

History did not repeat itself with this Olympus but I did discover a programming sequence where an inexperienced flyer could easily bin not only this model but any model. A good habit to learn when flicking a switch and something is wrong on an aeroplane that was flying okay is to immediately flick the same switch back. Getting back down to sort out the problem on the ground is safer than fighting it in the air.

My Dad is now eighty five and is busy in the workshop building a replica of his own design for the 1973 F3a World Champs. Looking for a foamy there was absolutely no point suggesting the man fly a Cub. The Olympus I reviewed in RCM News a few years back was one of those models where there is not much to talk about. Well put together and it flies great. After twenty plus flights with a Graupner MZ24 then that was removed and the model went to Dad to write a series of articles of getting into aerobatics. Not competition aerobatics just how to do the basics. Unfortunately his DSM 2 system went into free flight mode and the model just flew away. Recovered a few weeks later 1 km away.

The new one was ordered and I took the liberty of bullshitting him it hadn't yet arrived. The plan was to use it for this article to set knife edge, flaperon and landing attitude mix then remove the radio and give him the model mechanically set up. Add his radio and fly. That way if it flew off again I might convince him to try another brand. In



FMS Olympus

the meantime I offered someone I've been teaching to fly RC on the Super EZ a go on the Olympus. Student was at circuit and bump stage but declined the offer.

An offer Dad was not aware of. I don't make it a habit but the last time I bullshitted my father, in an RC sense, was in 1975 when learning to drive. Bored with a bit of clutch practice in the driveway I got the brilliant idea to swap my feet around on the pedals. Charging into the garage I got it stopped just at it hit bang on the spinner on his new F3a design sitting on a camping chair. Model flew backwards but no damage done. Phew!

FLIGHT CONDITION PRIORITY

The control throws suggested for the Olympus are way too touchy for smooth F3a style and general sport flying for that matter. So much so the first hop saw it back down on the ground a number of times to reduce the dual rate settings. Which ended up way down at 35%. Next was setting the values for flaperon and landing attitude mix. Back in the air flicked the flaperon switch. Instantly touchy. Same for landing attitude. Solved by changing the Flight Condition priority.



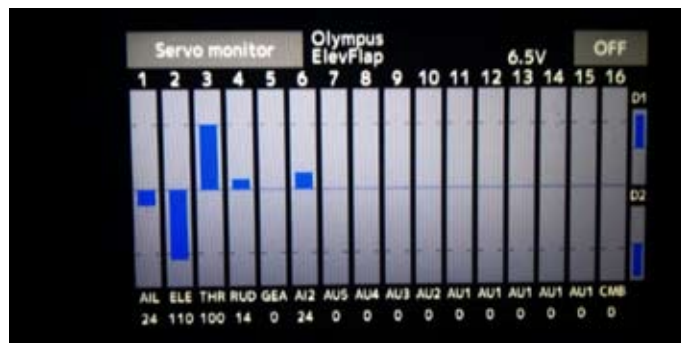
Changed the order



Problem solved



Channel 2 indicates holding full up elevator with Dual Rate selected



Still in Low Rate. Elevator Flap mix selected. Elevator increased back to 100%



Nothing beats checking the control mixes with the actual model switched on

The servo monitor is there to assist running through all your work after programming but it can be easy to miss something. Which highlights the importance of a running through all switch combinations during the pre-flight check. Flaperon and Landing Attitude were checked at home during the

initial setup and before taxi but the thought of cycling Dual Rate through both conditions never occurred to me.

Using the factory control setup with End-Point at 100% is ridiculous. Way too respon-



Far too touchy



Flying field fix



Elevator pushrod moved inward on servo arm to reduce control throw. Bending the tailwheel up made little difference to the take off roll. Elevator flaperon - mix did

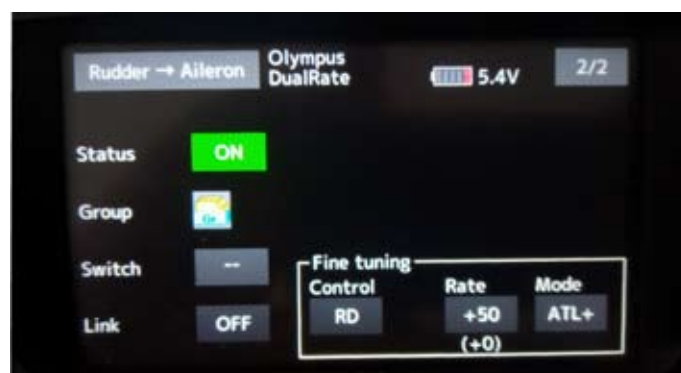
sive. Dual rate reduced to 35% transformed it into a thoroughly easy flying machine. Which is what these modern F31 designs are.

Undercarriage setup offers very little increase in angle to rotate for take off. Bending the tailwheel up made a little difference and the elevator - flaperon mix really helps here. Increase in lift by drooping both ailerons down 3mm achieves a smooth lift off. Best method is no up elevator when rolling until ready to lift off.

Up until now each time I set a knife edge mix involved remembering roughly what was needed then landing to make the change. A procedure made much easier using the fine tuning feature. If you are not comfortable doing that in-flight yourself get someone to rotate the dial for you. Note the 50% rate for fine tuning is a percentage of the mix. It is not the end point/ total control movement. Disable when done. The values on the screens here indicate a work in progress.



Rate A and B are left and right aileron



Fine tuning allocated to the right hand rotary dial



Rate A and B are each elevator input for left and right rudder

