

New-2-U

A Brief Round-up of New Items of Interest

Recently introduced by Beeline Models is FTF sheet and Depron sheet in a 'strange' Dark Green colour.

FTF Sheet

This is a slightly heavier, more durable material than Depron. In appearance it has a smoother surface with a slight sheen on it. FTF is well suited to larger indoor and outdoor "Park Fly" models.

An advantage of FTF is that a range of colours is available, they are Black, White, Yellow, Gold, Blue and Green. This eliminates the need to paint the finished model in many instances. This material is easily formed by heating to about 90 degrees centigrade and allowing to cool.

It is available in 3 and 4mm thicknesses and the sheet size is 500 x 700 mm. The price is £4.00 / sheet or a pack of 5 sheets for £17.50 + £2.50 P&P (colours to choice).

Depron Sheet

Also available is the well known Depron sheet very suitable for lightweight indoor models where low overall weight is an advantage. Easily cut with sharp knife or scalpel. "Airfoil" sections can be formed by gently rubbing over a rounded worktop edge or by heat forming. Usually only available in White, but they we have a strange Dark Green colour-ideal for Olive Drab scale schemes.

Available in 2, 3 and 6 mm thicknesses all in either full (1m x 700 mm) or half (500 x 700 mm) sheets. The prices for full sheets are £4.00, £5.00 and £6.00 per sheet for 2, 3, and 6 mm thickness respectively, plus £6.30 P&P for special delivery. The prices for single half sheets are all half the full sheet cost. Alternatively, packs of 5 half sheets are £9.00, £11.50 and £13.50 respectively, plus £3.00 P&P

Painting FTF and Depron

Both materials accept acrylic and Humbrol enamel paints. The recommended method is to use Humbrol enamel paint sprayed on by a basic airbrush. First prepare the material by very lightly "dusting" an even coat of base or matt white, thinned approximately 50/50 with White Spirit - DO NOT THIN WITH CELLULOSE THINNERS. When fully dry (preferably 24 hours), apply one or two equally thinned coats of the final colour required.

More information

Beeline Models sell a range of indoor / park flyer models and equipment. Contact them on 01782 502866 for a fully illustrated information pack, or find more information at www.beelinemodels.com



CG-340 The first of three new offerings from Hitec is the CG-340 charger. This is 4 to 16 cell charger for use with NiCd or NiMH cells. The charge rate manually adjustable between 0.2 to 1.5A for 4 or 5 NiCd (or 4 to 16 NiMH) cells and between 0.2 to 3A for 6 to 16 NiCd cells. It features Delta-Peak cut-off, “No false peak” circuitry, auto shut-off (at 2 hours) and adjustable NiCd trickle current. It is rated for an input voltage

between 9.0V and 13.9V. It is available in the UK now and the retail price is around £30, which seems reasonable for a 16 cell charger.



HS-5125MG The Hitec HS-5125MG is described as a Digital Super-Slim wing servo. Being only 10 mm (0.4”) thick and 30 mm (1.2”) wide and 34 mm (1.3”) high it is pretty slim. It features a 3 pole motor and dual ball bearings. For a small servo it has a torque of 42 oz. in. at 4.8V and 49 oz. in. at 6V, and speeds of 0.17s and 0.13s per 60° travel respectively. They claim it has an “unbreakable” MP gear train and is offered with a metal control horn. It is also programmable using the Hitec

programming unit available separately. Despite all these features it only weighs around 25g (0.88 oz.), making it suitable for small high-speed models. The retail price is likely to be around £50 when available.



HS-5245MG The final offering from Hitec is the HS-5245MG high torque digital mini servo. This servo measures 32 x 17 x 31 mm (1.3” x 0.7” x 1.2”) and weighs 32g (1.12 oz.). The torque figures are impressive at 61 oz. in. and 76 oz. in. at 4.8V and 6V respectively. Often the high torque variant servos are slow, but not this one as it still manages 0.15s or 0.12s for 60°. With a custom designed programmable digital circuit and Hitec’s unique Alumite/MP gear train technology the HS-5245MG is ideal for applications that call for a small lightweight, high speed, high torque servo. Again it is offered with a metal output

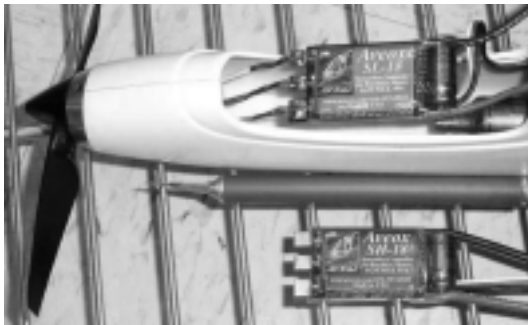
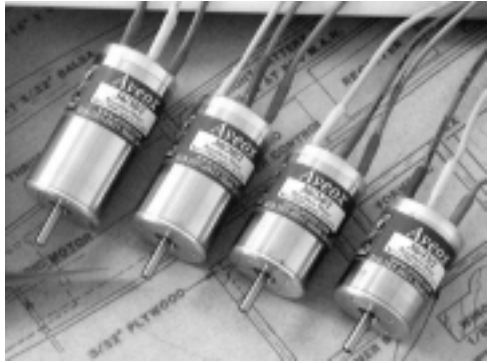
arm, and features dual ball bearings and a 3-pole motor. It doesn’t seem to be available in the UK yet, but it is expected to retail at about £42.

In case you missed it, Aveox have just revised their small brushless motor range.



They have replaced the 1000 series with the 2700 series (27/13/4 shown left). These are sensorless motors, with 1/8" (3.17mm) hardened steel output shafts and rated for 50000+ RPM. They are 28 mm diameter and are available with three magnet lengths (13, 26 and 39 mm), giving overall lengths of 39 to 78 mm and weights between 81g and 161g. As usual, each is available in several different winds. Another bonus is they are intended to be lower cost.

Replacing the 1400 series motors are the 3600 series, which are again sensorless. Available with four different magnet lengths of 15, 24, 30 and 38 mm and each with 4 different windings. They are all 36 mm diameter and are fitted with a hardened steel 5 mm diameter output shaft (Yes - Aveox have gone metric with this motor). Again this series is rated to 50000+ RPM, is more efficient, lighter and cheaper than the 1400 series.



To compliment the new motors, Aveox have introduced a new range of sensorless controllers. All are opto-coupled and feature brake and over temperature cut-off. The 'L' versions additionally feature BEC.

The SL-18 is rated at 40A continuous current and for between 6 and 10 cells. The SH-18 is similar with a 35A continuous rating for 10

to 30 cells. They have also launched the SL-48 (6 - 16 cells, 45 - 60A), the SH-48 (10 - 30 cells, 40A) and the SH-96 (10 - 30 cells, 100A).

All feature DIP switch programming for: brake, timing, and start mode. They also have intelligent self adjust teaching for RX signal. They will not accept a full throttle position until they have accepted a stop position.

UK prices have not been notified yet, but they should be cheaper than the previous models. More details are available from www.aveox.com and UK prices and availability should be available from West London Models.



Above is the recently introduced Robbe Airliner. The wing span is approximately 1.2m (47"), the wing area 28.9 dm² (450 sq. in.) and the flying weight is around 1.25kg (2¾ lb.). The kit comes supplied with two Power 400 motors, propellers, suppression and hardware. All components are moulded from a "tough" foam. It is intended for use with either a 7 or 8 cell Sub-C packs.. Retail for about £92.

Below, in a similar vein, is the Robbe Concorde. This has a 0.8m (31¼") span, a wing area of 24 dm² (372 sq. in.) and a flying weight of 1.07 kg (2⅓ lb.). It also comes with the same motor package as the Airliner, and its intended for 7 or 8 cell KR-1400AE packs or a 7 cell Sub-C pack. The retail price is around £85.





Robbe have also brought out an electric Robinson R-22 helicopter. This is a mid-size helicopter intended to bridge the gap between the micro and full-size helicopters. It has a rotor diameter of 0.81m (32") and a flying weight of approximately 1.1 kg (2.4 lb.). It features collective pitch, roll, pitch, tail rotor and motor controls and has a 120° 3-point swashplate (see middle and right photographs below).

The mechanical system is of simple construction and consists of a combination of materials such as aluminium, carbon and special plastics, to combine rigidity with minimum weight. It features a 2-stage main gearbox with 18:1 reduction ratio, plus a variable motor mount to accommodate different ratios. Additionally, an integral freewheel is fitted for auto-rotation landings. The tail rotor is shaft driven for fast, accurate tail rotor response.

The intended battery is an 8 cell pack of 2400mAh Sub-C cells. The retail price in the UK is unknown, but the recommended price is just under 300 Euros.

