



# The Grass Strip News

Dec. 2018

## Editor's Corner

### Merry Christmas Everyone!

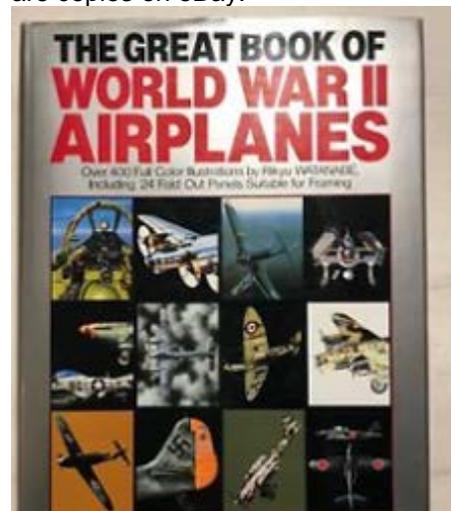
Christmas is my favorite time of year. It is also that time of year that I like to reflect on how blessed we are to live in the USA. I do think as a nation, we get spoiled, complain far too much, and really don't have a clue how great we have it. I have traveled a few places, and I will tell you there is no place like home. Everyone needs to calm down a bit and realize the greatness of our country. Politicians come and go, but there is no country as great as the USA, we have the best living standards in the world. There is no debate. If you are born in this country, you have a chance to succeed. Step back for a minute and look at all these people protesting, what are they protesting? Because they obviously haven't been or lived anywhere else. We need to appreciate what we have. We need to remember Christmas is also a time for giving. Turn off the TV, stop listening to the news. They are missing out on the real stories, and what really makes the United States of America great. As I was returning back from one of my overseas trips recently, I took time to re-watch "Saving Private Ryan" on the airplane ride home. It has been maybe 10 years since I last watched that movie. I am in awe of the sacrifice that men made for this country. That generation has been called the "greatest generation", and I tend to agree. To all the veterans out there, again Merry Christmas and Thank you for your service to this great country.

By the way, many of you have seen that movie. Is there any movie scene more glorious for the introduction of an airplane to the plot? than when Tom Hanks is shooting one round after another at the German Tank with his .45, in complete hopelessness and suddenly the tank explodes, his face in shock for the moment, as if to say, "how is that possible?", then we see and hear the roar of the mighty P-51 mustang that had been coming in low from behind him to blow the tank away. For an airplane lover, if that scene doesn't bring a tear to your eye, nothing will.

So, there is a point to all my rambling, I'm getting there. I love learning about WWII Airplanes. They are the last of the great propeller driven military fighters. By the end of the war, the Me262, the world's first jet fighter was being flown. The world appreciates that the German's had been so foolish to not use the aircraft in the war sooner. The outcome might have been a little different. For me, I enjoy studying about all these magnificent machines and the brilliance to engineer and produce them so quickly was amazing. A time never to be repeated in our history.

Most of you are in this hobby because you love airplanes. If you are like me, you may also love WWII fighters. I would like to make some suggestions for those of you!

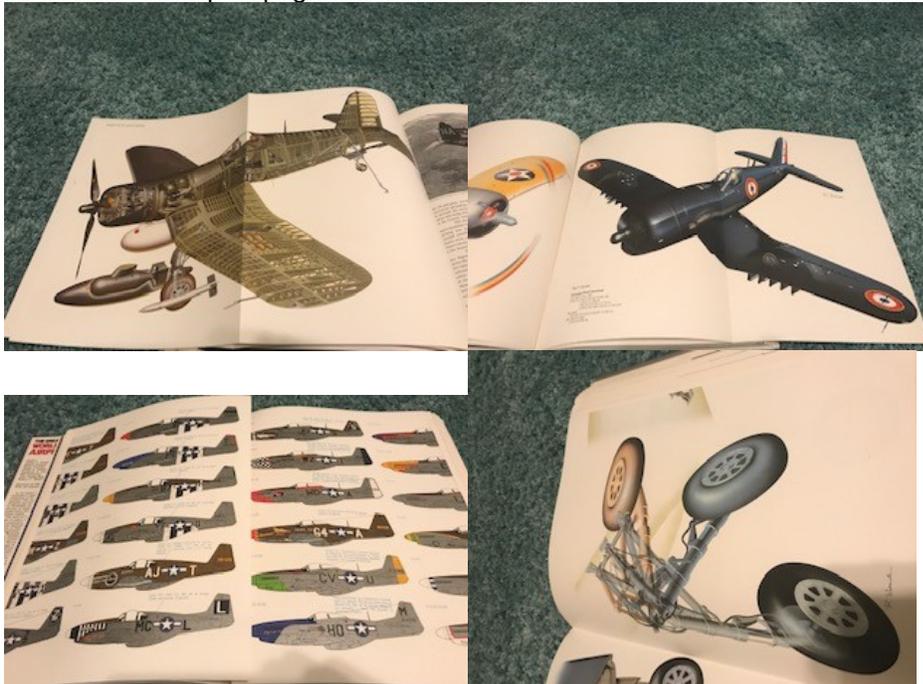
- 1) If you have Amazon Prime, there are many great documentaries. One I really enjoyed: **Fighters of WWII : Spitfire Mustang Messerschmitt** director : Robert Garofalo Time: 1 hr 42 minutes It is a good watch, check it out. *(Careful, a few titles look the same, so that's why I listed director and running time)*
- 2) A must buy. Published in 1984, there are copies on eBay.



## **Editor's Corner-cont'd**

About the book, Editor: Jeffery L. Ethell, illustration by Rikyu Watanabe. It is a big book. It has over 400 color illustrations and 24 fold-outs. Detailed breakouts of all the key fighters. Different Squadron schemes. Get on eBay and get copy. I bought a copy recently for \$25. There are still plenty out there between \$25-\$40. The pictures alone are worth it, but the written detail and history included in this large book make it an absolute must. The book itself is a true work of art.

Here some examples pages:



Another item of note, the club has a FACEBOOK page. Search: **Taildraggers-RC-club** and you will find it. If you are a Facebook user, please take time to post and check out the site.

This month, Peter and Gene have submitted articles. A "For Sale" section has also been added. Again, if anyone has something they want to submit, please email to the editor address below.

Merry Christmas and have a Happy New year! See you at the field.

Sincerely,  
Ron Adams  
[TaildraggersRCeditor@gmail.com](mailto:TaildraggersRCeditor@gmail.com)

## **Helpful Hints: Lost a Prop?** *Written by Peter Oparnica*

This is mostly for gas engine users, but applies to all things mechanical. I recently lost a propeller in the air (again) due to broken prop bolts. This has happened to many gas engine flyers, and we simply replace them, and the broken prop when it happens. Being a mechanic of sorts, I stopped to think about why, and what if.

What if, these bolts broke in the pits, and the whirling propeller hit someone?

Secondly, why did they break? Did I over tighten them?

I know, when I put one of these props on, that I go back, and forth over the bolt pattern re-snugging them, because wood compresses. So, I didn't really over tighten them, I was just being cautious.

This caused me to think back about building full scale engines for cars. Why do they sell new cylinder head bolts, and other bolts? They don't usually break, because of their larger size. The answer is they stretch when being torqued down. Our brittle little propeller bolts also stretch when tightening on a prop shaft. After changing a couple of props, and re-torquing they can no longer handle the stress. Not being able to handle the torque of full throttle, one of them breaks, and then they all snap!

Advice: When changing a prop throw the old bolts away, and install new ones. You may be saving someone, or yourself from harm's way. Plus, it's cheaper than buying new props, and spinners!

## **Frsky Taranis X9D Plus Review** *Written by Gene Maurice*

Looking for a new transmitter? Do you want all the fancy bells and whistles? I sure did.

For 25 years I used JR equipment and when I made the switch to 2.4Ghz, I got a 2.4Ghz module for the JR that I had at the time. When I decided to get a dedicated 2.4Ghz radio I went with Spektrum and for about 7 years I have been very happy with that decision. The DX8 that I have now has been reliable, has most of the functions and features I need, and as a plus, there's a great choice of relatively inexpensive aftermarket receivers available from Orange and Lemon. So why look for a new transmitter? Because we all need to scratch that "I gotta have it" itch!

What started the itch was when Spektrum introduce the Generation 2 of the DX8 a little over a year ago. It had some features that appealed to me; voice response, wireless trainer, additional mixes, and it's NEW. The conundrum was: Did I really need to spend \$329 on a new radio when the one I have works just fine? And there is a down side to the Gen 2 radio in that they removed a couple of switches from the old DX8 that I use. Bummer! Hmmmm, what to do, I still got the itch.

I started looking at the "other" brands. There's Futaba, Jeti, Graupner, Frsky, JR, Turnigy, and a few more Chinese radios. JR PROPO has been resurrected as JR America's but I question their viability until they have survived a few years. So that's not an option to me. Jeti is the most feature rich radio you can imagine, but if the \$329 for a Spektrum caused some questioning, Jeti's are all north of \$1,200. OUCH!!! Graupner has some very interesting radios with a great list of features and a couple of their models are less than \$350. To me, one of the drawbacks is their HoTT receiver technology is only available from Graupner. The most respected of all the brands is Futaba. They make some really great radios. But, again, to get the features I wanted put me on the other side of \$550. I have a Turnigy 9XR and it's an OK radio for what I use it for: a back-up TX and a buddy box. I ruled out most of the other Chinese products because either they seemed too "toy" like or lacked features and function I want.

I looked more closely at the Frsky Taranis X9D Plus. It uses open source firmware (Open-TX) which has a fairly steep learning curve for most. My 40+ years of working in computer systems helps me get past some of that issue. In addition, I had some experience with Open-TX in the Turnigy 9XR that I use as a buddy box. The big advantage to the Open-TX firmware is the ability to "define" features is nearly endless. There isn't any manufacturer pre-defined function that locks you to a path. There is no

limitation to the number of mixes, no pre-defined switches, every stick, switch, slider, knob can be assigned expo, curves and offsets. Of course, that comes with a price; you have to learn how to do it.



Price wise, I was able to get the radio from Hobby King for \$155: list price of \$178 less a discount coupon with free shipping from their US warehouse ([https://hobbyking.com/en\\_us/frsky-2-4ghz-accst-taranis-x9d-plus-digital-telemetry-transmitter-mode-2-eu-version.html?store=en\\_us](https://hobbyking.com/en_us/frsky-2-4ghz-accst-taranis-x9d-plus-digital-telemetry-transmitter-mode-2-eu-version.html?store=en_us)). There is an upgraded version that has Hall's Effect Gimbals (magnetic versus potentiometer) and versions that include a receiver. So, if you go the full enchilada it's still under \$300.

Obviously, at a buck and a half, I just got the base radio without a receiver. The stock gimbals seem just fine. At some point I may upgrade the gimbals (about \$42). I did get a small SBUS / CPM receiver to use with a Quad. The Frsky receivers have the ability to connect to a whole bunch of sensors to send telemetry back to the transmitter. Then you can program the transmitter to react to the information to call out the values or issue a warning.

What made this even a better choice for me was that there is available a "Multi Protocol TX Module" that allows you to transmit on many of 2.4Ghz protocols currently known ([https://hobbyking.com/en\\_us/jumper-jp4in1-multi-protocol-radio-transmitter-module.html?store=en\\_us](https://hobbyking.com/en_us/jumper-jp4in1-multi-protocol-radio-transmitter-module.html?store=en_us)). With this module you can connect to receivers from Futaba (FHSS , NOT FASST), JR, Frsky, Spektrum, ad nauseam..... This allows me to use all of the DSMX receivers that I currently have. The module has "model memory" allowing to uniquely bind receivers to planes, can be controlled via the transmitter, and can receive the native Spektrum telemetry. Ain't technology great!



So far, I've connected it to an Orange DSMX, Spektrum DSMX, and a Frsky ACCST receivers. After successful range tests I have flown a quadcopter with each of those receivers to a range of about +1000 feet at an altitude of 200 feet. For shucks and grins, I also connected it to my grandson's toy grade quadcopter, a Sky Viper using the CX10 protocol. In all cases it works just fine.

I flew the Schtick 2.0 today (12/17) with the new setup and I'm happy to report everything went fine. The plane has an Orange 8ch telemetry receiver that I know to be reliable when using the Spektrum DX8. During 4 separate, 8+ minute flights there were NO signal holds and the highest "frames lost" count was 10, well within acceptable range. During the first two flights I kept it fairly close just to make sure I

wasn't having any signal issues. On the last couple of flights, I went WAAAAY high and out without a glitch.

When I got home, I compared the telemetry logs from these flights to flights with the Spektrum radio a few weeks ago. And, surprisingly the performance appears to be better; fewer antenna fades and less frames lost. A grain of salt here, comparing those factors from one set of flights to another can be misleading because of other environmental factors. The good news is that radio / module combination seems to be delivering a reliable signal at decent range.

As for the complication of the operating system, the Open-TX PC interface, Companion 2.2, makes entering and manipulating the data on the radio really easy. And once you get the logic structure established for one model then modifying that to fit other situations is fairly easy. That's how I went about it, I created a "Base Plane" that had all of the functions and mixes I normally use, dual aileron servos, flaperon / spoileron mix, positive / negative snap roll, rudder to aileron and elevator, etc. From there I copy the Base Plane to a new slot for each plane that I have and modify it accordingly.

All in all, it's a heck of a lot of feature and function in a fairly inexpensive package. If you would like any more information just give me a call, Gene.

## For Sale Section:

### Servos (All servos are in excellent condition)

3 each Hitec HS-225BB	\$30.00 for all
2 each HitecHS-225MG	\$20.00 for all
4 each JR DS-8411	\$200.00 for all
1 each Futaba S9156	\$25.00
2 each Futaba S9150 (low profile)	\$50.00 for all
1 each Hitec HS-5625MG	\$20.00

### Props (All are new)

APC 20X13 Electric	\$10.00
APC 12x6 Electric 2 each	\$4.00
Xoar PJN 12x6 Electric wood	\$4.00
Xoar 23X8 PJA (Gas) wood	\$20.00

BEC Castle Creations BEC-Pro	20 amp	\$20.00
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### Jersey Modeler Gas Cans

2.0 gallon can with manual crank	\$69.95 new	\$40.00
2.0 gallon can with electric pump	\$229.95 new	\$125.00

Email: Rick Harris  
rkharris1@comcast.net

Total of 5: 14.8V 4 cell 2600-2700mah batteries 65C  
(3 have less than 4 flights, 2 are new) \$50 for all

Hanger 9 Super Stick .40 ARF new \$60

Email : Ron Adams  
roneadams2@gmail.com





Chuck Norris says "Merry Christmas"

**Search youtube:** Chuck Norris" Merry Christmas and Happy New Year"

For those who haven't seen it in previous years, enjoy.....

(See you next year)