

Ready-to-Fly Quick Start Guide

General unboxing, battery-safety, binding, and first-flight guidance for a new Vahnim aircraft. For anything specific to your exact build, contact support — this guide covers what's true across builds, not the details that vary by configuration.

Before You Fly

Drone flight is regulated in most countries and often requires registering the aircraft, passing a basic knowledge test, or following specific airspace rules — the requirements depend entirely on where you fly and how much your aircraft weighs.

This guide can't tell you what your local rules are — they vary by country, and sometimes by region within a country. Check with your national aviation authority before your first flight, and see our Terms of Service for the general rules we expect every pilot to follow.

A few things that are true almost everywhere: don't fly over people who aren't part of your flight, don't fly near airports without clearance, keep the aircraft within your own line of sight, and don't fly higher than your local altitude limit (commonly around 400 ft / 120 m, but confirm this locally).

What's in the Box

Exactly what ships with your order depends on how it was configured — a ready-to-fly kit and a bare frame include very different contents. Your packing slip lists everything that shipped with your specific order; treat it as the source of truth over any general description.

At minimum, check for physical shipping damage before you do anything else. If a box arrived crushed, or something inside looks bent, cracked, or loose that shouldn't be, stop and contact support before powering anything on.

Battery Charging & Safety

Most Vahnim aircraft use lithium-polymer (LiPo) batteries, which are efficient but genuinely dangerous if mishandled — this isn't a Vahnim-specific quirk, it's true of LiPo cells from any manufacturer. A few rules that always apply:

- Never leave a LiPo battery charging unattended, even for a few minutes.
- Charge on a hard, non-flammable surface, and ideally inside a LiPo-safe charging bag or box.
- Never charge a battery that's swollen, punctured, or visibly damaged — dispose of it safely instead (many hobby shops and electronics recyclers accept LiPo batteries).

- Don't fully discharge a battery in flight — land with some margin left rather than flying until the aircraft cuts out.
- For storage longer than a few days, store batteries at a partial ("storage") charge rather than full, per your battery's own documentation or charger settings.
- Let a battery cool to room temperature after flying before you charge it again.

Binding Your Radio

Binding links your transmitter to the aircraft's receiver so it responds to your sticks. The exact steps depend on which radio protocol your build uses, so we're not going to guess at button sequences here that might be wrong for your specific setup.

A protocol-specific, step-by-step Radio Binding Guide is planned for this page. Until it's posted, tell support which transmitter and receiver your build uses and we'll walk you through the exact binding sequence.

Whatever protocol you're on, always bind with propellers removed, and confirm every control surface and mode switch responds correctly on your radio before you ever attach propellers.

First Flight Checklist

Run through this before every first flight on a new or freshly built aircraft — not just once, but any time something's changed (a repair, a firmware update, a new battery type).

- Propellers are tight, undamaged, and installed in the correct rotation for each motor.
- Battery is secured and its connector is fully seated — a loose connector is a common cause of in-flight power loss.
- Center of gravity is roughly centered under the main rotor axis (or, for fixed-wing, at the recommended point on the wing) — an unbalanced aircraft is harder to control and more likely to crash on takeoff.
- Radio range and control response check, propellers off, before you ever power up with propellers attached.
- Failsafe behavior is set and tested — know what the aircraft will do if it loses signal, and make sure that behavior is safe for where you're flying.
- You're flying in an open area, clear of people, moving vehicles, and structures, with a clear line of sight to the aircraft.

Getting Help

If something in this checklist doesn't match what you're seeing, or you're not sure whether your aircraft is ready to fly, stop and ask before you fly — a five-minute question is cheaper than a crash.

Open a support ticket at vahnim.com/support-request with your order number and a description of what you're seeing (photos or video help). For anything covered under warranty, see our [Warranty Policy](#) at

vahnim.com/warranty-policy.

Vahnim · hello@vahnim.com · This guide covers general practice and does not replace instructions specific to your build. When in doubt, ask before you fly.