K7Yachts
Beginners Guide to Setting Up The Radiomaster Pocket for Radio Sailing

Based on Ideas by Greg Norris, Mike Wyatt and Leen Buurman

Authors : Phil Holliday and Richard Jones

The challenge using radio transmitters for the first time is essentially to learn the menu system of your particular transmitter. “It’s all in the software”, as they say. So our beginner guides take you through the menu architecture three times, each time going a little deeper. You’ll soon get used to it.

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1.0 Introduction

Radiomaster make some great transmitters, and amongst them the "Radiomaster Pocket" is very suitable for Radio Sailing. Allegedly it's very robust and can take knocks and drops with ease. It certainly feels like it.

All their transmitters can run the OpenTX and EdgeTX software, so if the Pocket doesn't suit you, then this manual probably covers the Zorro, TX16 etc.

This guide sets out to show a beginner to radio sailing how to set up the Radiomaster Pocket to suit our sailing needs. It is written for the beginner or non-techy sailor. The

issue is not so much “how to”, but rather which settings shall we use on this or that menu. The goal is to show you, step by step, how to set up the Pocket for radio sailing.

This document will be much easier to read if you have a Radiomaster Pocket powered up and right next to you.

In radio sailing we use only a fraction of what modern transmitters can deliver. We shall need to be clear about which switches and menus do not apply to radio sailing, which is many of them. We shall set the transmitter up to be like flying a plane, but only using the rudder and throttle.

This is the rear panel of switches on the Radiomaster. You might use just one of them.

Switches SA and SD are single push to switch something on, then push again to switch it off. We are not proposing to use these.

SB and SC are simple three position switches. We are not proposing to use these.

There is a rotary wheel at S1 at the back right hand corner of the photo. We are not proposing to use this.

Switch SE, in the back left hand corner of the photo, is a simple push switch but does not stay in when you take your finger off. So if you press it in, some new "values" will be applied by the transmitter, and when you take your finger off, the transmitter goes back to the original pre-set values. We might be able to tempt the beginner to try to use this button, once they have got used to all the basic functions. This user manual will try this button for "Pinch Mode".

2.1 The Basic Rule for Switching Your Kit On and Off

The basic rule for arriving and leaving from your race session is when you switch "ON", you switch on the Transmitter (the unit you hold in your hands) first, then you switch on the power in the boat.

When you have finished for the session, switch "OFF" the power in the boat first, and the Transmitter second. The routine goes in reverse.

There may be some variations to this when you initially pair your receiver to the transmitter (brand dependent), so check the instructions for that carefully.

2.2 About Receivers

We have used a three channel receiver named ExpressLRS2.4 which is also known as ELRS2.4. It comes from Radiomaster.

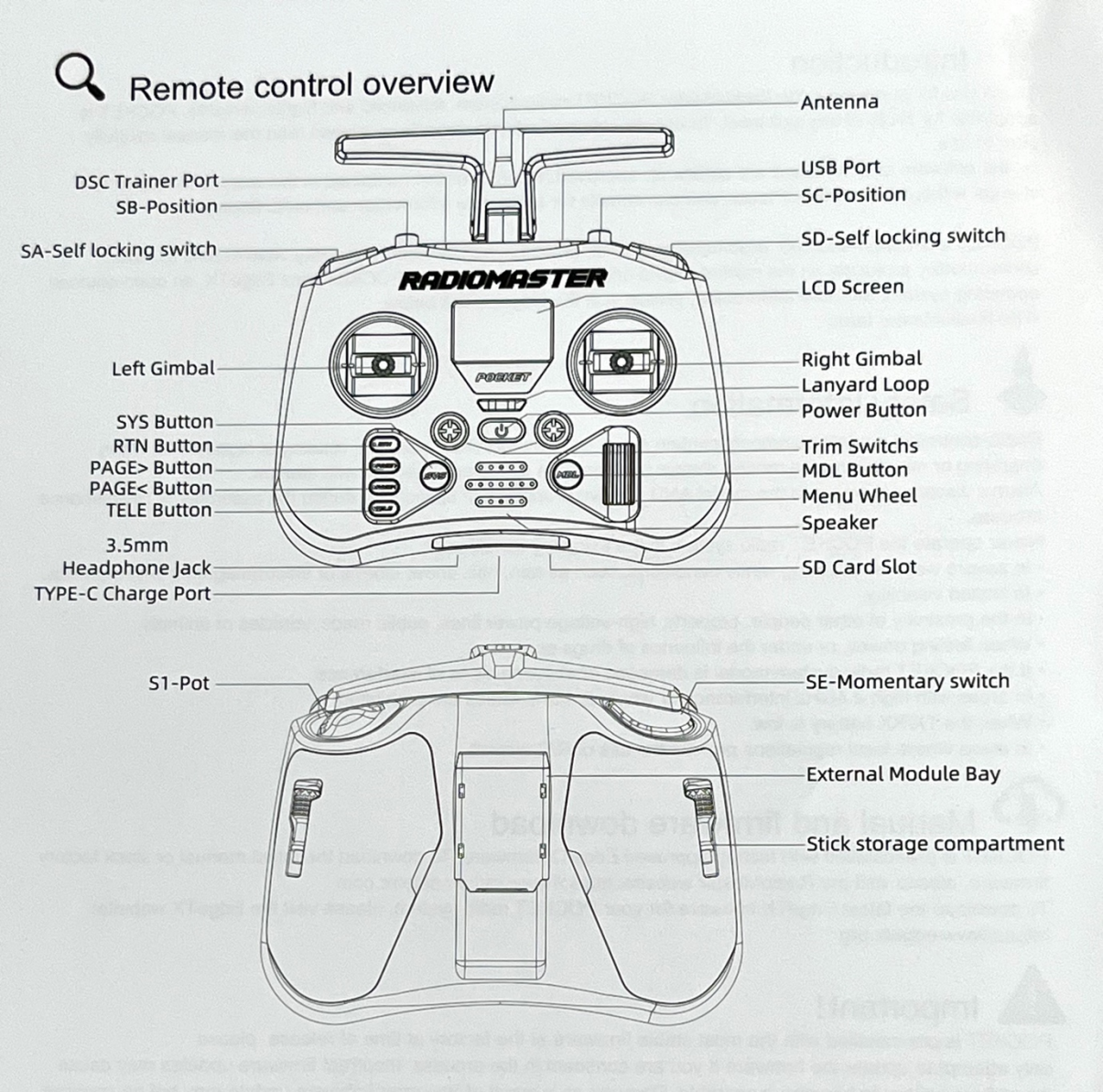
Other functions:

Basic receiver telemetry comes as standard.

2.3 About Servos and Winches

We are using this receiver in our F6 Marbleheads fitted with Stinger winches supplied by K7Yachts.

3.0 About All of the Levers and Switches



3.1 What we DO Use

The on-off switch and the two joysticks, you will already be well acquainted with.

Sail/Mainsheet Control lever

This is the left joystick and we shall set it up so that the lever down towards you is “sheeted in” and the lever upward away from you is “sheeted out”.

Rudder control

This is the right hand joystick, and left or right has, hopefully, the effect you expect.

Otherwise :

Menu Wheel or Menu Scroller

Probably the very first control to get to grips with is the menu scroller referred to as “the menu wheel” in the diagram below. Try it on yours. It rolls to the left and right, and also if you press the scroller downwards it clicks and acts like an “enter” button would on a PC keyboard.

3.1.1 How to Select the Boat or Rig You Want to Use

MDL – Model Select

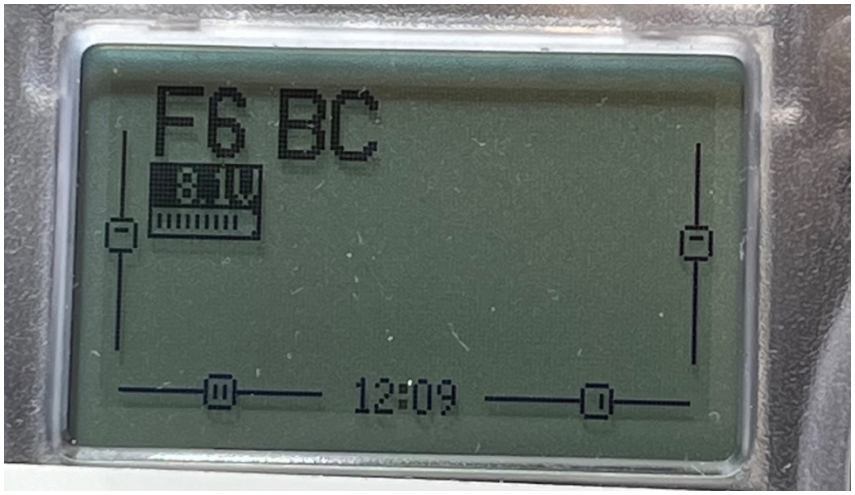
(This is quite an easy, safe, way to get a feel for the basic switch operation on the transmitter).

Locate the Model select button marked MDL just to the left of the menu scroller. All these transmitters commonly can store a whole number of different hull and rig combinations. Being well acquainted with it enables you to share a transmitter (share cost) across several boats and maybe different rigs also.

Try it right now:

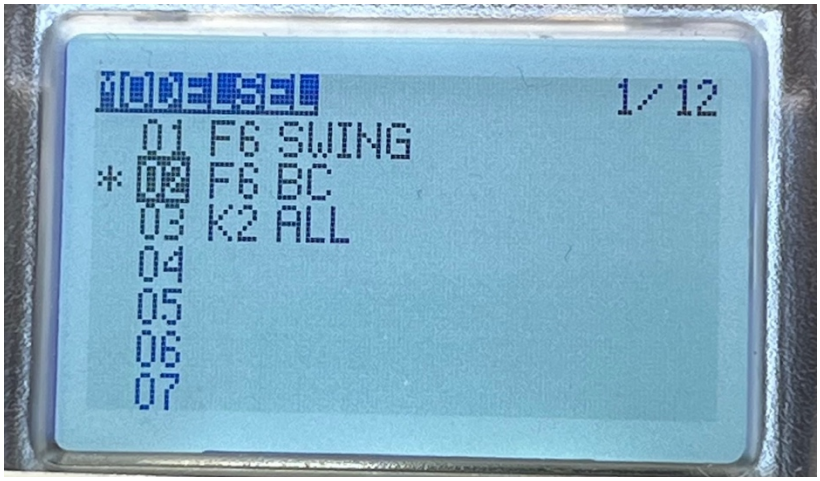
a) Power up your transmitter

   If you get a red lit “switch warning” simply find the Return button RTN at the top of the row on the left hand side, and press that to suppress the alarm. Find the RTN button now on the diagram above.



I am going to switch models between my F6 Marblehead with B or C rig, to the F6 with a Swing Rig Type A.

b) Press the Model Select button MDL

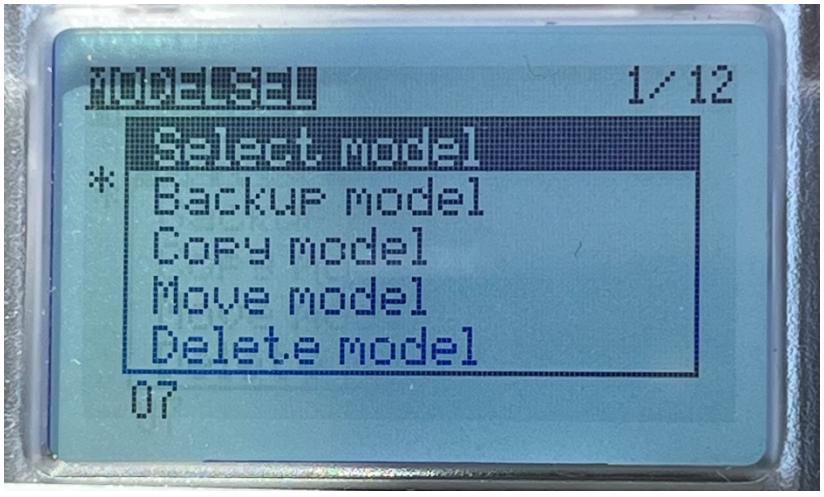


You can see on the display panel it has an asterisk beside “F6 BC”.

c) Select the new model

Roll the scroll bar left to go up, and right to move down. Get the asterisk beside the “model” that you want.

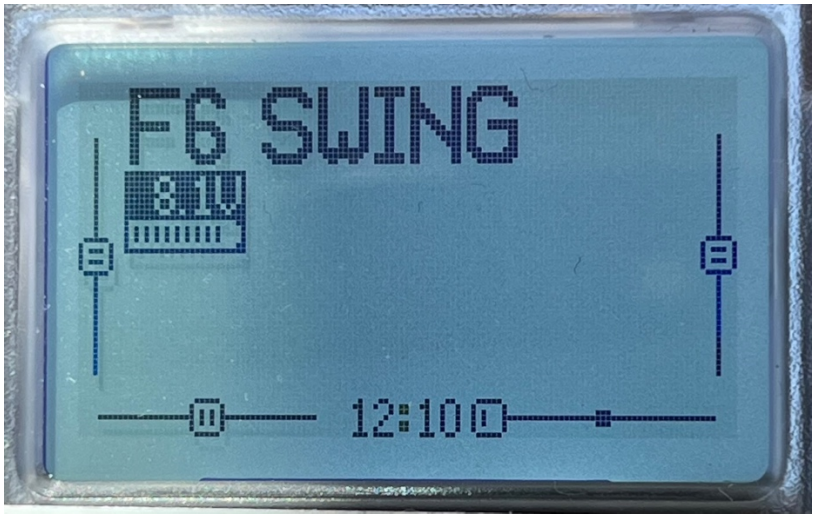
d) Press “Enter” by means of clicking the scroll bar down



Using the scroll bar click it to choose “select model”

You will get the list of models again with the new model highlighted.

Find the Return RTN button and click it.



Now the transmitter is set for the new model selected.

Summary :-

To switch between “models” on race day, the mnemonic to have in your head (or on a bit of card) is:-

“MDL, scroll, click, click, RTN”

3.1.2 How to Use the Trim Switches and Other Main Control Switches

End Points Versus Trim Switches

This manual will deal with End Points in the setting-up section, 4.2.2.

It is important to understand the difference in function between End Points and Trim Switches. It is easy be confused.

Adjusting the end points of the mainsheet for example is exactly what you would expect. You are telling the transmitter where maximum sheet-out and maximum sheet-in should be. The transmitter then calculates the mid-point itself.

(Think through the rudder setup in your mind now. You want a known centre point and you want the same numerical end points for port and starboard helm. Same maths problem – but the other way around.)

You use the “End Points” sub-menu for this job.

What do Trim Switches do? It is easy to think they move the end points along a little, but in fact what they do is move the calculated centre point one way or the other. Take a moment to reflect on this difference. It will be important later in "Setting Up".

Trim Switches

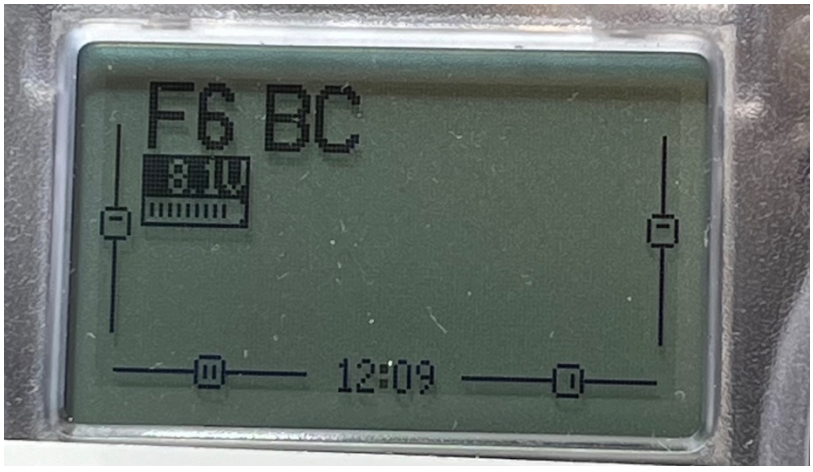
Using the switches diagram above to locate the two black buttons marked "Trim Switches". Note – they are not buttons, in the sense that they do not depress like a button. On most transmitters you get vertical and horizontal type switches for each of the two joysticks. On the Pocket, each of the two round switches has clicks sideways on the horizontal and clicks on the vertical axis.

If you're transmitter is switched off, have a little fiddle with the trim switches now simply to get the feel for them and where the clicks are.

You'll use these trim switches most days you go sailing. The left trim switch you will only be using the clicks in the vertical axis, up and down (mainsheet) and the right switch you will only be using the clicks in the horizontal i.e. left right, plane (rudder).

You can use the trim switches to adjust the ends of travel maybe plus or minus 10% or so – for example to get your rudder centred before sailing.

On the main display you can see what is happening on the trim tabs. Ideally at the start of your day both will be centred. See the two vertical and two horizontal bars on th main display. Remember two of these display vars are NOT USED in radio sailing.



Other Switches

On the main panel, we have five other switches which are mainly for menu navigation.

We have SYS, Return (RTN), Page Right, Page Left, and TELE. We shall come to these later.

3.2 What we do NOT use (in the main)

On the back panel we have six switches, probably only one of which might be used in radio sailing. For now, ignore them and we shall return to this later. There are also a USBC and a DSC socket there – ignore them.

On the opposite side, next to your body, is a USB-C socket which you will use to recharge your transmitter.

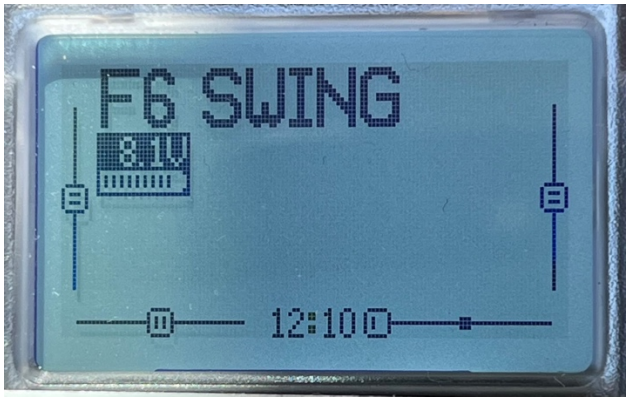
3.3 Recharging Your Transmitter

As mentioned above, there are two USBC sockets on the transmitter. We do not use the one on the front face, but the rear USBC is used for recharging.

You can see in the photo below, where the red USB cable is plugged in for the recharging process. You have to watch the display carefully – as the minutes go by, you will see the voltage number gently increasing. When it stabilises, and the little dots in the battery

graphic fill the box (see photo in 4.0 below), you are fully charged. The Author's transmitter stabilises at around 8.1-8.2V.

4.0 About the Menu System



4.1 What Menus We Have

When you switch on, the primary menu, you see

- The current Model Name you are using (Here "F6 Swing")
- The voltage level of the batteries in the transmitter
- The four trim bars previously discussed, only two of which are used in sailing..

Primary display choices:-

You can select the design of this primary menu if you wish. If you click the page forward button at this point, you will see about 6 choices, but most people leave it on the primary menu shown above. If you wish to see the "Channels Monitor" page, when on the primary display simply click "Page backwards" to see the channel monitor.

Basically, the Radiomaster has two separate suites of menus for configuring and set-up.

1/ A set of System menus for controlling the set-up of the transmitter – the unit you hold in your hands. You access these menus by pressing SYS (system) which is the large black button to the left of the loudspeaker. You won't need this often at all, but there are

7 pages of menus which you can scroll though using the page forward button (second button down on the left side). Press RTN to leave the menus.

2/ The second set of menus control the way that the receiver in the boat is configured and adjusted. You will use this much more often and you reach these menus by pressing MDL, which is the large black button to the right of the loudspeaker. You will see all your configured boats there (you may have more than one) and each boat has its own 12 menu screens. Some menus naturally have sub-menus. You page through them using the small black Page forward button to the left of the loudspeaker. You press RTN to get out of the menus.

Try exploring the System Menus:-

There are 7 “System” menus where all the deeper transmitter functions tend to happen. Explore them now:-

- Power the transmitter on
- Press the SYS button
- The menu screen should show “TOOLS” and ExpressLRS is the first choice. That the screen is numbered 1/7 in the top right hand corner so you can tell where you are in the menu system.
- The “page forward button” is beneath RTN to the left of the loudspeaker. If you press it six times you will page through all the system menus. To go back one menu, just press the “Page backwards” button which is the black button located below “page forward”
- At any point in this menu layer you can press RTN and you revert to the Primary system menu display above.

4.2 Using the Menu System

The menus are where you make changes to tailor the transmitter for radio sailing. Each time you decide to make changes it is strongly recommended that you write down, or photograph, the values that were in the fields before you start adjusting them. Once you hit Return (RTN) the new values are saved permanently. There is no “undo” or “go back” button to get the original values back. Write them down.

4.2.1 Binding the Receiver to the Transmitter

Power on the Transmitter.

Press the SYS button to access the system menus.

Use the menu scroller to select ExpressLRS, and click/depress the scroller to select it and access the BIND setting.

Leave the transmitter like this for a moment.

Go to the receiver in the boat and power it on and off 2 times and then power ON. The Receiver light should now be blinking twice. If not, keep powering it on and off until it does. (Ed – think we need to tidy this up)

Return to your transmitter handset now. Now use the scroller to click/depress on BIND – hold for a moment, and on release the binding should take place.

As is the case with modern Futaba T6Ks, all switched on Receivers in the vicinity will bind to your transmitter, so it is important that you have only one receiver powered on at a time.

4.2.2 Setting up the Boat and its Rig

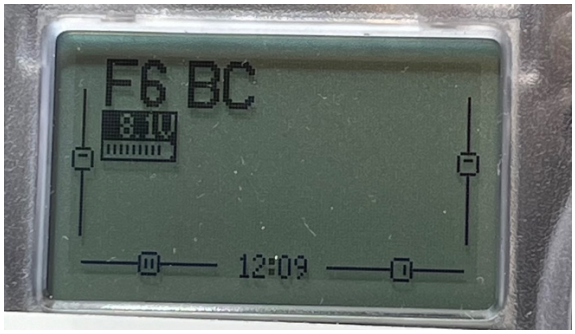
When you first set up the transmitter for a boat there is a short list of things to complete using the EDIT option:

- Giving it a "model name". eg "My Marblehead with Swing Rig", but you give it s short mnemonic such as "F6 Swing"
- It is a good idea when on this page for the first time to rename CH1 and CH3 as RUDD and WINC respectively. It helps reduce confusion later.
- Polarity of rudder and mainsheet joysticks (maybe)
- Setting the limits of travel : left and right for rudder, in and out for the mainsheet (see sections 4.2.2.1 and 4.2.2.2 below)

We do this in the "SETUP" Menu.

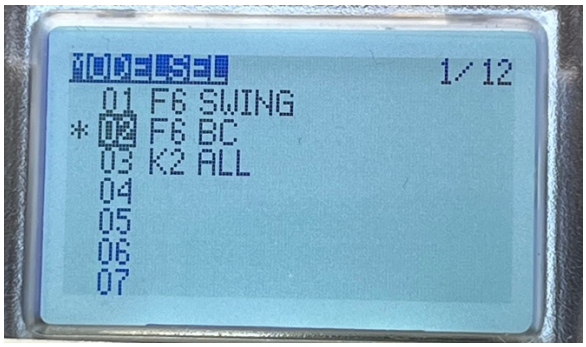
Firstly, we want to setup a new model, or use an existing model. You can copy across the parameters from an existing model as the basis for a new model if you wish.

Start at the main menu, and if that is not where you find yourself, then press RTN repeatedly to get there.

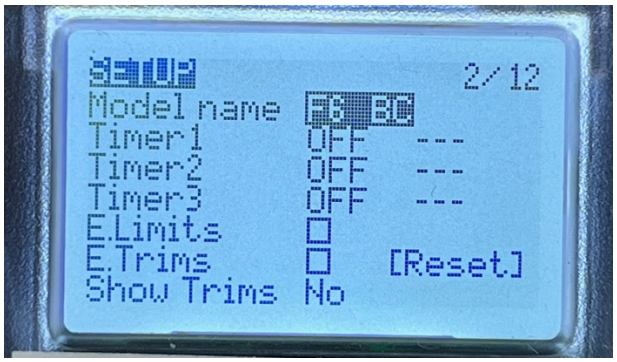


In this photo I am starting at my main menu and the boat currently loaded is my F6 with B or C rig.

We have done this a few pages back - Press the big black MDL (“Model”) switch beside the scroller. Scroll to the boat that you want or start a new model on an empty number.

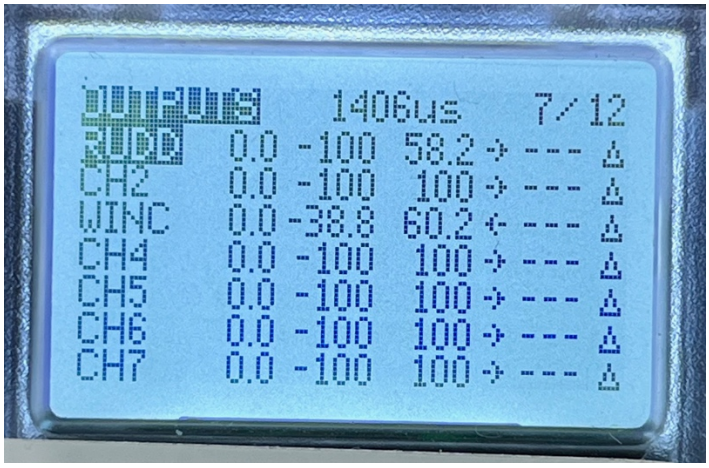


Now press the “Page Forward” button which is the second black button down in the row of four.



We have gone straight to menu number two of twelve setup menu screens. Here you can see the name of the boat, you can edit it, or you can start a new name. To do that just click/press the scroll bar.

To set up our rudder and mainsheet we need the “OUTPUTS” menu page, which is page seven of twelve. We are on page two – so click the “Page Forward” button five times (2+5) and you should end up on the OUTPUTS menu page.

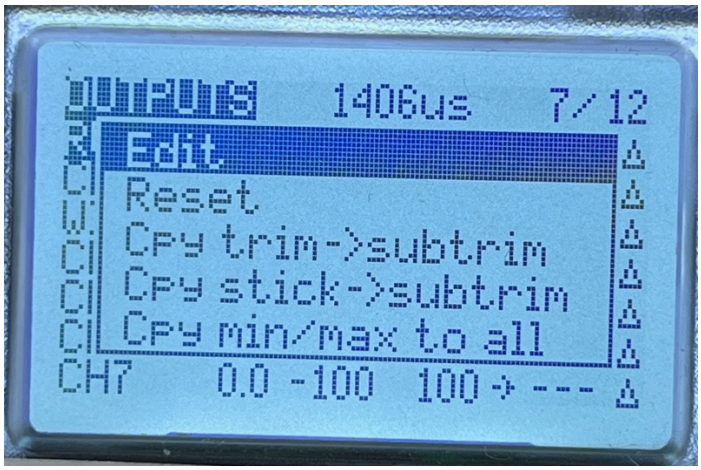


Note that in radio sailing we only use channel 1 (rudder) and channel 3 (mainsheet).

It is on this menu that we can select to reverse the polarity of the channel if we need to. It's not definite, but it's not unknown to be needed either. For example, you may find that the rudder left-right is actually coming out on the boat as right-left. Or the mainsheet is in-out, when it should be out-in.

The other big thing we do during setup is set the limits of movement (aka "The End Points") – maximum left, maximum right (rudder) or maximum in and maximum out (mainsheet). You will be very keen to get this sorted initially, then on race day you will use the "Trim Buttons" to make fine adjustments.

To do this, using the scroll bar to click down, you select the channel you want to use (for example here, the rudder.



You will see that you can edit, reset and so on.

When finished, a press of the RTN button will return you to the main menu.

Summary:-

So on race day to check or reset your end-limits, try a mnemonic in your head or on a bit of card. The mnemonic is

To get to the OUTPUTS screen:

“MDL, scroll, Page and Page, Page and Page, Page and Page”

.....and you land up on the OUTPUTS Screen. Click RTN at any time to get back to the main menu.

To get to EDIT the Rudder or Mainsheet channel from here, the mnemonic is

“Scroll, click, click”

... then you are in EDIT. Make your adjustments and press RTN when ready.

(Ed – we need to build this out and do a setup)

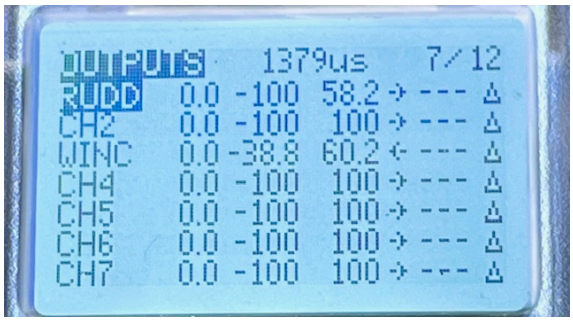
4.2.2.1 Setting Up the Rudder

To set up the rudder, it is handy as a beginner to take a fine pen and mark the bottom of the hull with three marks.

(i) mark on the hull where the rear tip of the rudder sits when central
(ii) mark the hull for maximum rudder throw, approximately both 45 degrees to port and 45 to starboard

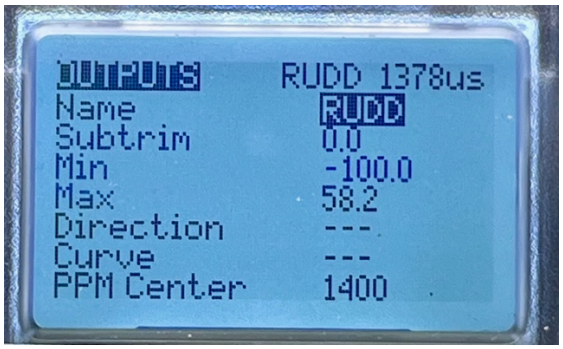
The 45 degree marks are the maximum rudder throw that you want. Any more and the rudder could act more as a brake than even it does normally.

Now click MDL to get to the boat you want to setup. Press “Page forward” half a dozen times to get to the Outputs screen.



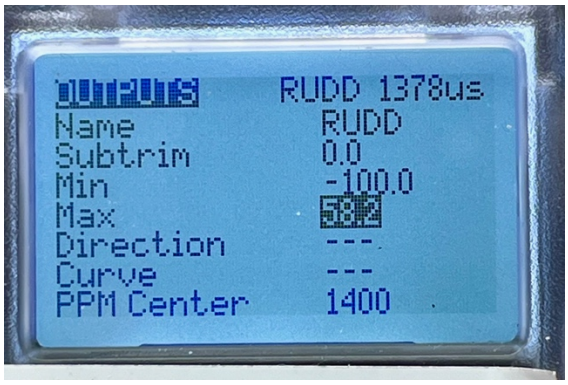
At this screen, one can use the scroll bar to select which channel to adjust. In sailing we only use two channels (CH1 rudder, CH3 Mainsheet Winch).

To adjust the rudder settings we want CH1 (RUDD) so click on that with the scroller.



You will see here the way it is set up on my boat. You would think that my 45 degree marks would correspondingly have a minimum and maximum number which is the same, but one plus and one minus. As you can see, it depends on the rudder and rudder servo setup – these numbers at the 45 degree marks do not have to be the same.

(adjustment of EXPO rudder, PPM Center, directioin and curve to be developed later)



Using the scoller down to the number you wish to adjust and click. In this photo I have scrolled down to the maximum setting and clicked the scroller.

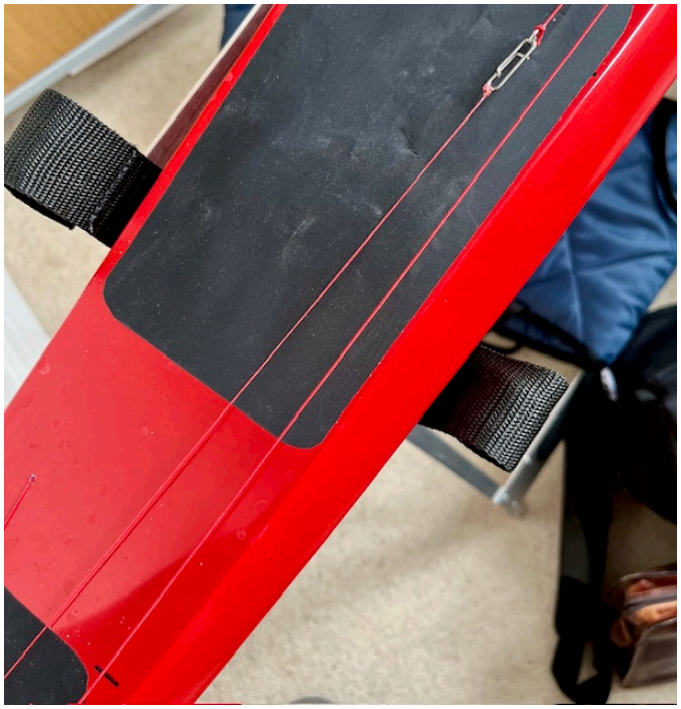
Then you can move the number up and down just by scrolling the scroller wheel back and forth. When you have selected a new value, just click the RTN return button to climb back to the top of the menus.

4.2.2.2 Setting up the Winch for mainsheet

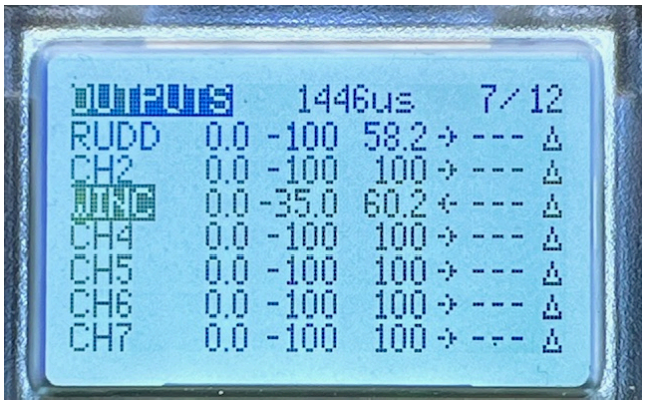
Setting up the mainsheet winch is very similar to setting up the rudder servo above.

Firstly, it is useful to set up on the hull minimum and maximum points for mainsheet travel (similar idea to the 45 degree marks for the rudder). You will see plenty of boats at your club displaying these marks. With your rig on, you want to mark the maximum sheeted in position and the maximum sheeted out position. How best to do this will vary enormously by class and rig. Quite probably you can manage on one pair of marks for all rigs on a One Metre for example, whereas you might just need two sets of marks for

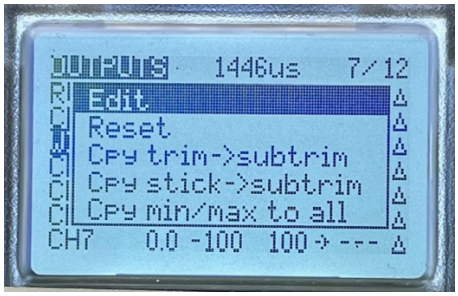
swing and conventional rigs on a Marblehead (and therefore two Models in the transmitter).



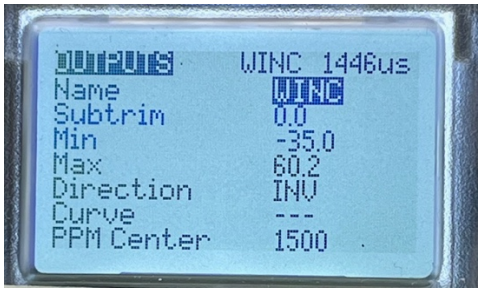
In this photo above the mainsheet is fully out and you can just see a tiny black mark in the top right corner of the photo near the steel hook, and the small black mark in the bottom left of the photo denoting the sheeted in position.



Now click on MDL, scroll to the boat you want in the list then click page forward to get to the OUTPUTS menu which is page 7 of 12. Scroll down to WINCH on channel 3 and click to select it. In this example you can see the limits are set at minus 35.0 and plus 60.2.



Click on edit.



Now you will see this critical data for your mainsheet winch.

The first thing to notice is that this channel needed to be “inverted” (Direction INV) so that pushing the joystick out causes the sheets to try out not in. So the direction or polarity, had to be reversed in this boat.

I don’t know what 1500 ppm means, so we shall leave that alone.

We are mainly interested in using those MAX and MIN values for the limits of travel for the winch. We want the travel of the mainsheet take-off hook to correspond to those deck marks that match what we want to the sails to do when in or out.

Scroll down to that MIN value and click on it with the scroller.

You will now find if you roll the scroller back and forth that MIN value will change. Now if you get yourself near the boat, push the joystick fully in (sheet in) and watch what happens as you change the value. When you are happy keep clicking RTN (return, until you get to the main menu. The value is saved by doing this.

Now push the mainsheet joystick right forward (sheet out) and do the same routine but this time adjusting the MAX setting. Line the mainsheet takeoff with your balck mark, and your limits are set.

4.2.3 Slightly More Advanced Features when You're Ready

4.3.3.1 Setting Up For The Very First Time

Most likely, when you pick this manual up for the first time, the receiver and transmitter are already connected and receiver connected to the servo and winch.... and talking to each other from the boat. However, there is going to be an occasion when it's all brand new and first-time, so what do we do?

When you connect the transmitter and receiver for the very first time in a boat, the transmitter is going to assume that the rudder and mainsheet points that it encounters at when you switch on are the *mid points*. That's how the transmitter knows where to start its work from.

Before you power anything up:-

-manually coax your rudder into the centre position (“helm straight ahead”)

- manually coax your mainsheet winch into the mid position. It is best to get the ruler out and measure this up on the sheets with the rig up. Mark dots on the mainsheet with a black pen against a reference point (eg mainsheet post) and mark the full-in, full-out sheet positions. Then measure where the mid point between the two dots is and mark that with a third pen dot. Now you know what you are trying to achieve and adjusting the End Points will follow.

Get everything on the mid points and connect the power.

Sub Trim Menu

Imagine for a moment that we are setting up a plane, which after all is the intended design of the transmitter. The Ailerons need to be dead centre, or the plane will roll and crash. They may look to the eye as if they are centred, but the issue is are they “really centred”.

The sub trim menu function is used to set and recognise the servo/winch neutral positions and may be used to make fine adjustments to get it spot on.

When you are confident, get out the transmitter user manual and look for the pages on Sub Trim for Ailerons. That’s basically what you will do. Follow the instructions there.

4.2.3.2. Pinch Mode

(This section is still experimental for us. The author would suggest taking a photo of each menu screen before you make any changes. If you need to reverse out, then you know what original values you were aiming at.)

Should you tactically want to point higher (eg start line), we can set a button to sheet in slightly while you squeeze the boat upwind. We have chosen in this example to use the SE button on the back panel where your left index finger would naturally press. This button is simply a press function – release it to go back to standard.

In the menus, you have to set it up separately for each boat (“model”).

We may have to revise this document several times with experience to get this right. The author is trying to use LB’s original notes… It was a little experimental when I tried, but eventually I got the desired result. Both LB and the author are occasionally unsure about cause and effect in a couple of places below. Try this :-

Instructions to set up a Pinch Mode:-

(a) Press MDL to select your boat

(b) Press PAGE> five times to step through the menus to the MIXES on Page 6/12
Use Rotary to select WINC on Channel 3

(c) Press long on Rotary Button to select Edit

(d) Rotate down to Weight. and change value to something less than 100. I used 95, but then when I went through a second time it became "G1".

NOTE: 100 was your end point when you first setup this boat. This new value now sets your default SHEETED IN and OUT Positions, you need to adjust your Jib & Main accordingly.

Press RTN button

Now to associate this setting with the button we want to use….

(e) Use Rotary to select *Insert after* option.

(f) Use Rotary to select Source. The default Thr is indicated.

(g) Press Rotary. You can now see all the options by scrolling through. I have chosen to use the SE button which is under the Switches option and so Rotate down until it is highlighted.

(h) Press Rotary, a secondary page is displayed.

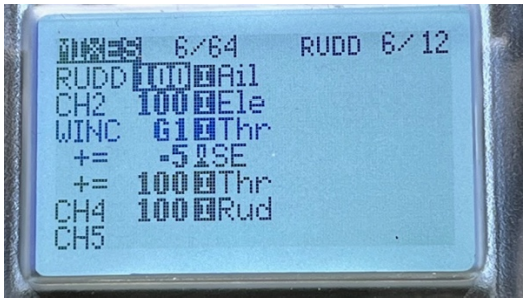
(i) Under Source rotate to SE.

(j) Press Rotary.

(k) Use Rotary to select Weight

(l) Change the Weight value to the amount you deducted earlier, e.g. -5

The menu display that the author ended up with looks like this, and it seemed to work



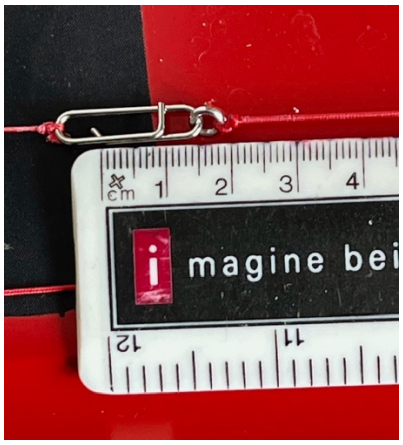
Per the notes above, I set this WINC value on LB's recommendation to "95". The second time I went through I was only offered a G value, which you will see I have left on G1. I cannot seem to get back to 95, but it works.

In step (e) above, “Insert after”…., when I had two rows (WINC and one +=) it didn’t work. When I did insert after again, “100 I Thr” showed up on the menu and it DID work!

By the way, when I entered the menu yet after time and tried “insert after”, “100IThr” appeared in yet another row, and the pinch mode stopped working. The answer was to highlight the errant fourth row, and select “delete” to get rid of it.

On this Marblehead with is setting, when you go into pinch mode, it winches on another 4-5mm of sheet. Experimentation with the rigs on will sort out the amount of sheet you need to take in. Look at these two photos:-

This next photo is normal sheet setting



Then this second photo (following below) is with the pinch mode ON

Press Rotary.

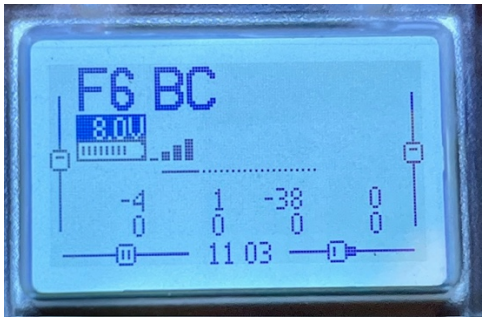
Note: At this point I selected Trim to “tick”. (LB said : I cannot remember why?)

From the main primary system display, press the “page Backwards” button and the CHANNELS MONITOR page is displayed. By pressing the SE button you will see the value in CH3 being modified to your Pointing High value, your winch will sheet in!

4.2.3.3. Telemetry – Show Receiver Signal Strength

You have to separately set the battery telemetry for each boat (receiver) that you have.

On the ELRS receiver that we have fitted in this boat, no need to worry – the Receiver Signal strength (a reasonable proxy for battery strength) is displayed as standard on the main screem. See the “rising” bars beside the battery display in the photo below. That’s the same that we are all used to seeing on a mobile phone to indicate signal strength.



4.2.3.4 Receiver Telemetry : Turning off the Audible Warning Messages

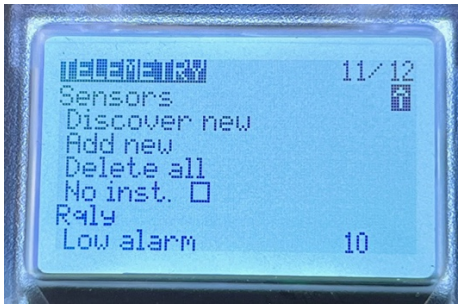
Receiver telemetry often has a much shorter range than the receiver itself. They call this “Fly-By telemetry”. Fly-By Telemetry often has a range of just a couple of hundred feet and is there for rc plane pilots to fly overhead and read their plane’s onboard data.

On the transmitters we have here, as standard we get a loud spoken message from the transmitter when the *telemetry* function is at the edge of its distance range (note : not the same thing as the receiver at the edge of its range), and again when the receiver telemetry comes back into range – often just 1 or 2 seconds apart. Not what we want in radio sailing. Audible warnings are a great way to irritate fellow sailors (!). This is how you turn them off.

You need to disable the alarms for each boat (model) you have in the transmitter.

1/ Click MDL to select the model for which you wish to turn off the alarms

2/ Click Page Back twice to reach menu 11



This menu is very large, and you can see the options by scrolling down slowly. You are looking for the section of the menu that relates to alarms

The Low and Critical alarm levels were originally assigned vales of 45 and 42 respectively. I changed them (using the scroller) to 10 and 5 respectively. It seemed to make a small difference, but not much. So then I scrolled and clicked to put a tick in that box you can see labelled “Disable Alarms”. That appears to turn off this audible warning message pair completely.

In theory it is possible to get the receiver telemetry to report the battery strength on board the boat. Try this Radiomaster Youtube video to get the idea. It looks like you need one extra cable in your “pot”.

Watch this from the Radiomaster Official Youtube Channel :-

https://youtu.be/D_ws4P25sVc

LB has managed to get Telemetry to report the Receiver battery level in addition to the signal strength. This may not be possible with all receivers. If you want to try this, try LB’s notes below:-

LB’s instructions are:

(1) Press MDL to select your boat
(2) Press PAGE> to step through to DISPLAY Page12/12
(3) Use Rotary to step through to the second row (—- —-)

Click on first value — —

Change first value using the Rotary to RxBt & the second to Time
Press RTN repeatedly until you are at the Home Screen (MODEL NAME)
Press TELE button
Display now shows the voltage of the Rx and the current time.

4.2.3.5 Telemetry – Setting a Low Battery Warning

You have to set the alarm for each boat or "Model" that you have.

As in the section above, the boat in the workshop today seems to have a receiver that does not support this function, so instead I attach LB's notes below.

LB's Instructions are:-

Using PAGE> go to Page 9 (Logical Switches)
Select a logical Switch, probably L01
In Function Select a>x (first value less than second)
In V1 using the rotary Select RxBt
In V2 using the rotary select 5.0 (I want to alarm when the Rx Battery is below 5 Volts)
In Duration select 5. This makes sure that the voltage is not transient.
Press RTN to return to the top of the Page (2 or 3 presses)
Press PAGE> to SPECIAL FUNCTIONS
On first line enter the Logical Switch value used in Step 2 (L01 in this example)
Rotate to Play Val in 2nd value and press Rotary
Rotate to RxBt in 3rd value
Rotate 4th value to how often you want it to play the warning (I chose every 5 second)

4.2.3.6 Setting EXPO for your Rudder

We have not yet got as far as setting expo on the rudder, but get in touch if you have done this. It is definitely possible. Watch this Radiomaster video for clues on how:-

https://youtu.be/MelGyTkNI08

4.2.4 Menus That We Do Not Use

These transmitters are built for planes, gliders, drones and so on. Presumably they can use lots of channels for different functions. We do not use any of them.