. (DOWN-T, STOP W or INH)
3. Rotate the roller to highlight DOWN-T then press the roller to access timer options.
4. Rotate the roller to highlight START TIM KEY then press the

roller to access the switch that will activate the timer. Rotate
the roller to select SPS0 then press the roller to program
accept that value SPS0 Switch position.
5. Rotate the roller to highlight Set Time then press the roller
to access the pre-programmed time. Rotate the roller to
select the desired down time (typical flight time) then press
the roller to program accept that value.
6. Rotate the roller to highlight One Time: OFF then press the
roller to turn this function on. Note: the one time function
will turn the timer on when the throttle is raised and remain
on even when the throttle is reduced to idle.
7. Press the LIST button to exit the SPS screen and return to
the System Mode List.
8. The timer will now start when the throttle advanced.
9. To reset the timer from the Timer screen, highlight Down-T
and press the clear button.

KILL SWITCH
 is working.
Click the "LST" Button to show the Function List. Navigate to the "MONITOR" choice
and click it. A bunch of bar graphs should show, one for each channel. The cursor on
ech bar shows the current position of that channel. Locate the GEAR channel bar, move
the switch we chose for the Kill Switch and the cursor should jump. If it does, we are all
set. Click the "LST" button to return to the Function List.

SUB TRIM
Now we have to make sure that all your surfaces are properly centered. Do your
surfaces look pretty close to centered now? If so we can do the final small adjustments
using the the "SUB TRIM" Function in the Function List. If not we should probably
center them by adjusting the lengths of your push rods between the servo and horns.
Assuming they are close, Navigate to the "SUB TRIM" function and select it. You will
see a screen that lists all of your channels. Use your scroller, and select each of your
surfaces and use the scroller to adjust the number while watching the surfaces until they
are all perfectly centered.
After this is done, we will want to get a base line on how well your throws are matched.
Put the throw meter on each of your ailerons.

TRAVEL ADJUST
In the Function List select the "TRAVEL ADJUST" Function. You will see a list of all of
your channels. Leave the throttle channel numbers at 100%. For all of the other
channels we are using, RAIL, RELE, RUDD,LAIL, LELE, select them, and use the
scroller to bump both of the numbers next to the channels to 135%. This will give us
more throw.
Recheck the throw numbers to get the same numbers up and down, left and right. You
can fine tune the numbers by moving the stick on each channel so that just the lower

number is highlighted. While watching the throw meter tweek the individual numbers so the throws are exact. After that is finished we will program the Flight Mode Rates and Expo. Then we will be done with programming the surfaces!

Excellent. Now we will set the three rates on the Flight Modes. For now we'll just set some low medium and high rates, and some middle of the road Expo values to get you in the air. You can adjust thes to your preferences at the field.

DUAL RATES

In the FUNCTION LIST Navigate to D/R & EXPO select it. A screen will display that allows you to set up these functions.

In the top left corner you wil see a box that says AIL. This tells you which surface you are currently operating on. Scroll over to the far right of the screen to where you see AUTO. Under that you will see a list of three lines: For each of these, select it and slect the choices below:

FM-0: PO

FM-1: P1

FM-2: P2

This tells the radio which flight mode is active for each of the possible positions on your Flight Mode Switch.

Scroll back to the box that says AIL and select it. You will see choices fo ELEV and RUDD. Select each one of these, and repeat the step above.

Next we set the rates for each of the surfaces. Ener the following values in the list below:

D/R EXP

P0 30% +35%

P1 50% +50%

P2 100% +70%

Repeat this for each of the surfaces AIL, ELEV, RUDD

Play with the three switch positions while watching the plane. You will see that with one simple flick of a switch you have re-configured the plane completely for different manuevers. As I've said, you will want to adjust these values with some experimentation at the field.

TRIM SYSTEM

On the left side of the screen, you will see a list of surfaces that have Trim. This controls how much the servo will move with each click of the it's trim button. The default value is 4, which is fine for the maiden flight when it might take a lot of movement to get the surface trimmed out. But with this much movement you will often find yourself right between the perfect trim. After your first flight go into this screen, leave the throttle channel at 100%, and change all the other channels to a value of 1. This will give you very fine control of your trims. Never set these values to 0 or nothing will happen when you click a trim button.

Leave the third column with the NORM value for each available servo.

There are 3 values you can set on the right side of the screen. FMOD TRIM: COMMake

sure this is set to COM so your trim adjustments affect all of your Flight modes.
Otherwise you will have to trim the plane separately when switching Flight Modes.

SERVO REVERSE
Reverse you servos so that all the surfaces and throttle are moving the right way.
From function list select Reverse Sw. From this screen click on each item and watch
which way your surfaces and throttle move so they are correct for flying.

FAIL SAFE
To set your failsafe so that everything goes to neutral you re-bind the plane as follows.
with your transmitter off Insert the Bind plug
Turn on the power to the receiver.
Once all of the receivers are blinking, remove the blind plug from the receiver.
While pressing the Bind Button on the back of the transmitter turn the radio on.

COPY/ERASE
Copy or Erase a model on the list, you can do this independant of what is currently
selected in the Model Select. To do this, first select a model you want to keep in the
Model Select Function..
On selecting COPY/ERASE from the Syatem Menu, you will be prompted to RF-
POWER OFF? , Select YES.
The MODEL COPY/ERASE Screen will display
Scroll to the first Model Shown it will look like this:
INTERNAL
MODEL (Followed by the model name, which by default is the currently active model)
However, this is not the model we want to erase. If you select then click on this model
name, a list of all of your models will be shown. Select the model you want to erase, and
click it.
Now, scroll back up and make sure you have ERASE Selected and click on it.
Then Click the ERase Button to the left of the screen. You will be prompted to confirm
that you want to erase. If you select YES, the model is erased, and the space on the list
is left as if a model had never been there.
Without going back to Model Select, you can now go through the list, repeating the
steps above, and Copy/Erase/ Backup to the SD Card on any model in the list, except
the currently active model, without going through the New Model Setup Screens.
This is actually much better than way I assumed it should work, because it lets you
operate on all the models in your list quickly.
Wait for all the lights to go solid, then turn the power to the receiver off.
You can now turn off the radio.
You have set you Failsafe.

**Looks like the back lit screen goes off after a short period of time, any way to
keep it on? I know they have it set up to save battery power, but what is the use
of having it if when you want to see the timer in bright sunlight it's off.**

Go into the System List, then TX Settings and turn it on. Go to system list, TX settings, set <back light: on>.
I love the auto-switch feature! Bring up a function, flip the switch and it assigns it. I also like the feel of the sliders on the back.

How do I put my flight modes on my Aux 2 switch. I want all of my aileron elevator and rudder on that switch to switch them all.
Assigning the Flight Mode Switch is easy. You can Choose any of the three position switches on the radio.
Navigate to the SYSTEM MENU and select the DEVICE SELECT Function
On the left side of this screen you will see:
FLIGHT MODE
FMOD SW
Simply highlight the words FMOD SW and Click on it.
In the screen that pops up select AUX2 SW and click
The screen should now say
FLIGHT MODE
AUX2 SW
I suggest you also INH the AUX2 SW in the column on the right side of this screen.
Don't forget to properly assign the Switch positions using the AUTO Function in the D/R & EXPO screen as I have previously described in earlier posts. This is where most people get stuck setting up their Flight Modes

Optical kill on the trainer switch
We will assume AUX2 but it really doesn't matter what channel.
For MOMENTARY KILL
Go to the DEV SEL menu under the SYSTEM LIST menu.
Scroll to AUX2 and press the trainer switch upwards, it will auto assign the switch.
Go to the reverse menu and make sure when you're not pressing the button the ignition is hot.
For flip switch (My recommendation)
Go to the DEV SEL menu under SYSTEM LIST menu.
Scroll down to AUX2 and press the scroll wheel.
From the menu select LTRIM 2P (left trim switch, 2 position).
Press up for on and down for kill or reverse the channel to suit your taste.

Updating the 11X Firmware via SD Card
Read all firmware instructions thoroughly prior to updating your SD card. If you are not comfortable updating your 11X, contact Horizon Hobby Product Support at 877-504-0233 for assistance. Although model memory should not be lost during this process, it is always a good practice to back up your model prior to performing this update.
Before performing updates to your 11X, you must create the necessary folder and sub-folder on your SD to store the firmware update. You can do this using any computer that has an SD drive. JR recommends using SD cards with a minimum of 1 GB or higher capacity, which you can purchase through any computer hardware provider or retail outlet.

With your computer, create a folder on the SD Card titled **JR**, and then create a subfolder titled **VERUP** in the **JR** folder. Any JR Firmware updates will be titled XXXX.JRD. Copy the updated file(s) (XXXX.JRD file to the **VERUP** subfolder.

WARNING: When performing 11X firmware updates, DO NOT disconnect the battery while the update is in process. Doing so will create a non-recoverable corruption of the 11X firmware requiring you to send in your transmitter for service.

WARNING: The 11X software update located here is only compatible with the JR 11X radio distributed through Horizon Hobby Inc. Do not attempt to install this software in the 11X Zero sold through JR Propo and their other distributors. Doing so may cause a non-recoverable software error that will require a costly repair.

Prior to updating your firmware, ensure the battery has a minimum of 10.0V. If you have changed the default low battery warning, the battery voltage will need to be a minimum of 1V above the warning threshold.

File should be JRVERUP.JRD

Download Firmware Version 0001-0103 by Clicking Here

NOTE:

Ver.0001-0101 corrects the V-tail trim function in GLID model type.

Ver.0001-0102 corrects throttle trim being active in flight modes in the HELI model type including updates from the previous version.

Ver.0001-0103 Allows the 11X trainer functions to operate with the Spektrum DX6i, DX5e, JR Sport S400 and JR Quattro radios including updates from the previous versions

Instructions for the update:

Open the battery door and remove the battery Leave it plugged in. You will then have access to the SD card reader located on the green circuit board on the right side of the battery compartment.

Vertically insert the SD Card into the reader.

Replace battery and door to prevent the battery from becoming disconnected during the update. (see Warning above)

Hold down the bottom left button of the transmitter and turn on the unit. A Green LED will light at the top of the transmitter and you will be taken to the update screen. The display will show you both your current software version and the new version on the SD card. (For example V0100-0100 to V0100-0101).

Press UPDATE to install the update. You will be prompted to turn off the transmitter to begin the update. If the battery voltage is below 10 volts or less than 1 volt above cutoff, the update will be interrupted with a "lowbatteryerror" message. If you receive this error, you will need to charge your transmitter or change the low voltage cutoff in the transmitter settings.

Next, turn off the transmitter. The screen will display "update in progress". Do not disconnect the battery. The green LED and screen will remain on during the update. When the update is complete (one to two minutes on average), the screen and the LED will turn off.

Turn on your transmitter and check the version of software on the TX SETTINGS screen in the system menu.

11X addends

11X Throttle on XG update

The analog trim difference is not a bug but a change in the THRO CURVE menu. In version two, a THROTTLE OFFSET was added. The offset default value is 100. If you change it to zero, the trim will work the same as in version 1. The offset is also found on the 12X. I'm not sure what its benefit is but it has caught some electric flyers off guard when they made the conversion.

Even if you don't use much of the version 2 added programming, one change you will probably appreciate. The TIMER options have been expanded. About the only thing you could do before was pick a switch to turn the timer on and off. Now you can tie the timer to a flight mode or a combination of switches.

Deleting a Model

You erase a model memory that you are presently in, the ERASE functions like a reset on the older JR transmitters. If you select the same type of the model that you had (such as going from ACRO to ACRO), it resets all the functions to their defaults. Or if you select a different type of model (such as going from ACRO to HELI), it sets up a new model type using the new type model defaults.

If you want to completely erase a model memory so you can overwrite it, first you have to go to a different model memory, then erase the memory you want. For example to erase model #1, select model #2. From model #2 select to erase model #1. This is all done to prevent you from accidentally overwriting a memory

 Another Idea
Can anyone describe to me the process for completely deleting a model, and leaving the dashes in place of the name. When I try to delete, it will not do it, and sends me to the new model "acro-heli-sail screen. This is making me crazy.[/

Highlight and select the MODEL SELECT function from the SYSTEM LIST
Highlight and select the model memory of one of the models you wish to KEEP

Erasing:
Highlight and select the MODEL COPY/ERASE function from the SYSTEM LIST
Highlight and select ERASE
Highlight and select the model memory of a model you wish to erase (not the active one)
Press the ERAS function key and confirm
Repeat the "erase" process until you have erased all of the models you don't want

Copying:
Highlight and select the MODEL COPY/ERASE function from the SYSTEM LIST
Highlight and select COPY
Highlight and select the "source" model memory
Highlight and select the "destination" model memory
Press the COPY function key and confirm

Idle Increase on Switch

Maybe its in the doc, but anyone want to give me a run down of how to set up an increased idle to a switch? I have never done this on any other radio, so I am not even sure where to start.

The THRO TRIM menu on the second function list page has two mixes. One for a throttle cut and the other for an idle increase called IDLE ADJUST. Select the number underneath the IDLE ADJUST message and crank it up quite a bit as it is a fine adjustment. The default select switch for the adjust are positions #1 and #2 of the AUX2 SW. Go into the SW SEL submenu and change it to the switch you want.

My Way to Set Up Throttle after XG Udate

If you do update you will for sure have to redo your throttle set up. Pull off the servo arm before you turn on the transmitter and power up the receiver. I pulled the throttle trim switch all the way down. Using the second screen I moved the throttle to 50%. I set the carb butterfly half open and made sure the servo arm would be at 90 degrees and put the servo arm on the servo. Set up worked very nice with a good movement on the butterfly for starting and idle adjustment.

Throttle Curve

The nice thing about an 11x (or any good computer radio) is you dont have to fuss with that 🙂

Make sure you have your linkage setup right, with even end points, then use a curve like 0 - 15 - 35 - 65 - 100 and tinker from there to suit your taste
Actually if you cut your max rpm which is your 100% stick to half that really is not your 1/2 stick position. For instance if your low speed idle is 1500 rpm and your high speed rpm is 6000 and you cut the 6000 in half to 3000 you now have 1500 rpm from low stick to 1/2 throttle and 3000 rpm from half stick to high throttle. The proper way to do it is add the low speed idle to the high speed rpm and then halve that. So this case it is 7500/2= 3750 for mid throttle. Now you have 2250 spread from low to mid and 2250 from mid to high
To setup and "idle up" or "Flight Idle" as I call it, either use a throttle/throttle mix or a throttle curve, whichever you feel the most comfortable with, they will both work and

assign it to a switch. On my X9303 I used throttle/throttle mixes, on my 12X I use curves.

Throttle Curve 2

Actually if you cut your max rpm which is your 100% stick to half that really is not your 1/2 stick position. For instance if your low speed idle is 1500 rpm and your high speed rpm is 6000 and you cut the 6000 in half to 3000 you now have 1500 rpm from low stick to 1/2 throttle and 3000 rpm from half stick to high throttle. The proper way to do it is add the low speed idle to the high speed rpm and then halve that. So this case it is 7500/2= 3750 for mid throttle. Now you have 2250 spread from low to mid and 2250 from mid to high

Idle Up and Flight Idle

To setup and "idle up" or "Flight Idle" as I call it, either use a throttle/throttle mix or a throttle curve, whichever you feel the most comfortable with, they will both work and assign it to a switch. On my X9303 I used throttle/throttle mixes, on my 12X I use curves.

In your program mix menu for LLVR > THRO, look at the message at the top. If you were using program mix #3, it would read [PROG Mix3] >. To right of the arrow will be either 0 or 1. The 0 indicates that with current switch and throttle stick configuration Pos0 rates are in effect and if it is 1, it indicates that Pos1 rates are.

Set all the select switches to POS0 and in the bottom right of the menu, change the THRO STK from INH to some number. A 0 number represents the throttle stick position when it's all the way back and 100 represents the stick in the WOT position. If you set the number at 50 and pull the stick all the way back, the message at the top of the menu will read 1. When the stick is pushed forward passed the midpoint, it reads 0.

So simply set your LLVR > THRO rates in the Pos1 column and leave the Pos0 rates zero and set the THRO STK number to position where you want the mix cutoff.

Like Zeeb, I've found the THRO > THRO mix using a select switch to be sufficient. But the above will accomplish your original request.