SOFTWARE RELEASE NOTES – GENERAL RELEASE

VERSION: 1.3.2.660 **RELEASE DATE:** 5/23/2022

NEW FUNCTIONALITY & FIXES v1.3.2

This is a critical firmware update. Teal recommends updating the firmware to version 1.3.2.660 prior to next flight.

Flight Performance:

- Adjusted pulse timing to not interfere with the GPS receiver
- Prevented missions from being executed that are out of range of the drone
- Fixed an issue of the drone climbing to the commanded altitude, but only loitering instead of proceeding along the programmed mission route

This release only affects the Golden Eagle and not the TAC which remains at v1.3.0

All firmware versions prior to 1.3.2.660 while in GPS-enabled flight modes, such as Position, Mission, and RTL, are prone to occurrence of interference with GPS reception, possibly causing reduced stability and unpredictable handling characteristics, including uncommanded control inputs without warning.

If uncommanded movements occur during flight, the Pilot in Command (PIC) should switch to Altitude flight mode to maintain primary control of the vehicle and land as soon as practicable. Continued operation in a non-GPS (Altitude or Manual) flight mode is strongly discouraged, as performance of GPS enabled failsafe modes cannot be guaranteed.

This firmware revision 1.3.2.660 eliminates the spurious GPS band interference in all identified and foreseeable causal conditions. This revision was approved for release on 23 May 2022. It is recommended that the update to firmware version 1.3.2.660 occur immediately.

This firmware revision also prevents launching/executing a mission out of range of the drone which was deemed a potential safety issue that could result in an eventual loss of control of the drone. If a user has pre-loaded a mission that is out of range of the drone and executes that mission, the drone will start flying toward the first waypoint of the mission regardless of the takeoff point. If the mission is not cancelled or the Return to Land (RTL) command is not initiated, the drone will eventually fly out of range of the TAC and control over the telemetry will be lost, posing a potential in-air hazard. Additionally, the drone will attempt to RTL at 10% battery charge and eventually attempt to land itself at a 5% battery charge, posing a potential hazard to property or persons beneath it.

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