Flying Futaba Newsletter

August 2025

Foka V

Aerotowed behind Damien Mould's Flex Innovations Cessna 170, bright blue skies and zilch wind, conditions were perfect to test fly the Foka glider. With a 6s 5000 mAh battery pack the tug weighs 4.5 kg. Dragging the 6.5 kg glider wasn't a problem, in fact it produced a healthy climb rate of 4 metres poer second. 780 fpm. SBS 02A altitude sensor and 16iZ transmitter set to voice I set a vibration alert for top of climb at 900 feet. Which is 600 feet below the club's most recent area approval.

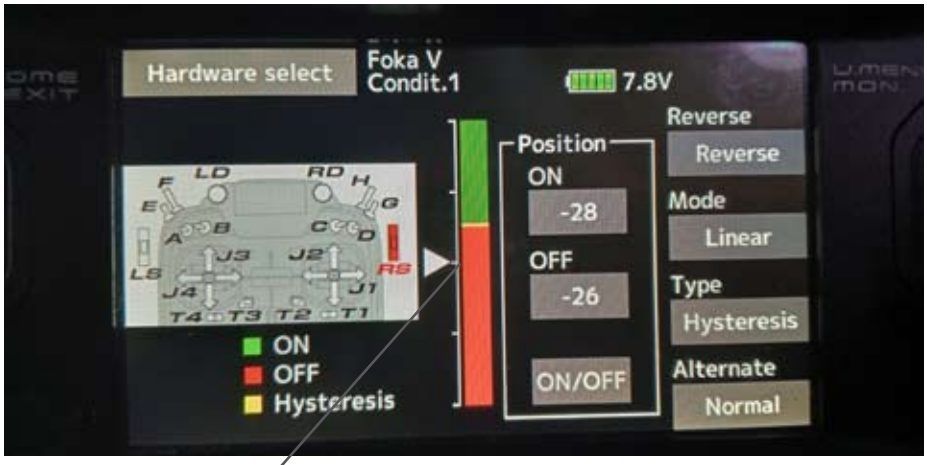
Selecting the right hand slider on the TX forward monitors altitude. Which transmits to voice.

Centre is off and moving the other way for rate of climb and descent. Dixons Creek is in the training area for light aircraft operating out of Coldstream and Lilydale airports so one must be on the lookout for aircraft down to 500 feet agl. The club leases part of a private runway so one also has to keep a look out the occassional for aircraft inbound. There is a procedure for that.

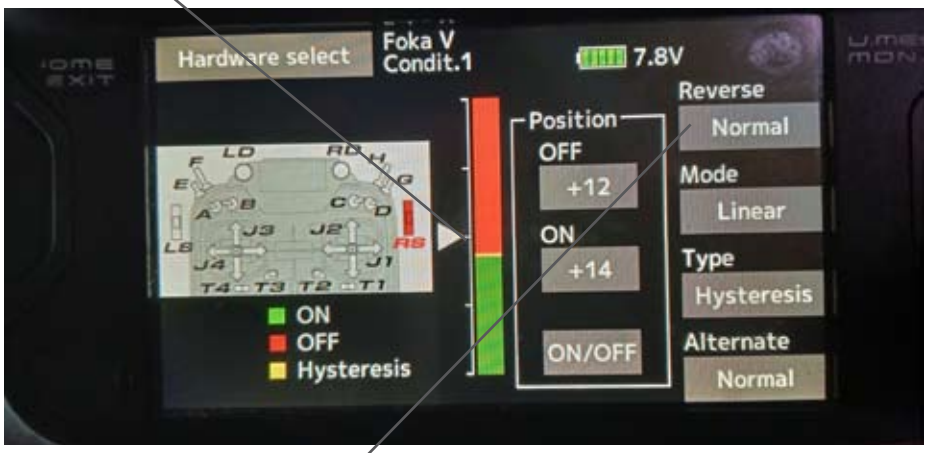
For me the challenge of thermal soaring is finding lift at lower altitude then working back up. One thousand feet is more than enough height to commence skulking around looking for lift. 1,500 feet is as far up as I care to go with a five metre span glider. Any higher it starts getting harder to see and shedding height rapidly is a very important consideration. What would you do if a light aircaft appeared suddenly? Diving is the most obvious option. High rate of descent is needed and with that goes the risk of breaking the model up pulling out. The other option is diving away at ninety degrees to the incoming flight path.

Selecting components for the radio installation I went for the simplicty of the standard SSJ switch harness and a NiMh battery pack. 1800 mAh is more than enough capacity and I don't have to disconnect the battery pack at the end of the days flying. Which is a must if using the electronic switch harness. Along with the redundancy advantage the electronic switch provides goes a small amount of current drain.

I learnt that the hard way and binned my Dragon Fli testing how long one could leave the system connected without charging for a few weeks. I'm not really sure but when I checked the onboard battery voltage on the transmitter, which seemed good to go, I should have put some load on a control surface.



Altitude is set to voice and is activated by moving the right hand slider forward. Selecting hysterisis mix the off position is moved slightly off centre. This creates a deadband in the middle to move the slider backwards for the variometer



The green section indicates the on position. Which was reversed for the variometer

Six channel T-FHSS telemetry receiver, SBS 02A altitude sensor, NiMh battery pack, standard SSJ switch harness

What an excellent product

Also flew this little contraption for the first time. It looks so realistic when it gets away. Boating around a few feet above the ground or formating behind Damien's is great fun. That does not happen of course unless the launch is successful. Which is a neccesary skill set I am yet to aquire. Maybe next time.

Formula E Project

Also flew Bill Hamilton's Seagull Nenemis. Bill was kind enough to lend his expertise and gear it up with one of his F5B motor speedy setups. This flight on 10S - 12 amp 40C battery packs produced a straight and level speed of 210 kph with endless vertical performance, for five minutes. Previous flight at VARMS on 11S 8 amp 25 c pack produced 248 kph with a flight time of two and a half minutes.

What we intend doing with this model is a work in progress but the general idea was to come up with something that could be raced against a 60cc Formula One and a 35 cc F2. Motor is a Steve Neue inrunner with a gearbox. Motor RPM is over 60,000. Wow.

Formula E

Balsa USA SE-5

Grahame Goodson has been plugging away at the quarter scale warbird. Engine is in and decisions as to exhaust, fuel tank location and servos have to be made.

How to secure the wings is another. Allen head cap screws and a ball tip driver will be used on the bipe. Ease of assembly is a bug bear for me. I cannot stand is fiddling about at the field. Seagull Models got its Nemesis right. The wing panels can be bolted on without having to turn the model upside down or have someone hold it standing on its nose. Which is most unusual. Most manufacturers seem to think laying an expensive airframe upside down in the grass is preferable to not having a couple of holes visible on the top.

Coming along nicely

OS GT 33

Compass installed

About Aerobatics

If you happened upon this next piece I made it available for the PDARCS club becasue for some time now most clubs across the country have been struggling to put together a newsletter. This was mentioned in Carl Bizon's editorial in Wingspan magazine. Promoting the benefits of compettion flying is of interest to me and it seemed rather fitting because the club's predecssor (DARCS) is where my first experience of competition flying began.

It's easy to get caught up looking back at the past through rose coloured glasses. Those were the good old days does not resonate all that much with me but recognising and paying tribute to people who have paved the way is important. Thanks to efforts by father, RC aerobatics and all I have gleaned from it remains an important part of my life experiences.

July 31st would have been Dad's 90th birthday and last month I picked up this groovy English F3a style model called Calibre. Wing area just shy of 800 square inches would make it a late seventies to early eighties design.

I don't know if it has a competition heritage but styling is a little like Norm Page's ubiquitous Mach 1. Another thing in common with that iconic design is the thin wing section. Measuring 8% at the outboard rib this one is even thinner. With a modern engine it should go like a cut cat. Which is exactly what I'm after. Engine is an OS 61FX. No pipe but if more qrunt is required the 75 AX should drop straight in.

What I really enjoy about flying stunters from this era is practicing the 1971 schedule. Which is now known as Classic Pattern. We used to call them stunters before the term Pattern Ship took over.

My first was the yellow Northerner Mk 1. (below left) Fixed gear, 22% aerofoil and a Merco 60 it was built by John McGrane for Barry Angus. Going from a .19 cubic inch engine it to starting that .60? Well it was Nervous Nellie for a while. Practicing in a strong wind I got disoriented then blown downwind over the Barwon River. It spiralled into the Peter Pianto Fencing yard in Geelong. Scattered bits of balsa and foam everywhere, scared the bejesus out of the staff, but no one hurt.

My next aerobatic model was the Dragon Fli Dad flew in the 1971 World Champs. Also yellow, the OS 60 rear carburretor engine kept my fingers well away for the humungous 11 inch diameter prop. And retracts. Which were cycled endless times in the workshop. Gear goes up, gear goes down times a million. Then I built a Mk 2 Northerner. HB 61, tail dragger with retracts. That model got me out of Novice into Expert. Just like going from grade six in primary school.when you go from the top back to the bottom.

Along came the tuned pipe era and new manoeuvres. MK Skymaster, YS 60 side exhaust screaming in for the eight point roll, reverse point roll and reverse

RADIO CONTROL MANUAL No. 4 79

Australia was represented for first time ever at World R/C Championship by two-man team. Here Brian Green's Kraft designed Dragon-Fli lifts off. Placed 43rd.

Rudder area below the thrust line is the big difference between these two designs

Damien Milk with my Mk2 Northerner at the Camperdown Nationals

My Skymaster in MK livery - MK mechanical retracts

Tuned pipes were the go at Camperdown Nats 1978. 2nd from right up the back, blue and white model with red trim is my MK Skymaster. YS 61 with timed crankcase pressure. Dad flew a Saturn with the YS 60 Graupner tuned pipe Rhom Air retract combination

knife edge, I flew my Skymaster 60 in the Camperdown Nats. My friend Damien Milk binned his Hanno Pretner Super Sicroly a month out so he flew my old Northerner. That model came to grief a few months later at LD-MFA when we tried formation flying. Henry Hutchinson's suggestion we give that a miss was ignored. It turned out the Northerner was quicker than my OS Wankel powered Pilot Box Fly and we started getting closer and closer.

The Northerner engine quit after the Top Flite 11x7 maple wood propeller turned my stick and film covered Box Fly into confetti. The stunter half rolled to inverted and flew in, dead level, and broke apart on impact. The wing bounced five feet into the air and engine, fuel tank and bits of fuselage tumbled the entire length of the strip. This happened when Australia was transitioning to the metric system and we left a line of debris scattered over one hundred and fifty yards. {137 metres}

My Skymaster went in after I replaced the servo arms and forgot about the elevator servo output arm screw. Once again this was not long before the Loxton Nationals in Sth Austalia. Bank of Dad flicked me a retired fibreglass and foam swept wing Phoenix 6.

Saturn built from a Flite Glass kit

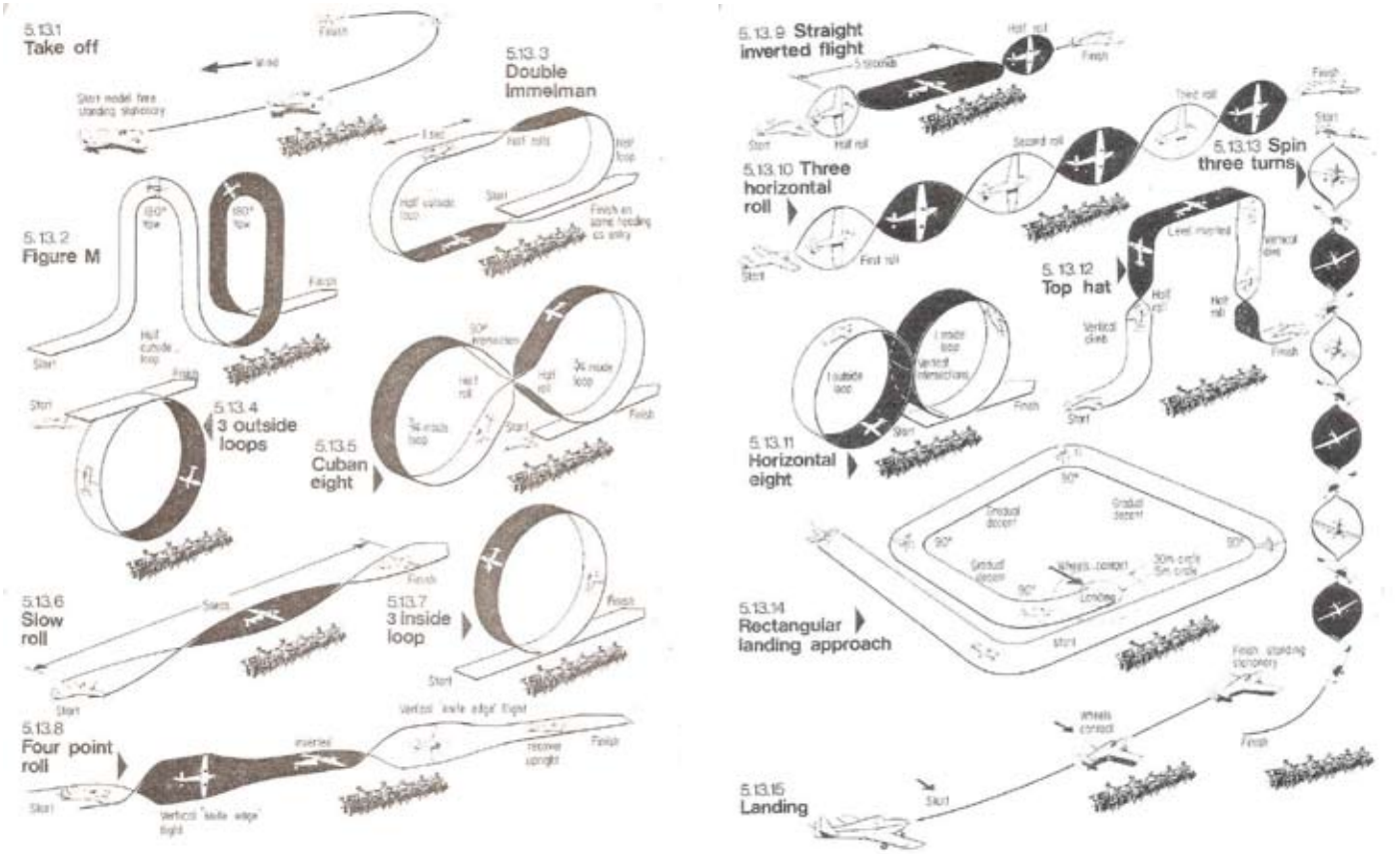
The Curare - MK balsa kits are brilliant

Followed by a reading of the riot act. “If I did that again I would be paying for the gear myself”. He had moved on from the Phoenix 6 to the MK Curare and the Saturn and I geared it up. Also YS powered then that lot speared into the Yarra River exiting a Split S to turn around. One Rhom Air retract floating on a bit of foam and balsa was all we recovered.

Thought I was toast but Dad spotted the taiplane flutter and concluded the elevator fork on the all flying tailplane had let go. Phew! I rubbed back then painted another retired model. This time in bright orange. With that series of crashes behind me, pulling up into the very first mamouve in the first round at the Nats the Phoenix 5 flopped the stall turn.

Half rolled to push out inverted the engine quit. Normally not a problem, just half roll out and make the approach. Unfortunately full down elevator wasn’t enough and bits of bright orange components remaind highly visible as they remained in formation, shedding their way through the dark green orange tree plantaion. Dual rates were quite new. Put it down to competition nerves, I didn’t switch from low rate to high after the engine quit.

A look in any model club room will confirm tailplane and fin usually suvive most crashes. Not always. The fuselage went through a fork and destoyed both tailplane halves. Swept wings certainly look great but managing the roll rate through slow and point rolls is quite a bit harder. Just like any high wing model, aileron has to be backed off when applying rudder as it approaches knife edge.



1972 F3a aerobatic schedule

Yours truly on the left with Barry Angus and Phil Kraft on the right

John Mc Grane (Macca) on the left Brian Green (Mr Greenies Meanies himself) and Barry Angus (Bangus) made the Aussie Trans Tasman team

My last stunter had the rear exhaust Rossi 61 engine with a Rossi tuned pipe and in flight mixture control. What a brilliant donk. Of all the engines I have used that one is a stand out. It went into Jeff Tracy's Squirrel fuselage design but we fitted the Ivan Kristensen Saturn wing and tailplane. Why?

Some wing sections just handle wind gusts better than others. For example the Saturn was so much better that the Curare. Hanno Prettner's iconic design suffered when the wind really got up. Skymaster's thin laminar flow aerofoil was great. Likewise the laminar flow 17% wing section Dragon Fli is brilliant. That's not a good old days fantasy either. A couple of years ago I choofed off to the Northern Flying Group field to prepare for the 100 kph forecast. Slight disappointment, the gust indicator on the weather station topped out at 80.

Yes, my last .60 stunter was returned to kit form at Lilydale during summner. One more flight? Instead of pulling the wing off to check the battery pack voltage I figured that out just at it entered the last manoeuvre on the schedule. The three turn spin. Spinning is the slowest way to hit the ground but no. Just as I pulled back the throttle there was no response. With full throttle it spiralled in so hard the dihedral mark was embedded into the hard ground.A stinking hot day the swim across the Yarra River quite refreshing. I used to take a twenty litre drum of fuel for a full day of flying with that model and my .60 powered Graupner Bell 222 scale helicopter.

Whistler Mk V

The red Whistler below is a reproduction of Dad's design for the 1973 Aussi World Champs team. No plans he built this one using memory and a few photographs. Which explains the modern NACA 2010 aerofoil. It also has modern power with a Hacker A 60 motor running on 6S. A problem with ESC I replaced it with an old Kontronic 80 amp unit. Which was in heli mode. Its had dozens of flights that way because for the life of me I couldn't figure out how to change it back. Soft start takes a good ten seconds to attain full power, therefore, not unlike early gas turbines, throttle lag had to be managed.

For the most part this is quite okay. Except for the highest K Factor manoeuvre in the Classic Pattern schedule. The Figure M. The nose pitches down quite markedly when rudder is applied

No F3a credentials however the Calibre looks to have the basics right

for the stall turn. Juggling that with next to no prop wash usually results in flopping the first manoeuvre. Along with that goes the chance of a competitive flight score.

Last manoeuvre is the three turn spin. Cutting back to idle for entry, prop blast not available to kick it in if needed. Followed by few tense moments waiting those few seconds as meaningful power increased. I found opening to full throttle in the second rotation fixed that. Likewise for landing. Basically it's a deadstick approach as the prop winds down.

Overall the experience of electric power in this model has been good. Heaps of vertical although I thought it would be quicker in a straight line. That may change now that Captain Futaba re-program the speedy to remove the Heli mode rpm govner.

Once the Calibre is geared up to go I can enjoy the best of both types of propulsion. What's good about electric is not having to wipe away all the oil. Dad gave me plenty of experience with that task. That pleasure was done at the end of the flying session at the field. Now that I am an adult, unpacking is usually tomorrow so I just head straight in and open the bar.

Not best practice with electric power but I do find hanging around to balance battery packs back at home to be a bit of a chore. But it is potentially cheaper than remembering a few days later you forgot to put them into storage mode though.

I digress but Dad went practicing with Phil Kraft in California for the 71 Worlds champs, Phil sat in his limo until Marty Barry started and tuned the engine then handed over the transmitter. Which was duly handed back after each flight and Phil returned to airconditioned comfort. At the end of the day Phil left Marty to clean and packed up the models. Leaving Dad to choose between chatting with the chaps and going back to the Kraft factoy with God.

I'm still a fan of the glo engine though. Clean fuel, glo plug in good condition and knowing how to operate the needle valve it remains old fashioned but very reliable technology. Regardless of what power plant you use the challenge of flying those old schedules remains to this day.

My most enduring memory of the Whistler was the at the 1974 Nationals at RAAF Amberley airforce base in Queensland. Most F3a designs go through a series of subtle changes. To reduce the build time between new versions. the fuselage was 1.5 mm ply rolled around the bulkheads.

Whistler Mk1 at Geelong

Mk 11 at 1973 Goritzia World Champs

Whistler Mk 111 at Lilydale

Whistler Mk IV

The long dorsal fin disguiese what looked to be slightly arched apperance. Foam wing and stab of course. It was nicknamed the roll top fuselage.

Whistler #1` lost elevator on the downline in the Top Hat and it smacked into the bitumen runway. Four people on the tools it took the best part of a slab to repair it over night. I was chief epoxy mixer. Waiting for the five minute epoxy to dry he bent the ply fuselage slightly to lower the tailplane incidence and glued a ring pull from one of the many empty beer cans. They were steel back then. Dubbed the Zip Top fuselage he won the event.

In August I managed to recreate that process in a less spectacular manner. Knocked the fuselage off the top shelf it almost broke in half. Couldn't quite get it back where it was so it now sported a tad more negative incidence on the stab. The next flight required quite some amount of up trim.

Model flies great. Except when I make loops to big. Rudder pitch coupling becomes a handful at lower airspeed. Maybe I get bored but I've never been much chop at achieving consecutive round loops. Three in a row takes quite a bit of time. Which chews up available power to the point I can just complete the schedule.

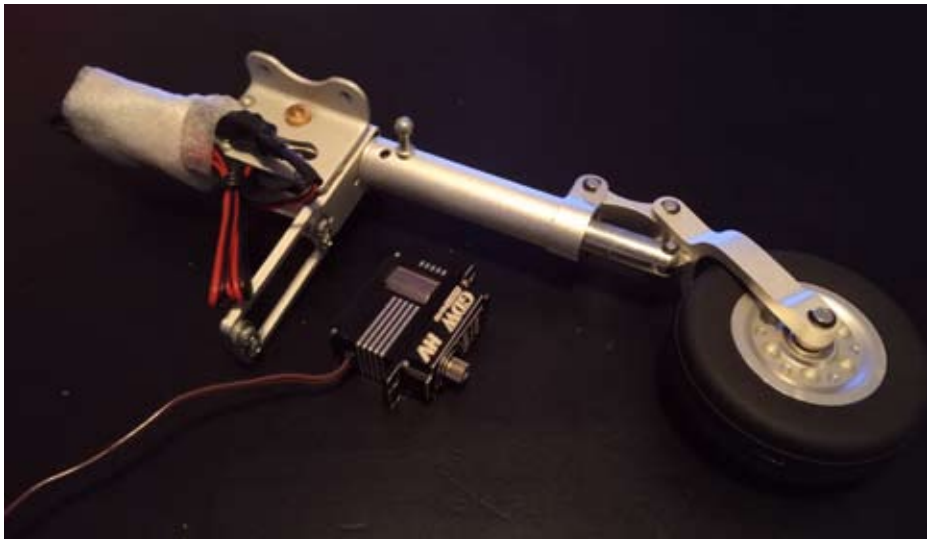
If I had my way the current Classic Pattern shedule would ditch the three inside loops and replace it with either the Top Hat or Square Loop with half rolls. The rolling manoeuvres are far more spectacular. Which is why I didn't opt for a swept wing jet for the up coming Scale Nationals at Bairnsdale in October.

Cracked opened the joints and filled with fifteen minute epoxy

I started in learning F3a aerobatics in 1971. First day out Dad demoed the three horizontal rolls and pointed out how important it was to not get out of phase with elevator timing. Mid way through the second pass he turned around to see if I was watching.Whop. In it went. Oops. Up elevator inverted at low altitude is how you do a Figure 7. Simply start higher to do a Figure 9. Then get out the glue.

If it seems like I've done a lot of crashing, that was a few models over a ten year period. In the mid 80s I had a bit of a go when the large scale aero scene

Mini servo for each tailplane and nose gear



Looks a nice bit of kit

was new. If you are interested in aeros P&DARCS has a wealth of knowledge in F3a and IMAC. I can tell you any of the chaps are very keen to encourage and assist new participants. They will also point out you do not need a top design and equipment to get started.

Hangar 9 MB339

With the Scale Nationals looming it was time to get a wriggle on. Servo selection required before making a start, I want to fit out this entry level jet to the minimum requirements.

Standard size U400s digital fit in the wing panels and rudder. Great. The only Futaba mini servo available for tailplane halves and nose gear steering was the BLS 173SV. Great servo but metal geared brushless motor is certainly on the excessive side for performance and price for the job at hand. My last two jets in this weight range used standard analogue 3.5 kg /cm torque servos on all primary control surfaces, flap and nose gear steering. BLS A600 is the replacement and brushless offers much longer service life than the standard but there is nothing else suitable in Futaba's range of products.

Receiver was the other consideration. The BD-5 and Panther had one nine channel receiver and one 2500 mAh NiMh battery pack. One option was the simple setup in my 60cc Spitfire. FAASTest 14 channel with two battery packs with a 8 kg/cm torque digitals. One on each aileron, elevator and flap, plus rudder, throttle, undercarriage and choke. If a potential brown out from a low battery voltage spike was a concern I would fit a Futaba 2200uF capacitor.

The other option is a pair of R3008 T-FHss units. Cost slightly less and it's something new for me to write about and publish for the website. One for left aileron, right elevator, right flap and throttle. Viceaversa for the other side plus undercarriage, engine shut off and wheel brakes. The advantage of the 14 channel is indivividual control surfaces are quicker to fine tune plus aileron differential.

Seperating rudder and nose gear makes it quicker to trim for a straight take off roll.

Whilst I would dearly like to do an all Futaba setup, $600 for three mini servos was more than I wanted to spend so I opted for an after market solution

Making a Difference

A few years back when the previous MAAA president Tim Nolan got the gig I asked what I could do to help make a difference. "One person at a time was his answer" The opportunity to help this young man towards his ambition to become a pilot has been very rewarding. Part 2 is in the Q2 edition of Wingspan magazine.

Project Ugly Stick edges closer to completion

Heated hand grips have been fitted to the Kawasaki

As far as promoting the hobby goes I still had something to offer. Or so I thought. Twenty four years ago I organised a competition event. One that I would like to compete in. Short comings in the rules were rectified. Entries were treated like retail customers. Rules were actually policed.

Scale air racing has been the most frustrating endeavour I have ever been involved in. Behind the scenes might be the accepted method for dealing with real and potential problems before or after an event, but any input I have ever put forward has been flatly ignored. This year it turned out what I was offering and paid for was not to certain competitors liking. People who know more about the hobby industry than me I guess.

Watching the same mistake made by tradition pylon over and over again is hard. Dealing with other peoples' agendas has been a constant. Requesting sponsorhip goes hand in hand with conducting a safe event. Which is one of the reasons I dropped the latest air racing event like a hot potato. Too many red flags so I avoided getting caught up in a potentially complex issue in the event of a serious crash.

Five hundred dollars at an RC car club gets me three big signs at the racetrack and on the website. Seems a much better deal.

Road Trip

I've done Perth on a CB1100 so next time I head over that way will be at 200 kph. in a plane. Tasmania on a motorcycle is something else on the list so I tagged on to four others and booked a spot on the ship.

Recreational Aircaft License

Ten hours solo time with five in the trainng area I'm getting pretty close to the RAA Pilot Certificate flight test. Followed by navigation. Assuming I pass both that would give me a License. August weather has been quite kind and the last three lessons I've jagged blue skies and nil wind. Now

Templestowe Flat Track Racers

Captain conservative tootling about the Yarra Valley

working on short field take off and landing followed by precautionary search.

Flying an aeroplane by myself turned out to be a much bigger thrill / privilege than I ever imagined.

Monday Night Band

Ten years ago I came to the conclusion that if I can fly a model helicopter how hard can playing a keyboard be? Can't read music to save myself nevertheless out of a large number of applicants I got the job of singing in this band.

Monday Night Band is a six piece plus two on vocals. Drummer and bass player took up playing music in their fifties and Monday nights we rehearse at the drummer's place. Hence the name. Booze Brothers is taken and we are yet to decide on an alternative.

Managing a few basic chords and singing at the same time? Flying the RC chopper seems much easier, although I was a lot younger when I learnt how to do that.

Heli Division

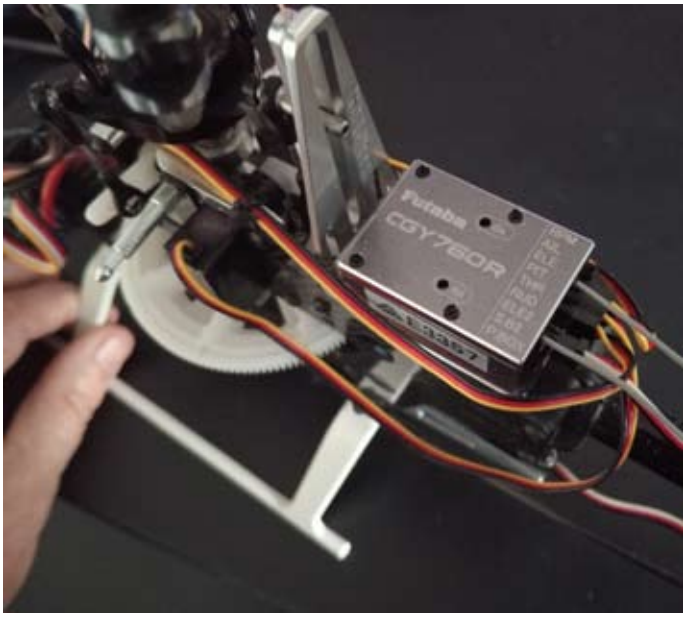
My old Weller Solder Station gave up on a Sunday and JAYCAR was the only business open that day. The only similar thing available was their own generic brand. It

was half the price for good reason. Now that my new one has arrived I can solder up a few new battery packs.

First one to get flying is the Hughes 300. Removing the battery pack is very fiddly so it just stays in place. The accepted size for these small 3S machines is 2200 mAh but seeing I don't do aerobatics, that was upped to 3,200 mAh. Extra weight no problem with plenty of performance on tap. That pack gave a six minute flight time and the new one is even bigger at mAh.

Align T Rex 250 was my first experience with gyro stabilised flybarless rotor head but boy does that get really small really quickly. The 450 has Futaba's CGY 760 six axis gyro receiver. Instead of flopping about to learn the setup Damien Mould knocked that over for me.

I can't help wondering if Futaba will manufacture a similar concept for fixed wing. My first cursory look at the GYA 550 seemed too complicated but I was time pressed and had no real need to use the product. Captain Futaba, on the other hand fitted one to the Flex Innovations Cessna that aero towed my Foka. Setting the nose attitude in ACVS mode re-



Align TRex 450

sulted in a consistant stable climb to altitude.

I have nothing in the GIANT model sector of the hobby but it strikes me something like an integrated DLPH - Gyro - RX might be something owners would appreciate. The ability to program the CGY 760 and new 770 gyros from the latest 26SZ transmitter looks to be a winner.

Back to the little helis. Pride of ownership a plenty, the quality of manufacturing by Align is something to behold. Once the 450 is going there are a couple of scale fuselages to consider installing Then there is this Dominator. On 6S. This has a full fuselage as well. Which is so much easier to see compared to a small pod and boom machine. Easier to fix too. Still kicking myself after that dumb thumb boom strike suffered by the big petrol powered Bell 47. Flying that was so much easier.

Fixing it is a much bigger job than it first appeared. Biggest problem is the bent stainless steel tail rotor drive shaft. That machine has to wait until the jet is done.

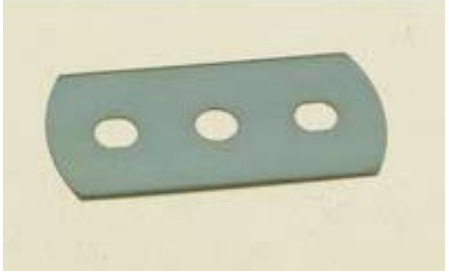
Dinged the chopper at Christmas in July two years ago

Remains sidelined for the time being

Old Fokkers

There remains a bit of fun to be had with Old Fokkers and quite a few of Dad' models to get going. The Hawk Speed Six and Mr Smoothies Golden Era racers are first.

Perth RC has these old fashioned SLEC razor planes and replacement blades



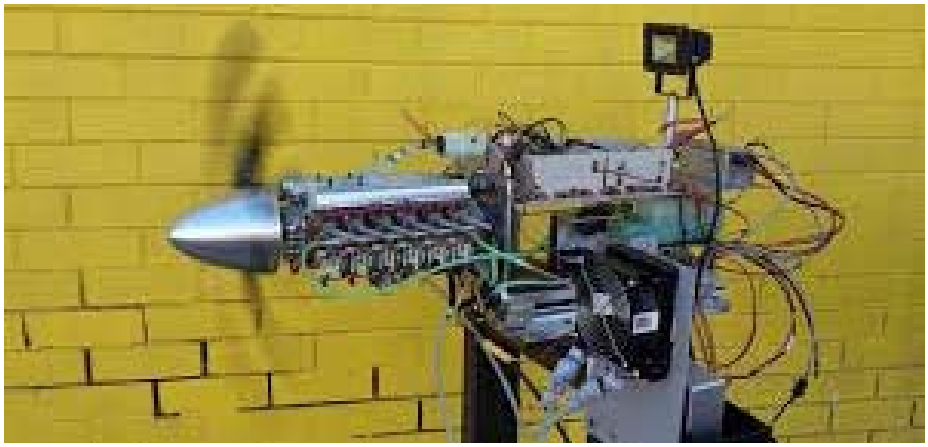
Old Fokkers needs to fly again

Leslie V12 Mustang

The decade old Hitec Aruora 9 radio set has been replaced with a 16iZ Super and R7314 receiver.

Production engines are being manufactured now and the next test flight is looming and we are planning to demo the 1/5th scale Mustang at the MAAA Scale Nationals at BADMAC.

Cheers
SJG AUS 5932



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

HV Servos

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

Standard Servos

U300 (4.8-6 volt) $20

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 O1C	$ 99
Servo O1VS	$ 49
Temperature TE	$58
Temperature	$125
GPS O2GPS	$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.