How to build a Fokker DV11 seat

Soaring Circle - Scale Matters

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Selling Aeromodelling (Pt 1)

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Brian Simpson has been involved in hobbies all his life. Brian has competed in Australian National and State Championships in many categories as a former National and State Champion in Radio Control Aerobatics F3C. Brian has had many years’ experience in R/C model boats, cars, airplanes and helicopters. In 1995, he participated the F3C Helicopter World Championship in Japan. Brian has flown the Australian National and State F3C helicopter titles many times. Our staff members are made up mainly of experienced R/C modelers in all categories, many of them State and National titleholders

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SIX DECADES

That milestone happened to me in January. Just when I thought all my ducks were in a row things changed. Yet again. This has been my life since 2014, figuring out how to carve out a living in the ever changing ever ageing RC industry. Instead of wearing an Editor’s hat I now have to wear three. Publisher, retailer and RC-flying instructor. The latter two makes it a case of deja vu. RCM News has always been about information that might save you time, money, a model or just make your flying experience better in some small way. Less pages but higher frequency. For example this issue has Soaring Circle but no Flying with Dan or Spooling Up. Next issue they will swap. To avoid boring the experienced modeller by repeating the same over and over again for beginners, Flyboys Flight Training will cover the basics by directing people to three eBooks called Pilot Notes. Flyboys came about from Cobram Air Races. Moira Club website name was far too long and non descript to be recalled after a thirty second radio ad so I registered the Flyboys domain name. Website is being revamped for Sandown.

Didn’t do much club flying last year. The total time on my 16SZ radio is 98 hours for the past twelve months. Estimated 20% was programming. The 16 is my main set for club flying. Flew a couple of interesting models during the Christmas - January break. One was Ross Bathie’s Giant Model Piper Pawnee at the Vic State Field at Mount Wallace. The other was something I’ve been hankering to have a go at for years. An Auto-gyro. Always looked like a fun thing to land. There’s a bit to it, just like there is to take off. With a little expert guidance to get me up to speed this was a fun little machine. Paul Hewitson’s effort to recycle a whisper snipper engine show’s just how inventive aeromodellers can be. It also reinforces what is possible when passion for aeroplanes from interested parties overcomes a few obstacles. The trend towards larger models continues and a great thing that has happened for aeromodelling is the introduction of RPAS. John Fleming casts a professional RC aviator’s eyes over recent drone happenings at Gatwick.

With ceiling height extensions being rolled out across the country Flying 60cc looks at something relevant. Altimeters. A simple unit costs less than fifty dollars. I also check out the new airspeed sensor. No prizes for guessing what brand. That simple review wasn’t one of those “took off needed two clicks of trim jobs.” What should have been a plug n play exercise, like the altimeter was, reflects the ethos of this magazine. Problem turned out to one of operator error, which might happen to others. Also followed up a subscriber request how to set triple rates on his new transmitter. Took me a while. He has probably figured it out by now.

There is a whole new world of potential aeromodellers out there. Selling Aeromodelling is what Sandown has always been about. Driving new people to flying fields is all very well but in a retail sense converting them into club members is a subject that could do with considerable improvement work. Operating outside the club system has proven to be a real biter for me. Not much has changed since I flew at motor racing events, ran a commercial RC flying school and took photos from planes. Model and full size. That was two decades ago. Will it be any different before my next milestone? Two P&DARCS members wishing to pay for my time will be a litmus test when that is presented at an upcoming club meeting. Committee knocked it back. Stacking the meeting didn’t go well for the VRF Club. I just want to see if it gets up on its own merit with the general membership.

With Federal Government elections and MAAA conference on the horizon John Armarego’s Fokker DV11 build project in Scale Matters focuses on the very thing that sitting members will soon have to remove their person from. To stand for their seat. John is the progressive President of the NAAS club in Canberra. Model aircraft knockers who whinge on social media but do little else get the chance to lodge their suggestions on an official basis for the next MAAA Conference through their model club. The cut off to place items on the Agenda is the end of February. With 30% of membership aged 70 and above a reduction in numbers looks imminent. Retain the status quo and remain selfish? Put fees up? Cut costs? Attract new members? Will the much vaunted marketing plan ever emerge? High noon is fast approaching for custodians of aeromodelling. Whether it be Club, State or National level I make it 10 minus 3-5 years and counting!

Just before putting this issue to bed CASA has released draft regulations that concern us all. Proposed Part 101 (Unmanned aircraft and rockets) Manual of Standards 2018 - (CD 1807US) Individuals can use the consultation hub on the RPAS page. Type “Drone regulation is coming” into your web browser. Deadline is Feb 22. Club members who want to have a say contact your State Association. Check out Aeromodellers NSW bulletin 21-21 18/19. It’s important. Spotted a DJI Inspire hover over my property. Tracked 300 metres along the street and landed. Pics taken from my SLR of the professional operator’s company shirt etc were sent to Drone Complaints.

March starts the Airshow season in Mebourrne. Except for P&DARCS. Portayed as the leading club it doesn’t have one. One event I’ve always wanted to attend is Wings over Westernport. Planes, cars, boats, tanks. Sunday April 21st. Google Westernport Model Aircraft Club.
Scale Matters
with John Armarego

Fokker D VII Stage 3 Pilot Seat
Following on from the last article (Stage 2) on the building of my 1/3 scale Fokker D VII, in which I had started the pilot’s seat, this article continues with the seat construction. When I am designing and building these scale parts I focus on creating the look and feel of the original part but ensure that the parts are as functional and light as possible. Large scale model aircraft can have amazing lift potential but that does not mean that you should add weight unnecessarily. Always build lightness into every part. One of the skills you acquire over time is having the eye to spot and collect materials from all types of places that can be suitable for generating scale effects.

The seat designed, constructed and presented here is a scale replica of the pilot seat used on most of the Fokker WW1 aircraft. The DR1, D6, D7 and D8’s all used the same type of pilot seat and fitting.

Secure the Lithoplate
I used micro balloons and 5 minute epoxy which was mixed up and used to create a light fillet to provide the permanent bond. You can see in the photo the brown fillet providing the additional strength. The micro balloons I used are Dave Brown Products Phenolic micro balloons (MBAL-5150). You can also use PQ Australia Pty Ltd. Q-CEL inorganic microspheres or similar. If you purchase 500gm of Q-CEL’s it will last you a very long time. I use them whenever I need a very strong and light fillet joint like when fixing a fire wall to a fuselage. It increases the strength of the joint by increasing the surface area of the bond without adding much in the way of weight.

Replicating Seat Coamings
The seat coaming is fitted to simulate the material used to protect the pilot from the sharp edge on the seat, as in the real Fokker aircraft. I use the same technique for replicating the coamings found around most WW1 cockpits. Start by selecting a suitable gauge insulated electrical wire and using a shaped scalpel blade make a slit down one side of the outer plastic insulations. This slit is made as long as the piece of coaming needs to be. The braided wire is then stripped out of the insulation. The insulation then forms a nice C channel. As illustrated, using a hypodermic syringe filled with PVA glue and fitted with a plastic nozzle, the inside of the insulation can then be filled with glue. If the syringe is stored with the tip placed in a cup of water it will not dry out and can be used over a longer period of time.
Scale Matters

Micro balloons with epoxy

Available at the nearest Bunnings female equivalent (Spotlight)

Tape in place

Stitch pattern

Glue has dried

Back side of the pilot’s seat showing the artificial leather stitched over the coaming and through the lithoplate

Trial fit

The insulation can then be feed around the lithoplate edge of the seat and held in place with masking tape until dry.

COVERING THE SEAT

The Fokker seats originally were covered in leather or in some cases they were covered with Lozenge Camouflage fabric. It probably depended on available materials at the time. I have covered this pilot seat for my DVII using artificial leather from Spotlight. This gives the look of leather but is thin and light. I cut out a piece of the artificial leather using the lithoplate template made earlier ensuring that it was slightly larger than the template to allow for wrapping around the coaming.

I marked a centre line down the artificial leather and then sprayed the back side and the seat lithoplate with Bostik spray & stick. Once this had set for several minutes the seat lithoplate and the artificial leather could be lined up and stuck down.

The Bostik is not high contact so it allows you the time to have multiple attempts at lining up the artificial leather and the seat’s lithoplate until it is in the correct position.

SEWING

The Dremel Mototool was used to drill 1mm holes in the perimeter of the lithoplate at about 4 mm spacing just inside the edge from the coaming. The artificial leather

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Glue/solvents used and a general purpose application bottle available from Plastic Creations in Canberra.

Pilot seat nearly completed just needs the pilots harness and to be mounted to the adjustable frame.

Basic seat frame layout using a square while setting to ensure it remains straight.

was shaped around the coaming and using a needle and thread the artificial leather was stitched with a sticking pattern that held the artificial leather firmly around the coaming.

**Base Plate**

This was cut out of thin ply using the original template as a guide but made several millimetres smaller to allow for it to fit into the seat base. Lightening holes were added as no strength is required in this part. A suitable light weight wadding was used along with a piece of artificial leather as used in the previous steps. The artificial leather was then placed on the base plate with the wadding in between. The excess was folded over and stapled into position while maintaining some tension to remove any creases. The staples were punched through the artificial leather and straight into the plywood base plate. The sharp ends of the...

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Step by step the frame is constructed using pictures and drawings from the Internet to obtain the desired scale lengths.

The frame was then painted with Tamiya Cockpit colour XF-12 J.N Grey green light grey to replicate the original frame colour. The colour Fokker used for painting the frame seemed to vary from green staples protruding inside the seat base were manually bent over from the outside with care to hold them in place.

Seat Mounting Frame

The seat mounting frame in the original Fokker WW1 aircraft is a strong but light weight design and is constructed using welded tube steel. The frame has an interesting simple design that allows the seat height to be adjusted using two wing bolts that squeeze down on the frame. These are nice feature of the aircraft so I have recreated the design in 1/3 scale for my D VII.

The material for the seat mounting frame that I use is Evergreen scale models Strip Styrene which should be available at any major hobby shop.

To glue the Evergreen styrene I use Simply glues Tetra, and or Revell Liquide glue for plastics. A range of stripe styrene tubes was chosen to match the scale diameter of the original frame. The solvent can be mixed with small shavings of the styrene to produce a paste which is useful for adding strength and simulating the welding on the frame.

The frame parts are cut to length by estimating the ratio of length from drawings and pictures from the Internet. Artistic licence can be used here as the frame has to replicate the original design but also fit into the required space in the scale aircraft cockpit. Step by step the frame is constructed using pictures and drawings from the internet to obtain the desired scale lengths.

If you have specific questions about any of the Scale Matters articles you can email me and I will do my best to answer any questions. Email: aeromodeller@outlook.com.au Website is www.naas.org.au or on Facebook. www.facebook.com/naasact/

Until next time happy building and plenty of flying.

(John is the President of NAAS Club Canberra. Ed)
Crossing the Blue Mountains

By Paul Hewitson

After twenty years of trusty service doing my edges the Ryobi Lawn Hornet had finally fallen apart, except for the motor, still running as strong as the day it was new. I had noticed during those twenty years how little fuel it used compared to equal sized model aero engines, that got me thinking! This would make a great long distance cross country engine. The seed had been planted, now what plane would I put this in? I had built a number of Carl Goldberg Tiger 2’s, one of the most user friendly, viceless planes around. The Tiger 120 looked the right size, 80” span, ticked all the boxes except one. Not available locally. Tower Hobbies and a huge freight bill later, it was on its way.

A couple of outback cross country flights later we managed 200km non stop on one tank of fuel. Two litres. Casual conversation drifted to the fact we could never fly over the Blue Mountains due to the terrain, roads traffic, built up areas etc. The comment was made that you would need a helicopter for that one. Well, guess what, My father in-law said his friend Don Toulson has a Robinson R22, I will see if he would be keen to give it a go.

Well the answer came back YES, all of a sudden I started wondering what I had got myself into. Out came Google earth & we started looking where 200ks would get us. Bathurst was 168ks from our local flying field at Gosford. Next was a phone call to the Bathurst Model Aero Club to confirm they would be okay with this venture, all good was the reply. CASA was the next step and this is where it all got interesting. Firstly they had heard about our plans from Paul Bennett. The first issue was that we were not allowed over 400ft, the next was that the helicopter was not allowed under 500ft, so the question asked was, “can you fly the model 100ft below the helicopter?” Well going up over the Great Dividing Range at that altitude was not looking like a great option. He said, “well I can’t give you a permit to fly in formation as both pilots are in the same aircraft”. After scrolling through the rules he said “well what about this one, can you fly in direct line of sight of the model and not over built up areas” Easy I said. “So let’s run with that was his reply.”

The date was set and this was when I started getting visions of the model getting too close to the helicopter and being sucked into the rotor blades, the end result of that thought was not good. Anyway, I was committed now, too many people involved to pull out. A number of members from our club made their way to Bathurst, we needed to get the plane back home.

The day dawned & we planned an early start to beat the wind, the helicopter was lined up at the end of the strip with the model in front, engine running and the plan was to fly the model to the front left quarter, approximately at the same altitude. This was a whole new ball game, flying a model that was basically not moving in relation to me and I cannot hear the engine!! Well, fingers crossed and hope. The bulk of the flight was over heavily treed terrain. Heading West,
Sydney to Bathurst

gradually climbing to around 4000ft to clear the Blue Mountains. Problem number one, while Don was on the radio talking to air traffic controllers, the helicopter was getting slower and slower while the model slowly started disappearing in the distance, not wanting to interrupt him, I was now in an unfamiliar position. I couldn’t slow the model down anymore without risking a stall and a quick 360 degree turn might place the model behind the helicopter out of my sight. Left to right zig zags was the solution. Up over the mountain, as far as the eye could see were trees, it was then that it dawned on me what an unusual place to see my whipper snipper. Two decades of reliable service, original piston, rings, bearings, carby etc and the nearest flying field is 100km away.

Around this time Don say’s, “that’s Mt Victoria over there, we are about halfway.” We had one fuel tank inside the fuselage and the second larger tank was mounted inside the canopy, visible in flight. That got me thinking, the visible tank represents two thirds of the fuel, we are approximately halfway and there is not much fuel visible in the tank. Hmm, I can see where this might end up, we pushed on and not long after Lithgow we started descending, I pulled the throttle back a little to save fuel, our airspeed was around 110 kmh. (57 knots. Ed)

It wasn’t until we were about ten minutes out that I started to feel we might actually pull this off. Finally the flying field was in sight, quite a few of the local members had turned out along with our members. Apparently someone on the ground said “the helicopter was on its own, looks like the model didn’t make it.” Disappointment soon spread. As the helicopter got closer, eventually one of the members with good eye sight said, “no I can see the model.”

It was a great relief when the heli touched down and the icing on the cake was when the model touched down. I didn’t mention it at the time but flying over all that tiger country in a souped up ride on mower with five fan belts driving the main rotor blades was playing on my mind a little. Flight time was 1hr 20 mins. It was a great experience, one of my most rewarding thanks to the help of the many people involved. A special thanks to Don Toulson, the heli pilot who made it all possible.
So another year has come and gone, and drones are still popping up on front pages of newspapers, and leading stories in the evening news. Gatwick for example! What a mess. A drone gets reported. Then, they are not sure that it was a drone! In the end nobody really knows what it was, but what we do know is what the result was. Over 100,000 people were affected at the airport, and something like 700 flights affected. What did this prove? It proved that even the assumption that there is a drone over the airport forced its closure, and god knows how much that cost. Further to that, almost immediately our regulator announced that it will install DJI drone detection systems at all major airports in Australia.

My point is, we can no longer keep our heads buried in the sand and hope that all will be well, when events around the world are slowly but surely proving that they won’t be. Now I am not saying we will see death and destruction! What I am saying is, I would hate to have the final bill from Gatwick, and it won’t be the last time something like that happens.

It’s not the first time a drone caused chaos at Gatwick, and recently we saw London Heathrow affected, and an attack in Yemen that killed 6 people. Of course, none of this can ever be stopped can it? Someone who really wants to create a headache can simply buy a drone and fly it wherever they want. I can already hear those saying “DJI No fly Zones will prevent that”, and rightly so, for all DJI drones. That won’t stop the non DJI drones that can be bought and built from a million retailers around the world.
RPA Flight Ops

pretty colours. But then something happened. They got banned. Why, I hear you ask!! Because the idiots spoiled it for everyone else. Too many idiots ending up in the news, forced the regulators to act, and they acted. Now, no more fireworks.

When I was a youngster growing up on the Georges River, jet skis would be a frequent site. Guys and gals having a great time on the petrol powered beasties enjoying life. But then something happened. They got banned in certain water ways, and the licensing regime changed massively, and again, this was caused no doubt by a bunch of idiots that ruined it for everyone else.

Do you see a pattern here? There are plenty more examples too. We can even say the same thing about guns, and I get criticized, being told that is an extreme example, but is it? My father bought a rifle from a department store. You could buy guns and ammunition in every suburb - just like you can a drone. Everyone was saying, they can’t ban guns, everyone has one. Hmmmm… how did that go!!

The point in all of this is, if we, as an industry, don’t come together collectively to make it better, the authorities will take it out of our hands completely. We have already seen the release of the Draft Manual of Standards for CASR 101, where we are seeing a tightening of what you can and can’t do with a drone. There has been a drone registration program announced for this year, and if you think it will end there, prepare yourself.

I can hear people screaming now that we are over regulated, and that may or may not be the case, but the rules and regulations surrounding drones are only going one way. Those out there that continue to want to thumb their nose at the regulations, are some of the very people that are bringing about these changes. So what can we do? Firstly, educate yourself on the rules and regulations. Not what you read on Facebook! Find out exactly where and when you can fly your drone. Educate your children about the rules and regulations, and where they can and can’t fly their drone.

Familiarize yourself with the CASA website. It has all the info on it, and get used to reading - there is much to know. Download the CASA “Can I Fly There” application! It’s a really good place to start. There are many places you can’t, or really shouldn’t fly a drone. That application will get you started in understanding that.

Lastly, fly responsibly. If we continue to bring attention to ourselves in a negative way, it’s all bad news for us. Remember, the squeaky wheel gets the oil. I honestly don’t know what the future holds, but I know it’s changing, and it’s changing in a bad way for anyone who loves radio controlled things that fly.

Stay safe out there, and if anyone has any questions, or would like something clarified, my inbox is always open. Feel free to contact us on training@fpvaustraila.com.au and ask away. Safe Skies – Enjoy!

(John is the Principal of FPV Australia a CASA Certified Training School. Ed)
Selling Aeromodelling

An interesting term is Aero-modelling. What does it mean? The term does not reflect my interest in the hobby which is why I’ve always considered myself to be an RC Flyer. Aero-modelling infers creating a model of a full size aeroplane. Whether it actually flew might be relevant. Plenty of prototypes that never made it into production could be modelled. Squillions have been spent on Government contracts during the remarkable and relative short history of man made flight. Does it infer building? Not to me. When Dad started in the model aircraft business back in the 1970s I started flying Lanier ARFS. At Fliteline models in the 1980s 25% our sales were ARF. Building your own plane and flying it is of course a wonderful experience. Throw designing the thing into the mix even better. Not everyone wants to do that. Not everyone can. Modifying an existing model is a good way to get started down that path.

After building my first two three channel trainers my interest in building has been primarily for competition flying. My interest in commercial RC Flying started in 1977 when Dad and I built a model to string fishing lines across valleys in the Victorian Alps. In the late 1980s my own design to lift a 35mm SLR turned out to do everything I expected of it. My interest in display flying began when Dad told me to fly my oil soaked clapped out Grumner Trainer trainer at Moorabbin Airport. Avia 70 airshow the full size P-51 Mustang was cleared for aerobatics, not below 1500. Paul Bennett Airshows reflects it is a bit different now. Flying my models at motorsport events opened up a whole new world of potential aeromodellers.

Whether it be RC flying, building, control line, free flight, rockets or drones Sandown is about exposing Aeromodelling to a new audience and we don’t play second fiddle to full size planes. No offence intended but almost every activity I can think of has a peak industry event. I have been unable to find a Victorian club interested in getting behind this event. Happy to sign the Display Director Statement as an individual as I understand what that means but as ps published in this magazine I no longer wanted to make the Application as an individual. Nor should I have to. Victorian Model Aircraft Association, which now has nearly three hundred grand in the bank and could have been involved with this event years ago when I did Caulfield in 1999. Sandown in 2000. It was invited again late last year but its just too hard. I flicked that task to Richard Searles.

Club Presidents concerned for the future of aeromodelling would do well to follow NSW. Aranka Nolan re-branded the organisation and after a quick check around

Dad modified the Ken Burke’s 20cc four stoke 1/4 scale Miles Hawk Speed Six plans to take a 60cc mil for the 1997 Adelaide Golden Era Air Race

On the left is Harrison Ritter with his rather relaxed friend Balint Banko. Spotted Harrison do a whole flight inverted with his E Flite Apprentice S. Watching the two lads over a few different days was enough for me to invite then to fly in the World of Foam
Selling Aeromodelling

websites it is leading the pack by a country mile. VMMA should start by changing its logo. And change the main pic. A bunch of old guys, of which I am one, just scares younger people away. On that point I applauded the appointment of a marketing company a few years back. Having something professionally written changed well meaning but often perceived as Ivory Tower directives to something you might read. I apply that to Sandown which is why I use a professional announcer. Using a modeller is risky. Well meaning but berating people to join a club is not the way to do it. I’ve used Ron Blaskett, without Gerry Gee. Twice. Dave Cahill has done the gig five times now. Dave is ex RAAF and was resident DJ for years at Inflation in Melbourne. He runs a website business and a karaoke show. His RC flying pursuits are a healthy association with electronics for FPV. Not at Geek level. (Charged with controlling the microphone on the day I must say that.) This year we are going to have some fun.

TRAIN AND HOBBY SHOW

The Australian Exhibitions and Publications Co-operative Ltd is a Not for Profit with the aim to promote, further and foster the interest in hobbies. The primary activities being the administration, operation and/or running of exhibitions and the publication of books, magazines or newsletters.

The Co-operative organises the Train and Hobby Show. Richard Searles is the Exhibition Manager and chairs that committee. I am a member of that committee. I get a retail exhibition space for my magazine and in the past few years I’ve also lumped a whole heap of models to fill out the space upstairs. This year will be a small space for my magazine. I am putting the finishing touches to a program with RC car retailers as as the opportunity to have potential new members directed to model clubs from that sector is worth tapping into. Basically a Learn to Fly segment and a World of Foam Segment tied in with the PA. People walking past your stand can point their smart phone at the QR codes and get the magazine or Learn to Fly information for free.

Should I receive any more self serving correspondence from VMMA or MAAA re my role as Display Director at Sandown, that cannot be sorted out with a telephone call, from now on those letters will simply be published. Far more important issues to concern themselves with than assessing my character. MAAA should either use its clout and lobby ACMA to start policing ACMA’s own regulations or shop the insurance policy to include radio gear that does not comply. FPV has problems. Proposed changes by CASA might represent an opportunity to drive people to model clubs. Whether some want new members is questionable.

A big thanks to Tim Nolan for assisting me with updating the risk assessment. The old one was three pages. Now it’s eleven. Doing the risk assessment for this event has made me question if MAAA is getting value for the money from Sustainable Marketing. Must be over half a million dollars so far. That information must be somewhere. For all the money that has been spent why don’t we at least have interactive PDFs for MAAA forms? Ten thousand through the gates of Sandown. Not an MAAA logo to be seen. On the day my role is Airside.

SG. Aus 5932.
Hello Racefans and welcome to 2019, this year has started off with some good news as F1NAR moves one step closer to having an Australia wide set of rules. Having spent most of January refining and rewording the rules to make them simpler to understand and more consistent, we believe we are getting close to where we need to be. We have really gone out of our way to ensure no current racer is eliminated by any of the rules and not only making it easier for newcomers to get into, but ensuring the racing has the best chance of being as close and as fun as possible for everyone involved. Bendigo agreeing to run F1NAR rules at their event is a major step forward for Large Scale Racing and is undoubtedly the hurdle that we needed to get over with the rules, so to have them onboard is a huge relief and a great pleasure to have them onboard.

After picking up an old F2 racer in Canberra last year I have been slowly progressing to making it my new F1 plane after a mishap led to the end of my last Cassutt, the hardest part without doubt being my unique colour scheme for which I can’t thank RCM News or Ace Hobby Distributors enough in helping me get enough of my fluoro pink and green to be able to do the job. Something I did want to share with others is a few mods around the engine box, this is a crucial part of race planes especially due to the big single cylinder engines operating at full throttle for almost the whole time. Engine vibration can wear an airframe out quickly and since the race engines are generally solid mounted as best as possible it’s important to beef up the airframe around the engine. Aside from a little bracing inside the engine box I also wrap the engine box in Carbon Kelvlar woven cloth, the carbon fibre adds strength and rigidity, while the Kevlar helps to prevent the carbon fibre from tearing. It’s important to make sure the firewall is still smooth and to do this I use a piece of glass that is given a liberal coat of release agent, then once I’ve applied the cloth and resin to the engine box I rest the plane with the firewall face down on the glass and let it cure. This is the best way I’ve found so far to make sure the firewall finish is smooth and ready for the engine, and once the resin is fully cured it will generally lift off the glass without too much trouble.

With the start of the race season close approaching I look forward to seeing old and new racers alike, and am always happy to share any other tips you may want to know. The rules will be finalised early February and the 2019 Race Calendar will be published.

Please check out www.F1NAR.com for the rules and more information. If you have any questions regarding Large Scale Air Racing contact myself by email on byronsimpson@cceng.com.au

Until next time it’s Bank then Yank,
Byron.

Byron is President of the Large Scale Racing Club of Australia Inc. F1NAR is Formula 1 National Air Racing.
RCM News Racing 60cc

With Ceiling Height extensions being rolled out around the country interest in telemetry is on the increase. How long does it take for a 60cc powered model to exceed 400 feet? Maintaining a shallow climb to 200 feet my Cassutt reaches 40 kph less than its straight and level speed at full power before I turn back round. That’s 180kph a mere five seconds after the wheels have left the ground. How long does it take to bust 400 feet pulling a loop from its top speed of 220kph? Not very long at all. Assuming your club has been granted a ceiling height say 1000 -1800 feet agl it does not take any 60cc powered model much time to climb to 1000 feet. Electronics continue to get smaller for less money. The world that Futaba telemetry offers doesn’t cost all that much.

**SBS-02A Altitude Sensor**

The obvious single sensor to be fitted is Altitude. If you only want one sensor it just plugs straight into the SBus 2 port on the RX. Futaba offer two versions. SBS-01A and SBS-02a. 02 is the latest version. It costs less than the 01 and offers improved accuracy. Depending on what model TX altitude can be through voiced through an earplug or speaker. You can also set a voice or vibrating alert.

The variometer function is useful for glider flying and those interested in going vertical. Going ballistic maverick style. Up or down both units are rated to 150 metres per second. That’s 540 kph. A current generation F5b glider does just shy of 70 metres per second. That’s vertical by the way. Straight up at 250 kph. The 01 version offers the option as an ascending or descending melody and at the time of going to press I have not been able to confirm if melody is available with the 02 sensor.

**SBS-01TAS Airspeed Sensor**

Busting to see if your brand new Airspeed Sensor works? Can’t be bothered to read the instructions? Well I did so take my advice and crank up a fan. My large factory job produces an airspeed of 27kph. The leaflet states say not to blow into the pitot tube otherwise you can do damage.

The new sensor was setup for the Cassutt and the Nimbus scale glider. The racer has a three slot SBus Hub with GPS and Optical RPM already onboard. The stainless steel pitot tube was fitted into the outboard section of the right hand wing. Should have checked if this was the scale position. Another thing I wish I had seen before installing the RPM sensor was the way Keith Quigg did his. Officially speaking Pitot tube not protruding past the nose of the glider may not prove ideal. Yet to be flight tested this was for model storage considerations. Flight tested my the RCM News Racing Cassutt I can confirm the ASI produces the same speed as the GPS sensor.

On the low setting the factory floor fan produces an airspeed of 27 kph. *(Thirty square metres is not a lot of floor space to store large models. Drilling a hole through the pegboard was an option to prevent knocking the pitot tube storing the model. Tow release hole pegs into the wall)*
Radio Control Model News desktop digital edition #153  February 2019

Check for three greens before closing the canopy in the Nimbus. The RX links in an instant. Well almost every time. One user reports this takes longer on the metal laced conveyer belt matts at the VRF field. Airspeed arms almost straight away. Variometer takes a few seconds.

Wish I’d thought of it

Pitot tube installation in the outboard section of the Cassutt. Don’t give a thought about bending the tube. That stainless steel is hard. 30 ince length of Dubtro 2-56 kwiklink wire my preferred pull through.

Trying to stay ahead of the game here because I am sure this question will come up. Modellers who only wish to have one sensor but try it in a few models, I sourced a length of K&S aluminium tubing with a similar internal diameter from XC RC hobby shop to make another pitot tube. Whether this will make a difference to calibration or accuracy I don’t know. The instructions suggest not to do this. Likewise for the position of the pitot in the glider. Having it further forward on the nose into cleaner air versus a more practical position where it was less likely to be knocked I deliberated somewhat and chose the latter. Sensor was connected with a Y lead with the variometer into the SBus 2 port. Instructions quote port 16 for the 16-18 SZ radio but the speed sensor did not show on the screen until the software was upgraded to the latest version. 3.7E. Fired up the tranny and a corrupted screen presented itself for consideration. Rebooted and same. Software was downloaded again. All good. Voice for airspeed and altitude/rate of climb and descent (variometer) was assigned to the three position switch. Centre off, down for speed, up for height. I set a buzzer warning for a VNE of 200 kph. Max altitude was set at 500 metres.

First flight of the day didn’t go well. Audible readings made no sense so I landed. Pre-flight check proved inadequate. Removed the pitot tube cover and hooked back on to the J3 Cub. Still no good. Hooked a great thermal and worked it back downwind then headed
back in. I had nine flights that day but after reloading the sensors a few times I tried another model memory. Save the model memory to the SD card and plugged it into Keith Quiggs 18SZ. Worked fine. I called Brian Simpson to ask if he had any reports of this problem. Brian is the Australian agent for Futaba. Perhaps being a LAME is part and parcel with being a straight shooter. The main reason I decided to invest in the World’s best brand of RC.

The cause was using a high speed card suitable for video cameras. If you ever decide to do a model memory reset save the control throws, flight condition settings etc to the SD card first. They can be imported after the reset. All you need do is allocate the channels and switches. With the exception of a large two day competition, a total re-programming of a model at the field can be stressful so I let it go and just enjoyed the day. Got back to the hangar. Reloaded the sensors twice. Reset the sensors. Still no go. Got a slower card redid the upgrade and away it went. Put in five flights in the Cassutt. Job done. Just in case you were wondering, the Cassutt has a SBS-01G GPS sensor and the readings correspond.

This model was previously fitted with Hitec telemetry. That system worked very well but the additional sensor unit has to be mounted plus routing two cables between it the RX. Using SBus the Futaba is superior in that installation is way simpler. All you have to do is plug the sensor in.

**Dual rate - AFR**

Been flying the 16SZ for just over a year now and I have pretty much decided my preferred switch layout across the range of aircraft types. It is looking likely I will be doing the clown flying at Sandown and it seemed timely to spend some time setting up the control throws in my F1. Other than the basic setup the model has always been too touchy and I’ve just winged it. Spent part of New Years Day at the Northern Flying Group field toning it down. The mechanical control setup isn’t ideal in that ATV on aileron and elevator are down to 50%. Okay but not the best. It affects the servo centreing which with fast planes becomes noticeable.

One thing I have planned in the future is to replace the Hitec servos with Futaba digitals redo the linkages to check out the difference flying in 12ch FAAST mode. So the easiest way to tone it down as it is now was with the dual rate function. For the sake of this exercise and the fact that the Cassutt is special on rudder. Very special with a large throw, but trimmed for racing it’s fine. To turn around within the confines of the Armco railing at Sandown needs big rudder - tailwheel throw. Small tail surfaces, big engine, high pitch prop this makes it bit of a dog on rudder once you start pulling the nose up through a loop. It becomes rather challenging.

Which is not to be confused with being difficult. Just quirky if some degree of accuracy is desired. A bit like four point rolling a Piper Cub. It can be done. Young blokes contemplating such a manoeuvre should be aware that a risk assessment of a non flying nature should be made first. Done well or done poorly this just upsets some died in the wool Cub people. Rudder dual rate was separated from aileron and elevator. Aileron is the default so do it first. Set the high rate at 100%. Choosing “Combine” adjusts both left and right equally. Choosing “Separate” these are done individually. You can also setup Expo at the same time. Select the middle rate switch and set the rates at 90%. Check the screen to confirm. Ditto for the low rate. Repeat for elevator then rudder.

Getting back to the “Combine” versus “Single” decision I mention this in passing to highlight the fine tuning capabilities with this radio. To perform an outside loop more down elevator is required than up. This is because the plane is trimmed to fly straight and level upright. Normally I set more down in ATV to achieve the same amount of stick movement to achieve the same loop radius for inside and outside loops. You could also achieve same using AFR as just described.
**TRIPLE DUAL RATES**

Just after completing that task I remembered a reader who replaced his 14MZ with the 18SZ and wasn’t able to get the dual rate working with the three position switch. Ie, three different control rates. Using AFR function is easy enough but I couldn’t get three to work either so I asked someone more proficient. Thanks to Keith Quigg who tried talking me through this over the phone but I decided it was quicker to go to his place and drink some of his red instead. He disabled the dual rate function I had set it up. Hope my explanation does it justice.

**123 FLIGHT CONDITIONS**

Select three flight conditions. Once the flight conditions have been selected it pays to rename them. Avoids confusion later. AKA making an adjustment only to discover you did the wrong one. Once named you can watch the condition change on the screen as you flick through. Allocate each to the switch or switches of your choosing. Keith likes his dual rate function on the one switch. I’ve always had them separate.

Adjust both rate A and B for each flight condition. This is where naming them makes it easier to select each condition, verify then make the change to rate and expo accordingly. Yes, when you know how it is easy as 123.

**LANDING SPEED**

One observation consistently seen at F1 Race meetings as well as fly-ins is high landing speeds. At race meets we could get another round or leave an hour earlier on the Sunday if people landed slower. This isn’t limited to large models. For years I’ve watched people walking down the strip to collect the model after it ran into the long grass. Smaller glo engines idling way to fast because people were reluctant to set the idle mixture to get a slow reliable tick over was the main instigator. Lack on nitro methane often a contributing factor. The only reason I can come up with not to land a plane slowly is if you are under doctors orders from a heart bypass operation. Walking is recommended. Back then the choice of medial practitioners would be the ASP .46. Wouldn’t idle reliably under 4000 rpm. Which translates to 80khp on final in a trainer. Way too fast after putting down on the last half of a 100 metres strip, if the mowing has been completed.

Not so with spark ignition petrol engines yet the same keeps happening and we have much longer strips. When setup they can tick over slowly all day long. Now that my OS GT 60 is run in it will idle reliably on the ground at 1800rpm. The RCGF 60 twin is not yet run in and it won’t be for a while as I need a new airframe. Not a fault of the design, operator error. Refer previous issue. Watching the airframe and particularly the control
A little NC programming

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Rummaging through the RCM News Racing pilot network I asked an ex World Champs Scale competitor who deals in heavy metal. Not rock music. Chaps is Swiss so musical tastes might be inclined towards the Van Tropps. I don’t know. The subject didn’t come up. He was busy with work but had just enough time to talk about some of the marvellous slope soaring sites in his homeland. A few measures and check he hit the button. In case you didn’t go to Tech School I’ve put a little grab on the You Tube Channel. The outer skin cracked in a couple of places but I think it should last a few hundred landings. SG

surfaces bang about and shake with the single cylinder OS ticking over is why I chose the RCGF twin for my glider tug. Interesting that vibration with the same engine idling in Dad’s larger heavier Ziroli Spitfire is considerably less that the ARF Cassutt. Another difference is that model being much larger and with flap a dead slow idle isn’t as critical as the Cassutt or my F1 Nemesis before it. Not operating on grass. Landing on bitumen it really matters. Even with a dead slow idle the Cassutt won’t really slow down to what is an acceptable speed until I raise the nose on approach and keep it raised. The other option is a side slip.

If holding the nose up to approach the stall makes you uncomfortable check out World of Foam in this issue. It has a super easy suggestion to get you comfortable.

CESSNA AIRMASTER UNDERCARRIAGE

Dad’s 1/4 scale project halted until the undercarriage was bent to shape. How does one bend 1/4 inch (6.5mm) hardened aircraft grade aluminium? My recollection from Tech School about cold bending was pretty hazy but I’ve hammered 3/6th spring steel undercarriage wire plenty of times. This material was a whole new ball game. I thought it might involve heating it up, do the bend followed by a dunk into cold water. Way out of my league. One look at the blanks I knew a vice and a hammer wouldn’t do it. Brian Hutchinson from BADMAC offered to do it with his bender and the drive to Gippsland to see his new Walrus was tempting but I don’t have any spare time lately.

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Optic Nerve

The Nerve has a number of handy Permagrit Flexi sanders to give away.

Permagrait plane spotters

It’s official. Now he’s turned sixty, after checking with Stuart Claire to confirm the Official Secrets Act no longer applies The Nerve can reveal the Editor is an unabashed plane spotter. How could anyone not categorise a man who knows the bearing and distance from Building 85 (ex TAA hangar) at Essendon Airport to his house and place of work in any other way?

When he got the gig to fly at the Motor Cycle Grand Prix he needed a radio. The JR agent at the time kindly sent a 36mhz PCM FM set. JR Propo 388 was a great radio. One third scale Sukhoi SU 27 plastered with Tattersalls stickers, being a Russian design the signwriter was commissioned to replicate JR font for

The Nerve apologises to this modeller for showing the Editor his nifty wing rack. Name put on piece of paper. Unsure of paper’s position

Fortunately for this modeller who ended up in the long grass at P& DARCS a Licensed RPAS Operator with all the good gear was on hand. No snakes were or humans harmed during the successful recovery

Getting current again after a lay off so shooting touched going at PDARCS was Rob Addison with Peter Timms on duty. Seagull Decathlon with OS 160 up front made for some quick circuits

JR Proporski one third scale Zenoa G74 powered Sukhoi SU 26

a JP Proporski sign. Took three year until a punter said “Well you got that wrong” Proporski. That’s Polish. Should have used Provov”. If you have a Plane Spotting anecdote please send it in. Better still send in a pic of a model that was built. Not factory foam or ARF. Something rare, balsa, foam, fibreglass, 3D printed. Doesn’t have to be exotic. AeroFlight Kittyhawk is topical right now. A Hustler. Control line Free Flyer. Anything.

Entries will go into a draw for the sanders and the main prize is something really rare these days. Something money can’t buy. A photograph in a print modelling magazine. (Disclaimer: Readers be aware Hip Pocket Nerve, a distance relative, has been prone to over indulgence after one Permagrit experience. Ed)
Soaring Circle

Had a great day thermal soaring at the new Vic State Field at Mount Wallace some 75 km east of Melbourne CBD. An easy trip on the freeway. The Bacchus Marsh Club moved there two years ago. Excellent runway to suit all categories of models from small wheeled park fliers to the Giants. Ceiling Height is 1800 feet agl and heaps of room flying out front. The no fly zone is delineated by the inner edge of the runway so with the addition of the general safe flying code to those two considerations you can knock yourself out.

The sky was boiling with thermals and I had nine flights. Bumped into David Hobby, Twice World FAI Gliding Champion. You beauty. The Nimbus has control issues. Always been very sensitive to pitch changes with speed. Picked his brain re the Cof G. Kept moving the CofG aft. When it stalled at altitude the wing flex on the recovery had me thinking it was all over. He had a go and watching him flex those wings gave me confidence to push the model once I get it sorted. He confirmed there were other factors other than CofG so I will ditch the elevator linkage for a servo embedded in the stab and move on to what I think is the main culprit. Add negative incidence to the tailplane.

David Hobby’s sixteen year old H Models Ventus 2

Ross Bathie had a great flight with hs Libelle

Craig Brister’s 5 metre Eon Olympia 2B 1/3rd scale built from scratch

Another lovely model by Craig Brister. Fibreglass and foam Foka 5 and he has the fuselage moulds
Craig Brister flew a lovely scratchbuilt Eon Olympia. I really wanted to see his gorgeous 4.3 metre Foka fly. David Hobby had a nice flight with his sixteen year old H Models Ventus. Ross Bathie clocked a beauty with his scratchbuilt Libelle. Then pass the TX over. It wasn’t until later the ROW badge on the hat revealed it was Tim Nolan. Tim is President of Aeromodellers NSW, involved in getting a four engine Sandringham flying boat back into the air. Electric power? Not on your nelly. Saito petrol four-bangars. Tim is also a Giant Model Inspector and Ross Bathie invited David Hobby Keith Quigg and myself to do a certification flight on his Piper Pawnee. If you start having trouble seeing your models this may be the answer. Great touch n go machine. Did a few. Ventured into a side slip but it pitched nose down badly, like a Texan and my Flybaby. I bailed out of that early. Very mindful of the cost of the propeller I enjoyed the experience but was glad to hand the tranny over. Thanks Ross that’s the heaviest model I’ve flown.

Jim Houdalakis had a most impressive self-launching H Models Arcus. The workmanship, finish and attention to detail on this superb composite ARF airframe is commensurate with the list price but to think this is done repetitively blows my mind. This is the first time I’ve seen one of these so an interesting comparison presented itself. Compared to Damien Mould’s and Scott Mathew’s turbine powered self launching gliders the high thrust line of the pod mounted motor to clear the propeller made self launching seem a tad on the awkward side. Works a treat once control authority was established but compared to the other two, confidence with deft rudder work is required in the initial take off roll. A number of times I saw the glider downwind and low indicating confidence in the setup if return is miscalculated.

A great day thermal soaring and thanks to the Bacchus Marsh Club. Snags and Hamburgers were as good as Keith Quigg’s tows, of which I had plenty. SG
Dawn Patrol

Flying this little model in my local park has rekindled my enthusiasm. No-one around yelling “you didn’t call landing”. “Turn your hearing aid up” often the real answer. Thoughts of putting the model down often increases the heart rate but perhaps if they practised more landing wouldn’t be so stressful. Thirty to forty seconds is plenty of time for an orderly departure and another beauty is when someone less experienced calls “landing” on the upwind leg and the perceived value of their shares in the co-operative that owns that runway suddenly increase in value compared to mine.

Flying by yourself soon becomes boring. I’ve always enjoyed shooting circuits and bumps so entertaining myself comes easy with this activity. AKA touch n goes in USA I can’t help myself from setting myself little challenges. Getting the SE5a in over the fence with the shortest landing roll is one. Nose high with power, just above the stall. Or a side slip. Chop the power as it clears the fence. Drag from the vertical sideslip needed to get in over the trees at the end of the tennis court and pulling up before the end (no brakes) at the Nicho Strip is rather tricky. In keeping with the movie stunt pilot’s code to get the shoot, a few airframes would be needed. I think I could manage it but they don’t make this model anymore and it’s far too good to knock around like that. Viewing footage from the two camera angles from this plane reveals how differently we fly compared to full size aircraft. Initiating a turn, what could be considered normal when looking from the ground translates to extremely rough More so in pitch. Another challenge is to video a flight that could be mistaken by the untrained eye to be from a full size. Smoothing the bumps out for the camera is certainly a technique, no doubt about that. Replicating a turn would be more realistic if I flew using the trims.

I ponder these things during my little time away from commercial RC reality. Someone good on the sticks can make almost anything look good. Another is the comment often heard at flying fields and events. “Gee that flies well” but what it translates to is “gee you are flying that well.”

So whilst this is my favourite little model, fits in the boot in one piece that sort of thing. I would not recommend it to practice the stuff I do on the videos. You need to be able to take the knocks when it tips over or cartwheels rounding out after a side slip. Narrow track undercarriage with no suspension does not forgive. Repairs keep her going but she’s not very straight now. Needs 1/4 left rudder over the
top of a loop. Mine’s getting pretty high in the mileage and thoughts of what to replace it with lead me to the 1400mm span FMS Stearman. Which has just been discontinued.

If replicating the Great Waldo Pepper with a scale experience is of interest there are still a few around the traps at hobby shops In the meantime if you are looking for the ultimate hack model to improve your flying’ the FMS Super EZ remains the standout. Check the side slips into a one way approach video on the You Tube Ch next page. It’s a ripper.  

SG.

Dawn Patrol

FMS Super EZ. I hope they never change it

Simple old fashioned simple drag has its uses

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It notifies my mobile phone, iPad and Galaxy tablet. There is Facebook messenger too but everytime I learn how to use it they change it

SG.

Simple old fashioned simple drag has its uses
This is a segment planned for Sandown in March. I’ve done E-Flite, Parkzone and Multiplex. This years it’s FMS. Available from hobby shops.

After reviewing a multitude of small foamies during the past decade, I would not bother building a small balsa model. But that’s just me. I love tinkering with engines and flying a balsa model that I have built and painted offers great satisfaction but it has been a long time since I did that. The last model I painted was a CM Pro Texan and that was a fibreglass fuselage with a factory built wing.

It’s a given that should efforts to inspire people to try their hand at model aircraft flying succeed the most likely new entrant into the hobby will present to a flying field with a foamy. This may not suit the traditionalist but in terms of getting a new student to Bronze or Silver wings level this form of model aviation is just patently quicker to learn with. Newcomers tend to be skeptical when the retailer suggests purchasing a few extra battery packs but once that has been sorted time spent not filling the fuel tank, starting, tuning, cleaning can be spent in the air. When it comes to time spent making small repairs (aka learning to land) EPO foam leaves balsa for dead. If the component can’t be fixed just buy a spare.

My Parkzone SE5a is a case in point. First flown in 2010 no longer as straight as when it came out of the box but I try things I wouldn’t dream of had I built the thing. My FMS Super EZ has had something in the order of 1000 landings and finally the undercart mounting let go. Patched it up but it isn’t feasible to make it as strong as the way it was designed. Ordered a spare. Job done. Once again I do things with this I wouldn’t with a balsa model I built. Actually that’s not true. My attempt at a full throttle landing with my .40 Little Stick on to the dry lake bed at MARCS happened in the eighties. Twice. The second attempt was successful. After the undercarriage plate and tailplane was replaced. Ditto for my Scanner. That also took two attempts at the 100 mph full throttle touchdown at the National Air Races Cootamundra. First one broke the prop. Second one shattered the brittle covering but the fire-wall mounted nose gear and front and wing undercarriage mounts took the punishment. I have done this so many times with the Super EZ it isn’t funny. Sure the only way it would top 100 MPH (160 kph) would be to remove the wing and throw it from a helicopter hovering at 1000 feet. By the way next issue I will report its top speed straight and level on the ground and in the air. Still gathering data.

Point is this; no matter what your level of expertise foamies offer even the most experienced flier a cheap way to practice stunt flying too. Call it aerobatics if you will. Interested to try side slipping? You will not find a better model than the Super EZ. It is so benign on rudder. Wade through a few videos on my You Tube Channel and you can see what I’ve been doing with it. Shot in real time because most are one take shots, no fancy editing. For one producing video is very time consuming. Every product has its good points and skimming over the bits that could be improved has never been magazine policy.

The other offers the ethos of this magazine. Competition flying has taught me to trim and tune
A good pilot can make anything thing look good but with a WW1 biplane you have to be prepared for the unforgiving narrow track undercart with no suspension to occasionally show you up.

Radio Control Model News Magazine Special Issue
PILOT NOTES
Flyboys

Prepared runway not required

Multiplex Fun Cub by Stephen Green

E FLITE Apprentice S by Stephen Green

ARES Gamma 370 V2 by Stephen Green

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Model package below $500
Model package below $250

Dynam Cruiser. Flies great even on one motor but electrics and hinging found wanting after fifty flights. my aircraft, turn up, start my engine within a minute and fly, even in atrocious conditions. Competition flying very quickly sorts out niggles or problems with airframe, engine, motor, accessory or radio products. Whether you have one flight every two months or ten flight three times a week information this magazine endeavours to provide is intended to save you time. To make the flying experience more enjoyable. (aka less stressful) As mentioned if you become interested to try the Max Merrit and the Meteors approach, side slipping away, for example the pitch change is so benign getting off the rudder during the roundout. Try that with a Texan. That’s really hard to do so I practice with the Super EZ.

Rolling after take off, four point rolling after take off, all sorts of manoeuvres. As a basic trainer its tops too. If you care to subscribe to my you tube channel there will a new one, probably once a week. Camera looking out the back to see rudder and elevator inputs it’s very useful.
FMS T28 GEAR DOORS

Andrew Pain resides in Victoria’s Surf Coast and bought the new yellow T28 version to fly off the beach sent in two pics of the simple modification to the main undercarriage door on the 1400mm span T28 featured in the previous issue. Removing material from one corner prevents the oleo strut snagging during retraction. Thanks Andrew.        SG

If there was ever a plane that can make anyone look good this is it. Hobby shop owners like it because they don’t have to compete against the importer

Hot sun through the window on the tail for extended periods, not a good idea with any foamy
Melbourne’s specialist Futaba dealer
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What’s your height limit?
One sensor plugs straight into any SBus2 receiver. Nothing else needed. More sensors add a Y Lead or SBus hub

Altitude SBS-02A $49
Altitude SBS-01A $69
Airspeed SBS-01TAS $129
SBUS Hub for three sensors $31

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Balsawood Sheet

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