

February 2026



TAILWINDS

www.RCACES.ORG



The RC Aces are affiliated with the AMA (Academy of Model Aeronautics), Charter #1377. Meetings are held the first Thursday of the month, September through May at the North Hampton Public Library (6:00 PM) unless otherwise notified.

All members, spouses, potential members and guests are invited to attend.

Club Contacts for 2025-2026:

PRESIDENT:

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Scale Plane Sound Systems!

(A REPRINT FROM LAST YEAR BY REQUEST)

Electric-powered R/C planes have a few advantages and a few disadvantages over gas/glow-powered planes. One of the big disadvantages in my mind is the lack of an engine sound. Who doesn't love the sound of a big four-stroke growling along the runway?

Well, here's the next best thing—a sound system for electric planes! There are several on the market today, some pricey, some not so much. A quick Google search will turn up a number of different brands. All have the same three basic components: a controller, one or more speakers (transducers) and a power jack that typically is installed between the ESC and battery lead.



The controller is usually Y-connected to the throttle lead from the receiver so increased throttle results in greater sound.

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THE NEXT RC ACES MEETING IS ON

*** March 5, 2026 ***



Celebrating 50 years as an
AMA Chartered club:
May 1976—May 2026

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Installation of the speakers/transducers can vary depending on the location available and the airplane construction material. Generally, it is best if they can be located as near as possible to the aircraft center of gravity. The devices are fairly lightweight, but they can throw off CG if they are installed too far forward or aft.

On balsa airplanes the speakers can be installed directly to the side or bottom of the fuselage—if there is a balsa panel to glue it to. In this instance, the vibrating speaker causes the entire airframe to vibrate, thus creating a larger and louder source of sound. If there are no balsa panels (frame and covering only), you can install a balsa panel inside the frame fairly easily.

In the case of foamy aircraft, this is a little more difficult because the foam tends to muffle the sound and dampens any vibration. In this instance, it is often preferable to install a mesh or vented area at the bottom of the fuselage and install the speaker there.

In the picture to the right you can see the set-up for my VQ Tiger Moth. At the left is the power jack installed between the EC5 plug coming from the ESC and the T-plug (Deans) that will go into the lipo battery lead. Please ignore the rat nest of wires!

Top and bottom are the two speakers/transducers that are glued directly to the sides of the fuselage. In this case, the fuselage is balsa-skinned so the devices could be installed easily.



On the right is the controller. The throttle signal comes in from the receiver throttle channel and the “engine sound” increases in volume as the throttle is increased.

One feature found in most R/C sound systems is the ability to change the type of engine sound produced. Change the sound from a common Continental engine to a radial engine with the click of a button! More expensive systems allow the installation of various plug-in sound modules that can add additional and more specific types of aircraft sounds such as multi-engine or rotary engines (WWI).

Although a sound system adds a great feeling of realism at the airfield, be advised that the sound can be drowned out by that sweet-sounding four stroke buzzing by. But try it—you’ll like it!



Meeting Notes

February 5, 2026

Meeting called to order: 6:05 PM

Attendees: 13, including 3 on Zoom (quorum established)

Secretary's Report: Minutes from the January meeting were read and accepted.

Treasurer's Report: We have 38 members, plus one new member just joining (Charlie Clement—age 11). Banking report submitted.

Field Safety Coordinator's Report: Nothing to report.

Old Business:

- Revised by-laws (distributed more than 30 days prior to this meeting) were voted on and passed.
- Application for our 501(c)7 status should be done tomorrow and will be submitted to the Feds along with the required \$600 fee. It may take six to nine months to receive a response on whether our application is accepted or not. If and when we gain acceptance, we can then submit required paperwork to the State.
- The new flying schedule (where members can post when they plan to be at the field) is live on our website, as is the local wind/weather app. James is still working on the tribute page for Dean.

New Business:

- Three club members (Don, Don and Ken) visited Nancy Allred on February 5th to assess the amount of R/C related items that need to be removed from Dean's workshop. Members were shown pictures of some of the major items to be addressed. Discussed possible workforce to make the move, and a possible storage location. Tentative day for the move (pending Nancy's approval) is Saturday, February 28th. Major items will be priced and offered to the membership first (R/C Auction prices) and the remained saved for a future auction, or to be sold via RC Groups or Facebook Marketplace. Some examples of the items from the workshop are below and on page 5.
- Discussed the possibility of having a Spring auction this year. More discussion needed. Some mentioned concerns about weather and the ground being soaked if we do it too early.
- James confirmed that our website could support a marketplace section for members so we can sell items internally.

Comments / Questions from the Membership: None

Meeting closed at 6:55 PM



Throttle cut setups for Futaba Transmitters

If you would like help with setting up your radio feel free to reach out to Don Dodier, Safety officer for R.C. Aces. If you are using a different radio than the ones listed in this article please let Don know and he will

Steps for Futaba 18SZ/16SZ/16IZ (Newer Models)

These use a touch-screen interface. Power on the transmitter, select or create a new airplane model (via Model Select), and ensure the model type is set to Airplane (ACRO) with the throttle on Channel 3 (J3 by default).

Reassign Throttle Channel to Motor (Essential for Electric Safety):

- o Go to the Linkage Menu (press the RTN button or tap the screen as needed).
- o Select [Function].
- o Locate Channel 3 (THR = J3 by default).
- o Change it from "Throttle" (THR) to "Motor" (MOT = J3). This enables the motor safety features and prevents accidental arming.
- o If the throttle direction is wrong (e.g., motor spins backward), reverse the channel in the Reverse submenu (Linkage Menu > Reverse).

Enter the Motor Menu:

- o Press the MDL button to access the Model Menu.
- o Scroll to and select [Motor] (it may be on the second page).
- o Tap [INH] to activate it (changes to ACT or ON).

Assign the Switch:

- o In the Motor menu, tap the [Switch] item (default may be -- or NULL).
- o Call the Hardware Select screen by tapping the button.
- o Choose your desired switch (e.g., SF, a 2-position switch on the front left; or SG for 3-position). Set the ON direction (e.g., down for active cut).
- o Tap to confirm. The switch's ON position will now control the motor cut—ON means motor enabled (normal operation), OFF means motor disabled.

Set the Motor OFF Position:

- o Move the throttle stick to its full low position (idle/off).
- o Tap the [Motor Off] button on the lower left of the screen.
- o The transmitter will set this as the OFF value (typically 0% or the lowest signal). Adjust if needed using the value input buttons (range: -100% to +100%, but set to ensure ESC disarms, e.g., -120% if your ESC requires it).
- o Optionally, set [One Time] mode if you want the cut to require a reset (e.g., via throttle stick movement).

Adjust Speed and Other Options (Optional):

- o Set In/Out speeds for smooth activation (e.g., Speed 1/2 for startup/shutdown rates; initial: 0, range: 0-27 for delay in frames).
- o Set a boundary if using variable speeds.
- o If using conditions (e.g., flight modes), you can set group or single mode for independent adjustments.

Exit and Test:

- o Press HOME/EXIT or RTN to return to the home screen.
- o Bind your receiver if not done (Linkage Menu > System).
- o With the plane powered (prop off), flip the switch to OFF—the servo moni-

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tor (Linkage Menu > Servo Monitor) should show no throttle movement, and the ESC shouldn't arm.

- o Flip to ON (with throttle stick low), and verify normal response.

Test arming: Power the ESC with switch OFF, then flip ON and raise throttle.

Variations for Other Futaba Models

14SG (Similar to 18SZ but Dial-Based):

- o Go to Linkage Menu > Function, change THR to MOT on Channel 3.
- o In Model Menu (MDL button, second page), select MOTOR.
- o Set STATUS to OFF, assign a safety switch (e.g., SW G), and set the OFF value with throttle stick low.
- o Adjust percentages if needed (e.g., from 0% to 37% for cut activation). Ensure sub-trim is zero to avoid issues.

12KA/10J (Mid-Range Models):

- o Similar to 14SG: Reassign to MOT in Function menu.
- o Use Model Menu > Motor to set switch and OFF position.
- o If no Motor menu, use Throttle Cut (Linkage Menu > Throttle Cut): Activate (ACT), assign switch, set cut position to 0% or low enough to disarm ESC. Test with servo monitor.

8J (Older Model, Using Throttle Cut for Electrics):

- o In ACRO menu, go to THROTTLE-CUT.
- o Change MODE from NOR to ESC (for electrics).
- o Assign switch (e.g., SWITCH C down), set rate to 10-20% or until motor stops (adjust with stick at idle).
- o Set THR Position Released to 0%.
- o For reset, throttle stick must go below cut point. Integrate with Fail-Safe (set throttle F/S to 0% for signal loss).

7C FASST (Using Programmable Mix for Cut):

- o No dedicated motor cut, so use P-MIX (Programmable Mix).
 - o Go to P-MIX 1, set to ON.
 - o MAS (Master) = CH3, SLV (Slave) = CH3.
 - o SW = F (or desired), RT = -100% to +100%.
 - o With cursor on OFFSET, throttle stick at idle, press/hold dial to set.
- This disables throttle when switch is down.

Next Month—Radiomaster



RC ACES 2026 MEMBERSHIP / RENEWAL FORM

First _____ Last _____ AMA #(required) _____
Address _____
City _____ State _____ Zip _____
Phone _____ Cell _____ E-mail _____

Regular Membership \$75.00 (ages 18 to 64)

Junior Membership \$20.00 (ages 17 and under)

Senior Membership \$60.00 (ages 65 and over)

New members please include an additional \$25.00 one time initiation fee

(Fees are subject to change)

Total Due \$ _____

As a member of the RC ACES Radio Control Club I agree to the following:

I have read and agree to abide by the Official Academy of Model Aeronautics (AMA) National Model Aircraft Safety Code, the club by-laws and all rules and regulations of the RC ACES.

I agree to release club members or club officers from liability if an aircraft I am operating is involved in an accident or otherwise causes harm to another person or property or if I am injured as a result of any activity related to club activities or operation of model aircraft.

(The intent of the above statement is to keep others not directly involved with an incident out of any proceedings related to the incident)

I agree to assume all liability for any model that I am operating in case of harm to other persons or property.

Signature _____ Date _____
(parent if a Junior member)

Membership renewals may be brought to the regular meeting held at the North Hampton Public Library at 6:00 pm on the first Thursday of every month, starting in September or mailed to the address below:

NOTE: Please make checks payable to RC ACES

Or send via Venmo (@Donald-Chase-10)

**RC ACES
26 Holmgren Road
Stratham, NH 03885**

RC Aces membership period is from April 15, 2026 to April 14, 2027