Flying Futaba Newsletter

November 2025

Balsa USA kit

Finshing the fuselage can now progress

OS GT 33 - choice of muffler to be decided

Quarter Scale SE5

Engine is in. With the all important compass completed and installed into the fuselage progress slowed a little as Grahame Goodson gears up a pair of all composite F5J electric gliders with his new 26SZ. Which is great as I will get the chance to have a play with that set without buying one for myself. I don't need a new set I'm really happy with my 16iZ with its twenty plus models programmed in.

One interesting thing to note with the 26. When creating a new model memory it defaults to the previous one. For example if the last model utilised flaperon mixing so too would the new one.

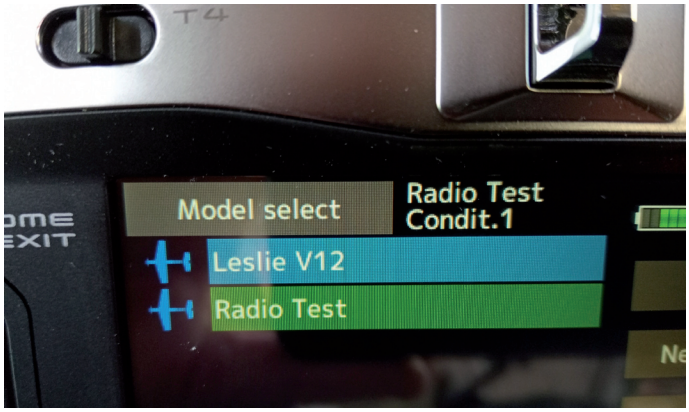
Bathurst Day

Powerchook is battered but not beaten but I ordered a brand new one

Range Testing

Flight tested a 16iZ system in the air before shipping it off to a customer. My Power Chook doubles as a test bed model for this purpose but it was unserviceable. Elevator and rudder servo gears both stripped. Walking the model backwards into a door frame is one possible cause. Over exuberant flying is another. if it was just the elevator not working, for the purpose of this flight that could be taped into a slight up trim position and height and pitch adjusted with throttle. Battered but not beaten the Chook will fly again but I ordered a brand new Super EZ instead. Actually I need everything going for me when competing against Damien Mould in our next round of Summer Super EZ Offs commences. He keeps hosing me in the climb n glide.

Range check on the ground was forty five paces. Normal practice is to repeat the process with the engine or motor running but I didn't bother with this simple model. I'll explain why a bit further on. Range check function counts down from sixty seconds then reverts to full output. This is a good safety



Ready for the inital range test

Forty five paces

My preferred and proven TX antenna position

This antenna direction placement potentially reduces the signal strength during the two most critical stages of flight

Fifty feet up and flying away on autopilot

feature that eliminates the possibility of forgetting to reset and flying out of range during the initial climb.

Failsafe was set to cut throttle, aileron neutral, a touch of up elevator with left rudder. Gyro set to stability mode revealed this function still worked with TX switched off. Took off and at a few hundred feet switched off the transmitter. Model immediately circled in a gentle left hand descending orbit. After a few small zooms it settles into the same pattern with the gyro switched off too. Happy with that the model was then flown at fifty feet towards the end of the field some five hundred metres away.

This replicated my first ever experience reviewing Spektrum's new 2.4 GHz radio. The traditional half watt TX output of 27,29,36 and 40 Mhz systems I'd grown up with replaced by a few milliwatts caught my attention.

Model was a .46 powered Tiger Trainer manufactured by Thunder Tiger. Remember that brand? The flights were at RAAF Williams Air Force Base with Grahame Goodson parked at the northern end, some fourteen hundred metres away, on the threshold of the closed runway. When the model passed his position he flashed the headlights.

Had it flown out of range the failsafe was set for the inherently stable high wing trainer to circle to the left. The strong north wind would have prevented it

Pay particular to the manufacturer's instructions on antenna installation

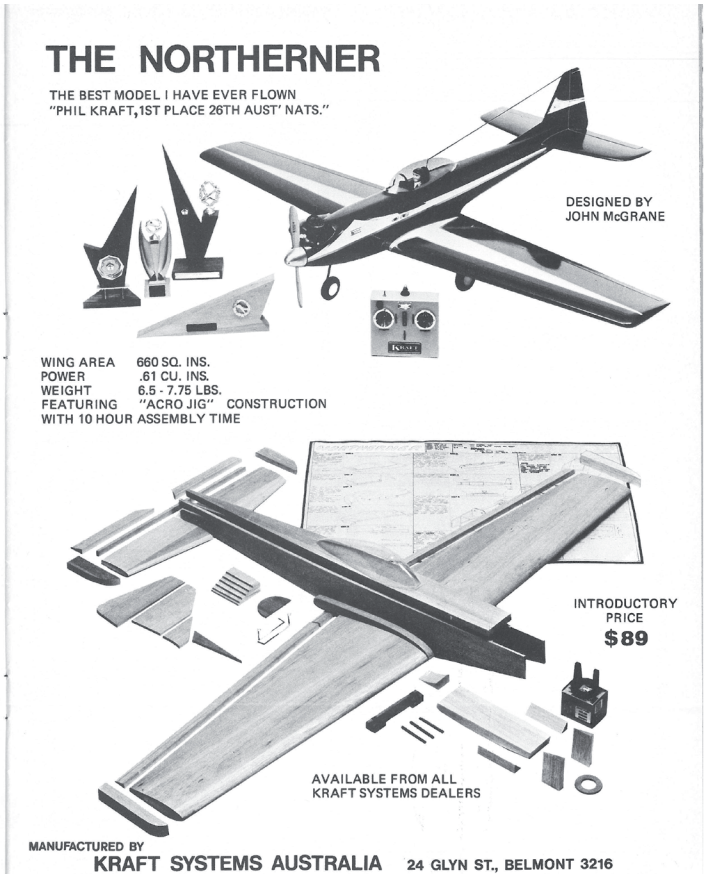
overflying the boundary. No one else was there. The only difference with the Super EZ flight was I was on my own.

This method is so much more convenient compared to what I sometimes had to do assisting my father in the early seventies. When the occasional customer's radio had a supposed intermittent fault we walked a good half mile apart. Back in those early days, when one had to apply to the Post Master General for a radio operators license, radios were an expensive item. A few manufacturers also offered budget priced radio systems kits to build. Modellers not so adept at creating good solder joints had a lot of crashes and often blamed the radio. Possibly this is why Kraft System did not go down that road and risk its brand reputation. Perhaps it just didn't need to. Today I look at open source software in the same way. It attracts a lot of tinkerers.

Leslie V12 engine

The reason I test flew this customer's radio system also harks back to yesteryear when Kraft was the world leading brand. Dad test flew a customer's professionally built F3a model. Kraft radio, Kraft Multicon electric retracts and Kraft .61 engine. All brand new. Selecting gear up after taking off the Notherner rolled over and went in.

As fantastic as radios are today it seemed prudent to eliminate that tiny risk happening with a $20,000 engine in a 1/5th scale Mustang. Did the same when I swapped out the JR system in Dad's Spitfire for that reason. The radio was shipped out to the customer with a few telemetry sensors for the next V12 test flight. A basic $50 six channel R6103 GF receiver is now installed into the new Super EZ for its next task.

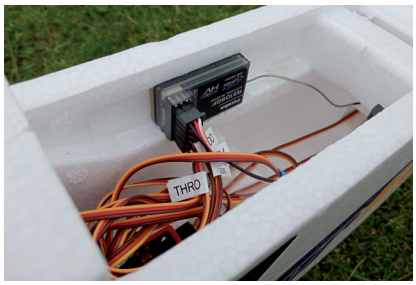


Do yourself a favour and buy one for Christmas

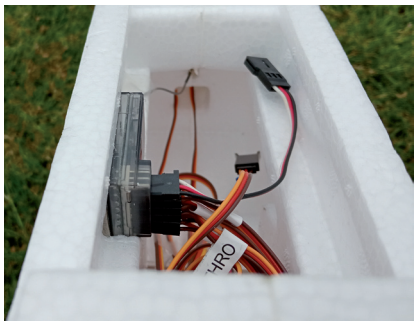
Project Ugly Stick

The Year 10 school mentor program for Rohan Batchelor's build a model plane out of wood has been completed. was ready to fly. My Super EZ was set up with buddy box for a go on the sticks after the test flight. The build had a slight setback when a family member stood on the tailplane and it broke off. This turned out to be a good thing. On inspection, the thin ply doublers were missed during construction. An overnight patch up fixed that.

Completing the radio install a three axis gyro was next. Unfortunately Futaba discontinued its excellent GYA 460. It no longer competes in that beginner price point so an old fashioned Futaba two axis Pilot Link went in. That product copped a schellacking at model clubs in this country. The arming procedure is simple but instructors not understanding why the ailerons and elevator moved off centre whilst on the ground was the problem. Followed by, "Nah, you're not a proper pilot using one of those."



Single antenna wire on this $50 R3106 receiver



Antenna extends through the foam bulkead but does not touch the structure

Advice for Getting Started

Stabilisation systems make teaching so much easier. For both student and instructor. So much so the Victorian Model Aircraft Association's Come and Try Day promotion has been given a boost with a $250 subsidy towards a model club purchase of the excellent E Flite Apprentice. Great to see funds being used this way. A decision to be applauded.

At first glance I thought they had opted for the smaller version. A fair chunk of teaching these days is older chaps in mid 60s returning to the hobby, for which the larger 15E is better suited. Enlightened clubs should purchase a pair. If that's beyond the budget the flying time can be increased substantially for little expense. Near vertical climb performance is not needed in a trainer. Changing the 10x8 prop by simply reducing the propeller pitch does the trick.

Motor cowling is the last bit of homework

futabaproshop.com.au

Radio Control Model News Magazine Special Issue

Flyboys PILOT NOTES .com.au

E FLITE Apprentice S

by Stephen Green

I reviewed the Apprentice in 2008. This excellent and well engineered design was marketed as a Ready to Fly or turn key approach to RC flying. It was a game changer that took over from .46 powered balsa ply ARF trainer.

In 2014 the S version was released. The AS3X auto stability system in this variant is brilliant. The model can be put together on the kitchen table with a screw driver. No glue required. The Apprentice can be found at both Toy Shops and Hobby shops. It's 2017 and my Apprentice S is still going strong and is an easy way to give someone an unforgettable introductory RC flight experience

Standard Operating Procedure (SOP) in aviation flight training is to have a pre-flight briefing. Knowing what to expect before the wheels leave the ground speeds up the learning process. Pilot Notes picks up from where the instructions finish.

If you are going it alone your first flight with the aeroplane will also be it's first flight. To keep it real any video footage tagged to a page is simple and un-edited. With handy tips to get you Into the Air and keep you there.

Stephen Green

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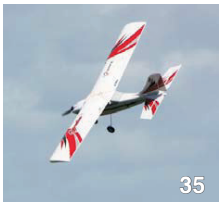

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This 100 page E book is still available from my website. This cover pic above has an embedded link. Click for a free download

As a Futaba Dealer that deal may seem a bit of a biter but not to me. Anything that gets new people into the hobby and flying is a good thing. The opportunity to promote the benefits of choosing to fly Futaba instead of Spektrum, before the decision initial purchase decision is there. If not, pick them up later when they want to upgrade to something better.

The past few months I've sold a few 16 and 26 channel sets to people who used to fly Futaba. Kids off their hands, mortgage paid off, returning to the hobby. Sound familiar? The first 3S model in my hangar was the Multiplex Fun Cub. About that time I knocked out a Learn to Fly e book featuring the Fun-Cub with the Eagle Tree gyro and the Apprentice. That's when I got an inkling that the overwhelming majority of punters are reticent to pay for information pubished in the electronic format.

Flying 3S at Yarra Valley

E Flite Apprentice or the Multiplex Fun Cub. What's better?

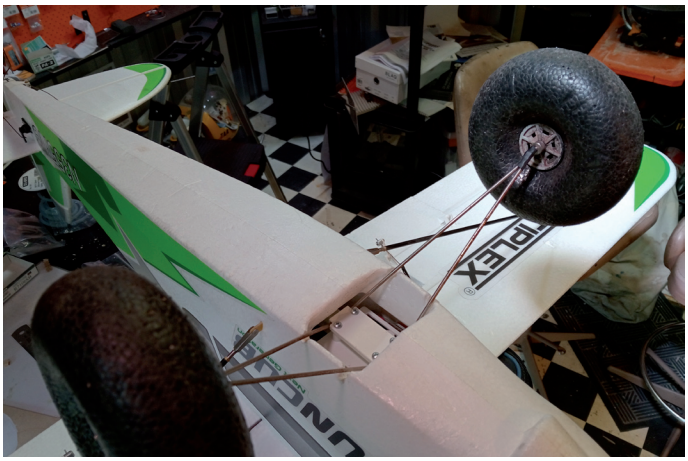
For people who understand that paying a bit more gets you so much more, a Super EZ setup is what I came up with a few years later. New in my hangar now is the next generation Funcub, which I flew last month. Great model but the Super EZ is better. When Damien Mould and I helped out at Baw Baw RC club's inaugural Come and Fly Day I used a 6 kg 35cc racing model. Damien operated his 1 kg Super EZ all day long I in strong gusty winds. One prospective new member even landed. As good as the Apprentice is, it cannot operate crosswind.

One never knows what the next best thing is and sometimes I ponder if what happened to Kraft Systems could happen to Futaba. There are a number of radio brands and myriad of servo manufacturers in the market place now. Great to see the company

Super EZ offers a better flying experience for both student and instructor

Shiny new next generation Fun Cub shows why Multplex is the clear leader for build quality in foam

45 Pages. Clickingthe pic above takes you to the Flight Training page on the Futaba Pro Shop website and download for free



Undercarriage is an improvement

Hinges are prone to become loose if knocked

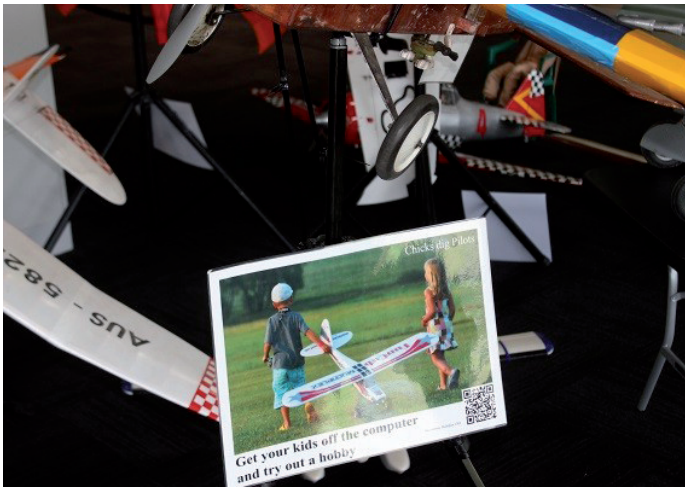
is now competing in the lower price servo space. Of course whenever something cheaper comes along a percentage of consumers cannot help themselves. Justifying a crash followed by the mantra "it doesn't matter the gear was cheap" this constant pressure on price forces manufacturers to find ways to reduce cost. The quick start guide is the latest thing. The large heavy printed instruction book is now paid for by the end user when he or she donwloads the file.

Convincing someone entering the hobby not to skimp first time out has always been a challenge. My own range of models, all flown with a single transmitter that costs less than $900 seems really good value to me. Convincing someone new to it that investing in such a system from the outset is cheaper in the long run is quite rare. Regardless of brand.

That Apprentice promotion with the basic five channel set will expose people to a $699 initial investment. Which tops out to a grand with a multi outlet charger and few battery packs. Packaged with the basic 6L TX the Super EZ combo I exhibited at Sandown was similar. Upselling to a 6 ch computer set with a few battery packs and charger tops out at $1500.

Bang for buck the 16iZ and 26SZ radios have really hit the mark nevertheless a bit more bling in top end product seems needed. A quick glance at

Super EZ Version 4 with electronic stabilisation



Chicks dig Pilots. This marvellous photo has not raised any complaints from mothers, young or old, at successive Sandowns. (Pic courtesy of Multiplex USA

the transmitter pound at a competition or big fly in used to be enough to gauge what was happening at the top end. That ended when we went to 2.4 GHz. The DLPH-2 and DLPH-3 were a long time coming however some aero-modellers just want more bling. Offering an integrated Bus-Gyro system would be welcomed by Futaba owners in the large jet and giant model space.

I'm yet to fly a heli with the integrated GYA760-770 receiver gyro but a couple of very experienced heli fliers say it is tops. Would an integrated RX gyro bus product for aircraft sell? Probably. The market has been heading in that direction a few years now. Wireless trainer link across the range of radios would be appreciated too. Also on my wish list are metal cases for a single and a pair of transmitters. I used to have the twin TX case. It cost a bit but I was happy to pay. The plastic one for one TX is okay but not as convenient to use. After market products are filling that gap.

Two stage verification to switch it off and the large telemetry screen can be read outdoors

Eight hours bottle to throttle

Prophead Products

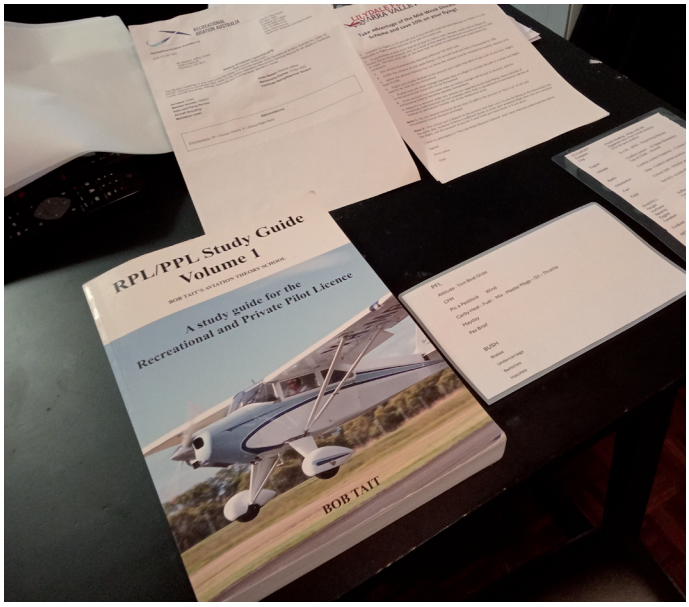
The bar opens at 4PM during my usual week away Christmas - New Year break at Teddy Angelo's beuatiful property at Nicholson. Between 0600 and 1600 is model plane time. Flying foamies off the front lawn is mandatory.

On the list is gearing up his Bronco with the DLPH-2 bus. The model was purchased second hand and was very well set up with FR Sky gear. The simplest thing would have been to keep the receiver and copy the owner's settings into a new transmitter. Which would have meant a time consuming new learning curve for me. That was something I won't do with a set that does not have an ACMA compliance label. Ted took my advice. Launched the FR Sky and purchased a 26SZ instead. So, I'll get to play around with that lot and make that information available on the website.

Down the back is another grass strip and I will get the chance to collect in-flight data from his OS GT33 powered Seagull Nemesis. I need that to finalise the propellor specifications for Formula 2 racing. A 17x12 is the go to prop for DL 35s. OS engine afficiandos may be a slight disadvantage. Potentially. Gut feeling is not the 2cc displacement but the

FR Sky out - Futaba in

Different when your arse is in it



Hitting the books

exhaust. That was the difference between the Zenoah 62 cc powered compared to the 60cc DL, DA and OS powered Cassutts at Sandown. The OS Engines tradition of supplying a responsible muffler continues with the GT 33. If my experience with the RCGF 60 twin cylinder is any guide, the mufflers supplied were embarrassingly loud. So much so I shoehorned canisters into the Nemesis instead. At least the latest RCGF versions are baffled. I don't know if DL engines are any different but the rear exhaust versions offer up a tiny cigarette packet size noise diverter. If the OS is slower in flight the answer may be simple as allowing one extra inch of pitch.

Recreational Pilot License

Another thing on the list to complete this year is my Recreational Pilot License. Thirty odd years ago during my aerial photograhy days I did my first solo in a Cessna. Which is quite different to the ripping little Rotax powered plane I'm flying now. I had hoped to fly the Pilot Certificate flight test before leaving on an overseas trip but weather beat me. "Its different when your arse is in it". A quote from one of my flying instructors. The only concerning moment I've experienced flying so far was a loud bang after turning base. The noise came from behind. One deep breath later I confirmed the first stage of flap selected during the turn had retracted. The flap lever is manual and I now take another second to confirm it has locked into the detent.

I digress slightly but I've been lucky enough to run the panel in the BAE 146 Ansett Aviation Training Flight sim, assisting Grahame Goodson practice a few scenarios before running a type rating or currency check on flight crew customers. I got to do a bit myself from the left and right hand seat.

Flying a four engine 100 seat passenger jet has little relevance to my aviation pursuits but one of the many things I did get out of it was watching emergency procedures. Engine fire on take off for

Circa 1988 - 35mm pic taken from my model

Captain Grahame Goodson with Rohan and his father Nick

Old technology with a rear seat suitable for convincing a lady to throw her leg over

example. Taking a few seconds to correctly identify the problem before deciding what to do, that mindset kicked in when that flap lever banged back into the clean position.

The last procedure to be ticked off before I attempt the flight test in the Vixxen was short field landing. Teaching someone to fly a model nose up and slow takes a bit of time. So does getting it right sitting in the thing. I have to demonstrate putting it down within 60 metres of the aiming point. When the plane is configured on final I sometimes take a second to marvel at Grahame's experience landing Grumman Trackers on to the deck of HMAS Melbourne. Australia's last aircraft carrier. Clearance for one wingtip to the superstructure? Twelve feet. The other side had twenty. Day and night.

Just before engine start, one of my flying instructors ocassionally refers to the plane as the "money machine." Rohan's chosen career choice is to be a pilot and got to meet Grahame when he picked up his new 26SZ. GG suggested the military would be really worth considering. Sign up for six years. Get paid to learn plus you can afford to have a girlfriend.

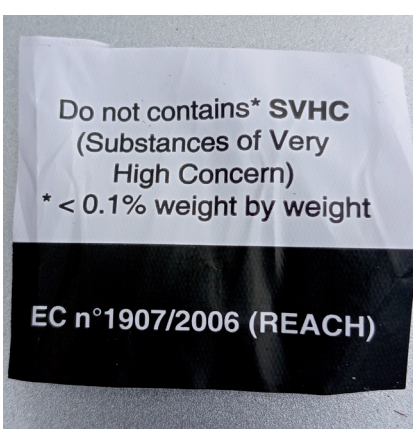
My other pilot friend is Damien Mould. Recently retired from a life long commercial helicopter career Damo is enjoying the fruits of his labours big time. Flying, motorcycling and competitive shooting are three activities. Which is great to see. So many people leave things too late. Assuming I pass muster and get the piece of paper I plan to spend a bit of time flying with Damo to glean as much as I can.

Neither my flying nor motorcycling ops will never be at the same level but when it comes to model flying, all bets are off. Hosing him in a Super EZ Off would be a proud achievement.

Acronyms and Buzz Words

Full size aviation is full of them. Here's a new one. SVHC. "Does not contains substances of very high concern". That one is on the label of some motorcycle luggae. The product is actually a leg wallet but it will go on the rear of the seat for my wallet, phone and glasses. Exceeding 120 kph might void the warranty but I'll take my chances. The rear seat is one of the reasons I bought this old bike. Considered new but couldn't find anything that doesn't look like a transformer. Expecting a lady to park her backside on to something other than a postage stamp sized seat was only available in cruisers. Four carbs, no ABS or traction control.I opted for old technology.

ALPACA is my favourite acronym in model aviation. Coined by your's truly, Auto Linear Phase Aligned Camber Activation will be set up in that next generation FunCub. Having achieved the vertical approach into a tennis court with the old one this new version will receive much gentler treatment. Fun flying tasks of that nature were transferred to the Power Chook.



New Year Looming

Each time it approaches the subject of achievements comes to mind. Getting ready to utilise my RPAS

Heading back in for the third and final take

Ooomph! The video reveals how much the wing can flex

reliable. The brakes were re-jigged to allow the wheels half a rotation before 100% brake application was applied. That did the trick. Nice to tick it off. Otherwise it was Plan B. Which was a lot more work. Fit a pusher prop, tow it up behind the other Funcub, release then roll the camera. Practising those approaches would be done at a slope soaring site. This was a bit of fun, in an appropriate setting. Not for a suburban house block that's for sure. Remember, there is a serious side to RC flying. (refer pages 8,9,11.

WG Gilderslag.

All in a days work!

A page or two on stunt flying are included in Pilot Notes Apprentice E Book

License for commercial RC flying took longer than first thought. Professional flying has been a long term of interest of mine. To a certain extent it is like flying in a aerobatic or racing competition where one has to take off at a certain time and operate within designated airspace. The flying area has to be considered suitable too.

This pair of Flex Innovations foamies have been set up to release cremated ashes. Really happy with the quality and performance of both models. Even though I am heartily sick and tired of endless You Tube promos with fixed wing models hovering, the large control surface and high power to weight ratio reuquired for that style of flying is rather handy for this application.

The RV-8 gets into the air quick smart. Just a few metres and it can go vertical. Getting back into a tight strip aided by effective flaps and great side slip charatecistcics it's a soda to pull off a nice smooth touchdown. With a 1.7kg payload added the CofG moves almost 50%aft. Not a problem at all.

Cessna can be hauled into the air after one metre. It can also go vertical. Steep approaches made easy thanks to the large flaps however consistently nice touchdowns not guaranteed. It's easy to bounce. The flare takes spot on timing. Retracting flap during the landing roll increase rudder effectiveness. Otherwise a ground loop isn't far away. Just like the FunCub.

Yes very happy with both models but it pays to keep an eye on the control surfaces. The only problem both models have suffered to date was damage to the elevator and rudder hinges. Which had worked

Flex Innovations RV-8 and C170

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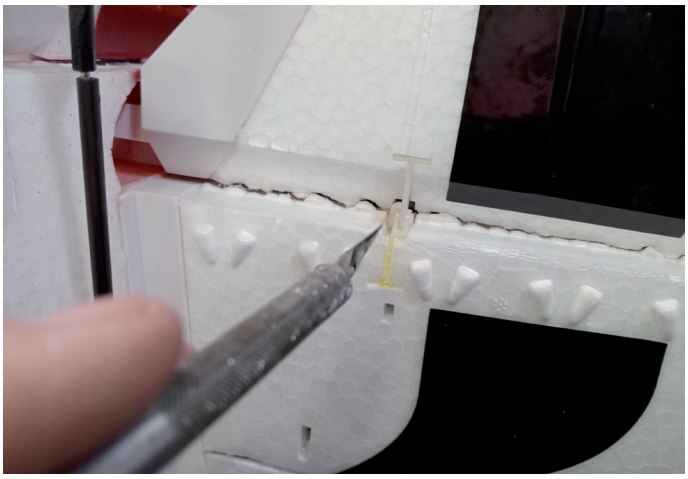
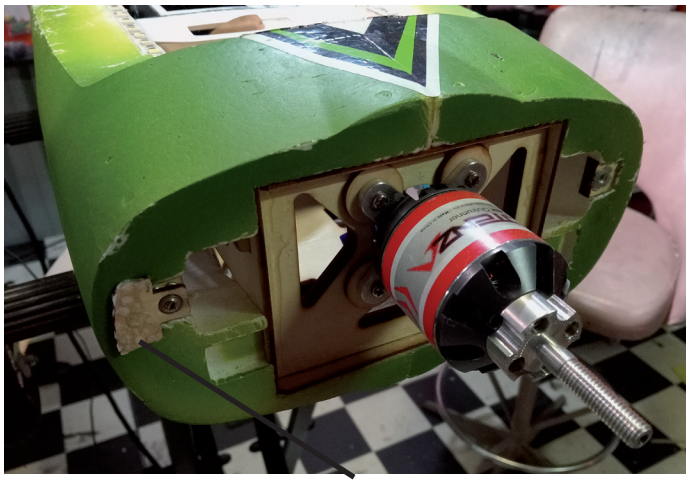
A minor detail but this plastic fairing looks better than a piece of wire



Gaps filled with epoxy then CA



RV-8 cowl mounts re-glued

loose. To be fair that may have been caused banging into the tight space in my hangar or loading and unloading during travel in the ute.

First repair with cyano. That was a short term fix but the tight fit wasn't so tight any more. The small gaps were filled with fifteen minute eopxy. A test flight on both and the work has to be recorded and the repair signed off.

Flew my first task last month. Went well, as planned, although there is added pressure due to the nature of the flight. Weather on the day greeted me with 6o kph. Take off roll into wind just a few model

PAL - Pilot Activated Lighting

Fits in nicely

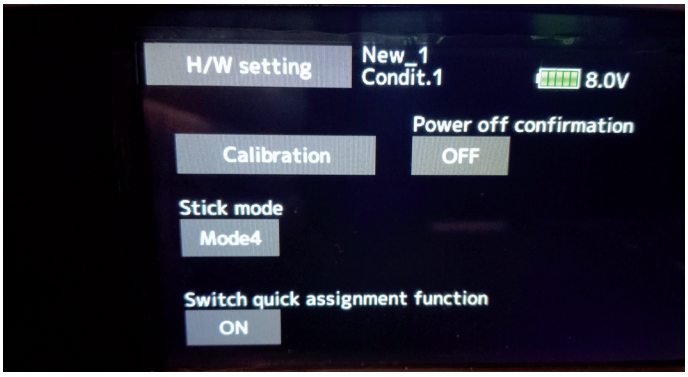
lengths. Easy peesy. Eighty metre available runway for the crosswind landing used two thirds. The twin receiver feature is handy here. A second six channel FAASTest unit in the flashing ground beacon is activated when take off or landing flap is selected.

The briefing for spectators included the thirty metre requirement they remain in position, therefore not to follow me to watch the landing. People who know precious little about aviation still appreciate the art form that is landing. I didn't hear it over the wind noise, apparently the landing drew a round of applause. That used to happen at Sandown airshows and the motor racing events years ago.

Futaba Air Owners on Facebook

Joining this group based in USA is really worth considering. Monitored closely, there is very little puff and experts jump onto mis-information quickly. Calling oneself an expert is not a claim I would

make. Expert flyer yes but when it comes to programming I'm still on a learning curve. All my models setup and functioning satisfactorily is one thing although due to the number of ways to go about setting up a particular function or condition, diseminating such information can be fraught. Five different ways to reverse a servo sort of thing. There is so much to know but I only bother to find out how when I need to.



Learning curve continues

The correct answer to a post requesting to know if changing from Mode 4 to Mode 2 would lose all the model data was offered up quickly. The HW setting in the System screen changes the mode globally, ie across all models. Flying choppers on Mode 4 (reverse Mode 1 and fixed wing on Mode 2 I have to change the mode each time I swap. Not so with the 16 iZ. When setting up a heli I can simply swap the lateral cyclic (aileron) from the right hand stick (J1) to the left hand stick (J4) and vice a versa for tail rotor (rudder). You can do the same with trims as well. HW function is used to calibrate the sticks. This is important using gyros.

What annoyed me about that post was how I had never noticed that mode change function on the system screen.

Flying 3S

My lazy day out to test fly the FunCub, setup the Super EZ and try the new battery pack in the Hughes 300 heli was enjoyable. The same cannot be said for the auto gyro. One flight, one rotor blade when it rolled over after landing. Again. At least it didn't do that on take off. Will I ever improve? Purchasing a few spare rotor heads already setup might help. Anyone not comfortable having a whoopsie in front of people should give this contraption a miss.

Same goes for the para glider. Bending the propeller shield on the para glider was just plain embarrasing. The secret is in the launch. Using the 16Iz instead of the 10J would have averted the risk of not switching back from Mode 4 to Mode 2. Doh!

Not only is the undercarriage one of the great attributes of the Super EZ and zooming along the ground at full throttle a bit of fun, if you dare, there is an ulterior motive. Checking out the runway for holes and bumps for the impending V12 Mustang flight. The three hundred metre north south strip at Dixons Creek is in fabulous condition. A gentle westerly or easterly would be great.

Leslie V12

The original design and prototypes used Fox piston liners and rings. Putting how America is conducting

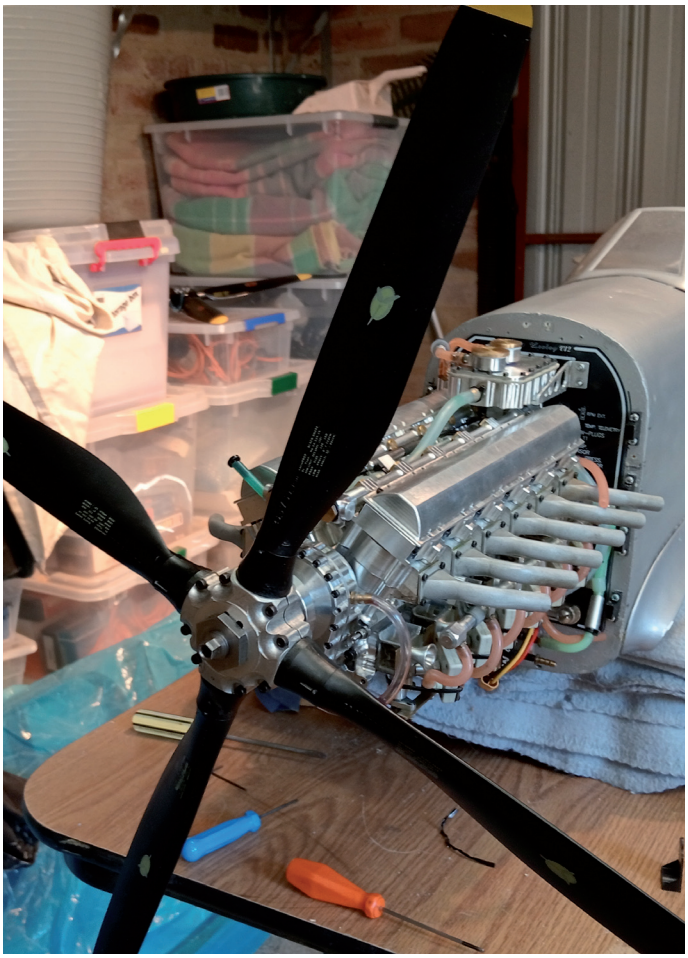
So far it has avaergaed one blade per flight

Launching this thing is tricky too

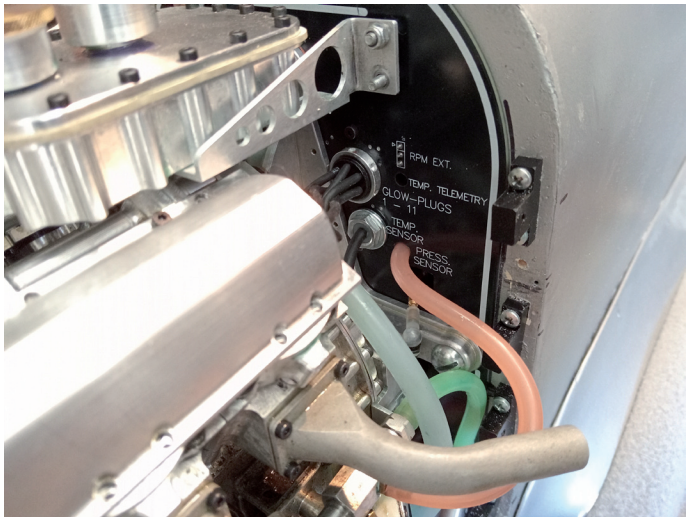
Bent the prop shroud

itself at the moment had nothing to do with the decision to manufacture them in house. Engine output has been increased. At my suggestion a variable pitch propeller has been fitted so we can wind the pitch up. Much cheaper than purchasing a range of props. It is nigh on impossible to source something with scale appearance with more than twelve inches anyway.

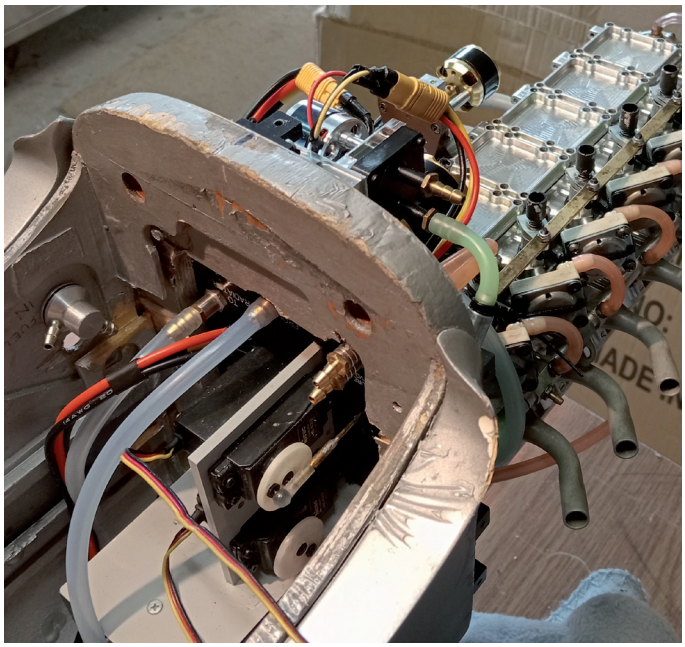
I have the same problem getting something to load up the DA 85 in the Miles Hawk. Something in the order of 20x20 is the go. Best I could source was a 20x16 Menz wood. Which will do for the test flight. Two long grass runways available and no trees or fences, that will happen on private property. I won't have to clamber over fences and unlock



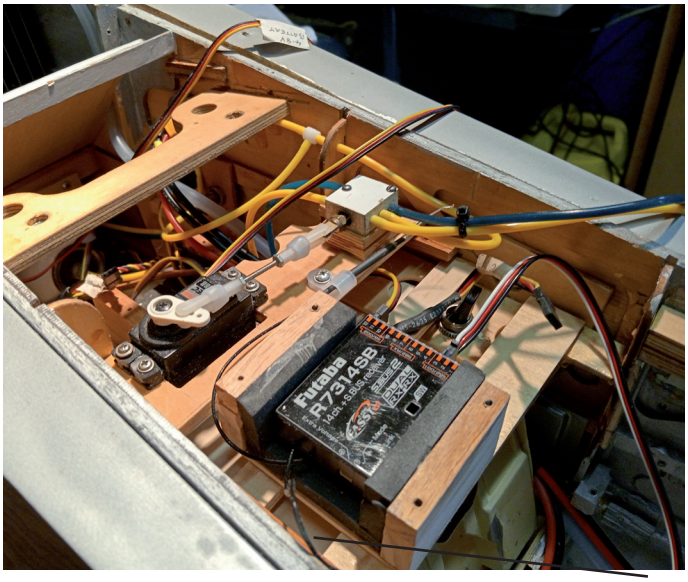
Four blade variable pitch propeller



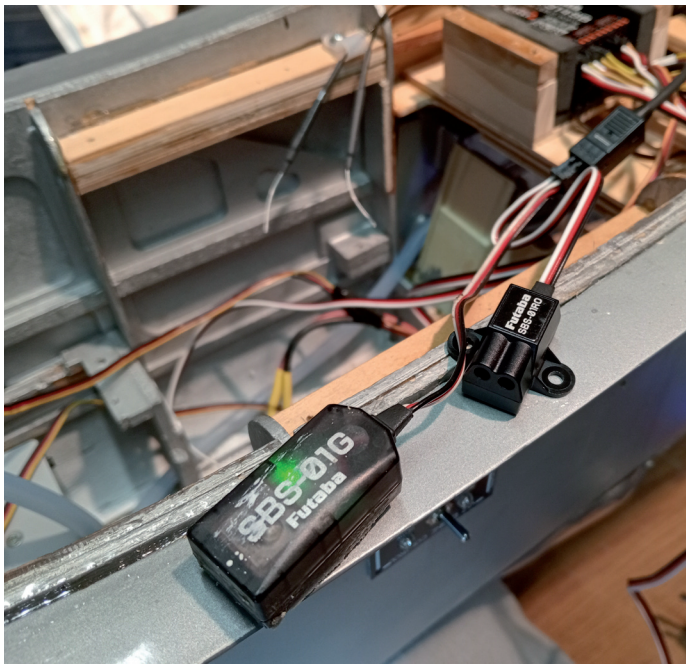
For ease of installation the electronics and engine are now mounted as one unit



Throttle and mixture control servos



This antenna bends 90 degrees upwards

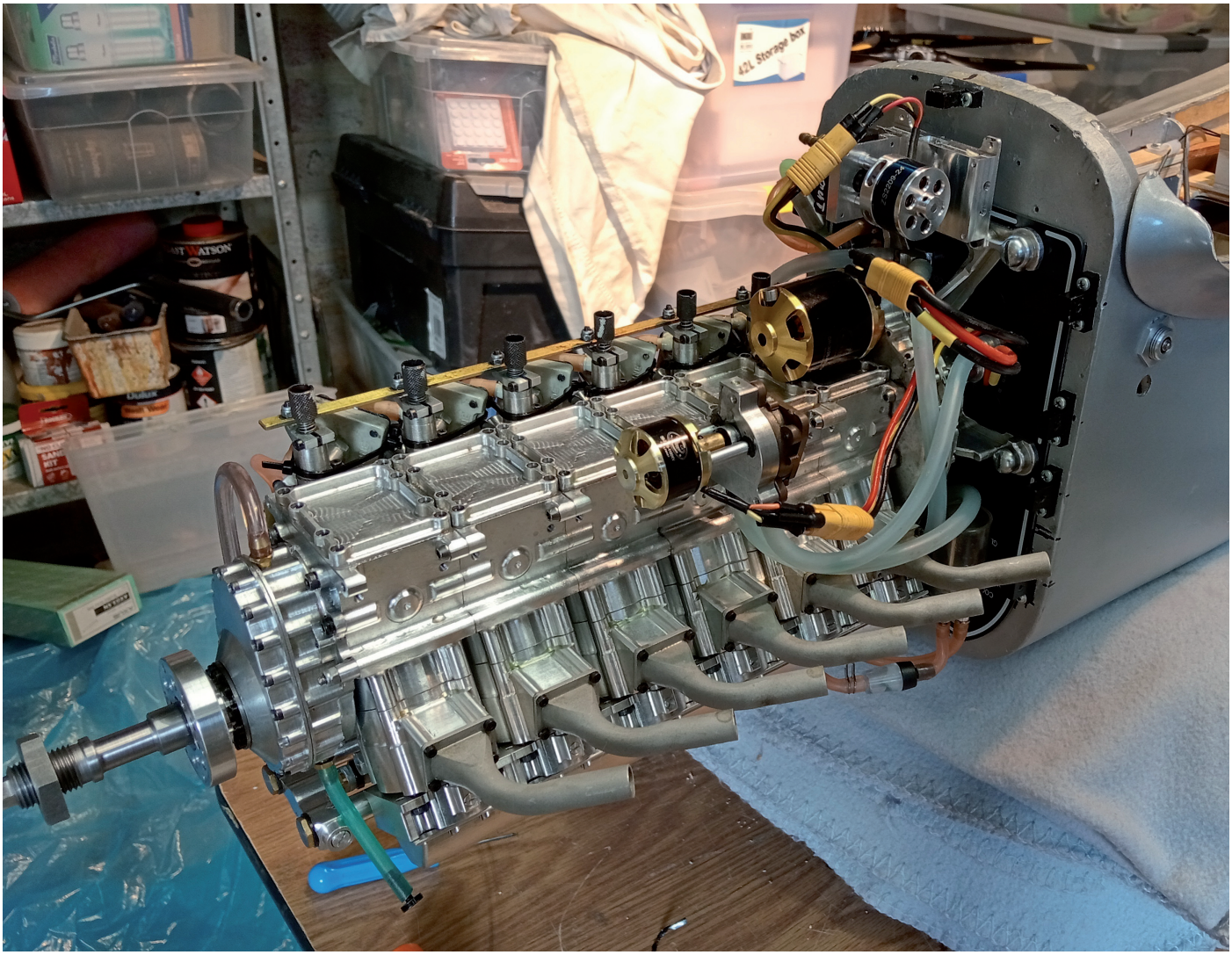


GPS for ground speed, Opto RPM and water temperature telemetry sensors

fiddly gates should it go in. I don't normally expect such outcomes test flying but this one may suffer from aileron flutter. Procuring a variable pitch unit and knocking up a pair of wheel spats can happen later, if the result is good. Whether that model gets to compete as part of Futaba Pro Shop Racing fleet will be announced at some point. I'm just waiting on some news.

The Big Day Arrived

Not the Mustang. Project Ugly Stick. I packed the ute to meet the family at the Vic State Field Mel-



Now this is one nice bit of kit

bourne on a cold windy day. Chosen for its excellent facilties, much to my surprise was a recently installed sign on the fence fifty metres from the club house. Second guessing why that sign was placed but most likely it's to do with the other reason I chose this field. The spectator fence complies with the 30 metre rule for people not associated with operating the aeroplane. Two of the four clubs I

Packed the ute

Bonafide visitors signed in

5000 mAh 3 S Lipo battery pack

Is this strong wording really necessary?

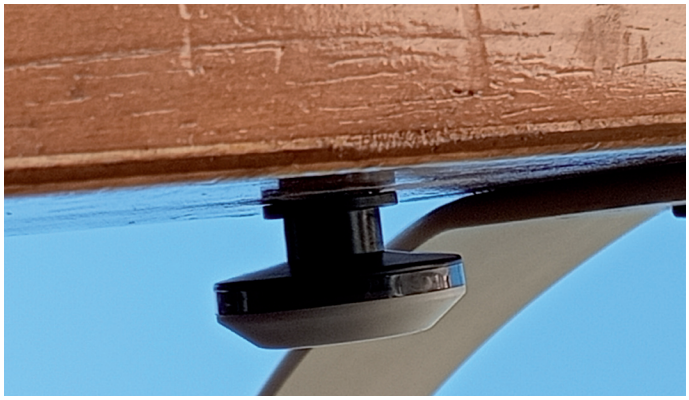
have memberships do not have a permanent barrier. Something to be aware of.

So, is this the best way to welcome prospective new members? A bigger sign outlining the procedure how to actually get to the clubouse without entering would be a good start. Paying a professional sign-writer to conjur up more appropriate wording would be better. After test flying the Ugly Stick the intention was to give each family member a go on the Super EZ so they were signed in as guests. My understanding is that complies with the current MAAA insurance condition.

A few beeps on the trim and a few landings to set the control throws the first flight was great. Take off performance replicated the 1970s. It rolled along the runwayand had to be flown away. Not just hauled

Built mine during COVID 19

A big cheer from Mum, Dad and brother Calum then the heavens opened up



Futaba PA-2 Pilot Link stabilisation

into the air. The 10.5x7 Aeronaut propellor was swapped for an extra inch of pitch and the 10.5x8 improved the top speed and reduced the take of roll.

As expected the old fashioned but still available Futaba Pilot Link stabilisation system coped with the gusty 20 kph breeze. A big cheer from Mum, Dad and brother Calum then the heavens opened up. We retreated into the clubhouse where I gave Rohan a briefing on what to do and what to expect. The Stick was put away until Rohan completes his fifteen minute power point presentation at school.

Flying the Super EZ, in between showers, he started with the autopilot switched on. I controlled throttle to adjust height and after five minutes I turned the three axis gyro off and he was soon flying figure eights using elevator and aileron. Having seen

5000 mAh 3S combo performed as expected

how he plays the piano gave me an inkling the ten hours of tuition quoted would not be needed.

Next we will complete the flying and write the final installment for Wingspan magazine. Which is not available from the website. I don't know why. Sensitive information isn't published yet it's only by subscription. Which does not work. Not for me anyway. I have a gmail address plus a .com.au but neither receives a notification.

Anway it was a real thrill to test fly that Ugly Stick. There is talk of building another model. This time from a kit.

JSA and Politics

Sometimes when it all gets a bit too much I wait for a very windy day and go flying. The beauty of flying in strong wind is usually I have the place to myself. Choice is between a .60 powered Classic Pattern which I've flown in a 80 kph breeze or a slope soarer. That avenue of pleasure, forty minutes from home, was lost a few years ago. Yet another case of

Built from scratch off an original Kraft plan

someone big noting themsleves thinking they were more important and pissing off the property owner. Retrieving wreckage from a neighbouring property with that attitude has cost quite a few flying fields. I've seen that happen many times. Noise is another big one. Most clubs are only one complaint away from having a problem.

Financial and reputation considerations are a component of the Job Site Analysis Risk Assessment required for commercial remote control flying operations. Model club members don't have to concern themselves with most of it because that work has been done by committees. Individual modellers just have to comply with the published procedures. Not flying over the no fly zone in an Area Approval is one example.

A little while back I pulled the pin on a air racing event. Reversing the traditional circuit direction

Last flight of the Gulp flying wing at Beveridge - another great flying site lost thanks to dickheads

Time to move on

My last overseas trip

Booze Brothers? Its been done

Brian Green Trophy

was implemented to remain within the updated Area Approval. It also reduced a potential safety risk but a few people decided they could not safely turn their planes to the right.

Left hand circuits, people who have not raced before, MAAA advice that radio systems without ACMA compliance may create problems with insurance, and a club entity that may or may not be registered with ASIC, as organisor and sponsor I concluded that combination tallied up to a personal financial risk that was too high.

Competing against flyers who cannot safely turn both left and right is not something I want to participate in, let alone promote such a low standard. People boycotting events is not new. Being knifed by members of the hobby trade, clubs, even State Associations, that's not new to me either. Having an alternate is a big thing in full size aviation too. Easier to find new people.

Pilot license, a motorcycling trip, the Ugly Stick build and a band gig looming, the Spitfire hadn't flown for months and the repair yet to be signed off, I withdrew from the Scale Nationals at BADMAC. Bummer.

My last overseas trip was with Mum and Dad was in 2006 to the F4C Scale World Championship in Sweden. Not that competing in an event like that is a real holiday. Sitting still for that arduous amount of time in an airliner I decided that would be it for long haul holdays. Eight hours is my limit. This time it's in a ship. Hope it has a bar.

I need a new joke for the Evacuators annual Badminton Club Christmas gig. Badminton jokes are hard to find at the best of times. The penis washed up on the beach near Cape Canaveral went down well, although the shuttle cock reference did upset one old chook. Working in Florida is where I heard it. One week after the Challenger Space Shuttle blew up. Life is short. Whether I do another racing style event will be decided before the end of this year.

SJG. AUS 5932.

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