

# Flying Futaba Newsletter

February 2026



*Instructing at BRAG, otherwise known as Baw Baw RC (pic courtesy VMAA website)*

## Gaining your Instructor Rating

Enables you to do a lot more flying. Not only will your own skills improve, you will get to meet some interesting people. I have made a few lifelong friendships from instructing. Two were my first RC flying school customers.

## Trainer Function

A few months back I received a phone call from a customer trying to set up the trainer function. Couldn't get it to work. Master TX was the 16iZ and 6k as the slave. Using Futaba parlance that would be Trainer and Student.

Wracked my brain for thirty seconds and couldn't come up with the answer. Seeing I was in the hangar I hung up, fired up my 16iZ tranny and went into the

trainer function. Called him back a couple of minutes later. "You have to go to the second page and enter values for each function."

In January I encountered the same problem myself. Plan was to do a bit of dual flying with a friend who hadn't flown for yonks. Got to the field, switched everything on and discovered the trainer function on my 10J TX was not handing control to the slave tranny. An 18SZ. Couldn't for the life of me sort it out. We went back to the car and downloaded the 10J instructions to the phone.

Reading a hundred page PDF from a smartphone without my reading specs wasn't easy. Found the relevant page and concluded it must be a case of missing something from the bleeding obvious. Going to the pub instead was mentioned but I grabbed the 26SZ from his transmitter case and setup the 18SZ as master. Still no go.

Back outside, in the wind. Linking the 18 SZ to the Super EZ wasn't happening either. Bugger. "How close is the pub?" Fired up the 26SZ and linked that to the model. Blasted off. Too touchy. Aileron and elevator end point to reduced to around 60%. Done. Screen on the new 26 is brighter than the 18 and we went back to the car to complete the setup. A Super EZ model memory was already there so that was used.



*2nd page - enter values for each function*



Back outside again for a control check. Reversed a few functions but not yet good to go. Control check revealed the Student TX had half the control surface throw.

My understanding of the “Mix” function on the Page 2 screen was it uses the end point and other settings from the Master. It also allows you to override the Student control inputs in real time. Selecting “Function” does not. Checked the endpoints in the slave. Bumped them back to 100% and we were good to go. Hooray.

Wind was up around 50 kph and we flew for ten minutes. He wasn't having a great deal of fun in those conditions and we diverted to the bar. A glass of red for him. I was on the white. Just one for the road then I headed back home. Packed my Mode 1 6L TX ready for another attempt the next day. The forecast was windier and we opted out.

### Website

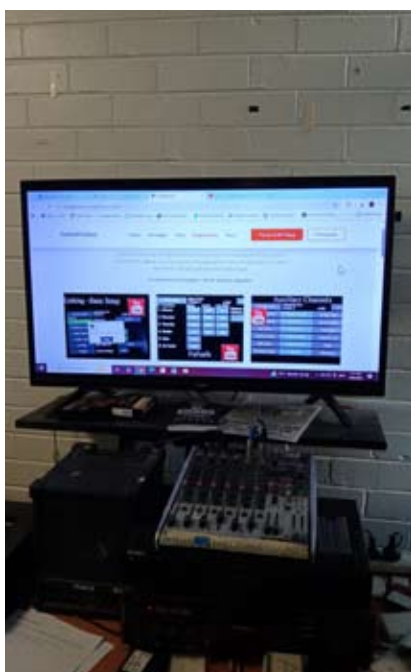
That experience got me to re-think the programming information on my website. It already has a few for-

get me not subjects like linking receivers, changing receiver modes so I can refer a customer, and myself, to information on my setups.

Video or PDF the choice of media makes for an interesting decision. Compared to video the advantage of a short PDF is you do not have to keep re-winding the same segment until the information sinks in.

Frankly I found most information videos are way too long. Forget the infomercial, potential likes or monetization please. Last time I checked YouTube was paying five grand for a million views. If that's your thing efforts would be better spent venturing into the crazy cat, car - plane crash or salacious categories. A flap elevator trim video going viral? The best I've done was a hundred and fifteen thousand on the V12 Mustang test flight. The second flight is imminent but weather and availability for the right day are yet to match.

A few days after that I test flew Grahame Goodson's Multiplex Lentus a second time. Now fitted with the recommended 4S prop and battery and retractable wheel. It's a really good thing. On relatively short grass with a small amount of flap, the take



*108 cc liquid cooled V12 1/5 scale P-51*



off roll was twenty to thirty metres. Excellent rate of climb and turn of speed I've put it in the "don't really need another but would like one department." Typical of the brand it snaps together so easily. It's a really good glider. My fleet of Multiplex foamies has the Next Gen FunCub, FunCub XL, Zeno EP flying wing, Fun Wing, Merlin and Blizzard Hotliners.

Chaos at Camperdown was slated for 2025 but it

didn't happen, it has been quite a few years since our last annual slope soaring extravaganza. Not that rise of ground will be utilised at that site nevertheless the Lentus will be there.

### **Gone Slop**

Motorcycling by myself is one method I use to clear my mind. Slope soaring is another. For old time sake I headed off to Whites Beach which is between Torquay



*Screw on the tailplane*



*Slide each wing panel into place*



*Push the retaining plug in*



*Job done*



*Self launching works a treat*



swing between South East and South. When wind blew from SE and the lift bombed, we often had to skulk around to retrieve our gliders. Our interest was slope soaring. Not the nudist beach, although I do know a retired hobby shop proprietor who spent some time lurking around those sand dunes.

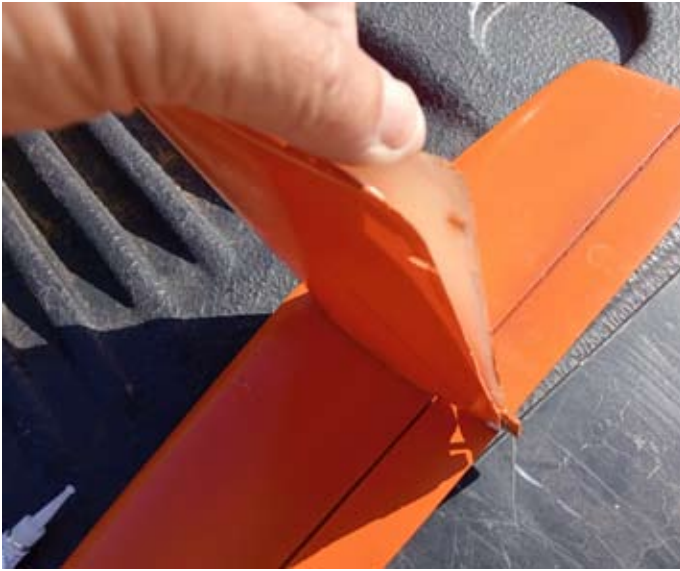
Looking for his glider. Which disappeared from view after being blown back behind the slope. It came down in a secluded spot. Right near a couple dressed in the altogether. Initial observation? "Rather large sails for such a small craft." Model was intact too.

and Point Impossible. As teenagers my best friend and I used to ride the sixteen kilometres from Belmont. So many times we visited that site and the wind would

This time the forecast was 25 knots from Sth East and in the ute was an old hotliner that flew in a World Champs at Poland. Not by me though.



*Whites Beach Torquay*  
futabaproshop.com.au



### *Tailplane took a knock*

Dad was into F5B which was 27 sub C size nicads crammed into a 1.8 metre span design. This model was for the 10 cell category. I fitted a 3S setup from a Multiplex Blizzard foam hotliner. Loading the model into the ute I knocked the tailplane. I called into K Mart in Belmont for some superglue. fashioned up a quick fix in the car park.

The slope face is for a Southerly and once again the breeze was forty five degrees off. Didn't matter this time. The actual hill had been fenced off to reduce erosion but thanks to modern technology, the electric motor, I launched from the beach. That first one not so good. It slammed into the sand, bounced and dropped the right wing. Wingtip a few centimetres from the deck full left rudder made no difference because, the model has no rudder. I hit the throttle



### *Superglue and Gaffa tape to the rescue*

and it climbed away. Forty five degrees off line from the intended direction.

The bad launch was in part due to the setup being yet to be finalised. CofG needs to be moved further forward for one thing. A 3S pack so much lighter than 10 nicads. Very touchy on elevator. Also a throttle elevator mix for climb and glide to be refined.

I did ponder holding full up elevator and waiting for a big gust to see if it would lift off from a standing start. But not without a rudder. I have taken my Fun Cub off backwards up the hill in a 60 kph wind at Mount Hollowback. Rudder, not aileron, is the go to control for that sort of thing.

### **Prop Head Products**

Just after New Year I spent a few days with Teddy Angelo in Nicholson. Took a box of extension leads and receivers to change over the radio system in a few models. Swapping everything over to Futaba 26SZ wasn't the main aim, but a mixture of aeging JR and



*Things you do when young and your parents didn't know. Never flew the vertical slope face at Eumeralla Scout Camp Anglesea but I did climb it*



Spektrum radios, the idea was to simplify a few in the fleet. Petrol powered 35 cc Nemesis, 45cc P51 and 30cc twin Bronco were first on the list. Knocked over the Nemesis quick smart. Took a close look at the Bronco and put that aside for the next trip. The Mustang is thirty years old and the engine has never been started. Looking at the paint you wouldn't know it. That's K&B products Superpoxy at work.

Put that aside for the next trip too then checked out the electric division and the helicopter division. Set up three 3S foamies to fly from the beautiful property. Super EZ, a Cub and electric glider. In the 6S department is the E Flite Drago, Sebart bipe and ME 262.

Then there is this fabulous turbine Hughes 500. Ted's wife Karen has asked me a few times to fly it but I've been putting her off. That's a lot of responsibility right there. The model has flown. I've seen it. Battery packs are in good nick and whilst I am slowly warming to the idea, there is an eminently



*Opportunity to program a DLPH-2*



*Futaba extension leads*



*Decades old and still shiny*



*Out with the old in with the new*

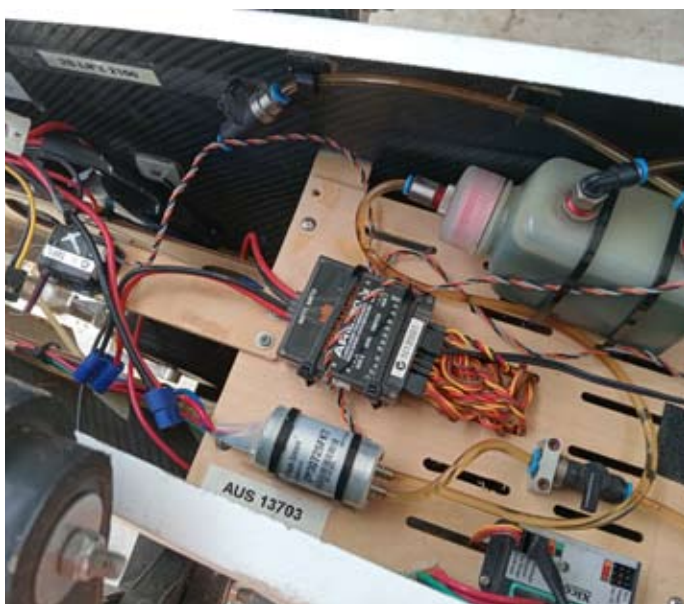


*This is what I call a complicated model*

more sensible back up plan. But I will ask him later. Once the engine has been run again. Anyway I need to do more heli flying of my own.

We move onto the jet division. The Sport jet in Recaro livery was setup and flown by Scott Matthews for Ted. That was a few years back. Radio is a Spektrum DX 18. I reviewed that set when it came out. They were a nice transmitter. There is a pair of them so it seemed silly to swap it out for the sake of it. The clincher was switch allocation. I can configure them to what I use on my 16iZs.

Before heading back home we called into BADMAC to fly the 262. A few hops to set throws and elevator - flap trim mix, this is a ripping little plane. It whistles in on final. Which makes it perfect for getting some jet time without the complexity and palaver that comes with burning kerosine. Which isn't much really when one looks back to the early days when the engines ran on Butane or LPG and were started by compressed air. That scene has advanced. Engine start problems are almost non existent. Having enough having room for a few drums of fuel is a consideration as to how big you go.



*Ten kg thrust sport jet*



*What a ripper*



### *RV8s at BADMAC*

Looking at all the RV8s in the shed I wonder if members have decided to fly the excellent Flex Innovations RV8 for the simple fun tasks in the club's Red Baron Cup. Round 1 is looming. Interesting weather too. Depicted by the contrails that hung around for yonks, stable upstairs for few days and a strong breeze at model aircraft levels.

### **Heli Division**

Repairs to the Bell 47G are progressing slowly. I haven't been able to source the correct stainless steel tubing for the tail rotor drive. Flat battery in the vernier didn't help. Bloody hell even verniers can be complicated. For

good reason though. I could read the screen without my reading glasses. Off to Officeworks to purchase a new battery. No L44s in stock. Didn't have my phone or reading glasses to read the fine print and left empty handed. Googled a comparison chart at home. The replacement is A76. Airport Metals had 0.25" tubing in stock but mine was 0.2 of an inch. Model Engines has what might be the correct size but only twelve inch lengths. One metre stock is available in USA. But first I will have to confirm the correct size.

Moved on to the Thunder Tigre Raptor 50. This is my go to project to get flying again as the tiny lit-



*Stable upper atmosphere over Bairnsdale*



*Step by step slowly sourcing the correct tubing*



*Even verniers have a screen*

the electrics are just not the same. Enjoy punting the Hughes 500 around but the flight time is limited to five minutes and it's not setup for easy changing the battery pack. Swapping out the 36MHZ receiver I ditched the mesh around the servo wiring as it was just too fiddly to replace what was a very neat installation.

Removed the Futaba 601 gyro as I really didn't want to take the time to learn how to program what is now obsolete technology. Good unit but I'd be better off learning the GYA770 in a flybarless. Which is another project for a T Rex 450. Fitted a GY470 on tail rotor. Same as what's in the 47G. I just want simple. Installing the even more old fashioned Pilot Link stability system took a bit of trial and error to align the sensor horizontally.

Finished that and it was time to fire it up. Not quite. Access to remove the glo plug was hindered



*Thunder Tigre Raptor 50*

by the battery pack. Which was padded in Dubro latex foam. Swapped that for Futaba's double sided gyro tape. Next problem was removing the glo plug. Jumped on Rhonda (the Honda) in search of an 8mm tube spanner. Nothing at Bunnings, Repco or Sydney tools. Spotted Total Tools just across the road. How had I not noticed that joint before?

Enthusiastic young guy found exactly what I was looking for. Plus it was priced to clear. That business used to be called All Tools and their catchy little song, sung by staff, on radio and TV, finished with lyrics, "We're all Tools." I reckon staff would have copped a lot of grief from that. Perhaps that's why the name change.

A friend wants to learn the chops which is why I chose to fit the Pilot Link stability system. Simple product to set up and I understand how to program the thing. So old it doesn't even have a screen. Man, there's a running theme with that. I still haven't read the instructions sheet on my Weller solder station. The old one I used to just power up and use it. Twist the potentiometer if need be. Same with the heat shrink blower.



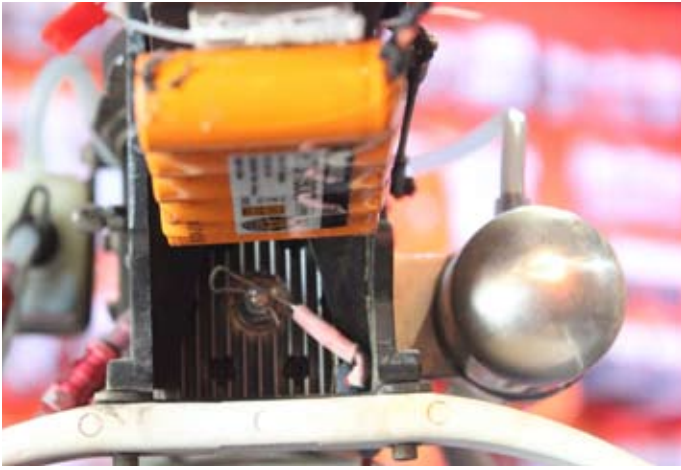
*Simple Futaba GY 470 AVCS gyro*



*Battery pack wrapped in Dubro latex*



*Swapped for Futaba gyro tape*



***Access to the glo plug***

Last thing to sort out was the electric starter. Hanging a LiPo off the side to go cordless wasn't an option because I didn't have the correct size. Out came the old fashioned start box, Resplendent with a power panel with banana plug sockets for a glo driver, electric fuel pump and 12 volt starter.

Header and fuel tanks were in surprisingly good nick so I pressed on to my standard operating proce-



***Hope sourcing this isn't too hard***

sure for stagnant engines. Removed the glo plug and filled the engine with fuel and gently turned it over. Beauty. Removing the needle valve to pump fuel through and blow away congealed oil not so easy. Needle was jammed tight. Eventually wound it out. The o-ring was hard and had split. Hope sourcing a replacement isn't too complicated. The needle valve in my 55 AX might suffice to get the thing going.

***Project Ugly Stick***

Finally we made a got to make a start on the last part of Rohan's school project. Learning to fly his scratch built model. A quick recap on the powerplant.

The big 3S 5000 mAh battery pack was chosen as it would need ballast anyway. By modern standards this Stick is underpowered. The motor is out of an FMS Kingfisher foamy and that combo runs an 11x7 propeller. Because the Ugly Stick aerofoil is twice that of the Kingfisher, therefore require more throttle to cruise at an acceptable speed, I fitted a 10x7 to reduce the current drain. The idea being we could get three or four ten minute flights from the one battery pack. Pretty much like it had a 4.5 to 5cc (25 or .3



***8mm tube spanner***



***Sullivan Products - the best starters you can get***



***Almost ready to burn fuel***



*Even my soldering iron has a screen I have to learn about*



*Heat shrink gun does too!*

cubic inch) engine, she trundles along and has to be flown off the ground and gently climb away.

Dare I say, plenty of people have learnt to fly that old fashioned way. I being one of them. Enough grunt for circuits and bumps and once the basics have been mastered it might go to a few smaller capacity 4S packs. The other option is fitting an 11x7.

The green Multiplex connections on the voltage/current meter have been changed to EC3s. Now I can check the static current drain to sort out the best propeller. Should we have to re-charge that one battery pack, at the field, the Super EZ is on standby.

### **The Gliderslag**

During COVID I scratch built this half fuselage and grafted the aft section and tail feathers from a VQ Fly Baby. Engine was a 60cc twin cylinder. Wing panels were from a Seagull Cassutt.

Concept was a glider tug. The main attribute I was hoping for was it decelerated quickly after descending from altitude. Chopping the throttle it bled off speed rapidly. That blunt front end and low aspect ratio wings performed that task as intended. Perhaps that should read "hoped for" because the vertical component of the Flybay's last landing was much



*Scratched off an original Kraft Systems Inc plan*



*Parked along the fence at an airshow this baby has lots of things for a kid to look at*

greater than the horizontal. In fact it landed on the engine, not the wheels. Another attribute I wanted was to the ability to taxi back then turn around in its own length, reliably, in front of the next glider. Full rudder and some down elevator, it's easy enough to spin a tail dragger around in its own length. Not quite so easy when it's windy. Differential wheel brakes should make that a cinch.

Hence twin R3008 receivers, the second in set in Mode C, I started adding other functions. The aim was to learn how that all worked. The first seven channels were primary flight controls, throttle, igni-

tion cut off, tow release and landing light. Wheel brakes accounted for three channels. One for left one. One for right. One for both. Five channels left. Cargo door meant four to go. To add authenticity, and use up surplus channels, rotating pilot heads used another two.

A servo and a bellcrank rotated the front. Back seat was a small electric retractable nose gear. Both looked left and right with rudder during taxi. Set up a free mixer for the Pilot in Command in the front seat as well. In the air he would look left and right with aileron. To head off the inevitable negative



*May as well run straight out pipes for all the good these small cans did. Embarrassingly loud*  
[futabaproshop.com.au](http://futabaproshop.com.au)



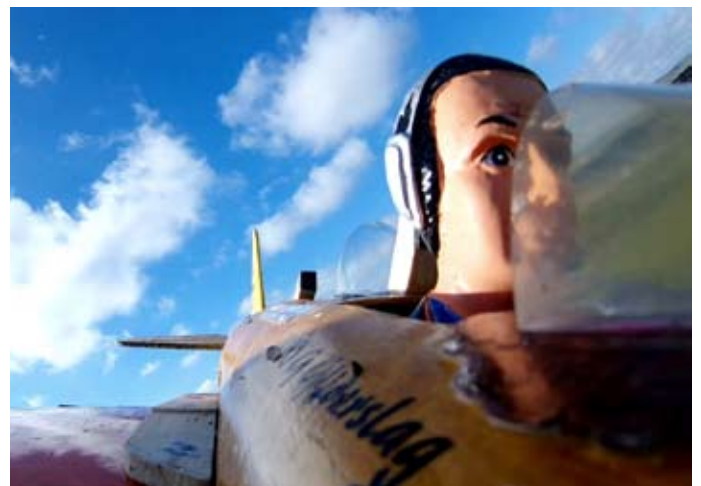
*A bit of fun for adults too*

comment from a couch potato watching You Tube, a side slip mix was created. When right rudder was applied the pilot in command would look left. And vica versa. I ran out of ideas for the last available channels.

The occupent in the back seat could be a passenger or a student pilot. Operating the retract used another channel. Bits n pieces hanging off the

fueslage were to give kids something remember from air shows. Perhaps a chuckle for parents and pilots too. All that effort to do a few full size pilot video gags.

Worth it to gain practical knowledge using the radio. A bit of fun too. That ended abruptly during a low inverted pass. Running out of fuel, coupled with the propensity for low aspect ratio wings to bleed



*Where's Wally?*



*A gag for flying instructors (I'll probably get letters)*

off speed during turns, the glide characteristics of a Mirage fighter, it didn't make the one eighty degree turn. Flopped on well short of the runway. I kept the wing panels for another glider tug project.

### **Crash Comics?**

The crash was not controversial in itself but footage from one of its previous flights created a bit of angst. Not for me. It's main achievement was getting a few Old Fokkers at P&DARCS to publish a proper set of minutes. Working through my list of unfinished projects, there is one more challenge as Executor of

my Father's estate. My simple enquiry to the Daresfield Co-Operative in regard to the status of Dad's share has been flat out ignored. By and large it's the same cohort who blocked any ideas I've put up over the years. Dad's too. No answer so I put it out on Facebook. A complaint to Consumer Affairs or the relevant Government department is next.

Old Fokkers will now be used for the positive not the negative.

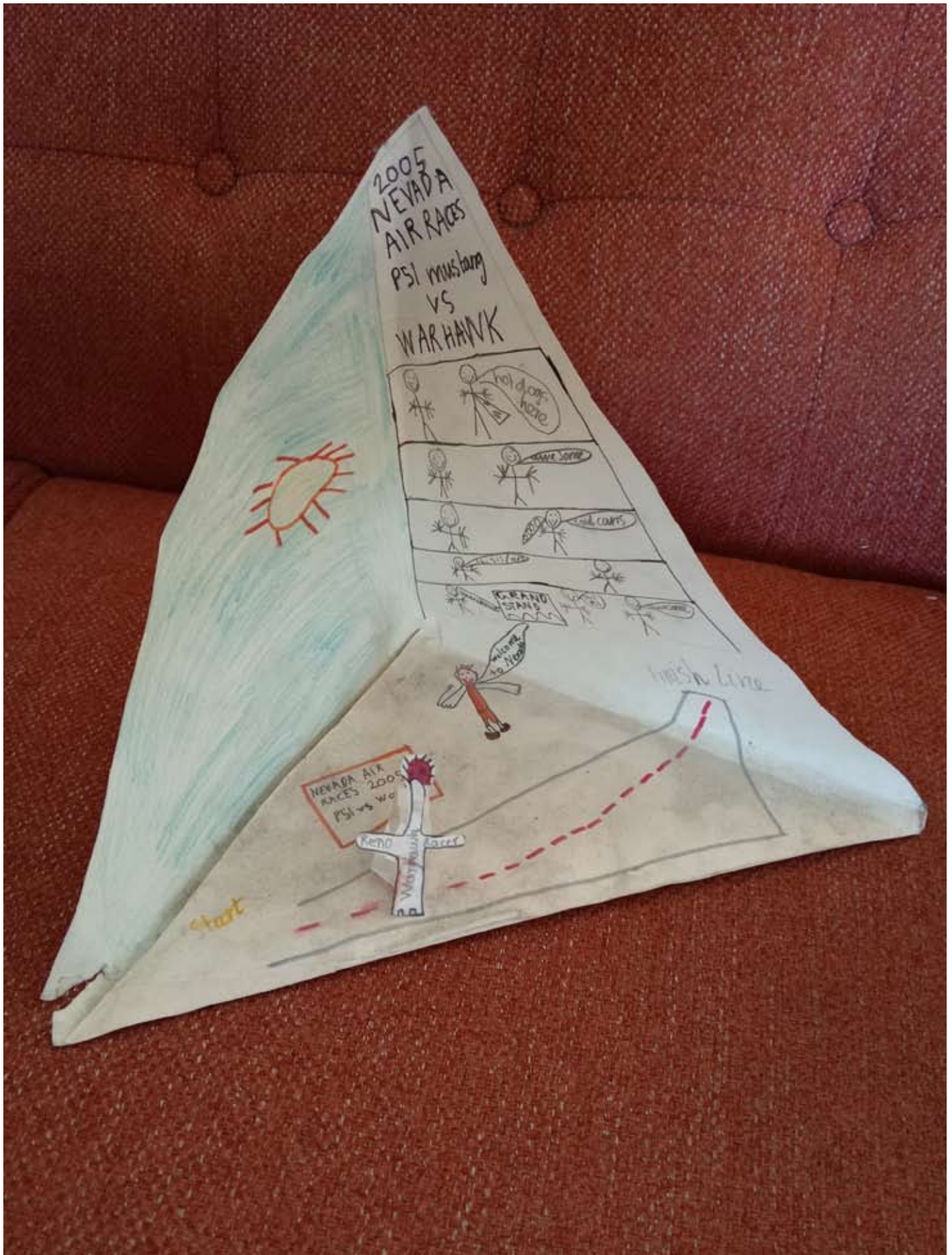
### **Old Fokkers Incorporated**

There are a few like minded people who want do something to promote the hobby. Options are a closed



meeting or combine an airshow and invite the public. Again.

My younger son Lachlan called for me in Texan and Golden Era at Adelaide. Anyway he had a great time and still remembers racing our Texan against Steve and Garry Turna. He was in primary school. This is his school project to describe the experience for Show and Tell. Not sure it's called that any more.



The two cuts I got in the last round he most certainly does. We went from a possible first or second to seventh. He already earmarked one of the prizes on offer. Couldn't find him after the results came out.

Found him skulking around in the car park. Disappointed. That was a big event for a young kid. Although none of my four took up RC flying it was a positive experience. I don't see anything like that



*It's a Fock Fest at Darcsfield*



*1/4 scale Fokker E111 is on the list too*

happening in Melbourne and frankly I think that is selfish. I know enough people now to put on a one day air race / airshow. Before I bother wasting VMAA's time by applying to register another special interest club and tying up the State field for two days, an informal meeting is being arranged to trial the changes previously announced.

Dot's Day is also on my list of unfinished projects.  
Cheers SJG. Aus 5932.



# Futaba Pro Shop Price List April 2025

Deciding how much it will cost to set up a new model using a website can be a bit tedious. Here is a more convenient guide. Prices don't include cents and are rounded up to the next dollar. Please note the website is the actual reference for current pricing

<b>Transmitters</b>		<b>Standard Servos</b>		<b>Switch Harness</b>	
32MZ WC	\$3990	U300 (4.8-6 volt)	\$20	ESW-J FET 10 Amp	\$57
26SZ	\$1625			ESW-D FET 30 Amp	\$81
16iZ Super	\$ 985			SSW-J low voltage	\$17
12K	\$ 585	<b>Gyros</b>			
10J	\$ 585	GYA 440 rudder elevator	\$ 89	<b>HD Extension Leads</b>	
6K	\$ 383	GYA441 aileron elevator	\$ 89		
6L	\$ 145	GYA 451	\$118		
		GYA 553 three axis	\$233		
		GYA 750 3 axis with RX	\$		
<b>Air Receivers</b>		<b>Telemetry Sensors</b>			
<b>FAASTest</b>		Altitude 01A	\$ 55	100mm \$16    150mm \$16	
R7114	\$279	Airspeed 01TAS	\$130	200mm \$16	300mm \$16
R7306	\$159	RPM Opto	\$ 45	400mm \$17	500mm \$17
R7308	\$229	RPM Magnetic	\$ 85	1000mm \$26	1500mm \$27
R7301	\$140	Voltage 01V	\$ 52	Y Lead	\$24
R7103	\$159	Current 01C	\$ 99	<b>SBus Leads</b>	
<b>T-FHSS</b>		Servo 01VS	\$ 49	100mm \$35	200mm \$16
R3008	\$99	Temperature TE	\$58	300mm \$37	500mm \$39
R3006	\$89	Temperature	\$125	1000mm \$26	1500mm \$43
R3104	\$	GPS 02GPS	\$225		
R3106	\$	CARVIN	\$ 22	<b>SBus Junction Box</b>	
R2008	\$91			4 Point	\$23
<b>990MHZ</b>				6 Point	\$26
R9001	\$192				
<b>HV Servos</b>		<b>RX Battery Packs</b>			
U301	\$31	F2FRF 1800 mAh 2S LiFE	\$76		
U400	\$45	FTF1800 mAh NiMh 5 cell	\$70		
A301	\$78				
A500	\$171				
AG300	\$				

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# Transmitter Switch Allocation

- LD Mixing adjustment
- SF Retracts
- SE Three Axis Gyro
- SA Dual Rate
- SB Auxilliary
- Slider Telemetry
- SF Retracts



- LD Mix adjustment
- SH Trainer
- SG Engine cut
- SD Dual Rate
- SE Flap
- Slider Telemetry

This page started with self preservation in mind and I have printed and laminated a couple of copies. One for the hangar and one in the TX case. This transmitter was a production sample on Mode 1 which I converted to Mode 2. My diverse range of model types include Fixed wing and helicopter with glo plug, spark ignition and electric

motor, glider with flap and or spoilers, retractable undercarriage, telemetry downlink, gyro systems and flight training it has taken me ages to decide on a standard setup.

Sport flying with mates, competing are other factors. Telemetry switching requirements used for glider towing or air racing differ.

Racers use airspeed and RPM on the right slider. Ditto for glider tug with altitude and variometer on the left. Voice gets drowned out as other piston and turbine engines take off so ceiling height limits and low battery alarms are set with the buzzer. Low battery is the most urgent vibration alert.