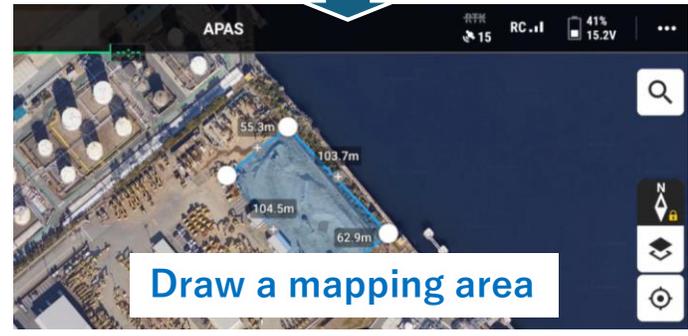
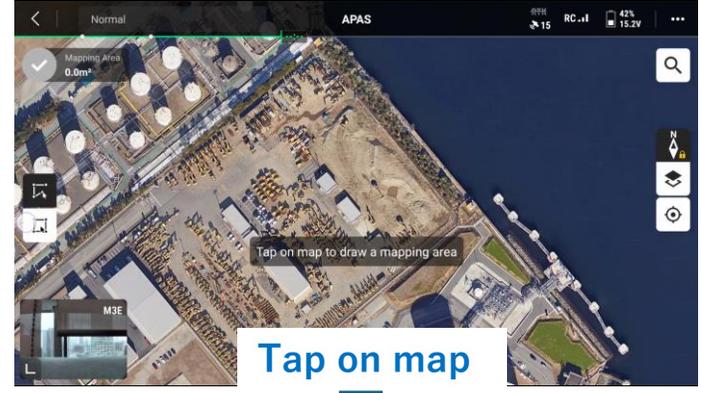
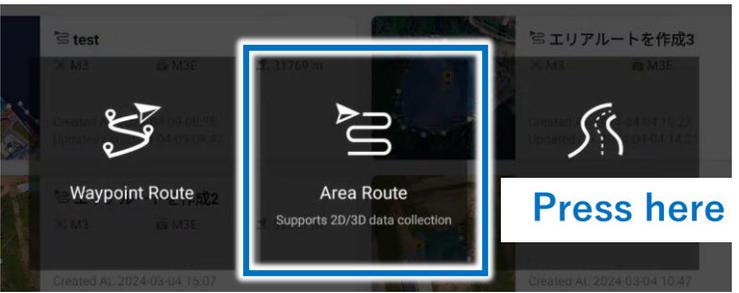
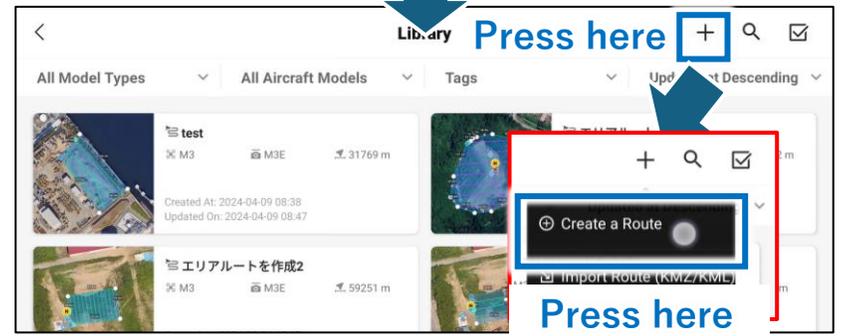
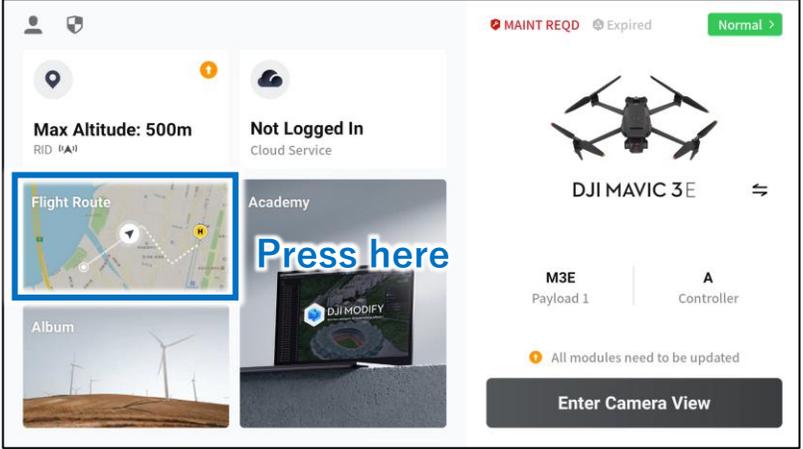
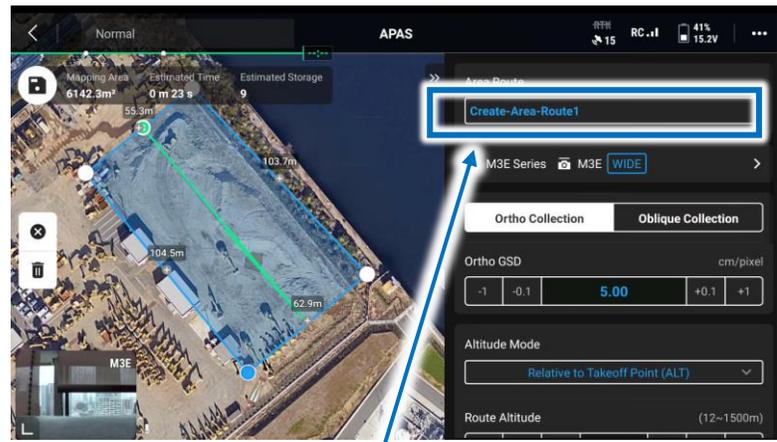


Flight Plan Setting 1



Press here to determine the mapping area

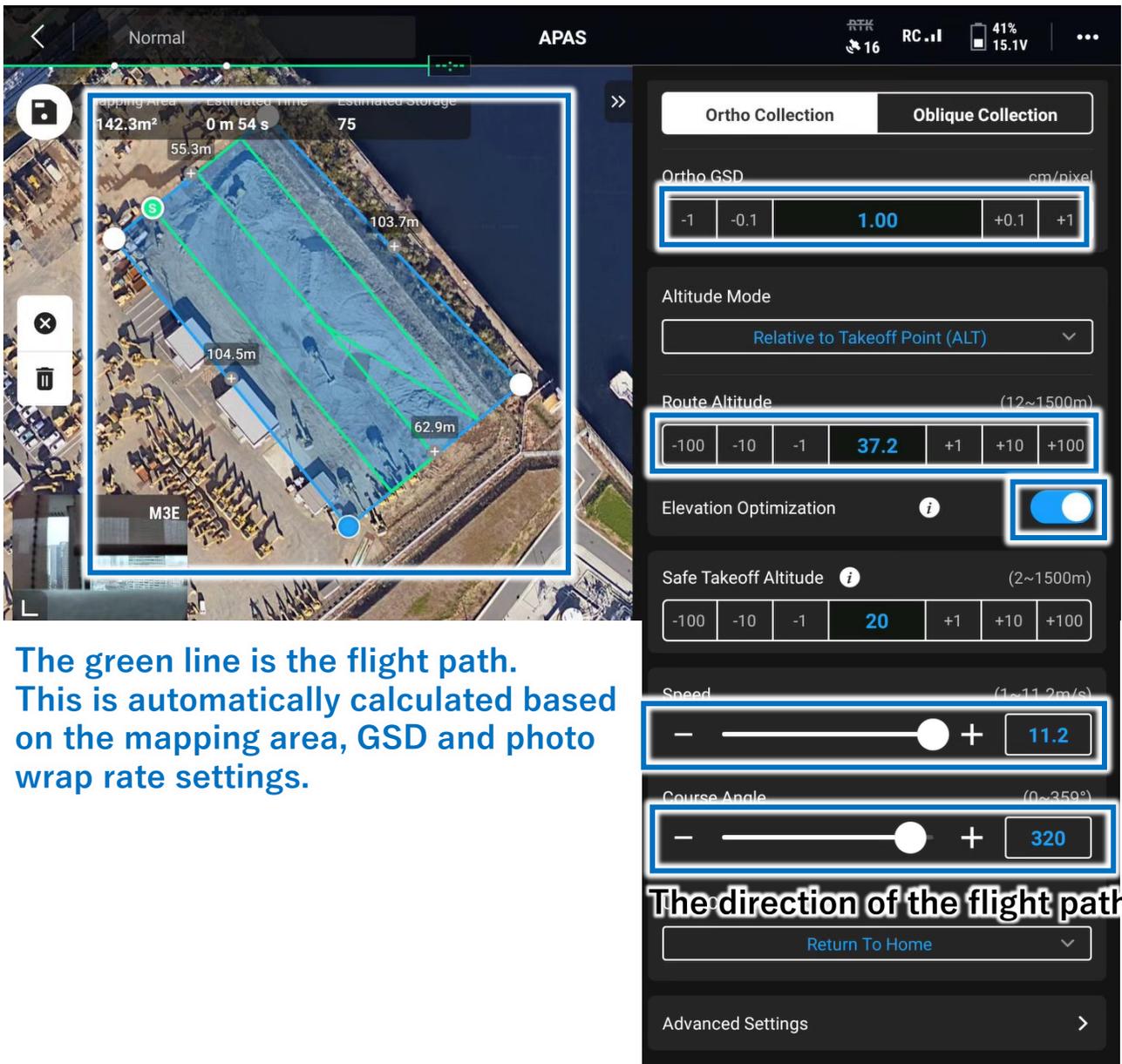


Enter the name of the flight plan.

*The name of the flight plan is used for the name of the photo folder on the SD card. Do not use the following characters.

- blank spaces
- \$ dollar sign
- ! exclamation point
- ' single quotes
- " double quotes
- : colon
- @ at sign
- + plus sign
- ` backtick
- | pipe
- = equal sign
- emojis
- alt codes
- # pound
- % percent
- & ampersand
- { left curly bracket
- } right curly bracket
- ¥ back slash
- < left angle bracket
- > right angle bracket
- * asterisk
- ? question mark
- / forward slash

Flight Plan Setting 2



The green line is the flight path. This is automatically calculated based on the mapping area, GSD and photo wrap rate settings.

Set the GSD to 1 cm.

The altitude is automatically calculated according to the GSD. If you change the flight altitude, the GSD is automatically calculated.

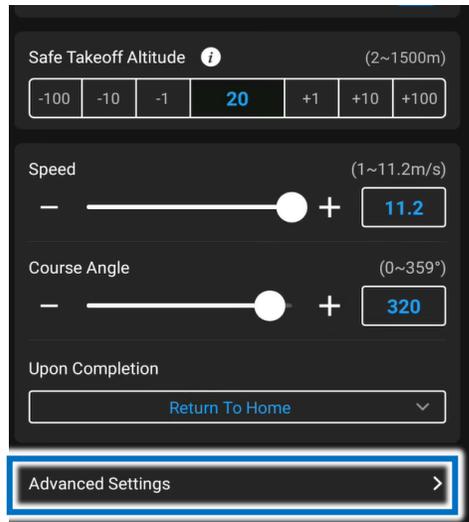
Setting for oblique flight. Please switch ON for higher accuracy.



Maximum flight speed is not a problem. Higher speeds may cause the flight path to be rounded and the drone to shake more. If high accuracy is desired, the speed must be reduced.

The direction of the flight path can be changed.

Flight Plan Setting 3



Press here

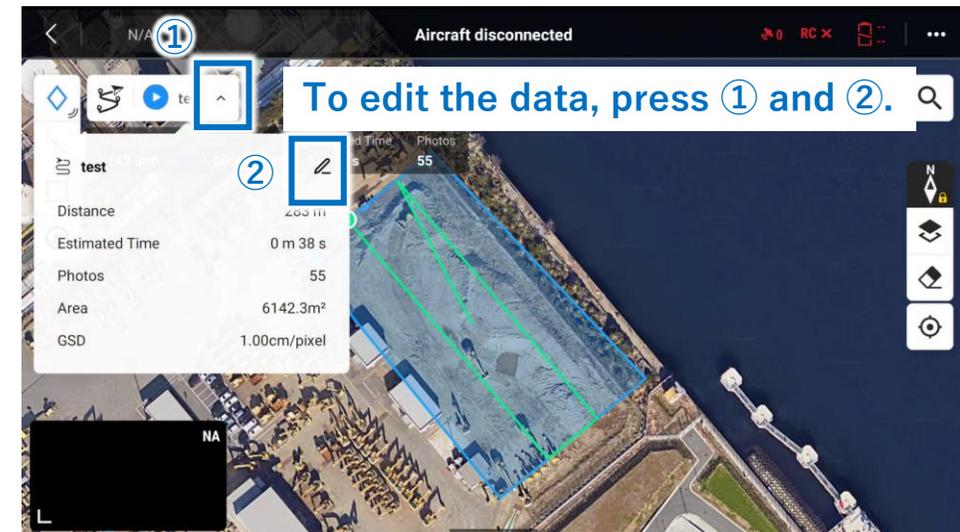
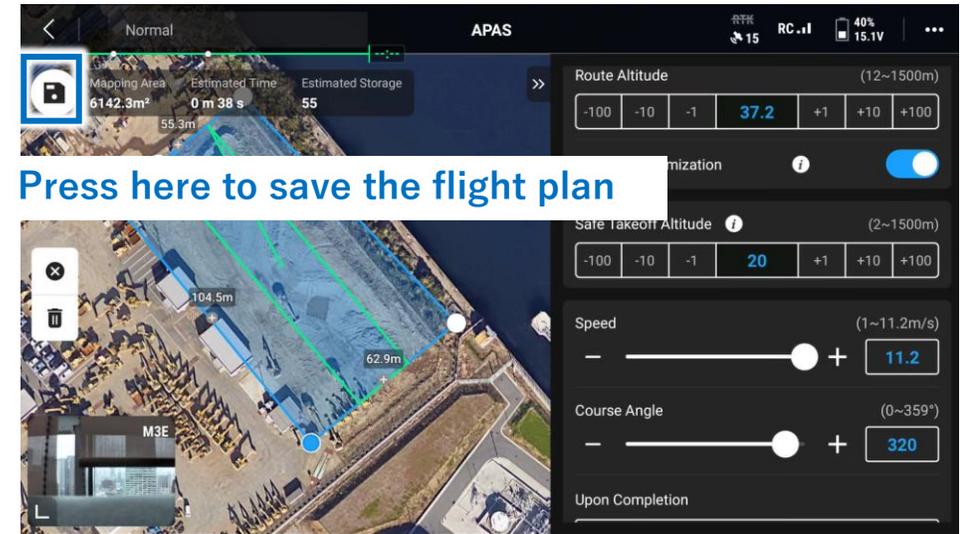


The basic rate is 60%.

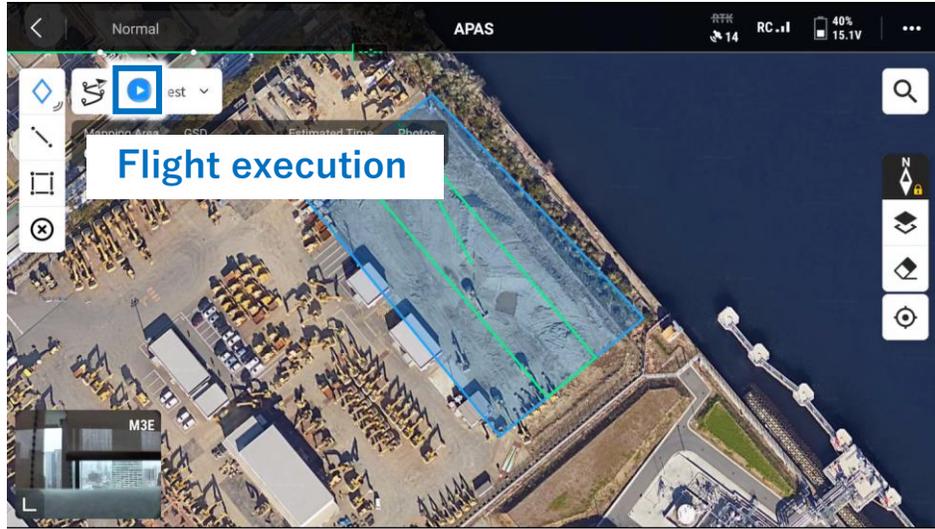
The basic rate is 80%.

Set up to fly wider around the perimeter of the mapping area.

Either can be used. The Distance Interval Shot is recommended as it reduces the number of unnecessary photos.



Flight Plan Setting 4



If this value is set equal to the height of the flight, the flight time is reduced.

Preflight Check

Note: Make sure aircraft arms are completely unfolded. Ignore this message if aircraft arms are unfolded

RTH Altitude	(20~1500m)	-100	-10	40	+10	+100	Signal Lost Action	Return To Home
Max Altitude	(20~1500m)	-100	-10	220	+10	+100	Max Flight Distance	(15~8000m) <input checked="" type="checkbox"/> 8000
Home Point	<input type="button" value="📍"/> <input type="button" value="A"/>						Control Stick Mode	Mode 2
Customize Battery Warning	Critically Low: 10% Low: 20%							
Obstacle Avoidance	<input type="button" value="Brake"/> <input checked="" type="button" value="Avoid"/> <input type="button" value="Off"/>							
Horizontal Sensing							Alert: 16.0m	<input type="range"/>
Upward Sensing							Alert: 10.0m	<input type="range"/>
Downward Sensing							Alert: 10.0m	<input type="range"/>



Mapping Checklist

Low side overlap may affect mapping. Over 70% recommended

39% 15.1V	RTK Disabled	34%	77.38 G	
283 m	0 m 38 s	6	1.00 cm/pixel	55 times
Distance	Estimated Time	Waypoints	Reconstruction GSD	Payload 1 Photos
Safe Takeoff Altitude	-100 -10 20 +10 +100	Save Photo	DJI Mavic 3E - WIDE	
Flight Route Complete Action	Return To Home	Signal L		
Camera mode		Camera mode		
Create Folder	test	Shutter	1/1000	
Dewarping	<input checked="" type="checkbox"/> Turn off			

Set to 1/1000 to suppress motion blur

Flight start

Sensor calibration

Previous the flight, We would like to conduct calibration regularly.

The image illustrates the process of accessing sensor calibration options in a drone's flight controller interface. It consists of four sequential screenshots:

- Flight Screen:** Shows the main flight interface with a menu icon (three dots) highlighted in the top right corner.
- Flight Controller Settings:** A settings menu is displayed, with the 'Sensor Status' option highlighted.
- Sensor Status (IMU):** The 'Sensor Status' screen is shown with the 'IMU' tab selected. The 'Calibrate IMU' button at the bottom is highlighted.
- Sensor Status (Compass):** The 'Sensor Status' screen is shown with the 'Compass' tab selected. The 'Calibrate Compass' button at the bottom is highlighted.

The 'Sensor Status' screen displays the following information:

- IMU Section:**
 - Accelerometer Bias: IMU1 (0.002), IMU2 (0.000)
 - Gyroscope Bias: IMU1 (0.001), IMU2 (0.000)
 - Legend: In Use (blue dot), Excellent (green bar), Good (orange bar), Poor (red bar)
- Compass Section:**
 - Interference: 23
 - Note: Aircraft uses visual orientation instead of compass orientation when the ambient light is good (such as daytime). Interference to the compass can be ignored.
 - Legend: In Use (blue dot), Excellent (green bar), Good (orange bar), Poor (red bar)