The Electronic News letter of the Chichester and District Model Aero Club

Clear Dope

June 2020

Chichester and District Model Aero Club: Committee 2020

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Hello everybody hope you are all well and active Any Comments on Articles or additions please do contact me All the Best Ken Knox

I am told that Porthole now open BUT is booking required, Trundle Hill also open and Thorney will possibly also soon be open with common sense and following government guidance.

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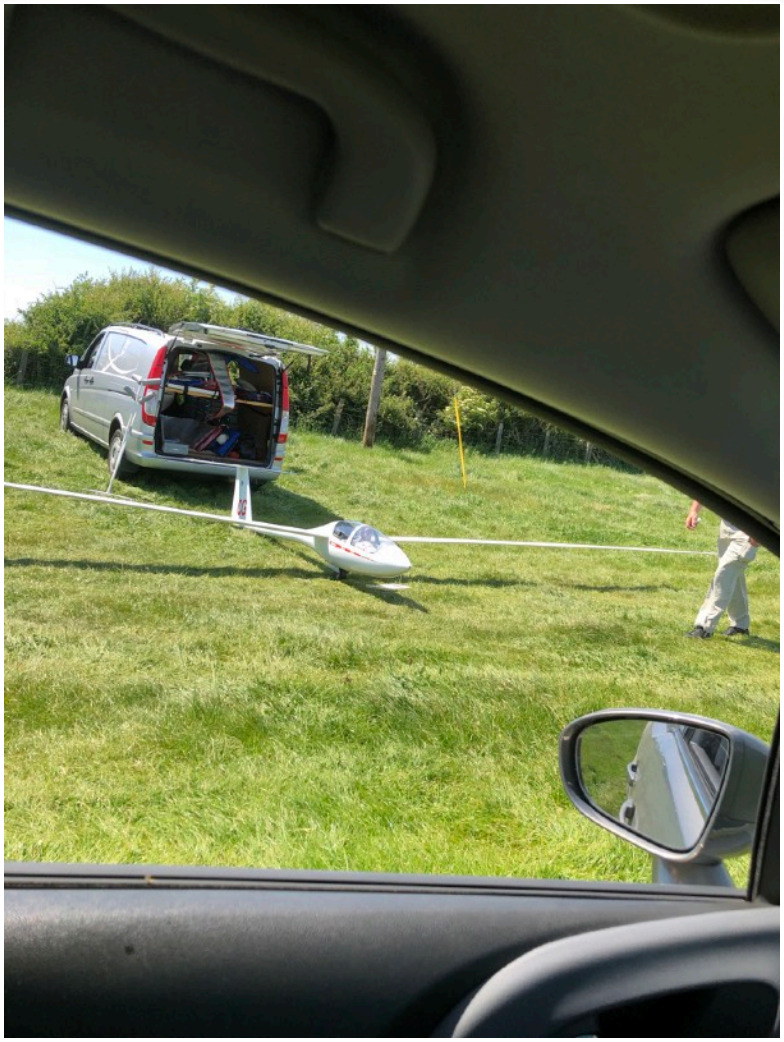
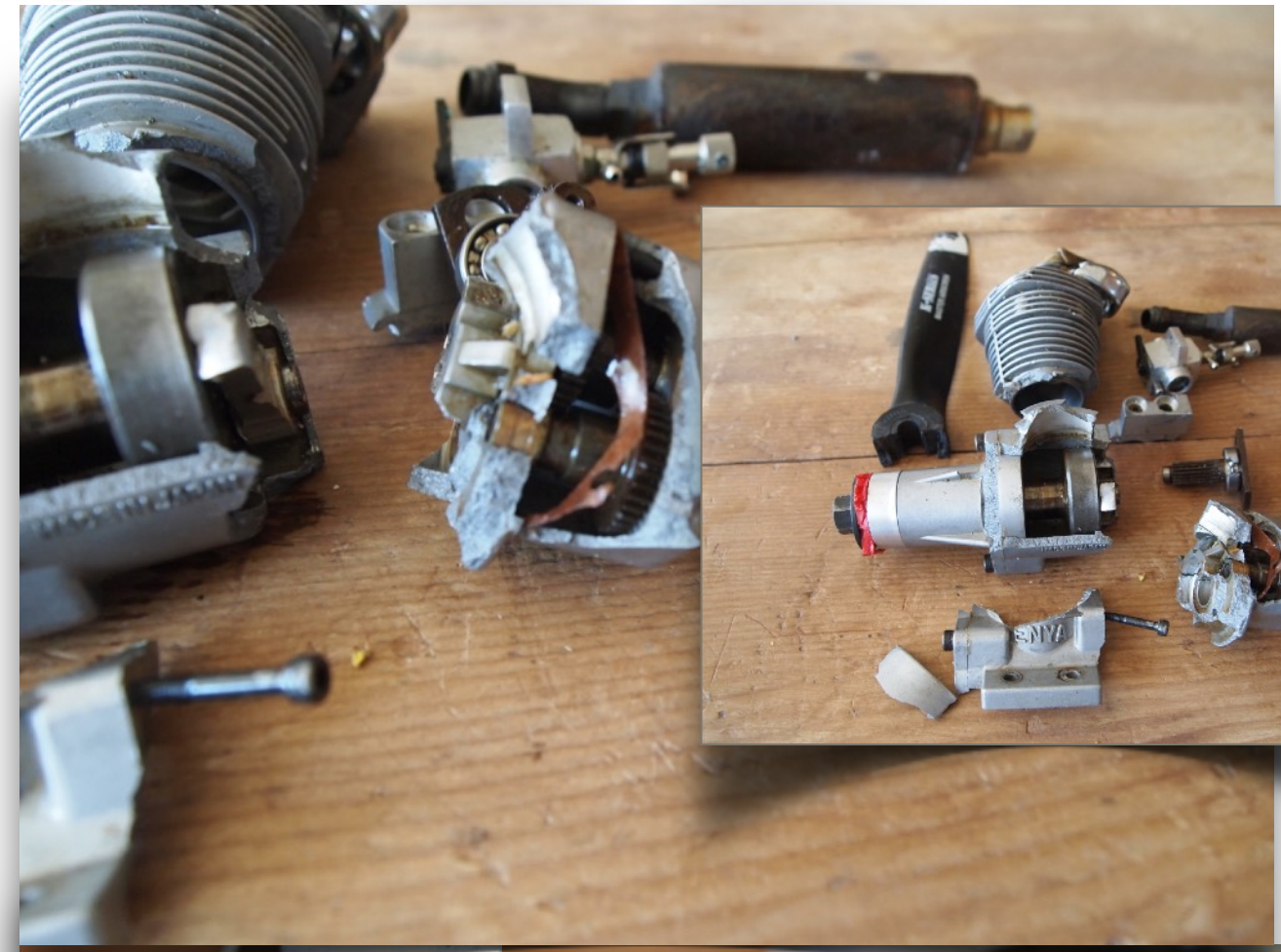
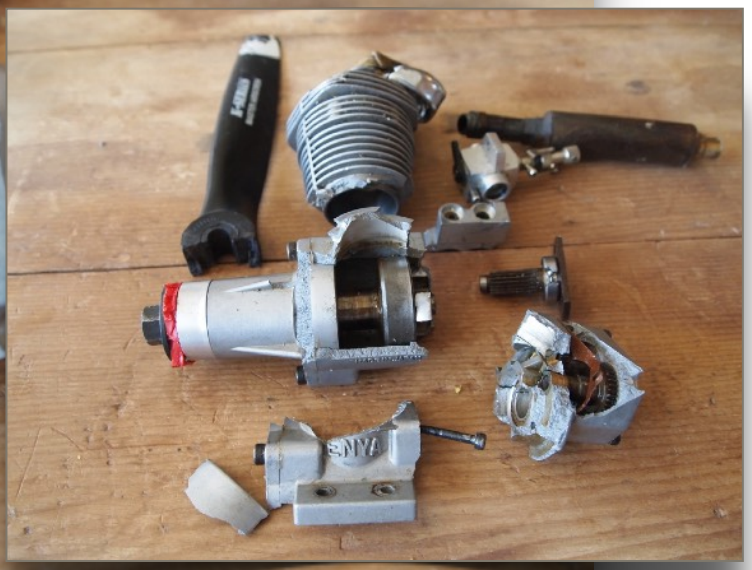
A loverly afternoon at Wether down which is just above Leydean (Old HMS Mercury) Wether lies between Clanfield and East Meon. The ASW27F is a ¼ scale and is powered by a CEFLIX ducted fan motor which retails £950.00 (Big Boys toys).

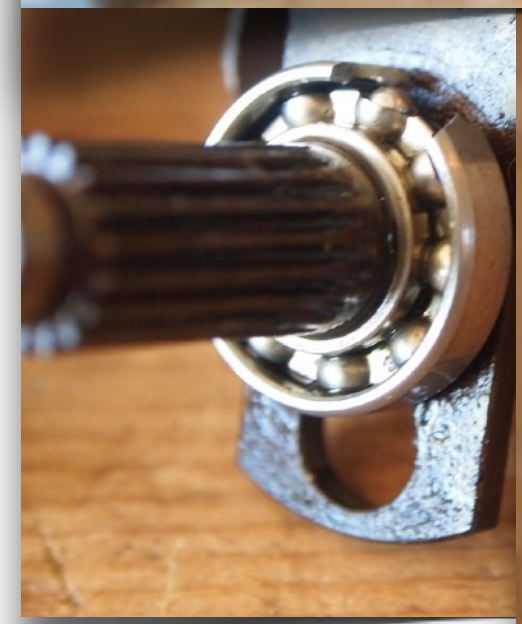
The Wether down site is arguably the best slope in the Hampshire but only works on an East wind, there is a collection box and the fee for flying there is £1.00



Spotted this glider just as I was leaving its a scale of 2.5 to 1 and has it own transporter van!







Came across these photographs taken in November 2011of my Focke Wolf 190D's engine, it was a very dull day if i recall when the throttle stuck open with a full tank, flew it around for about ten minutes when i lost orientation and smashed it into the peri track at Thorney it was a very good Enya 90 4stroke a sad day as it was a really good powerful engine. Note the sheered con rod and the broken bearing.

Pete Rieden is a member of the Border MAC has been busy over the lockdown, here is his latest project, which I think is of interest to us all so over to Pete:-

It's gone quiet, so I thought I'd send a short note on how I've been scratching the modelling itch.

The first is a new transmitter. My current main Tx is a 15 year old Multiplex Evo with an Orange DSM2/X module hacked into it. It works, but I can't get telemetry and I'm conscious that it's based on entirely obsolescent kit so if it broke I'd be stuffed. But once you've used Multiplex software you just can't go back to "ordinary" transmitters, so I was stuck. I also had a large number of models with Orange DSM2/X receivers and I didn't want to be splashing out a fortune replacing them with some new standard that I'd be locked into.

For some years I've been watching the development of OpenTx (a software platform developed by users which is even more powerful than the Multiplex stuff) but it ran on cheap hardware like the Taranis and Turnigy transmitters that were always a bit naff and that put me off. A couple of years ago FrSky changed that by launching a new flagship line to partner the Taranis called the Horus. This was a range of higher-end decent transmitters with hall-effect sticks that looked much more suitable. They looked attractive, but they would still need me to get a load of new receivers.

Last year I saw the latest of this series – the Horus X10S and I was seriously tempted. Even more so when I found it had an external module bay that could accept an Orange DSM2/X module to use my existing receivers, but I didn't have the spare time to invest in exploring the options and learning a new software system.

But lock-down gave me that time. And the first thing I found was that there was a far better plug-in module (the Jumper Multi-protocol module) which didn't just plug in – it actually hooked directly into the OpenTX software as if it was an integral part of the Tx. So you can switch it on or off in each model memory, allocated your chose channels to it, receive telemetry from it etc. And it doesn't just offer DSM2/X – it can be switched to any of about 40 different 2.4G protocols (including Futaba) – all selected from the transmitter software when you set up the model memory. And the biggest party trick of all – the transmitter allowed both the internal and external modules to run at the same time. So you can have one model with two completely different brands of Rx, either on the same channels (for redundancy) or on different ones (to extend the number of channels). The current incarnation of the transmitter (the Horus X10s-Express) has 24 channels, but with the module this can be extended to at least 40. Or you can use a FrSky receiver as a telemetry hub (FrSky sensors are cheap) while flying the model using a DSMX or Futaba system – there are many permutations! Actually I should perhaps mention that even without the module this Tx allows you to use multiple receivers – for example you can use three 8-channel receivers in the same model, again on either the same channels or different channels, but I suspect other transmitters do that as well.

The blue light in the middle of the above picture is actually the on-off button. The LED changes colours to tell you whether there's an alarm/warning, whether it has bound and a few other things, which is a nice touch.

Here's a side view showing (just) one of the "rotary sliders" – these are proportional controls which rotate about +/-30degrees with a positive centre detent. There's one on each side of the Tx.

Finally here's a view of the back with the Jumper Multi-protocol module fitted. FrSky supply a blanking cover for this bay for when you don't have an external RF module in there. The Jumper module has red and green status LEDs, but they're not needed because everything they indicate can be found in more detail in the transmitter's settings/status pages:

Below the module is a black rubber cover behind which are the Mini-USB changing/data socket, a "smart port" which can be used to program receivers and sensors, and a standard JR-type buddy-box port (3.5mm jack plug) – the transmitter's preferred buddy-box interface is wireless (Bluetooth), but that only works with certain other transmitters at the moment. Below that is the battery bay which takes either two 18650-format Li-Ion cells in a sprung battery holder or a 2-cell lipo with the battery holder removed. The internal charger only works with the 18650 cells (whichj is what I've used). The micro-SD card slot is in the bottom of the Tx. It's just a narrow slot and barely shows up on photos so I haven't bothered. The light brown panels you can see on the back and sides of the Tx are soft "rubber" (probably fluorocarbon elastomer) grips which make the Tx comfortable to hold.

In the above photos you can see switches. On the front there are four toggle switches (all 3-position) and three rotary knobs. The left and right knobs are proportional pots, the left one is continuous while the right one has a centre detent. The centre knob isn't a pot – it's a six-position switch. All of the positions of all of the switches can be programmed to do pretty well any transmitter function, and they don't have to be related just because they are on the same switch – up could be "engine kill switch", centre could be "inhibit ground flight phases" and down could be "play ride of the Valkyries if airspeed > 100mph and altitude is below 2 metres". Obviously you wouldn't do that, but you aren't forced to make all the ways of a switch do related things unless you want to.

Around and below the sticks are the digital trim switches. If you don't want trims (eg for a flybarless heli) you can reassign any of these to do other jobs. You could also set it up like the original Futaba J-series in which the elevator and throttle trims are swapped over – so you can trim the elevator without letting go of the stick (something I actuall rather liked about 30 years ago). Most people will leave the trims as they are, of course. But between the rudder and aileron trims there are two OTHER trim switches (labelled as crims for channels 5 and 6). Most people won't need these as trims, so they are potentially very useful buttons to do four other things!

On the top of the transmitter are four other switches. Two of these are 3-way and two are 2-way. The 2-way one on the right is sprung-off for use as (say) a buddy-box switch or an engine kill switch.

If anyone has any questions feel free to email me!

Pete

Flying alone on Thorney is not recommended however pilots are requested to concentrate on flying within the grass area to the west of the runway.

Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site

When Driving Around Thorney be aware of young children on bikes

The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever

When flying at Thorney please keep an eye out for traffic(all kinds walkers, horses, bikes, runners, and low flying aircraft) coming from behind the flyers and inform them accordingly

The club Facebook page is now in its fourth year. It has over one hundred members. It contains many contemporary site reports, and has a wealth of photos in its archives.

Administered by Nick Gates. and David Hayward

Here is the link:-

https://www.facebook.com/groups/Chichesteraeromodellers/