



A source of inspiration

Your IMAC correspondent Dan Gallo recalls the person who inspired him as a lad to pursue precision flying within the IMAC fraternity. First, we hear about Dave Lucas and his Electric version of his 100cc sized Extra.

Greetings and hope you all had a wonderful Christmas and New Year. Last season was a good contest year, if 2018 is as good we'll be doing well.

When seeing Dave Lucas at the IMAC contests we all took great interest in his scratch built 35% Extra 330SC shown here. He normally flies his own design 40% Extras with DA 150 power and has a wealth of knowledge in all things IMAC and TOC.

He has been involved in giant scale aerobatics for many years, and is a core IMAC pilot. Recently he designed this electric airframe, refining

the wing area in this revision making the model have improved snap and spin qualities – so important in snap hungry IMAC sequences. I for one was impressed at the power of this model and it seems well suited for precision flying.

Dave says: "Taking inspiration from the ever increasing noise restrictions we face as aeromodellers at club fields and national sites I decided to make an Electric version of my 100cc sized Extra.

"For the initial research I went to former top IMAC UK pilot Matthew Poots for guidance

and his thought process. I had already designed and built a .40 cu in size sports model. This gave me further drive to go big and make a 35% size model that I could use in IMAC UK Competitions.

"During the planning stage of this project I took into consideration the cost outlay of the charging equipment of the generator, charger, 20 PSU and of course the cost of at least two sets of lipo batteries. So on this my set up was a 2 Kw continuous Generator, a quad charger.

"I use per flight 4x 6000mAh 6S packs with a 50c burst . The

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Packs are paired into series then each pair is connected in parallel into the Jeti Opto Spin Pro 300 to give me 12S 12000mAh. This gives me comfortable 7mins 30 secs. My Sequence in IMAC is approximately 6mins. I have two 4-pack sets.

"The model that was built was a 35% extra scratch build design of my own. So bearing in mind the vibration levels on electric are a lot lower than i.c. I could build lighter using smaller sized balsa and Ply.

"The whole airframe is built up using balsa light and birch ply. The model was drawn up in Autocad and then the file was sent up along with the wood to a pal of mine in North Wales where he cut out all the parts on his laser cutting machine.

"The model was maiden and after a few trimming and thrust adjustments the it flew straight and smooth. Another plus with electric is that there is much less stress on the servos."

Dave's set-up is as follows:

- 35% Extra 330sc
- Rotomax 100cc equivalent Electric Motor
- Jeti Opto Spin Pro 300 esc
- Mejzlik 27x12th prop
- Two sets of 6000mah 6S packs and 50c burst (four packs per set)
- Plus the charging equipment



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Dave Lucas' Electric 35% Extra 330SC own design.



My Hangar 9 Extra at the amazing Newmarket Model Flying Club field, plenty of crazy flights done there!

mentioned above.

Dave's project has been worthwhile and proof that with the current IMAC format of single sequences per flight at a contest, electric airframes are definitely viable.

NEWMARKET

Last season I had great pleasure in regular flying at my old club in Suffolk, Newmarket Model Flying Club. I have very happy and fond memories of learning to fly at the club when I was a child with my grandad.

I have been so glad to see keen current members and original members still actively flying. It is a really friendly and helpful club with members giving up there flying time to teach and encourage new pilots. A true testament to the original and ongoing ethos of the club.

Learning to fly on a Mick Reeves Hawk with OS Max 25 up front, the person who taught me to fly was former top F3A pilot and founder member Brian Brotherton. I was in awe of Brian's flying abilities, and he was also modest and humble.

A true precision pilot, he gave me the inspiration that has led me to flying precision within the IMAC fraternity. Brian was flying at a time when 'turnaround' was in its infancy, up against the likes of Hanno, Ken Binks, Terry Westrop, Wolfgang Matt and so on.

Flying his own design Lightning, with Webra power and no computer radio he made wonderful figures in the sky. Come rain or shine, Brian would be there practising. I recall Brian talking of his trip to Acapulco for the world championships. He came 17th in the world that year I think.

He said he didn't fly anywhere near his best and it wasn't a romantic trip carrying planes and gear overseas (that is true to this day).

After going solo, I turned up with a kit built AcroWot and Brian offered to test fly it for me. I asked Brian if he would fly a slow roll with it and his response

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was: "How slow do you want it?" He delivered the best slow roll I've ever seen!

Although precision was Brian's area, he was an all round expert builder and flyer – giant scale Zlin and Cranfield A1 own designs and he also enjoyed scale warbirds. He would've loved to fly IMAC.

I guess what I'm trying to say here is at every club up and down the UK, there is an inspirational individual and pilot. At NMFC for me it was Brian. Maybe if you're flying

precision aerobatics or XA at your field, you will be the inspiration for the young and not so young RC pilots coming to your club and learning to fly, which I think is a great thing.

www.newmarket-mfc.org

From IMAC UK - Many happy flights this year and find out more at IMACUK.ORG. All the 2018 sequences from Sportsman to Unlimited can be downloaded from the website and hopefully we'll see some of you at the Training Day and/or contests this season.



Brian's memorial plaque at the 'new' club field.



Brian Brotherton with his Zlin – would love to fly one in IMAC.