



Airworthiness Directive

Warning 02-08

Effected Systems: Futaba FAAST Systems

Tuesday, June 17, 2008

Suggested Action

Two problems have surfaced in recent weeks concerning Futaba's FAAST system.

TEMP: The first that has been identified is a concern that all modelers should pay attention too. Heat sensitivity has caused receiver failure in some applications. No aircraft have been effected here in the Northwest so far. The cutoff temp that the Futaba service bulletin addresses suggests that any radio system can suffer failures at the temperatures listed, some 71c or 160f. It is recommended to keep onboard radio equipment at less than 60c or 140f as this is the cutoff, failure point of some Hitec servo's. In Lab test it has been confirmed that receivers do fail at about 140f and recovery was demonstrated at 137f.

CODE ZERO: The second problem to surface using FAAST is un-commanded re-coding of the transmitter. This issue is very serious and should be watched closely. This issue has effected a local user and luckily the user knew something was up with his system and refused to fly. An un-commanded recode of the transmitter may be identified by the need to rebind all your receivers for some unknown reason, as was the case with our local flyer. We are still awaiting word from Futaba on this newest problem of a corrupted GUID so stay tuned. The original service bulletin for Zero GUID is listed below.

Internet chatter identifies a possible problem with FAAST systems writes to EPROM during this phase. Apparently Futaba records the number of cycle during boot. The transmitter reads EPROM during a boot cycle and also s on the transmitter. The problem may be from shutting the power switch off during the boot cycle, a rapid turn on by turn off can create a situation where the data being written to EPROM could become corrupted. Once the EPROM becomes corrupted the transmitter could default back to code zero GUID. GUID is the code that makes each transmitter unique. Code zero is a default code that a transmitter has before being flashed with it's own unique ID. The unique GUID code resides in EPROM memory.

Expect a follow-up Bulletin Shortly

[More Details FAAST Bulletin](#)

<http://2.4gigahertz.com/techsupport/service-advisory-tm7-7c-6ex.html>

Suggested Action:

Temp: Any Failure can occur at the temperatures in question. Users should take precautions to keep radio equipment including servo's within the proper temp guidelines.

Code Zero: Do not cycle FAAST system power switches rapidly from off to on then back to off. Once system power has been initiated, transmitters should be allowed to initialize before power is turned back to off. This is only a short delay, if a user were to wait three to five seconds before cycling power back to off, this is beyond the EPROM write time, and EPROM corruption should be minimized.

Precautions should include steps to reduce the potential of transmitter battery being drained while on. If the transmitter is allowed to fully drain, this can send the system back to the default ZGUID.

Look for a firmware update from Futaba somewhere in the near future that will address this issue.

If you have more than one receiver and you find yourself having to rebind all your receivers for some unknown un-commanded reason, you may have corrupt EPROM data and ZGUID. D's Hobbies can test for ZGUID resets.