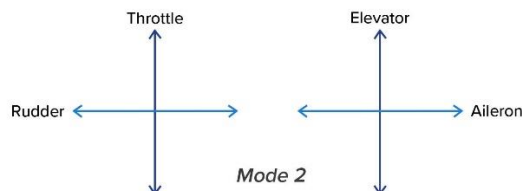


Graupner Hott MZ24 Pro throttle stick reverse

Stick mode and Throttle reverse explanation

In the basic transmitter setting you can set the Stick mode. Example of stick mode 2 shown below.



For Aircraft are 2 options possible for the *Throttle Idle* position. Normal or reversed.



The reason that you should be able to set the *Throttle Idle* position is that the trim works only in the idle position.

This is mainly used for combustion engines so you set the idle position slightly lower during landing to avoid runway overshoot and slightly higher in flight to avoid engine shut off.

Most Graupner transmitters have a setting to do so as described above. See example below of an MX-22 transmitter (German Language setting)



Modelltyp

Modelltypfestlegung für Flächenmodelle

MODELLTYP	
Motor	kein
Leitwerk	normal
Querruder/Wölbklappen	2 QR 1 WK
Bremse	Offset +100% Eingang 1
	SEL

In diesem Menü werden alle modellcharakteristischen Funktionen festgelegt. Zeile anwählen und nach Kurzdruk auf den Drehgeber erforderliche Option vorgeben:

Motor:

„kein“: Sie verwenden ein Segelflugmodell ohne Antrieb. Die Warnmeldung „Gas zu hoch“, s. Seite 20, 44, ist deaktiviert.

„Gas min hinten“: Die Leerlaufposition des Gas-/Bremsklappensteuerknüppels (K1) befindet sich hinten, d. h. zum Piloten hin.

„Gas min vorn“: Die Leerlaufposition des Gas-/Bremsklappensteuerknüppels (K1) befindet sich vorn, d. h. vom Piloten weg.

Hinweise:

- Die K1-Trimmung wirkt entsprechend nur hinten oder vorn, also nur in der Leerlaufposition. Überprüfen Sie z. B. die Einstellung im Menü »Servo-anzeige«.
- Abschalttrimmung: Beachten Sie diese Funktion, die auf Seite 26 beschrieben ist.

Some other functions like “*Throttle HIGH warning*” or “*Engine kill*” are connected to the Stick idle position.

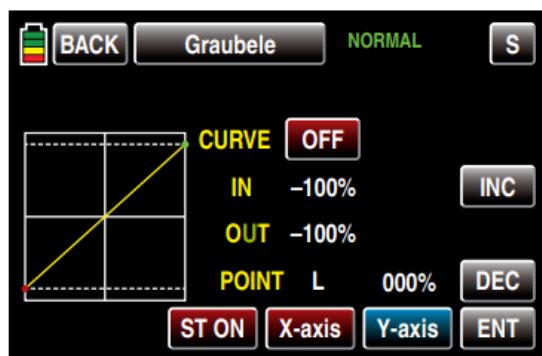
The problem

With the MZ18 and MZ24 transmitters it seems that Graupner wanted to duplicate the software structure from Futaba. BUT, unfortunately the software programmers have missed to implement this “*Throttle idle position*” feature in the software. So the option to set the idle position with Stick forward is not pre-programmed as it is in all other Graupner transmitters, even in the pre 2.4 GHz period.

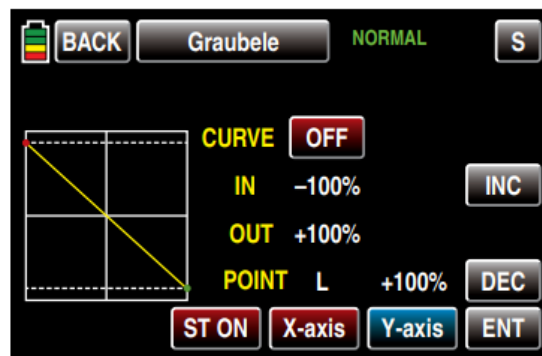
The given solution from the manual

The given option in the MZ18 and MZ24 manual does not work. According the manual it should work by reversing the Throttle curve.

Here some screenshots of the THR.CRV reversing from the Graupner manual:



Stick position Normal



Stick position reversed

It actually does reverse the throttle direction, the Throttle warning, and the trim works in the Stick idle only. ***But the trim direction is reversed!!!***

That's not what is should do!!

The solution

The good news is that there is a solution to overcome this issue in the **PRO** software.

See further down for the additional steps to be taken if you do not have the PRO software installed and do not want or cannot upgrade this.

In short you need 2 almost the same linear mixers for K1 to K1

So go to the following screen and set the MST (Master) and SLV (Slave) to CH1. Please note that this need to done twice and in every flight phase!



For the first mixer set the curve as indicated below:



Please note that the setting TRIM is switches to “OFF”.

Below a setting of the second mixer.



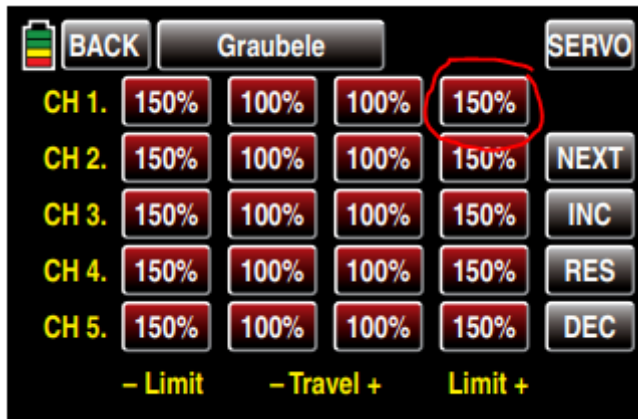
Please note that the setting TRIM is set to “ON”.

Now your transmitter works as expected.

Additional settings for the NON PRO software

Without the PRO software it can be partially solved with some more effort since the trim ALSO works in the full throttle position. (that's way TRIM setting is been switched off in the first mixer)

The solution is to use the LIMIT function in the shown menu to avoid over opening or mechanical blocking of the throttle valve of the carburettors.



I checked in the PRO software where it is possible to set the LIMIT value lower as the TRAVEL + value. So with the LIMIT function n you can block off the range of trim lever