Flying Futaba News

March 2026

OLD FOKKERS

Struck a chord in a number of ways. A few aeromodellers now running clubs have contacted me to regale stories from times gone by. Issues related to pilot training, issuing of wings and other safety related matters. To a very large extent that has been cleaned up. Prompted by the regulator. Fortunately that has been taken seriously.

Competition flying, attending a glider tow weekend, a jet, kicking back with a few fly ins, poking a bit of fun, not taking ourselves too seriously, putting back into community by flying models in front of people. Throw what to do with my scale racers into the mix of unfinished projects, I've been nutting out what to do with that lot. One thing is for sure. There are more than enough planes in my hangar to last the rest of my days.

Kept a few people wondering how a 1/3rd scale stunt pilot managed to fit into a Seagull Nemesis with two interanal canister mufflers. That was to be revealed at the air race meeting last June. I won't make either of the two NSW event this year so Gildersdag has fessed up in this edition.

One project that is nearing completion is my Recreational Pilot License. I passed the flight test and gained my Pilot Certificate in March. Similar to a restricted license in General Aviation, I can now sign for the type I'm endorsed on and fly around the Yarra Valley. All by myself. Which is a real thrill. Next is a passenger carrying endorsement. That can wait until I knock over a couple more hours by myself. Then it's on to navigation.

Signing for an aeroplane is an interesting responsibility. As my instructor once remarked, " It's different when your arse is in it." To a very large extent you're pretty much on your own if you make a mistake or something goes wrong up there. I've had a couple of reminders flying solo.

Signing on behalf of aeromodellers is somewhat different. Not that I think it will make any difference but I've covered a few of my experiences. Again. On that front I've done all I care too. Should I decide to organise and conduct another event in Melbourne, terms and conditions have been published at speedweekeend.melbourne.

Flying Futaba was chosen as a stop gap whilst I decided what do after years of publishing RCM News magazine. Balancing what used to work and what is socially acceptable today has changed a lot. Articles published here give me the opportunity to publish short videos or PDFs and make that information available on the website. Being on old fokker myself, I've switched to self interest. Selling Futaba by flying Futaba.

Happy Spot Landings. Stephen J Green. Aus5932.

Classic Pattern glo or electric?

Plugging away - glo projects

The Raptor helicopter was ready to fly. The 60 aerobatic model took on more impetus after I spotted a Facebook post thumbing about during Friday night drinks. You beauty. A Classic Pattern competition. On a Sunday. Saturday competitions are usually out for me but I got to the hangar first thing the next morning to start charging. Three 5,400 mAh 6S LiPos for propulsion, 1,700mAh LiFe receiver pack in the Whistler and the 2,000 LiPo in the transmitter.

Just enough time for three practice flights at NFG

Plugged that lot in then glanced at the .61 powered Calibre. Worked on it a few days earlier and got the electric retracts working. Last three jobs were finish the throttle linkage, run the engine and fly it. As much as I would have loved to be part of the two stroke engine screaming in to commence a manoeuvre brigade, there wasn't time to do all three. If only I'd known a week earlier, although to be serious, to put your best foot forward in aerobatic competition it takes a quite a few flights to sort out, fine tune then learn how to fly the thing properly. To th best of your ability.

The red electric powered model was the preferred option as that work, aka time spent, had already been done. Hadn't flown it for months and set off to the field in the afternoon for three practice flights. One thing I have to remember is not make the loops too big. Particularly the outside variety. Maintaining track when pushing over the top of an outside loop becomes a bit of a handful when rudder is applied, if airspeed drops off too much. By handful I mean keeping the loops round as speed reduces. Juggling down elevator to keep the upline vertical after the one quarter roll for the Figure M is another headache to master.

All set to go

Completing the flight within the allocated eight minutes and not running out of power has been a problem. Pulling back from full throttle after each manoeuvre and not extending out too far for the rolls I can just get through. The ancient but still good Kontronic speedy made juggling the throttle difficult. Originally it was in heli mode and I learnt to manage that soft start accordingly.

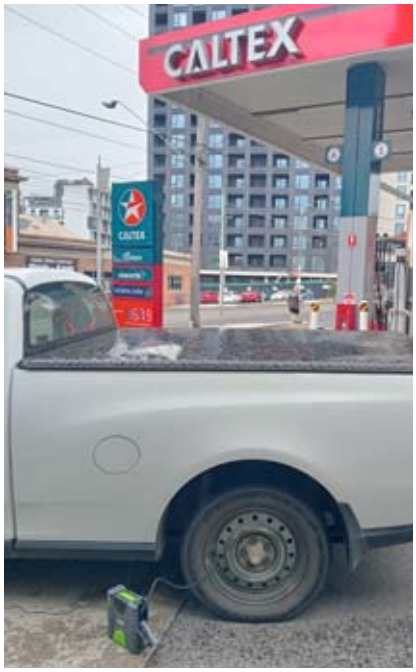
Reprogrammed to aircraft mode full power came on song, at half throttle stick. Before the third flight I fiddled with a throttle curve and dialled that most of that out. Swapping the usual Split S at each end of the field for dumbbell turns the last flight was down to seven minutes. This was written the night before the competition. Now that I've made all the excuses, reducing diameter by one inch and increasing the pitch same might be the improvement needed.

Arrived at Burley Field first thing Sunday morning but had to return home. Punctured a tyre on the way back. Called into three service stations to pump up the slow leak. Free air seems a thing of the past. No airline gauge. Before the Cole Express near me was changed to Reddy, someone crashed into the free standing air compressor. That was out of commission for eight months. Selling petrol, pies, milk

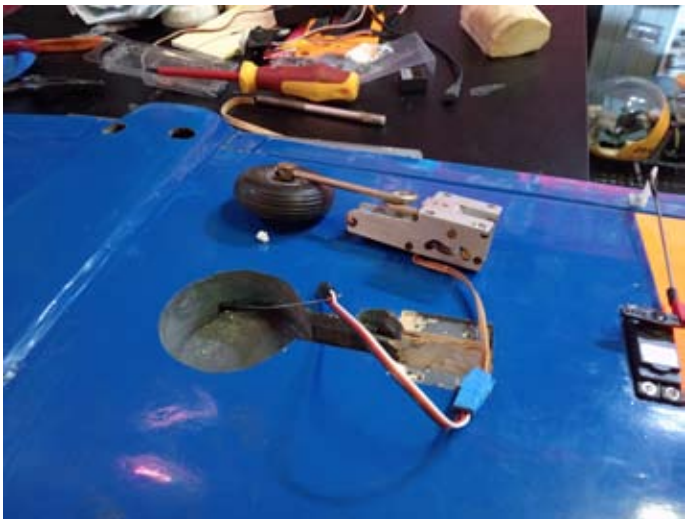
Got there but had to return home

and chockies but free air? Safety is fast becoming less of a consideration by big corporates.

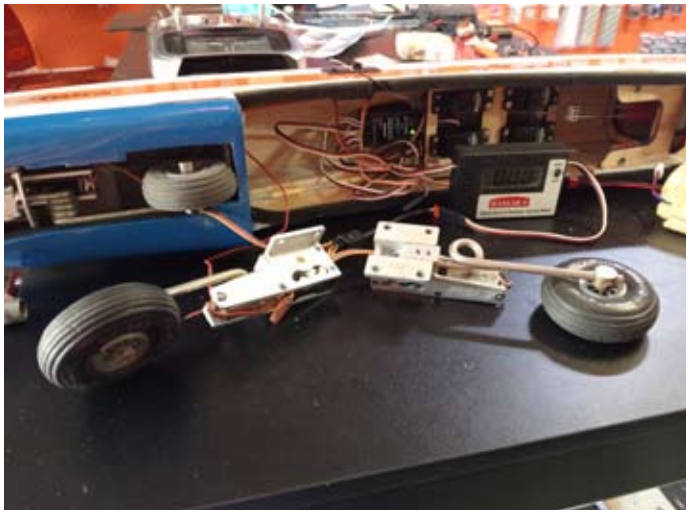
Spent the rest of the day finalising the installation in the Calibre. A smear of contact cement to a small block of Dubro latex foam and the back of the RX is my usual method to mount the receiver to the fuselage floor. I then cut off two lengths of Dubro 2-56 plastic tubing to run the antenna wires. Leaving the last 25mm or so free to poke out is important. The tip touching any part of the structure will detune the antenna. I routed one wire in between the servos. To reduce the possibility of interference from electrical noise I make sure the servo wiring was as far away from the end as possible. The other was routed on a slight angle above the servos.



Your own air pump is the new norm? I live in a city, not the outback



1mm K&S spring steel wire pull through



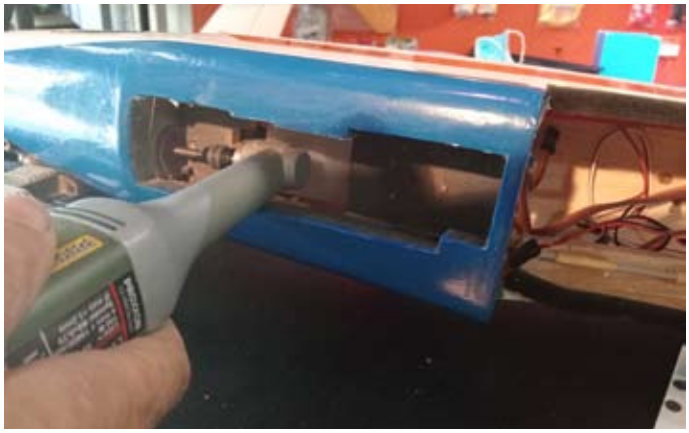
Checking for zero current drain

Achieving the suggested ninety degree angle between both isn't possible in a small model. With twenty plus models of varying sizes, shape, and propulsion systems I have never experienced a failsafe condition flying Futaba 2.4 GHz.

I read about modellers wanting to analyse RF data packets. When Graupner re-launched its radios with Hott 2.4, the nifty TX featured an audible signal strength monitor. Sounded good in theory, however, in practice each time the model taxied toward the end of the runway the "Signal Strength" warning went off. Maybe the gear is more refined today but I imagined that would have prevented a lot of people from flying. Knowing a few basics about RF, I ignored that alarm and took off. Ocassionally the alram sounded when the model was low and a long way out. Didn't bother me.

All I've ever done is assume the manufacturer has done all that testing and knows more about it than me. Therefore, just installing radio gear as per the instructions, charging the battery packs and assuming it is working correctly has worked for me.

One engine mount bolt protruding well past the firewall the nose gear retract would not fit. The ninety degree grinder and a Dremel cut off disk fixed that pronto. Nose gear steering was fiddly. The unit has a centring spring and I elected to leave the steering until after the model had flown. Replaced the throttle



One engine mount bolt protruding

linkage with 30" Durbo 2-56 pushrod wire. Solder link at the servo end a mini nylon kwiklink on the metal carburettor arm.

Before putting the .61 engine back in I trial fitted the OS 75AX. Just in case I feel the need for speed. More speed that is. Actually it's about more vertical. They all go fast when the nose is pointing down.

International rules for Classic Pattern make for interesting reading. My first aerobatic model was similar in concept to the Kwik Fli Mk111. Seagull's ARF is a great way to experience 1960 heritage. Might be old but still good to fly. Hanno Pretner's Supra Fli marked the trend to lower noise and speed.

Seagull Models Kwik Fli

The dreaded ARF

This brand of balsa kits go for big money today

72 inch span Precedent T180. Mine was powerd with an OS 40 FP

I stopped competing not long before the turn around schedule came in and the move to four stoke engines. Which is why my affinity is with 660-720 sq in 5kg designs with retracts and tuned pipes. For people like me, flying one with a muffled OS 65 AX would see reduced performance. A bit disappointing. Purchasing a pipe and manifold seems the logical answer. Except, where do you get it? Who makes one now? If so are they any good? The only comercially available one I've located on the web does not have the after muffler.

Another way would be to run high nitro. Which is what the Yanks have always done. High nitro fuel for plane, heli and car is still available from Cool Power and Glo max. Which is still manufactured here. I haven't run a 65 AX but increasing nitro above 15% in the 120 AX requires another head gasket to reduce compression. An OS 55AX would be quite authentic performance in a late 1960s design such as the fixed gear Seagull Models Quick Fli ARF. Interested to learn if they kept to the original 22% thickness aerofoil.

Fitting the OS 75AX in the Calibre might be the easiest solution to replicate power in my era. Which is why I checked to see if it fitted. The 95 AX might also fit but prop clearance on the ground would be an issue with this model. In the 1990s I swapped out a Merco 60 to an OS 46SF in my MK Cessna 182. The model was in my flying school fleet to give someone a first hand experience flying something other than the traditional box trainer with the wing rubber banded on top. The Merco pissed a lot of fuel through the front bearing. Seeing it was a commercial enterprise it seemed prudent to install something new. On paper the horsepower claim would be sufficient. In practice however the .46 did not have the torque to swing an 11x7. Reduced to an 11x6 the model was marginal. Proves you can't beat cubic inches.

Another item in the Calibre that might have to go are the elevator and rudder pushrods. I've never been a fan of nyrods. Yellow and blue Sullivan Products would be the pick for use in this country. The white nyrods in this model remind me of what was supplied in Precedent kits manufactured in the UK. The 1980s Hi-Boy and Low-Boy sport models were very popular then. The pushrods supplied in the T180 scale style basic trainer I reviewed were rubbish. Rudder and elevator trim changed markedly from first thing in the morning, noon, then back again as the air cooled down. Every flight a potential trim flight So much so a beginner would get caught out on take off and crash the model. No mention of that in other magazine reviews. Made me wonder if they even flew the thing.

Anyone interested in practicing aerobatics would do well to consider the Victorian Pattern Association's Sportsman schedule. Manoeuvre selection is pretty good. Not too taxing but with a couple that provide a bit more of a challenge. In the meantime I can complete my comparison between electric and glo. Hopefully another competition will be scheduled for a Sunday.

Classic Pattern

Sportsman Pattern

Unfinished projects continued...

Fired up the OS 61, warmed it up for thirty seconds, a few clicks on the needle valve and a final control check. I've learnt that the hard way.

Prop tips chewing through the grass, full up elevator on the take off roll fixed that. Gear up, she was way too touchy in pitch and roll. A few hops to set the control throws and dual rate for elevator. That is activated with gear up. Model flies great although I thought it would be faster. Ordered a couple of 11 inch diameter props with 8-9 inches of pitch.

Chopper was next. Engine kept loading up through run up and quitting. Richened the idle slightly. That didn't help. Nor did glo heat still attached. The bottle of 15% fuel was only quarter full so perhaps it had picked up some moisture. Before blowing a few plugs to find out, , swapping to the fresh bottle of 10% fixed that. Two tanks later this machine is exactly what I was looking for.

Something to fang around around for circuits and nose in

Charged up ready to go

Into the ute

Old technology at the field

Back in the hangar ready to go again

approach and hovering practice. Ten minute flights used to be the courteous standard before 2.4. Ten minute flight times with this machine not a problem. Nor was wiping off the oily gunk back at the hangar. As my friend Stuart Claire would say, "it was really good, there was hardly any." To go flying all I need do now is plug them into the standard 240 volt wall charger. No programming required. Now I have two models to practice the Classic Pattern Schedule.

Raptor 5o heli, Calibre 60 and Ugly Stick are more than just nostalgia. Flying simple models with technology I understand how to operate is like a day off from complexity. No password or two step identification cation. I don't have to hitch the trailer for one thing. They fit into the ute. I don't have to balance the LiPos before going to bed either. I can even leave wiping the gunk off til tomorrow.

9 ccUgly Stick

Mr Smoothie 60cc glo

Hardly any gunk

60cc Mr Smoothie is next. Not a lot of work, just re-fitting the engine and fuel system, retracts and radio. Mr Smoothie is a Golden Era racing model. There are a number of those lying idle around the traps. That's the big boy category. The air humms when four of those start circling in the milling area for the start. 58cc Lil Misty can wait until there is an event worth building it for.

A two day meeting that could be relied upon to actually happen would see some of those Golden Era models being put up for sale. So they can be raced again. Ditto for Cassuts, Nemesis and Texan ARFs, owned by those who have lost interest.

Victorian Air Racing Club

There is a dozen of us who still believe in the concept of promoting the hobby, RC airshow style. A few ideas have been kicked around to re-create the fun from a VMAA Trophy style competition too. I know enough people right now to put on an RC airshow. A small number of race planes and exhibit all the other facets. Basically the same concept as Sandown. F1 Air Racing was the media hook to attract attention.

Victoria has four state fields available for SIGs. I've done NFG couple of times as an individual before but to organise an event on an ongoing basis, a special interest club is needed. Sunday June 21st, two weekends after the King's Birthday weekend. Yes the Winter Solstice is the shortest day of the year, but Melbourne weather is still pretty dependable that time. July-August is when the crap starts in earnest. Three months out I neither have the time

58cc glo Lil Mysty

One of the five remaining Sandown F1 Air Race Cassutts

nor inclination to organise something this year, for people who may not turn up.

Given the amount of car parking for a public event, a small number of spectators could easily be achieved by targeting aviation minded enthusiasts. That way old fokkers wouldn't shit themselves with thoughts of hoards of people potentially turning up to watch. Might lose control of their precious club. Hardly. More people means potential members. A few members. Never been ay different.

Flyers left at a number of full size flying schools and aviation related business in the area would do that. Motorcycle dealerships and service centres were on the list had it been at Burley Field. Anything with a piston attracts motorcyclists and petrol heads too. Motorcycles take up less room. Fifty cars at $20 per car, per day, raises an easy couple of grand. Had I been allowed Burley Field and be left alone to run it, like the IMAC Nationals, twenty grand takings would have been a lay down misere.

In the meantime the opportunity presented itself to purchase one of the remaining Seagull Cassutts that raced at Sandown. Getting Cliff' McIver's model going was easy peasy. All I did was swap the receiver, run over the nuts, bolts and screws and cycled the battery packs four times. Engine fired up straight way. Needle setting was good. After a minute warm up it produced 7,600 rpm static. The installation had a few setups that pointed to a competition flyer's background. Cowl easily removed is one. A hole in the side for access to the needle valves. True Turn spinner for fast removal.

Might cost more and it's more leg work but old fashioned sale repping to place brochures on shop counters still works

The other reminder is when Cliff was President at Doncaster Aeromodellers. Promoting the club, simple fun competitions ,annual airshow and giving to charity were not mutually exclusive then. The idea of combining a race meeting and inviting the public to help pay for prize money remains what I see to be the only way forward to retain and generate new

Richard Mudge, Australia's most talented designer, builder, flier, competitor

Spanner and screw driver over the nuts and bolts

interest in scale air racing. Prizes from the hobby trade started dwindling years ago. For air racing the last big sponsorship splash was 2012. Prize money or vouchers avoids the possibility of a competitor denigrating a product he or she doesn't like. Word does filter back to sponsors. "Sanwa Stac 4 radio makes a good boat anchor" at Adelaide is one example. Getting volunteers to marshall the pylons has been another problem for years. Tardy button pushing has been known to happen when a model club member happens to dislike the competitor he or she has been allocated. What happened to Mudgee was appalling. So long ago there's no point opening that can of worms. The best thing is to learn from it.

Using an outside organisation is the best way to avoid that possibility. Making it worthwhile for a service club to take care of that has to be paid for. If you want it to come back again. How much would that cost? A couple of grand seems the average result from a sausage sizzle at day Bunnings.

Something I won't consider is asking competitors to man the pylons. That being the case, the only

way I see running closed a meeting is either reduce the man power required or put the entry fee up. At $50 per entry, making the competitor responsible for navigating the course is the only practical way to conduct a closed meeting. Technology used in GPS Soaring and SPV (second person vlew can be used to assist. I've learn to fly the course dead reckoning the course set up and promoted for last year. It isn't that hard.

SBS -02G GPS sensor

Code entered into GPS slot. Simple

Left hand slider activates ground speed to voice

Right hand slider does distance

Balance point is 20% MAC

November last year I trialled and published the video of the SBS- 01G GPS sensor in my Nemesis around that layout at NFG. Pylon 2, 310 metres away from my postion was the waypoint. The vibration alert proved accurate enough to be relied upon to round the pylon. The new 02 sensor has less lag.

A decade back I trialled the VMPRA lights and scoring system developed by FAI pylon racer Glenn Mathews. I donated the racing club $500 for its trouble. At one of the Doncaster Airshows in the 1980s, Glenn demonstrated his own in flight telemetry

system from his F3D racer. Advertised it as a 300 kph speed model. Nth Balwyn Rotary Club made a sizeable amount of cash doing advertising and car parking. Seven grand comes to mind. That arrangement left club members free to watch and those who qualified, flew in the airshow.

The system is clever in that it handles timing, lap counting and pylon cuts, all at the push of a button. The four pylon light buttons are linked by radio. Don't recall but I think it's UHF. It requires one person with specialist knowledge to operate the computer and another to manage printing and posting the scores. The starter can look after start line and sideline cuts. Four marshalls at Pylon 1 to judge the base pylons. That's seven people, minimum, who have to sit there out in elements with hardly a break. For two days.

NSW Pylon Association uses the same system and you have to race the same people each time. If race times aren't evenly matched a few heats of the same soon becomes boring. The ability to shuffle people through the draw so they race each other added

another layer of complexity. There is a way to do that but it's tricky. Dealing with spreads sheets it's easy to make a mistake. Particularly when distracted by pilots or callers enquiring about their race time immediately after landing. Glenn felt the software could be easily modified to accommodate our thirty second countdown for the dive to the start line.

At Cobram, the Moira Club was able to provide enough personell, just, for a Chief Pylon Marshall and four buttons pushers at each end. Pylon cuts

Starting something is easy. Keeping the thing going is the hard part

were radioed to the starter who informed the pilot. Plus a back up system. When the model in question headed down the straight the light was flashed repeatedly for the caller to check. Sixty eight entries. Eight rounds of racing. Each pilot got to race everyone. Twice.

Australian Air League was interested to supply enough people for Cardinia last year. Distance to Darraweight Guim might be a problem but they have been kept in the loop until a date and location can be secured. Bumped into Festival of Aeromodelling event organiser David Garle when I test flew

60cc engine bouncing through the pits? Not good!

the Calibre and Raptor at Northern. FOA is a big event. Entry fee is $200 for nine days. Aeromodellers get three flight lines, bitumen runways, workshops across a number of facets and on site camping. That's great value when you consider caravan parks are charging up to one hundred denero for a single night. Maybe next year.

F1 Air Racing Incorporated

As a big Victorian event Sandown flopped. Operating above minumum standards part of it's mantra. F1 Air Racing Inc was about salvaging something so I tried another angle. NSW versus Victoria was a thing in the 60s and 70s but I've given up on that concept. Basing an event or oganisation purely around ARF products

Aerobatics and racing, NSW versus Victoria at MARCS

has one problem. What happens if the manufacturer stops producing Cassutts and Nemesis products? It happened with the Red Bull category. That may not happen with F1- F2. Probably depends on how sales in the US goes.

Watching the number of models flying directly toward the pilot and pit areas on You Tube indicates we have a generation of RC fliers who have never experienced a radio failure or a high speed stall. Had the last race meeting flying a left hand cicuit direction at NFG gone ahead, what if a high speed stall happened and it crashed into the pit area? What if that person, although a competent competition flyer, had never raced? Add to that scenario a radio system that does not have ACMA or RCM or C Tick certification? That issue has been covered in previous newsletters.

So has what happened to the late Peter Bons. Pete was hit by a model flying through the car park. Almost lost his life. Lost his career as an airline pilot. Had to sell everything to keep a roof over their heads. He was left high and dry. MAAA was unable to help him. Settled with the insurance company for loss of earnings only. Nothing for pain and suffering. For ten million. A decade later.

In the 1980s a friend of mine had a million dollar company supplying patch panels. Biggest client was NAB. Loan repayments with the Victorian Economic Development Corporation were up to date. That was an arm of the Victorian Labour government VEDC ran into politcal problems and the loans were called in. No fault of this own he lost the lot. Last item to go was his house. Pleading his case to the person winding it up, the intructions were brutal. Amount outstanding was beside the point. It meant nothing in the overall scheme of things. He just had to show his boss the house had gone.

More regulation and less policing. That has changed too. As far as radio control gear is concerned, when grey importing trade marked brands became a thing, authorised factory Australian agents, who pay the cost of compliance with 2.4GHZ, had to compete with brands that do not. ACMA does precious little about policing retailers to check if Government regulations are complied with.

I've had a problem at the bank twice. No cash isn't a fun time. It is somewhat ironic that promoting and organising air racing conucrrently was a contributing factor. At any rate bullshit from sectors of the hobby trade, both times, most certainly did not help.

It took Pete ten years to recover and get flying again

Too late in life now to potentially risk my assets by not following fairly simple rules and procedures

Betting against an insurance company by looking the other way, just for someone to fly a model aeroplane using a radio they have saved a few bucks on? In the event of a catastophic accident, there is a legal / financial risk to be considered in the risk assessment. As CD or Display Director, it's just not worth putting myself through the process having to explain why I allowed the model to fly. Nor would I put committee members through same. For these reasons, coupled with the fact I was the sponsor, who paid for everything, the F1 entity was wound up.

This piece is published here to counter second guessing by others putting their own spin on my experiences. Highlighting some of those problems for the greater good has been important for me because the traditional method of disemminating information in a club or state newsletter has all but disappeared. Content like this wouldn't get published there anyway. Nor would this.

MOP amendment duds rural communities

by Stephen Green

Grand Southern Cross Rally

"Hi to all participants in Luskintyre 2012

The MAAA have changed MOP019 as of December 2011, which states that the Display Director (me) must ASSURE (guarantee, warrant) that all pilots have full control of their aeroplanes and do not lose orientation during the entire flight. This is an impossible Operational Procedure and totally unacceptable (and questionable), but more importantly brings into question the validity of the MAAA insurance cover for all modellers at Luskintyre. Therefore Luskintyre 2012 is cancelled.
Many thanks for your interest,
My kind regards Peter Coles."
(This is Peters interpretation ED)

Airshows, such as the SAAMBR article in this issue of the magazine, are the life blood of creating new members for model clubs. Many involve local charities with the proceeds used for community groups. Small public displays by model aero clubs happen all around Australia. Country fire services, SES, local hospitals and service clubs such as Rotary and Apex benefit. A classic example is the 1991 World Championships held in Wangaratta.

The rural economy was then in deep recession and this event pumped millions into the local economy. That was the local Chamber of Commerce's figure. Just imagine the local headlines if an event such as this was lost due to incorrect rules. Plus the multitude of local displays that raise money for local causes. I wonder what the local Federal Member would say to CASA?

What a shame for Peter and Elaine Coles. The inaugural bi-annual event in 2010 was a runaway success and it captured the imagination of spectators and pilots alike. Myself included. Organising an event of this magnitude takes a lot of effort and planning and the involvement of Rotary International opens doors to assist in almost every area of business. The end result raised funds to bring young children from overseas for life changing surgery. This event did a marvellous job of presenting our hobby in a very professional manner to the general public. The local community has lost a substantial amount of money for that weekend. Any Rotarians involved must be shaking their heads in disbelief about the administration of the model aircraft regulations. Me too!

When it comes to the Law, ambiguous re-wording of a procedure creates ramifications. The MAAA may be clear about what is intended but three experienced Display Directors disagree wholeheartedly. The result, no Public Displays. The M.O.P now reads..

7.9 The Display Director is responsible for ensuring that: (a) All pilots flying in the Display are of suitable competence, and for radio controlled aircraft they shall be capable of flying their display aircraft in a competent and safe manner and complete all the display manoeuvres without any loss of control and orientation.

I believe this issue will be on the agenda for the MAAA Conference in May. Darrin Braybrook was just about to make a presentation in Queensland to get the Gold Coast 5000 off the ground. That event has stalled. Unfortunately for Cobram Air Races the timing was critical.

Cobram Air Races

My refusal to sign the Display Directors form for the second annual meeting at Cobram stopped the event dead in its tracks. No one from the Club wanted to sign the form either. The Moira Club had to inform the Local Council and ask if the $2,000 grant for radio advertising could be side-lined. And if the remaining half of the improvements grant was in jeopardy? To support the local community that got right behind the event, club members took a vote to downgrade it from a public event and run

TV Interviews

Large attendance

Public Displays are the life blood for model clubs that desperately need to attract new young members

Enthralling flying

Published in 2012

It helps if you are right?

Not really. I check the MOPs before running an event. Some fourteen years after I published problems about changes to Display Procedure rammed through without prior discussion, lo and behold MOP has an explanation as the what the term "ensure" means in regard to loss of control and orientation. I was right about highlighting what was happening at Temora Jets. The dummy article below really got up the club president's nose. Guess what? Chap had a jet related service business. A few on the committee that banned me were in the model jet

Fifty Grand Festival of stacks

Each of us is only as good as our last landing but seriously, fourteen crashes at a GA Airport should ring alarm bells. Pretty embarrassing! Articles of this nature would be best dealt with in house but the chance of this appearing in a State newsletter is remote. It would never happen. In the meantime, any club president considering inviting a jet flyer to your annual display is welcome to contact me as to the pilots' credentials. If I don't know them a couple

Dummy article not published

Problem solved

business too. At least that scene has been cleaned up. Just as this was being put to bed the club that banned me from its meetings put together an excellent PR piece about Wangaratta Jets on Wynn TV News. On a more piffy level, the brief mention of the mowing man's supposed expertise at Burley Field was spot on as well.

Reasons for changing the circuit direction are on the money also. Left hand cirucits. The biggest risk identified was operational. Inexperienced competitor experiencing a high speed stall turning in towards the pits. You don't learn that flying IMAC. Not from from F3A either. Definately not. Those fine flying machines will not snap roll anyway. Not properly. With three other planes in close proximity, recovering from a high speed stall is a skill learnt racing.

Experienced competitors hotting up engines to race in entry level categories is another reason why I ditched Red Bull. On the startline at Sandown two of the four juniors representing their club in F2 confided they knew they were competing for second place, but were still happy to compete. That was very disappointing to hear that. More disappoining was listening to people complain about it yet did nothing to support my ideas to sort that out.

Printed a few stickers to get started

That remains the biggest impediment to attracting new people to racing. The final thing to add will be RPM limits in F1 and F2. 8,000 rpm static for F1 is the starting point. F2 will be decided after I've flown one with the OS GT 33 and a DL 35. AT6 is 10,000. Having conducted ten of these race meetings, all of those contingencies have been covered in the rules at speedweekend.melbourne.

Old Fokkers

Enjoyed by many but not by some. As more of the old brigade step away from "Australia's best club", self tilted by past commitees, its reputation for being up itself. should diminish over time. I've given a few OFs a bit of curry, based on how the club was being run,. Blocking any of my ideas for promotion has been a common factor. Blocking Dad's airshow really pissed me off.

Fronting up for that Classic Pattern competition, I didn't fly but some good came did come from it. That stinking gate. Each time the model centred in front of the judges for a manoeuvre, that gate debacle was there to remind me of that and a number of

Hangar 9 Fokker DV11

unresolved isues such as Dots Day. I couldn't bring myself to go in. Turned around and went home. Sold my share the next day. Turned out my Father did have a share too. Pity I had to use social media to get the answer. Best of British. to committee members trying to drive change. I would consider re-joining if the runways were upgraded to the standard enjoyed at Yarra Valley.

Dad really never gave a toss what people thought about him, nevertheless his Dot's Day airshow, approved by the general membership, is important to me. I would like to do something to honour his contribution to competition flying. Having a bit of fun at the same time can be done.

Old Fokkers was incorporated in January. I toyed with the idea of registering it as a special interest club but it risked not being taken seriously. I have another name in mind for that, therefore, Fokkers will be used in conjunction with Dot's Day idea to raise a donation to the Royal Childrens Hospital Good Friday Appeal. Mum used volunteer in the cancer ward. Two of my children have also benefited from that hospital.

Wicked witch made Channel Nine News

The task of getting the donation on the telecast, in some way, shape or form came from looking back at past efforts. An aeronautical gag seems the most likely. The Wicked Witch at Doncaster Airshows in the 1980s made the TV news on the Friday. Cliff McIver had an arrangement with journalist Mike Lester's regular community segments on Channel Nine News. Cliff's membership at Nth Balwyn Rotary is what really helped get the deal. Without that connection I doubt we would have got the spot. The airshow made that segment a few years in a row. Most importantly it was before the event. Not after as so often happens.

We flew that witch from Kevin Bartlett Reserve in Richmond. Just around the corner from the studios. Asked by the camera man to fly it under the sun, we got the shot. Just as I held the TX up to shield my eyes she turned right. Into the sun. Applied a little power to climb. After what seemed an eternity of Furious scanning by all concerned she was spotted. Inbound for Toorak. Melbourne's most expensive suburb.

Gilderslag seconded for Fokker and glider tow duty

Dropping something from or on to Old Fokker might be a bit too deep but that's the first idea. Dropping a pie from the FunCub XL, watching it smack on to the bitumen then taking it to an unsuspecting punter in the grand stand was part of an Uber Eats gag at Sandown. Tried numerous types. After each impact it was the curry version that resembled a pie.

The following year we dropped a pizza. A pizza box actually. Numerous attempts with a pizza inside the box, the Maxilift was viturally unflyable, yet it was maneagable

Curry pies worked best

Footy Franks , Chuba Cubs Freddo Frogs or Minties

without the pizza. I cannot explain why. Rotating at quite a rate was too much and the pizza flew out. Plane suddenlty flew better. Half throttle, take off flap and holding rudder an aileron worked. Taped the lid closed and dropped an empty box instead. That worked better as it took ages to float down.

Dropping objects from aeroplanes is a bit topical right now. Bombay doors have been replaced by cargo doors and the proven Minty Bombing run at airshows is not so easy to organise as it used to be. either.

Banking and Yanking

Certification flights for the spare Cassutt completed. OS GT60 - Futaba 16iZ - R7008 RX. The model will be fitted with a tow release and double as a back up. SBS-02GPS sensor and waypoint set some twenty metres before the pylon to start rolling into the ninety degree banked turn worked pretty well. At 220 kph. Sensor and Cassutt worked equally as well turning to the right and the left. Go figure.

With a few planes in the air voice command from the TX is not loud enough. Setting the slowest vibration alert to activate once works well, however, it does remains on until the model has exited the turn. A slight distraction, but not as much as someone yelling in your ear to turn.

At the next race meeting the plan was to show how my stunt pilot squeezed into the Nemesis fitted with a pair of 35 cc canisters. I cannot make the event planned at the Kingsford Smith field in Sydney so the next page has the reveal. A scale racing event at that field in Sydney should go off. Great location. The engine hasn't proved to be competitive. A DL 60 twin would bolt straight in. The canisters are DL 35s anyway. That's the easiest solution. The other is the single cylinder OS GT 60.

Either way Gilderslag won't be racing in a Nemesis. It's a really tight squeeze plus, at 535 grams, he needs to go on a diet. His racing carreer is on hold until we've had a meeting with the chaps to discuss organising a SIG. WG has been put on Old Fokker and glider tow duty.

Over to self interest

Sold an A703 brushless servo the other day. Before it was shipped I had to take a peek. I have no practical

Circulates around at 220 kph

Tight squeeze, how was this done?

Sitting on twin internal canister mufflers

experience with this style of product. Next issue I should have a few pics of Steve Malcman's DA 200 powered IMAC machine with an all Futaba servo setup. 32MZ, A703 brushless motor servos, DLPH-2. I didn't quite understand connection details and power requirements in the instruction manual and thought this was worth exploring. Quote.

"The HPS-A703 requires a large current instantaneously to achieve both high output and responsiveness. In the case of intense acrobatic flight, the power line may occasionally become unstable. For safety reasons, when connecting one or more servos with the S.BUS system, please use a receiver capacitor (16V 1800?F). From what I can gather that advice is for servos with an extension lead more than a metre in length.

The next thing that struck me was the resin (plastic) servo arm. The manufacturer cannot second guess your applica-

Getting a meeting going in Sydney. Jagged when I should have jigged

Swivelling head actuated by S3001 ball race servo

tion. Which is why radios are sold without servos. Fifty five years ago you got four 3.5kg torque servos in a foam carton with TX, RX, battery charger and a printed instruction book. 10cc was the biggest engine back then. Kraft was the world leading brand and a standard KPS 14 servo retailed for $50. The company offered a smaller KPS 12 and stronger KPS 15. KPS 9 which featured a rack and pinion gear train.

250 kph on 11S

Futaba's website lists twenty one servos for small, medium, large and giant model planes. Another seven for helicopters. HPS brushless series includes two specialist products for FAI competition. Used by top competitors the lightweight 45 gram A704 F3a aerobatic and H701 for F3C heli.

At sport flying level I've been trialling the standard u400s. You get change from $50. For that price point you get 7.9 kg/cm torque running a two cell LiPo battery pack. 7.1 kg/cm on 6 volt five cell NiMh which is the setup in the Calibre. That model was fitted with Hitec 422s. They went to a youngster starting out.

On the left, U400s have been proved more than sufficient in Bill Hamilton's 250 kph electric powered white Nemesis racer. Centring is excellent and enough torque to climb on knife edge. BTW later this year Bill is competing in the F5B World Champs in Cairns. The orange 60cc Nemesis above has the previous S3170 version. The green and white Cassutt has Hitec 645 MGs. When 645s were new I fitted them to my first large scale arobatic model. A

1/3rd scale SU 26 Zenoah 74cc twin

Torque 8.5kg/cm on 6 volts - 9 on 7.4

Torque 36.8 kg/cm on 6 volts - 41 on 7.4

1980s Fibreglass and foam Extra 300 for 80 - 100cc power

Torque 13.8 kg/cm on 6 volts - 16.8 on 7.4

1/3 scale Sukhoi. Although they have since enjoyed a good reputation, centring was not up to scratch. After a few flights they were replaced with JR 4721s. I was flying that brand then. As far as practical, actual, torque is concerned, I've found an equivalent Fitaba or JR servo leaves a similar claimed Hitec for dead. Kilo for kilo a Futaba digital will have more grunt and less current drain that a Hitec. Cuurent drain is increasingly important in large and giant models.

Great to see Futaba is competing on price. Price for a Hitec 6 volt 645 Mg is $79.95. Another nine dollars gets you a Futaba A301 High voltage SBus 2 servo. One advantage of SBus 2? If you run out of channels and need to reverse a servo for a flap or a twin elevator setup, you can reverse the servo.

The other decision to consider selecting a servo for a power model is the propulsion system. As dumbing down by over the top setups by manufacturers continues, trying product for myself.is my preferred method to recommend what I use. On the website. A501s for a 30cc class model for example. That is a ridiclulous amont of torque. Apart from making more money by upselling, trialling the setup before installing the gear into a larger more expensive model is a good reason. Wanting the best available is another. But really.

Would I fit U400s into a single cylinder 60cc model such as the Cassutt? Short answer is probably not. To a do a lot of flying, upgrading to the A301 would be my preferred option. More grunt, stronger gear train is more suited to the higher vibration levels of a single cylinder. How much your ailerons and elevator shake at idle is indicative. If in doubt spend more not less.

A301s would be the go when I get around to gearing up the Extra 300 with the twin cylinder option. A500 coreless motors with the single cylinder big bangar. That model and two of Dad's Golden Era racers have been hanging up until I decide what to do. Competing in IMAC isn't of much interest now although doing a routine to music. Did both both

U 400s would be okay in this 60cc twin cylinder inline Golden Era racer

What to do with this model? Engine and servos to be decided. Pulling it down from the ceiling is making a start

U500s would be the go in this 85 cc single cylinder inline Golden Era racer

years ago. There's confirmation this is indeed an Old Fokkers edition.

As far as competition flying goes, back in the seventies all the top aerobatic fliers raced Goodyear or FAI F3D. Huge amounts of practice was not needed to be competitive. That changed as each discipline became more specialised.

Scale racing is pretty easy to be competitive and F2 offers the best learning experience. The biggest impediment to growing that secne has been input with set ideas from experienced traditional pylon racing people. Paradigm shift badly needed. The Extra can wait until I see what's happening with scale air racing. Thinking about flying to SA to see if Richard Mudge would be interested in racing again.

Back to servos. The small jet will have U400s. I've made a start on that. After dealing with all this old shit the past few years it will be great to move

Taking it out of the rack is making a start

U400s will be more than enough in this small 8 kg thrust jet

onto something shiny and new. One component at a time. Starting with one wing At home on the kitchen bench. Not with this engine. That's the GT2000 kero burner flown at Phillip Island world motorcycle grand prix in 1999. 7 kg thrust. Hand held starter presses ont the compressor nut. Fires up on butane then switches to kerosine. No electronics. Real simple.

There is no way I would consider bolting that into a film covered ARF without setting it up on a test stand first. Old is good. New is better. Now I have a brand new full autostart Swinnin kero burner. An indication of how far the jet scene has advanced, its first run will be in the 339.

Chaos at Camperdown

It's on. Combat with Captain Grahame Goodson and Captain Damien Mould. Another thing on the list is a few days at Lake Bullen Merri. We took a shit load of

Ute full of gliders and a prop job. Super EZ glides so well it qualifies

It's up there somewhere, Goodson specs out the Multiplex Fun Wing. On the ground is Dad's old 10 cell F5B, in Futaba livery, with Grahame's Escape F5J and Super EZ

Launch at half throttle or no throtttle

Sniffs out the smallest thermal

1/ 4 scale Balsa USA SE-5a

models last time. Combat wings are Multiplex Zenos Smaller, lighter, simpler Funwings, by Multiplex, are optional. There's still time to get one Damo. If he brings that scratch built own design fully sick composite carbon wing he built years ago, I'm landing.

Senority might be the thing in fullsize. I've just started on the bottom row with eleven hours of command time, nevertheless, when it come to slope combat, all bets are off.

Thinking to attend a warbird event with a WW1, WW1 flighter and a jet, I took up Grahame's offer to build me a WW1 fighter. Camperdown looms, progess has slowed. Phew! I've got nowhere to put the thing. Military jet trainer, I think the MB339 counts.

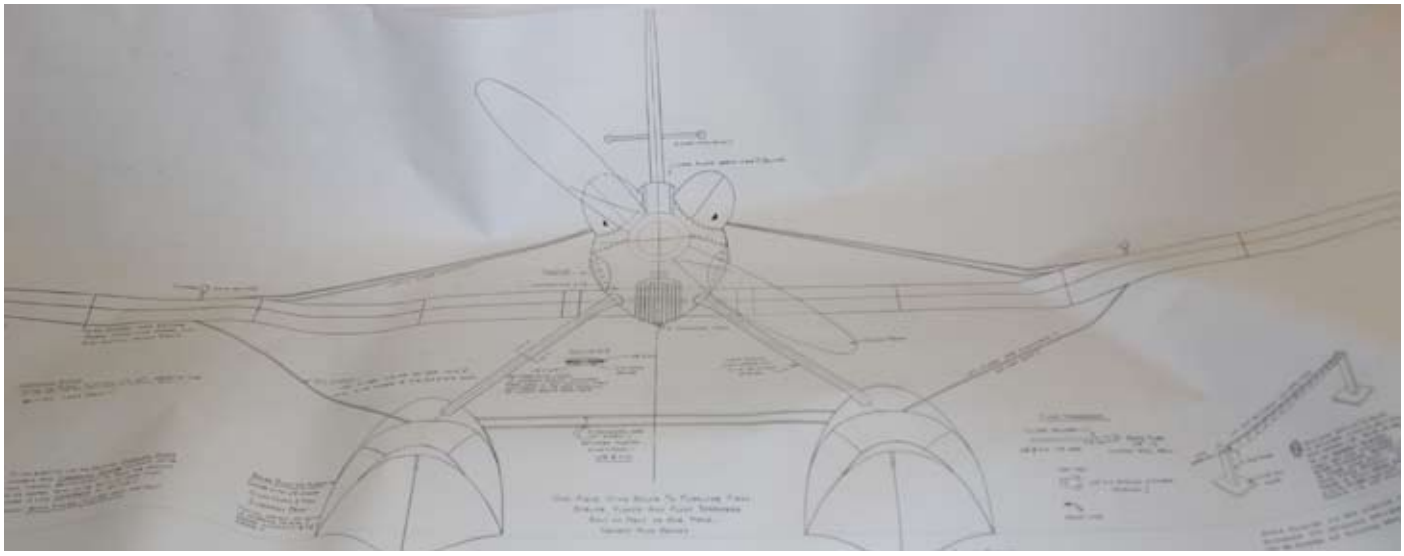
April has the BRAG Floatplane Fly In at Blue Rock Lake. Float flying is such great fun.

A must do is sort out a tool box for each day at the field. Gliders, helis and fixed wing powered by glo, petrol and electric, looks like I need one for each. I cannot come up with something that does all. Not enough room in the ute.

For most of my life model planes I've have owned had to work for a living. Down the track I would like to actually build a big scale model from scratch. Either a Mosquio for twin 60c cc petrol or a Schneider Trophy Cup racer for a single. I would dearly love to race either. Perhaps around the Brian Green Trophy as dad was a prolific desinger and builder. So often at the forefront as new tech-

Baw Baw club has alot to BRAG about

Full size flying goal - step one achieved



1/4 scale Supermarine S6B

1/5th scale De Havilland Mosquito

nology emerged. In the meantime it's onto navigation in the 600kg MTPW category I can now fly.

Safety

At the Sandown Airshows I stationed the announcer right near the fliteline.The crowd could be alerted if there was a loss of signal or aeroplane in difficulty. A lesson I learnt first hand from a crash at the Doncaster Airshows. Fifty five years ago.

Worth considering

Fokkers out. SJG.

Announcer placed at the flight line

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 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

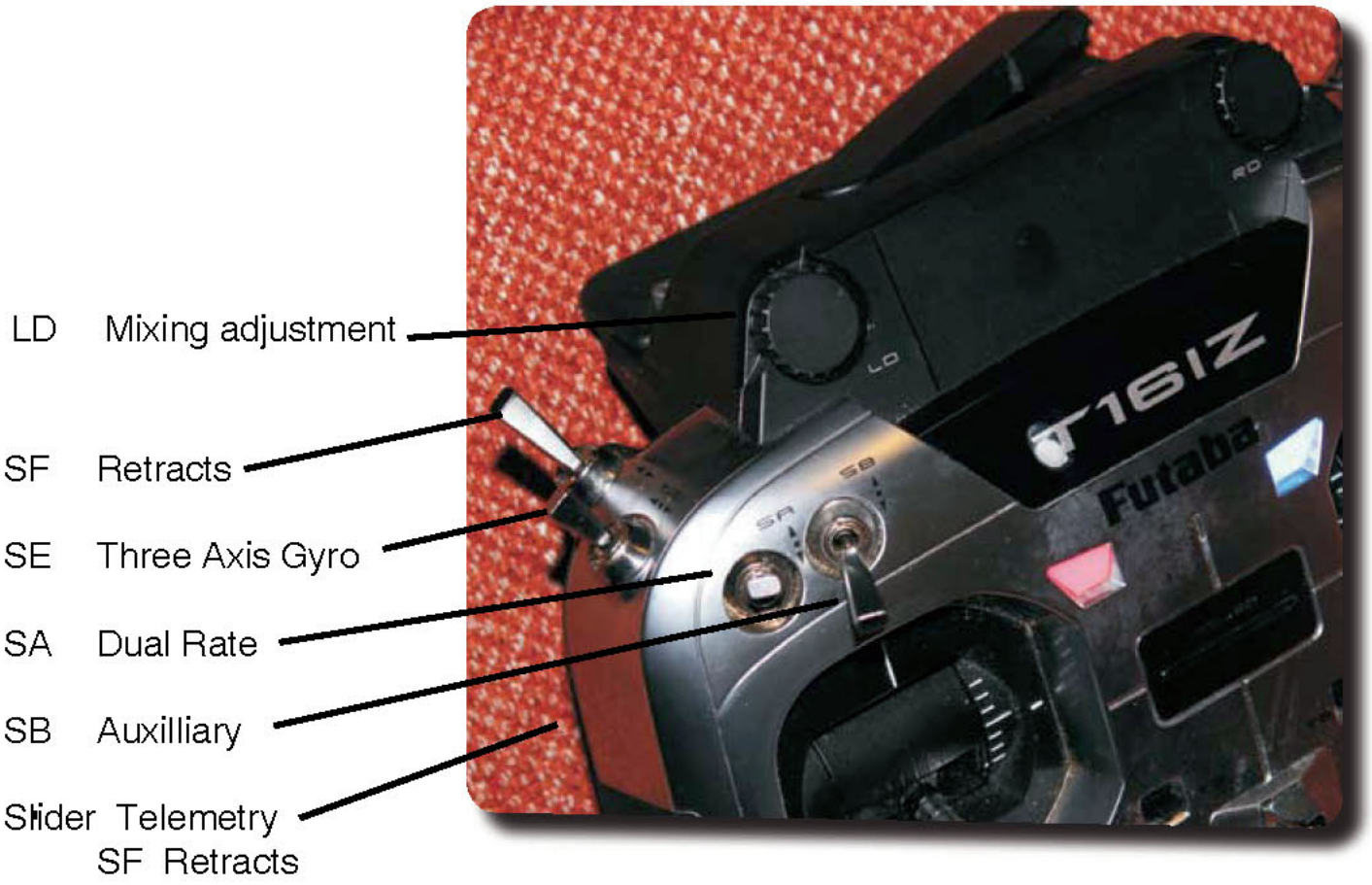
100mm	$35	200mm	$16
300mm	$37	500mm	$39
1000mm	$26	1500mm	$43

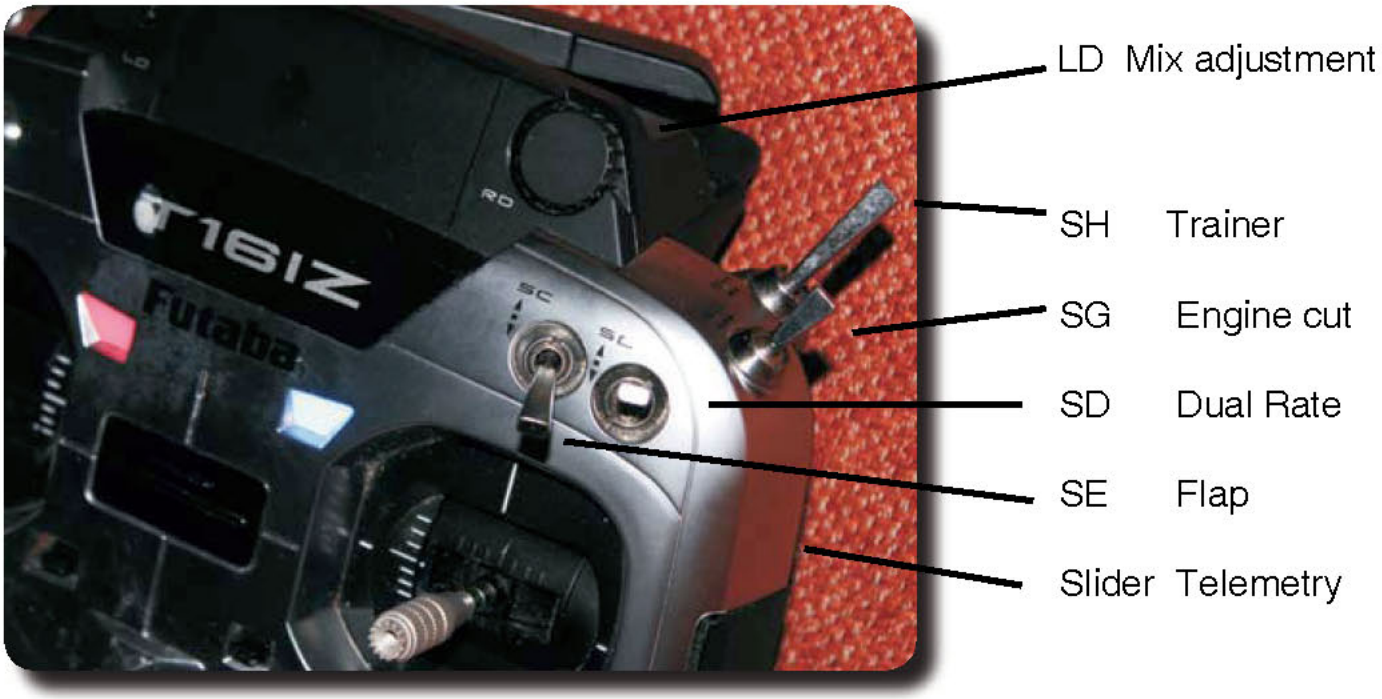
SBus Junction Box

4 Point $23 6 Point $26

Flying Futaba is published by: Stephen Green

Transmitter Switch Allocation





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.