

# Flying Futaba

June 2025  
Newsletter



Back up models ready for a world champs

## Road trip

My routine of always taking a back up model to a large event avoids potential disappointment. If something goes wrong. That mindset started long ago when Dad went to the World Champs. All that expense and relying on one model? No way. Easy enough to do for most FAI disciplines. Except scale. That has the highest cost per flight ratio too. Best two of three flights counting with only one model adds extra pressure. Which is something most competition fliers enjoy. Seeing how you and your setup performs, under pressure.

Cost per flight doesn't really matter for sport flying. Or does it? A drive to the club field could be spoilt simply by knocking the tailplane through a doorway and stripping servo gears, although the chance of stripping metal gear servos in a big model is pretty remote. Breaking the stab loose more likely. Here's another reason why I always take two models.

Someone insisting they help during engine start and tripping over and falling on my aeroplane has happened to me a few times too. Which is why I prefer to do that by myself. When 74 cc was considered a big engine, years ago, I had a potentially nasty experience starting a twin cylinder. Ignition off, choke on with full throttle

and wind back the spring starter. Three goes then choke off, crack the throttle, ignition on, resulted in a reliable start. That model had a discrete ignition cut off switch, mounted within easy reach. Plus the one operated by the transmitter. Got distracted and missed one step. Ignition was on. Fortunately it didn't fire. Yep, things we do!

What risk analysis was called in the 1970s I don't know but commonsense told me not to follow Kavan's method of checking the blade tracking its range of helicopters. I saw quite a few blow back over the pilots head. Much



Hold into wind to check blade tracking



Didn't rain and it survived the 1000 kilometre return trip

much safer hovering the thing. Those anecdotes have little to do with this road trip to NSW to collect a recent purchase, nevertheless, always worth mentioning after a mate had a recent experience starting a 200cc four cylinder engine at home. It fired but he got out of the way just in time.

## OLD FOKA

Not to be confused with an Old Fokker, this was a bargain and I got a bit more than I bargained for. Would have taken the model trailer had I measured the back of the Ute. Two rolls of tape and a few checks on the return trip it made it home in good shape. The Falcon has dedicated gas with 550 km range and next road trip out of Victoria will have a bit more planning with an LGP app.

Forty years ago my 2.5 metre three channel Graupner Foka, wings strapped to my push bike, fuselage on my

back, to ride from Belmont Geelong and slope soar Point Impossible taught me a lot about tip stalling in marginal conditions. On field repairs before super glue too. Getting off the elevator tip stalling on the winch line happened a lot too.

This big version ticked quite a few boxes. Lightly loaded, simple wing with spoilers and fixed gear, I've marvelled watching VARMS member Tim Moreland repeatedly land his Foka at his feet at Camperdown, PDARCS and Sandown. Fibreglass fuselage foam wing with 2mm balsa skins built by Craig Brister, who did a nice job, but given its age a look at the servos and wiring is appropriate.

Once that has flown the Salto is next. Fibreglass fuselage, wings and stab, fixed gear with four flap wing,



T-Tail Foka and V-Tail Salto



Called into Kelletts Hobbies on the way and picked what I thought was a jet. Should have read the not so fine print





spoilers and V Tail gives me two scale gliders for an aerotow weekend. The other requirement for that activity is a glider tug. Or two.

## Extra 300

Dating back to when large scale aerobatics was new this old HD Model Design fibreglass fuselage and foam wings and stab kit was professionally built by Bob Hirst. A Zenoah 80cc twin cylinder with spring start would replicate scale vertical performance and have enough grunt to tow large gliders up. Magneto ignition means one less battery to charge. Spring start means no constant charging the Sullivan Megatron starter either.

Deliberating on that engine or installing the DA 85 meant for the Miles Hawk Speed Six. What should be a 300 kph combo has a potential problem. Aileron flutter. Discussions when Dad built the model I suggested 1/4 inch spring steel for the torque rods. He felt 3/16th was sufficient. Do I risk finding out or just hang it up?

The inclination to see how fast the model can go remains but I'm thinking it's safer test flying at a private aerodrome instead of the three club fields I have memberships. Ten times the space and nothing to hit.

Flyins offer greater potential to promote Futaba products I'm selling and the potential to promote competition flying via air racing has been put on the back burner for this year. My vision of conducting an event where the rules are published and policed was at odds with a few "Experts" who continue to make the same mistake tradition pylon has repeatedly made with sport pylon.



Do I risk alieron flutter?



Angling the DA 85 to run the canister muffler down the centre



Futaba A301 coreless digital metal gear servos on each elevator and A501s for rudder and aileron

## Scale

Competing remains an interest and the Flying Only category in MAAA Scale Nationals at BADMAC looks the go. A couple of friends have indicated interest as well.

The Spitfire is ready to fly but a few touch ups wouldn't go astray. I could explain away the shattered canopy and half missing gear door as replicated battle damage. Or I could fix it.

Another model my father built is the Eindexker. It needs a couple of undercarriage struts. That would give me two scale models to attend the Nationals. Wing warp-





26cc Zenoah on an angle

ing gives the Eidekker novelty value. Excellent rate of climb is in keeping with full size reputation but wow factor is negated by its electric power plant. No noise. Inclined to change that but not for the moment.

The SE-5 Grahame Goodson is building for me is progressing nicely. Keeping the side intake and exhaust Zenoah engine inside the cowl was too fiddly. An OS GT33 came up on Jason Connolly's Facebook Trader page so I grabbed it. Thus making it the SE-5A variant. Building the model isn't a requirement in Flying Only but should it be ready in time, I could take along two bipes. BTW just below is what was in that jet packet.

Storing a quarter scale bipe is a problem, best solved by culling some old models. I don't want to rent any



additional storage space, I have three units now and only want two. The third is filled with a few of my late father's models. His electric powered Dash Five is earmarked for a youngster.

The Multiplex Fun Cub XL will be raided for its cargo doors. motor and ESC then scrapped. It's looking pretty tardy. Which started after reviewing the model in RCM News. The whole aft end departed company when the tailwheel went into this grate during a taxi test. The Hitec digital servos started playing up next. Rudder was first. It started cycling full travel in each direction. Checked the lead connections, waited for battery voltage to reduce. Nope. Replaced that with a JR. Elevator was next. Another servro, problem went away. Some time down the track the ailerons did the same. Just before I



Tailwheel assembly went in and didn't come out



Purchased from Kelletts



Hitec digital servo replaced with a small JR



This might be my contribution to the build





Replaced with standard size Futabas

was about to drop a pie for a Uber Eats gag at Sandown. Servos unplugged and ailerons taped the flight was conducted flying three channel. Pie drop worked well. The pizza drop next year was better. It's hard letting cherished stuff go stuff go but the foamy has had its day. Hoping the motor will fit into the Old Timer. More grunt would be more than a good look for the three channel blast from the past little fun competition I have with Damien Mould.

Flying three channels puts me back. It's a different skill set. The latest version of this little Cessna 182 is fitted with gyro stability. Why it has a gyro I don't know. My guess is because that's what people want. The previous version was great and what was a great combo now disappoints. Possibly on a dead calm day it's okay but if dutch rolling starts the gyro over compensates and the model goes in. Changing the rudder throw mechanically made it worse. The radio gear is so small and I cannot see any way of adjusting the gain. Nothing mentioned in the instructions. There is good news though.

Recovery was not hindered. Local magpie squadron flying operations don't commence until Spring, however, one member gave the opposition a cursory glance. Apparently maggies can remember faces so I wore a hat.



Uber Eats gag for Sandown



Teensy weensy with gyro stability

Wing goes in here



Park flying revisited on Rhonda the Honda



Before swooping season



## Nostalgia

It's easy to get caught up revisiting memories and for me there is more value than just getting some of this older stuff flying again. Back when I did have RCM News magazine as a vehicle to promote the hobby, presenting the benefits of competition flying with an old versus new theme has been an idea I've held for a long time.

My two sisters and I discussed something to honour our late father's contribution to the hobby. The Brian Green Trophy was to be part of the Speed Weekend F1 Air Races in Melbourne. To kickstart the scale air racing scene here, again, decent trophies with a few airmanship related ones



Still deliberating what to do with the Miles Hawk Speed Six

for a bit of fun thrown into the mix. Prize money for the F1 and F2 categories. Sponsored by Futaba Pro Shop. Which also picked up the tab for setting up the F1 Air Racing club entity to promote the idea of operating above the minimum standards.

Dumbing things down to appease the lowest common denominator took over. Associating my Dad's name with yet another tiny little event to appease so called expert competitors who didn't want to race with right hand turns was not happening. Guess everyone has forgotten about the mid air collision between two warbirds at number one pylon. Wreckage ended up just before the road. Two seconds later into the turn that lot was headed for the pits. Overflying adjoining property, without permission in writing, is another potential problem.

To avoid being accused of talking down the event and bolster numbers two of my racers were given to people who would enter. After checking the course layout first hand on June 2nd I decided it was far too dangerous. Untried new models, people new to racing with the inward turn 125 metres from the pilot area, this is a perfect storm for a catastrophic event. I cut all ties with this event and advised the landlord. So much time effort and money wasted on scale racing I started on my list of other projects instead.

Completing my Recreational Pilot License and get another road bike were first. At the time of writing I have logged three hours of solo time in the circuit. In the motorcycling department I picked up a 2001 Kawasaki ZX-R7. Bog standard air cooled inline four cylinder with carburetors this is the biggest bike I've owned. All it



Most entertaining race

Futaba Pro Shop



First into the car park

needed was new brake pads. I would dearly love to have another Yamaha RZ 350 two stroke water bottle but a good one goes for twenty grand. This bargain was less than three. I can tick off motorcycling and my full size ticket off the list, with change.

First day out on a ride we pulled into the bakery at Healesville in the beautiful Yarra Valley. I made it first into the carpark where a lady made a beeline for us. She took one look at my ride then we both thought she was admiring Damien's Panigale V2. Nope. We caught sight of the dole office, just after she hit him up for some cash. What a bike that is. I turned down his very generous offer for a ride. It only had 500 kms on the clock. Perhaps another day after I done a bit more riding.

Beating him into the carpark could be conceived as big noting myself. As far as riding skills go I'm a straight line hero. Perth on a CB 1100 and flew home is one achievement. Another is twelve months as a motorcycle courier work in Melbourne without incident. No, this is about another form of competing.

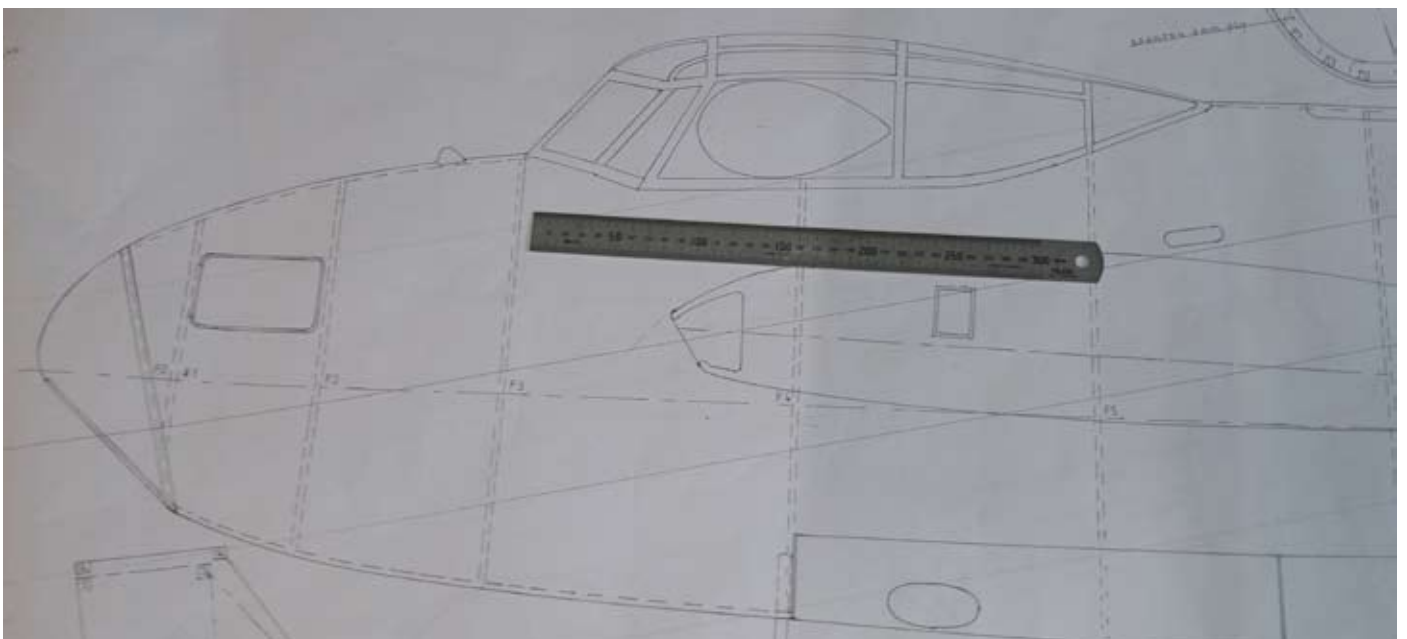


Team Kawasaki into the pits at MMM Mechanical for a brake line and pad change

## Competition Flight Club

Introducing our series of impromptu fun flying competitions. The first rule of Flight Club is we don't report everything that happened during Flight Club. The first rule of competing in any competition is understanding the rules. Getting beaten goes part and parcel with that. Which inspires more practice. Pushing the boundaries is where coming up with a better mousetrap comes in. Over stepping the mark can result in a zero. You cop it on the schnauser and come back next time.

Damien and I have been doing this for yonks with our FMS Super EZs. Or as we call it, the Super EZ Off. I have three Super EZs but none are in servicable condition. I might fess up why, some time down the track, but trying too hard could be a factor.



A set of plans for my favourite warbird





Bragging rights have been awarded

### Quaker Off

Climb and glide with a closest to the mark spot landing. Damo has a Quaker. Mine is a Super Quaker. His has a superior rate of climb. His has fixed gear. Mine has retractable. Correction. Retract. Mine is aerodynamically cleaner. It should glide better but that is yet to become apparent. Futaba SBS-01A variomotor is allowed so that's going in. And more power. I think my electric start setup is holding the McCoy 60 back. We don't keep score, just a mental note made on the day. Saved for a possible pre take-off pshyche out next time. Quaker's ahead in the flight time bit. Super Quaker smoked it with the spot landing though.

Which was the only good thing that happened to me that day. Alas the rules don't allow me to elaborate. Understanding the rules before you attempt to bend them aside, perhaps the time has come for me to consider using a check list..



Ready for a day of fun flying

### Gyro Off

Alighting and returning to the runway and rolling to a stop, on the wheels. These contraptions are a challenge. For this one we do keep a very simple score system. I'm down one on the broken rotor blade count.

### Paraglider Off

Damien has had three flights now and reports this contraption is a definite zero wind machine. The launch is tricky. Expect around forty minutes of flight time. I haven't flown mine yet and it seems touch n goes on the spot will be the go.

### Espadida Off

A pair of composite high performance F5B hotliners by Jaro Mueller. The quality is outstanding with internal flap and



McCoy .60 with electric start



aileron linkages in the wing. A little thermal activity around late afternoon and after getting hosed I blotted my copy book going for the spot landing. Crow mix setup and trimmed I was yet to use it in anger. Up until that day my landing approaches were long and flat, side slipping.

Admitting and learning from mistakes is a big part of flying. If you want to get better that is. Selecting crow



Nice job by the Captain

ten feet up, the nose down trip took immediate effect and it thumped in. Damage to pride was noted along with a dislodged engine mount bulkhead. Will re-think the delay timer on the down elevator trim mix. By that I mean actually use that function. One handy feature with my 16iZ set is the ability to assing that mix to a rotary dial and adjust the angle of descent in real time.

Speaking of time, time gone by that is, the 1990s F5B



Is packing the chute correctly important?



Put me down for one rotor blade



### ZENO OFF

I am huge fan of Multiplex foamies. New in boxes are another Zeno and the new Fun Wing. Both purchased to re-visit combat at a Chaos at a Camperdown slope soaring road trip we did a decade ago. Sloping is a relaxing day out when the wind is on. We take the electric powered stuff too, just case it isn't.



Blades moulded in soft cheese?



Launching the Gulp

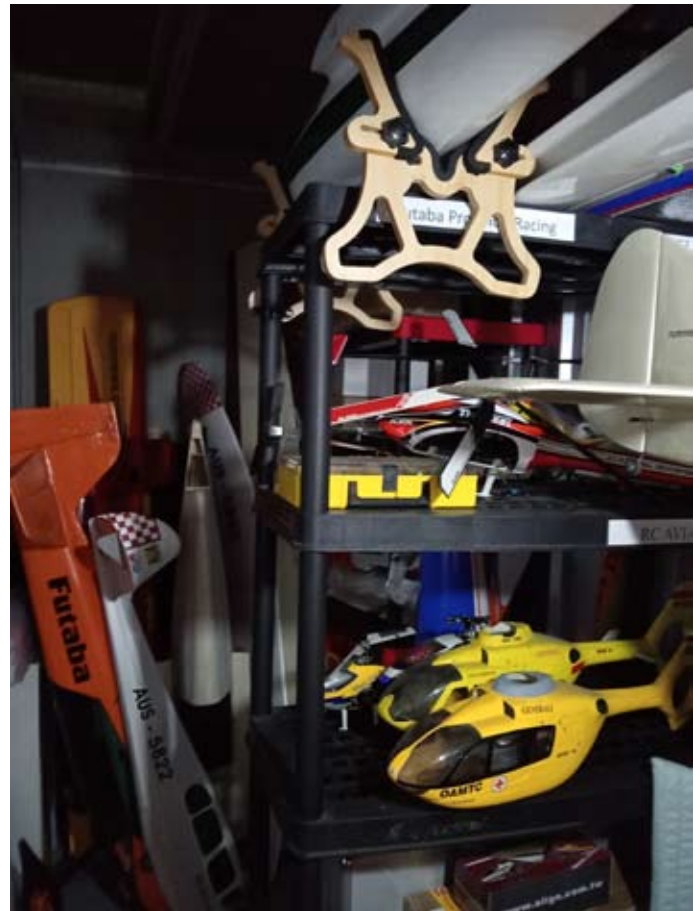


## Practice make perfect

Top tiers of motor racing have limited practice sessions to assist lower budget teams. No such rule exists in the Flight Club but a little practice a few weeks before came in handy for the up coming Quaker Off.



Not an AI photo this is AR - actual reality



Align T Rex helis



Hangar Number two



Hangar Number three





### Pilot Loadstar - DMG

A Glider Off is another thing I'd like to do. Problem is Damien has a pair of F5J models (electric powered) whereas my Caracho F3J does not. It needs a launch. My winching and bungee days are long gone plus I have neither of those two technologies. The Funcub XL has a tow release but the Caracho does not and there is no room to fit one. Before the XL is retired the plan is to try an aero tow. Should that turn pear shaped I'm only risking my models. If that works, enter the Loadstar. Scratch built by Dad, DMG stands for Dorothy May Green, my Mother.

Also in Hangar Number Three are my collection of Super EZs. A couple of years back these were trialed and setup for commercial work in the Sub 2kg category. The Power Liner easily towed 500 metres of shark line, Actually 800 metres was do-able with increased power, but it was pretty hard to see clearly at that distance. Thrust was increased with a FMS Kingfisher motor combo swingng an 11x7 propeller. Power Hawk was a five grand ready to fly program for bird scaring over high value crops. Flight training was part of that deal. All set to go with my friend who I have known since eight years of age. He was the other half of the deal. Died suddenly and the whole lot was packed away.

Back to fun flying. During the constant hosing I receive in the Super EZ Off climb n glide I noticed a certain competitor using a non standard prop. Somehow a non standard powerplant may have been inadvertently fitted my Super EZ. By the way the Power Liner lost an argument with a tree, near a lake.



Seconded for fun flying sorties



Standard 10x5 prop



Power Hawk- standard 10x5 prop



Power Chook - standard 10x5 prop

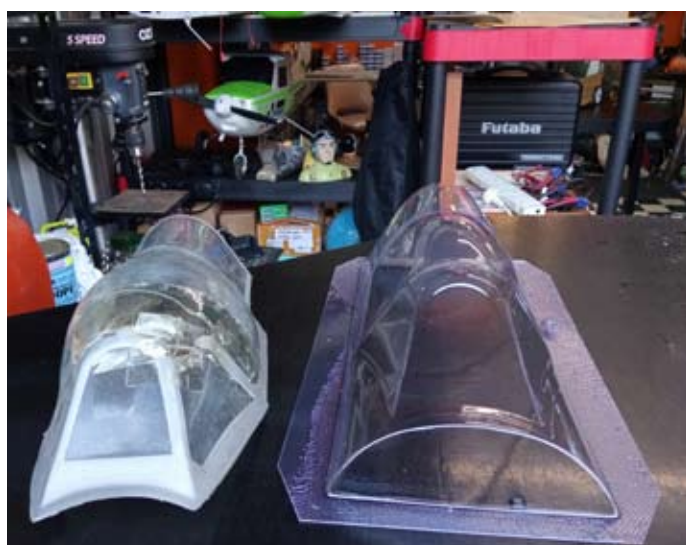


Old fashioned repair job



To compete in a more formal setting I started on the replacement canopy for the Spitfire for the scale nationals in October. Next item is the missing undercarriage door.

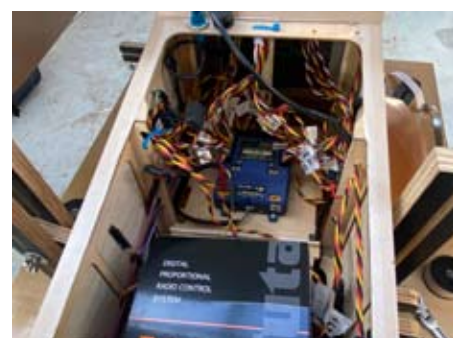
Plus a visit to Prop Head Teds to get started converting his Bronco to Futaba. Swapping the FR Sky receiver and bus to the 26SZ - DLPH-2 gear will be my first experience setting up twenty plus servos. Teddy Angelo was one of my first flying school customers. His first and last experience at a scale comp was standoff scale. Models were judged from three metres. Rivet detail on the Mick Reeves FW190 kit he built was pinged.



Correct version for the Mk 1



Twin DL30s



Out with FR Sky







32 MZ order, Futaba's flagship about to be shipped to a long term owner

## Flying Futaba

Futaba content won't be rammed down your throat in these newsletters but "Radio Wars" as I like to call it, are won and lost where it counts. At the flying field. Actually flying.

Futaba product sells itself. Sales will look after themselves as word slowly trickles out that genuine product is available in Melbourne. What got me started again was not being able to purchase genuine leads in Melbourne. The city where the diminishing number of retailers pay lip service to being a dealer will probably be whinging about this being a garage business, also paid lip service to supporting Sandown. Unlike backyarder operations that have plagued genuine bricks n mortar retail hobby businesses in this industry for years, my little operation has overheads too. I don't have a back yard with a garage. I live in a one bedroom flat. My rented garage is a kilometre away.

Dabbling with sponsorship I've tried my hand with a couple of clubs to the tune of \$500. The deal with an RC car club, where Oscar Pistori was a junior member, included three signs at the track and website etc. Another was an aeroplane club where I deposited the \$500 and sent a request it be noted in the minutes, with an explanation to follow. Sent \$5000 by mistake. Missed the decimal point by one. Oops. It wasn't a donation, rather sponsorship and I asked for \$4,500 to be returned. My idea to be discussed later.

Publishing factual information about building, flying and buying continues to be my way of putting back into the hobby. No living to be made doing that. Ah well, those were the days. Competing against other events is something I've long concerned myself with. Promoting the hobby has also been a long held interest too. Organising another public event that



Hangar next door has enough room for a building bench and the model trailer

I would like to compete in was a passion. Also known as beating my head up against a brick wall. A year ago I bought plans for my favourite WW11 fighter. Taking on such a big scratch build project would only be of interest if I could race the thing. Against single engine WW11 fighters, that would be something to see. People would pay money to watch that. Despite numerous attempts no such event exists. Anyone interested can read about those experiences on rcmnews.com

Competing with something you have actually built is more enjoyable than throwing an ARF together. Efforts to establish class racing ARFs were about generating sufficient numbers to put on a good show. Good to see the scale fraternity have finally cottoned on to that idea. RCM News showcased that concept years ago.

At age sixty six thinking about how much I have left, to do what I want to do. I knocked up a list of unfinished projects. Not getting any younger, I really do have more than enough. Except time. One thing I do know? I'm staying away from the Facebook Trader groups and drinking at the same time. I just bought another helicopter. A Hirobo gasser. I would like to be a much better heli flier and this big machine has a few advantages compared to my small electrics. Being able to see it clearly is one. That's it for this month. Today I'm off to the field to checkout a 10S 6HP electric powered Seagull Nemesis for a speed comparison idea.

Stephen J Green AUS 5932.



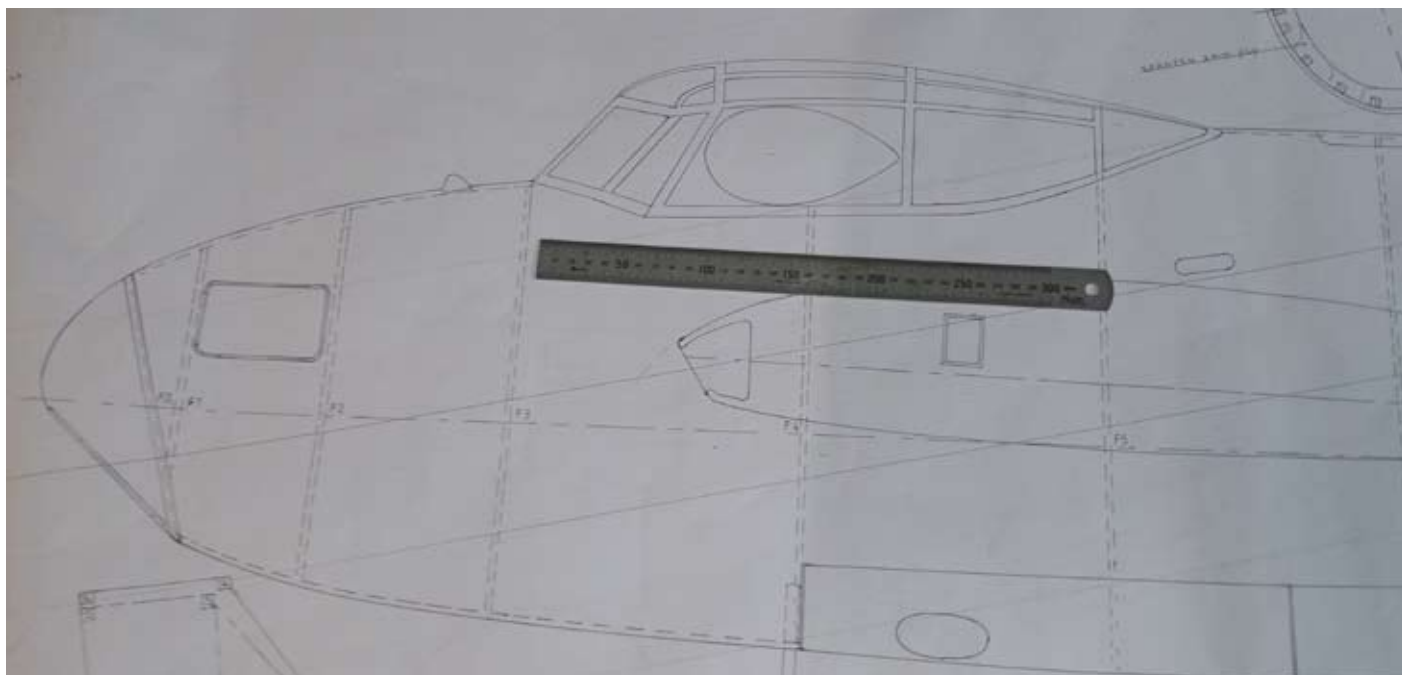
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My favourite warbird

## Price List

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 included cents and are rounded up to the next dollar. Please note the website is the actual reference for current pricing

### Transmitters

32MZ WC	\$3990
26SZ	\$1625
16iZ Super	\$ 985
12K	\$ 585
10J	\$ 585
6K	\$ 383
6L	\$ 145

### Air Receivers

#### FAASTest

R7114 \$279	R7308 \$229
R7306 \$159	R7301 \$140
R7103 \$159	

#### T-FHSS

R3008 \$99	R3006 \$89
R3104 \$	R3106 \$
R2008 \$91	R2001 \$69

#### 990MHZ

R9001 \$192
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### HV Servos

U301 \$31	U400 \$45
A301 \$78	A500 \$171
	AG300 \$

### Standard Servos

U300 (4.8-6 volt)	\$20
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### Gyros

GYA 440 rudder elevator	\$ 89
GYA441 aileron elevator	\$ 89
GYA 451	\$118
GYA 553 three axis	\$233
GYA 750 3 axis with RX	\$

### Telemetry Sensors

Altitude 01A	\$ 55
Airspeed 01TAS	\$130
RPM Opto	\$ 45
RPM Magnetic	\$ 85
Voltage 01V	\$ 52
Current 01C	\$ 99
Servo 01VS	\$ 49
Temperature TE	\$58
Temperature	\$125
GPS 02GPS	\$225
CARVIN	\$ 22

### RX Battery Packs

F2FRF 1800 mAh 2S LiFE	\$76
FTF1800 mAh NiMh 5 cell	\$70

### Switch Harness

ESW-J FET 10 Amp	\$57
ESW-D FET 30 Amp	\$81
SSW-J low voltage	\$17

### HD Extension Leads

100mm \$16	150mm \$16
200mm \$16	300mm \$16
400mm \$17	500mm \$17
1000mm \$26	1500mm \$27
Y Lead	\$24

### SBus Leads

100mm \$35	200mm \$16
300mm \$37	500mm \$39
1000mm \$26	1500mm \$43

### SBus Junction Box

4 Point \$23	6 Point \$26
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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.