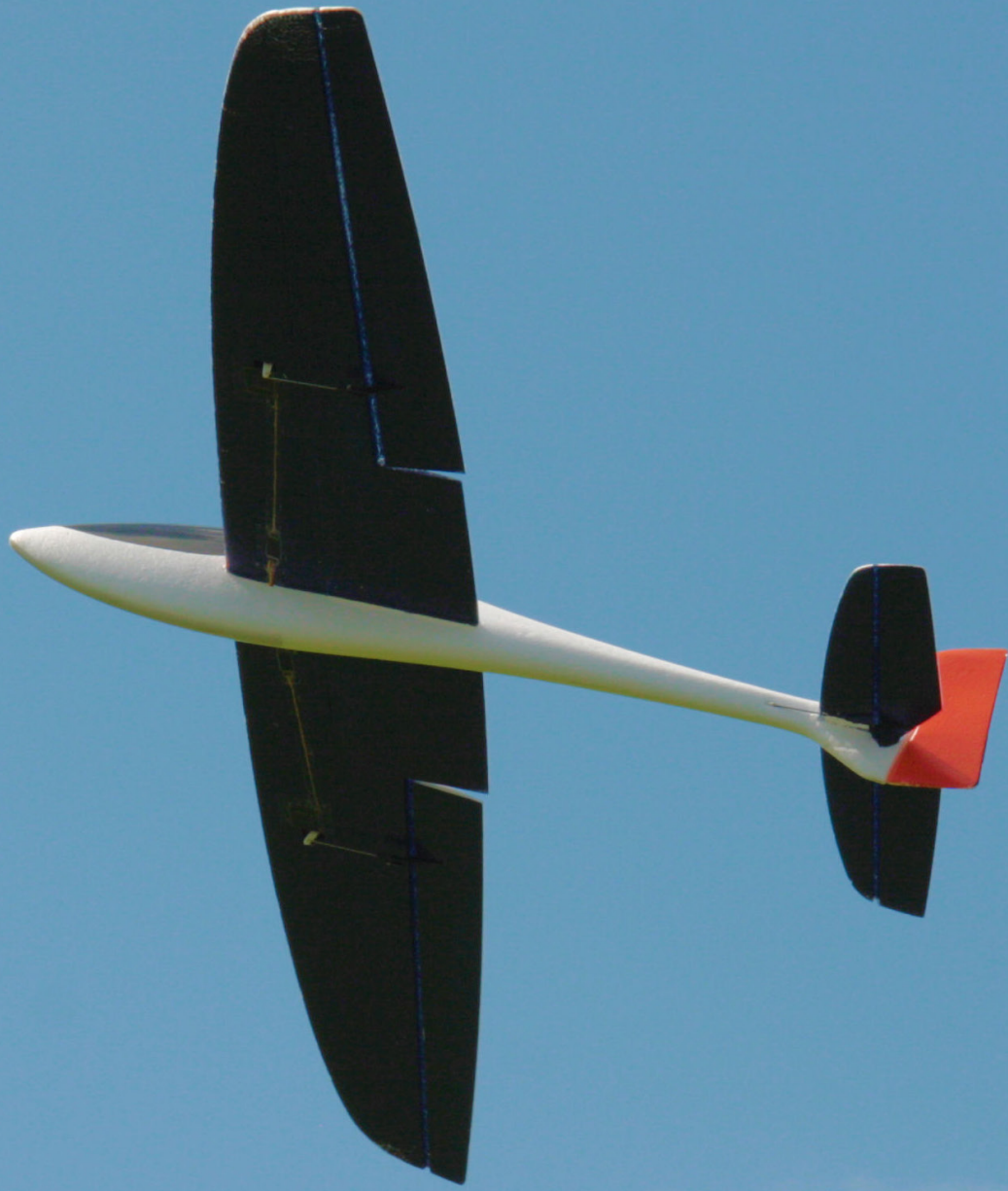


Radio Controlled
Soaring Digest
August 2017

Vol. 34, No. 8



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Front cover: Dave Garwood's brand new Dream-Flight *Ahi*. Dave's review of this newly introduced aerobatic sloper begins on page 6 of this edition. Photo by Steve Wattenberg. Canon EOS 40D, ISO 400, 1/750 sec., f11.0, 75mm

4 **Dream-Flight *Ahi***

Introducing the newest release from Michael Richter's Dream-Flight LLC.

6 ***Ahi* First Impressions**

Dave Garwood received a pre-production kit, assembled it in just over an hour, and maiden it the next day on the local hillside. Here's what he had to say about this lightweight aerobatic sloper.

18 **Horizon Hobby Aerotow 2017**

Text and photo coverage of the annual event held in Monticello Illinois. By Stephane Ruelle.

ReMotCam F3F

Álvaro Silgado has worked for over a year on a digital video camera and computer method for automatically timing F3F (FAI Slope Racing) flights. Following accurate results at an actual F3F event, the system is currently in beta testing.

7th Annual Katie Martin International Tribute

The history of this popular event, now being celebrated by groups here in the U.S. at Torrey Pines California, in England, Venezuela and Germany, and by two groups in Spain. Courtesy of Bob Martin.

Back cover: *Graecalis Vettore* by Michele Mancini. "I am sending you this photo for me very important. This is the maiden flight of the Graecalis 3m prototype, and this is the fantastic slope of Mount Vettore. This slope today is denied for the disastrous earthquake of August 24, 2016."

Nikon D5000, ISO 400, 1/2000 sec., f7.1, 55mm

R/C Soaring Digest

August 2017

Volume 34 Number 8

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RC Soaring Digest is published using Adobe InDesign CS6



In the Air

For those with an interest in dynamic soaring, be sure to check out Spencer Lisenby's presentation, "The 835 km/h Sailplane and Dynamic Soaring." Given at Big Techday 10, June 2nd, 2017, an event sponsored by TNG Technology Consulting, Unterföhring Germany, the complete presentation can be found at <<http://events.techcast.com/bigtechday10/Sydney-1345/>>. This URL opens a page which provides a video of Spencer's presentation along with the slides shown to the audience on the "big screen." The slides are available as a separate PDF download from the site, simply open <<https://www.tngtech.com/big-techday.html>> and scroll down the page to the appropriate announcement.

For those flying F3J and/or Thermal Duration tasks using an FrSky Taranis or Horus transmitter, Michael Shellim has published Version 3.1.1 of his Setup Guide; this revision includes "Mods with E-launch Option 5" by Gordy Stahl.

On a sadder note, Anker Berg-Sonne informed us Fritz Bien passed away from an apparent heart attack while on vacation in the Galapagos. Fritz never got into F3J, but he was active in F3B at a time when the planes were built from sticks and tissue. Fritz was a founding member of the Eastern Soaring League (ESL) <<http://www.flyesl.org/>> and very active in promoting gliders on the East Coast. This is a true loss to the RC soaring community.

Our sincere thanks to Curtis Suter for another beautiful background image on the Contents page. This one was shot east of Great Falls Montana at 21,000'.

Time to build another sailplane!

Dream-Flight, LLC / Michael Richter

Since childhood, soaring objects have inspired Michael's imagination and creative spirit. In high school Michael began experimenting with flying wings, and he became hooked on their simplicity and the unique aerodynamic challenges they posed. During this time, he was inspired to develop the Weasel design, and began selling them in kit form to local Santa Barbara modelers in 1996.

After graduating from the University of California, Santa Barbara, in 2001 as a mechanical engineer, Michael had the opportunity to work on full-size sailplanes for a short stint at Schempp-Hirth Flugzeugbau in Germany. Upon returning home to California, Michael decided to follow his childhood passion by manufacturing and selling R/C glider designs out of his parents' garage. Dream-Flight was born!

Ever since, Michael has been building the business and now sells worldwide. He has a wife, Ashley, who helps out when needed, and two young sons who keep him focused on having fun.

Dream-Flight has been creating forward-thinking RC gliders since 1996. Our goal is to develop unique aircraft that are pure fun to fly. Our passion is designing quality, affordable R/C aircraft that get more people outdoors to enjoy the wind and sun!

Dream-Flight is focused on molded foam models created for slope soaring - Alula TREK, Weasel TREK, and Libelle. (The Libelle is also a very good flatland flyer.) As of mid-July, Michael added the Ahi to the Dream-Flight line. Designed for slope aerobatics, the Ahi is a highly capable freestyle aerobatics machine in a compact package.

On the following pages you'll see the 3-page Ahi brochure from Dream-Flight and then read Dave Garwood's first impressions of this recently released sloper.



The brochure for the Ahi freestyle r/c sloper features a top illustration of the glider in flight against a sunset sky. Below this, a close-up photograph shows the glider's wing and fuselage resting on a sandy dune. The text is arranged around these images, providing technical specifications and a description of the aircraft's capabilities.

dream-flight

ahi
freestyle r/c sloper

UNLEASH YOUR SLOPESTYLE- Inspired by years of "in your face" flying with our Weasel and Alula gliders, the Ahi takes your slope expression to the next level of performance. The Ahi reinvents freestyle aerobatics with a totally fresh design. Pump it, roll it, spin it, snap it, tumble it, embrace the potential. The canvas has never been bigger- let your creative paint fly!

DFAH100 \$130⁰⁰

arg
almost ready to glide

Wingspan	1200mm (47.2 in)
Wing Area	20.52 dm ² (318 in ²)
Weight	340-425 gm (12-15 oz)
Wing Loading	16.6-20.7 gm/dm ² (5.4-6.8 oz/ft ²)
Wind Speed	4-9 m/s (8-20 mph)
Controls	4-6 Channels
Skill Level	Accomplished Weaseler
Assembly	Under an hour
Flight Style	Freestyle slope shredder

Designed and Distributed by:
Dream-Flight, LLC, Goleta, California
www.dream-flight.com



KIT FEATURES

- **"ARG" Almost Ready to Glide**- interlocking design ensures quick assembly
- **Wide flight envelope** for smooth and predictable gliding or inspired aerobatics
- **Highly efficient and nimble** design makes the most out of light wind conditions
- **Precision-molded EPO foam** and composite parts ensure a lightweight, durable airframe
- **Carbon fiber canopy** is held magnetically for easy access to radio compartment
- **Laser-cut plywood** servo tray and battery hold-down
- **Ballast compartment** - adapt to varying wind conditions
- **Integrated landing skid** for those rougher touch downs

The Ahi's purposeful layout and shape make for a fully capable aerobatic sloper with a groovy pattern-like feel and precision, allowing you to efficiently connect maneuvers in less lift. Carefully proportioned and balanced control surfaces provide predictable, yet aggressive control authority.



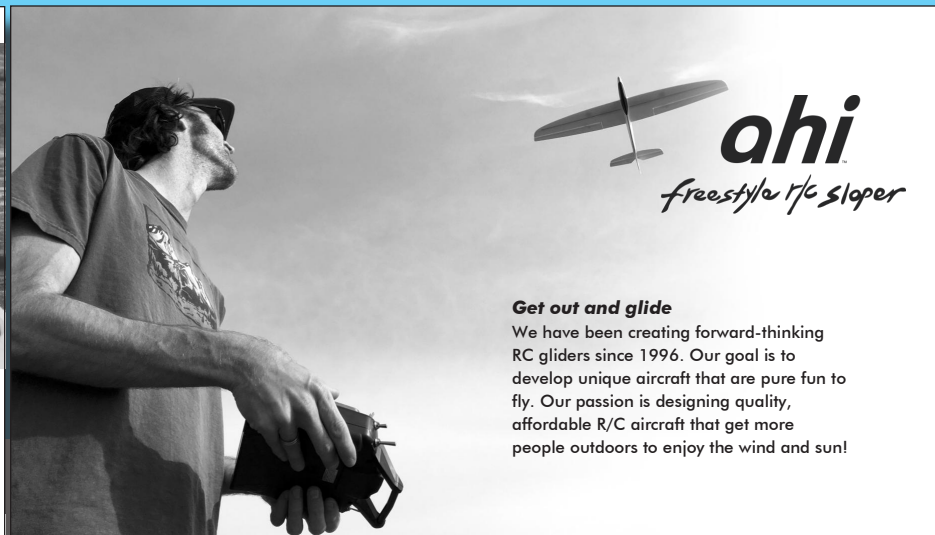
REQUIRES:

6 channel transmitter with flaperon mixing and dual rates/EPA.
6 channel micro receiver, 4 durable micro servos, rechargeable battery, small tools, Blenderm tape or adhesive.

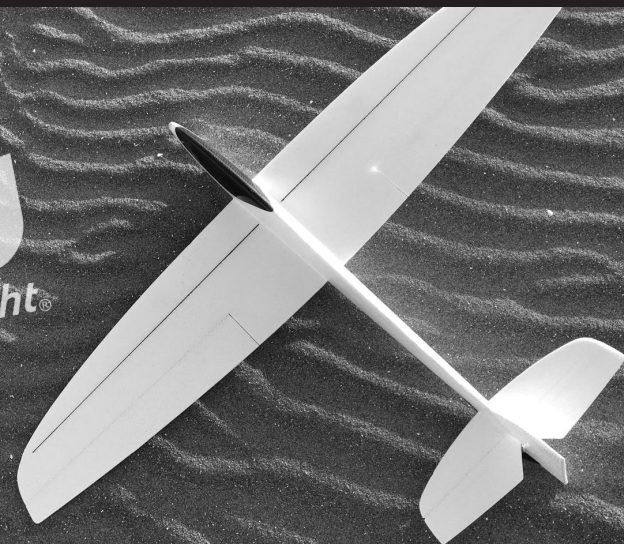


Get out and glide

We have been creating forward-thinking RC gliders since 1996. Our goal is to develop unique aircraft that are pure fun to fly. Our passion is designing quality, affordable R/C aircraft that get more people outdoors to enjoy the wind and sun!



The Ahi's super clean lines, efficient airfoil, and low weight produce a glider that is unbound in performance, yet highly accessible to any would-be slope shredder.



Designed and Distributed by:
Dream-Flight, LLC, Goleta, California
www.dream-flight.com
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ahi

FIRST IMPRESSIONS

Dave Garwood, dave.garwood.518@gmail.com

The Dream-Flight Ahi is fourth in a series of molded slope soaring designs from the fertile and visionary design mind by Michael Richter of Goleta California.

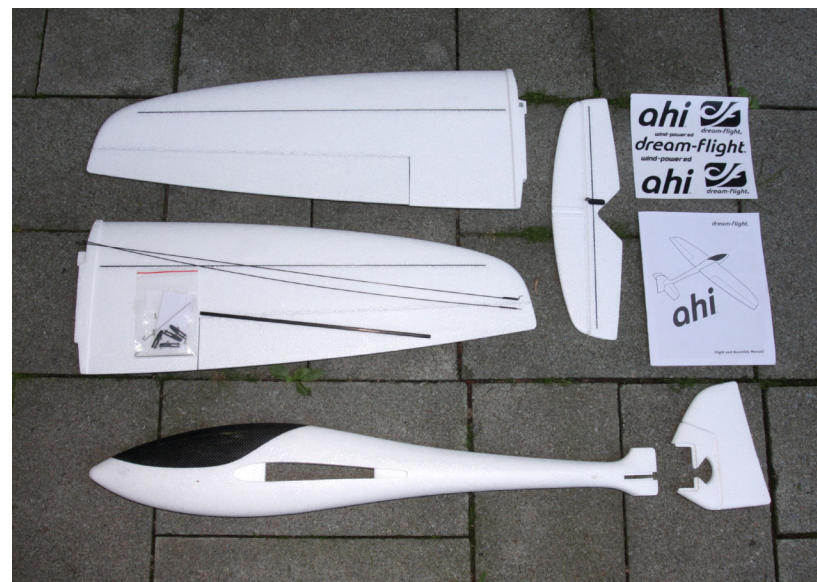
I received a pre-production sample kit, which may have differences with the production kit. Due to the magazine production schedule I had one day to build the plane, and one day to fly and photograph it.

My first impressions of the kit and the design are presented here. It may be that in the future there can be a follow-up with a more extensive review of a production version of the kit.

Due to the number of components already assembled, their extremely precise fit, and the level of factory prefabrication, to me the Ahi defines a new high water mark for excellence in molded foam sailplanes. I was mightily impressed upon examining the kit contents.

The parts consist of fuselage, wing halves, wing rod, horizontal stabilizer, and rudder assembly.

After photographing the kit contents, I “trial-fit” assembled the airframe in less than a minute. It was very clear how the parts went together and I marveled at their precise fit with each other.





My first action was to get some paint on the airframe to personalize the sailplane and to increase its visibility in the air.

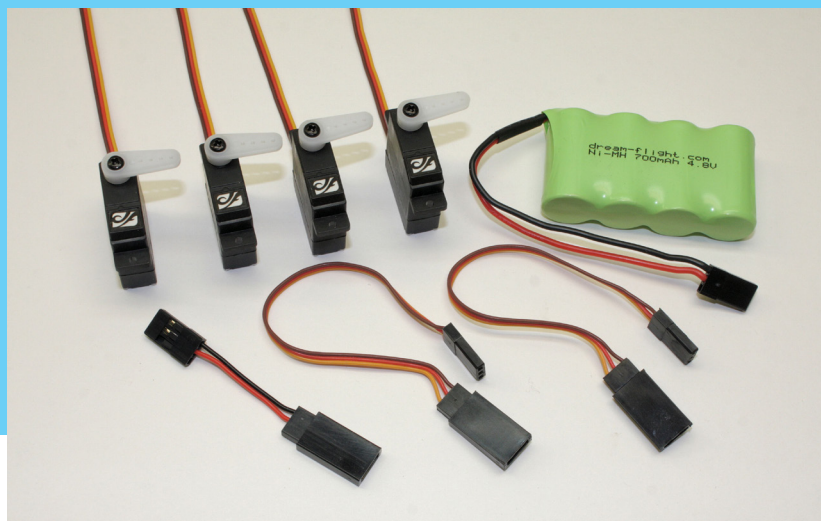
I painted the underside with Rust-Oleum 2X Ultra Cover 284984 Gloss Navy Blue (can says “Also bonds to PLASTIC”), and a day later painted the upper side leading edge and rudder with Krylon Fusion 2337 Pumpkin (Safety) Orange (can says “BONDS TO PLASTIC”). While the paint was drying I read the truly excellent 32 page instruction manual.

The airframe may be permanently assembled with glue for stiffness or with tape for ease of disassembly for repair - builders choice. I used the tape method. The wing halves are held in place by screw clamps acting on the wing joiner carbon fiber tube.

BUILDING

“Building” mainly consists of installing the on-board electronic gear, the servos, linkages, wiring, plus battery pack, and receiver.





Ahi flight pack, Dream-Flight Part DFFA022.

I used the truly excellent Dream-Flight Ahi flight pack part number DFFA022: four 12 gram digital metal gear servos; receiver battery: 4.8V 700mAh 2/3AA NiMH; aileron servo extension set; battery extension wire, which also serves as an on/off switch. Love those slim and powerful servos, which carry the Dream-Flight lifetime warranty.

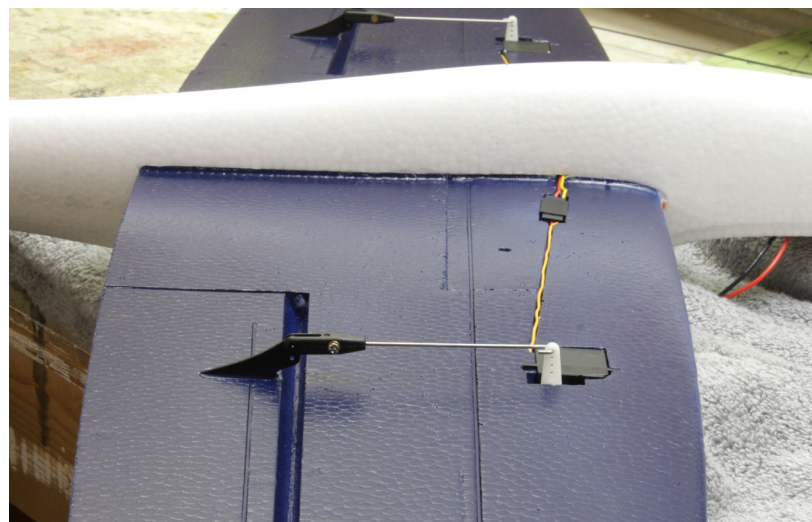
Since I had a four-channel FrSky V8R4-II receiver on hand, I substituted a Y-cable for two aileron extension cables to gang the aileron servos on one channel. Note that using a six-channel receiver and suitable transmitter will allow “snap flaps” for tighter loops and more aggressive pylon turns.

The factory specification for assembly time is one hour.

My work took an hour and a half because I inadvertently reversed the rudder and elevator pushrods, and I had a few minutes of head-scratching to figure what the problem was.



View showing the installed rudder and elevator servos, battery pack and battery hold-down.



A close view of an installed aileron servo, linkage, and wiring.



I untaped and removed the tail parts, swapped the pushrods, and all was good again.

The lesson learned was to confirm correct pushrod length before gluing or taping the tail parts.

It took another ten minutes to adjust the CG by locating the battery pack with foam strips and to set high and low rate control throws in the transmitter.

Not counting painting time, my Ahi was ready to fly after an hour and forty minutes of bench time.

This one weighs 340 grams, 12.0 ounces - right at the lower end of the manufacturer's specified range. I like light airframes, so I'm happy that it came out on the light end, even with the paint I applied.

Ballast can be inserted to increase the wing loading if desired.

Things I like about the design of the airframe and the kit are:

- Very large amount of prefabrication at the factory
- Control horns are installed, and pushrod Z-bends are installed.
- With CF components imbedded, stiff fuselage, stiff wings, stiff ailerons.
- Rugged integrated plastic skid protects front underside and nose
- The airframe includes a ballast compartment, for windier days.
- Very smooth finish on molded foam parts
- Very complete kit. Every component is included save tape or glue.
- Superb instruction manual – sets a standard for clarity and completeness

The only problem I noticed is the holes in the laser-cut servo mount plate are too large for the mounting screws supplied with the recommended rudder and elevator servos. I used slightly larger screws from the parts box to mount the servos in the nose. The recommended servos are an exact press fit in the wing molded pockets.





FLYING

First flights took place at a local gentle hill not known for its excellent lift, but beloved for its nearby location. Because the site is so often used by local slope flyers, the sailplanes that can handle patchy lift over scrubby little gentle-slope hayfields which may be surrounded by trees are highly prized.

On the test day we had west winds 10 MPH gusting to 14 MPH. The Ahi launched straight and solid, climbing easily and bouncing around in the gusty conditions.

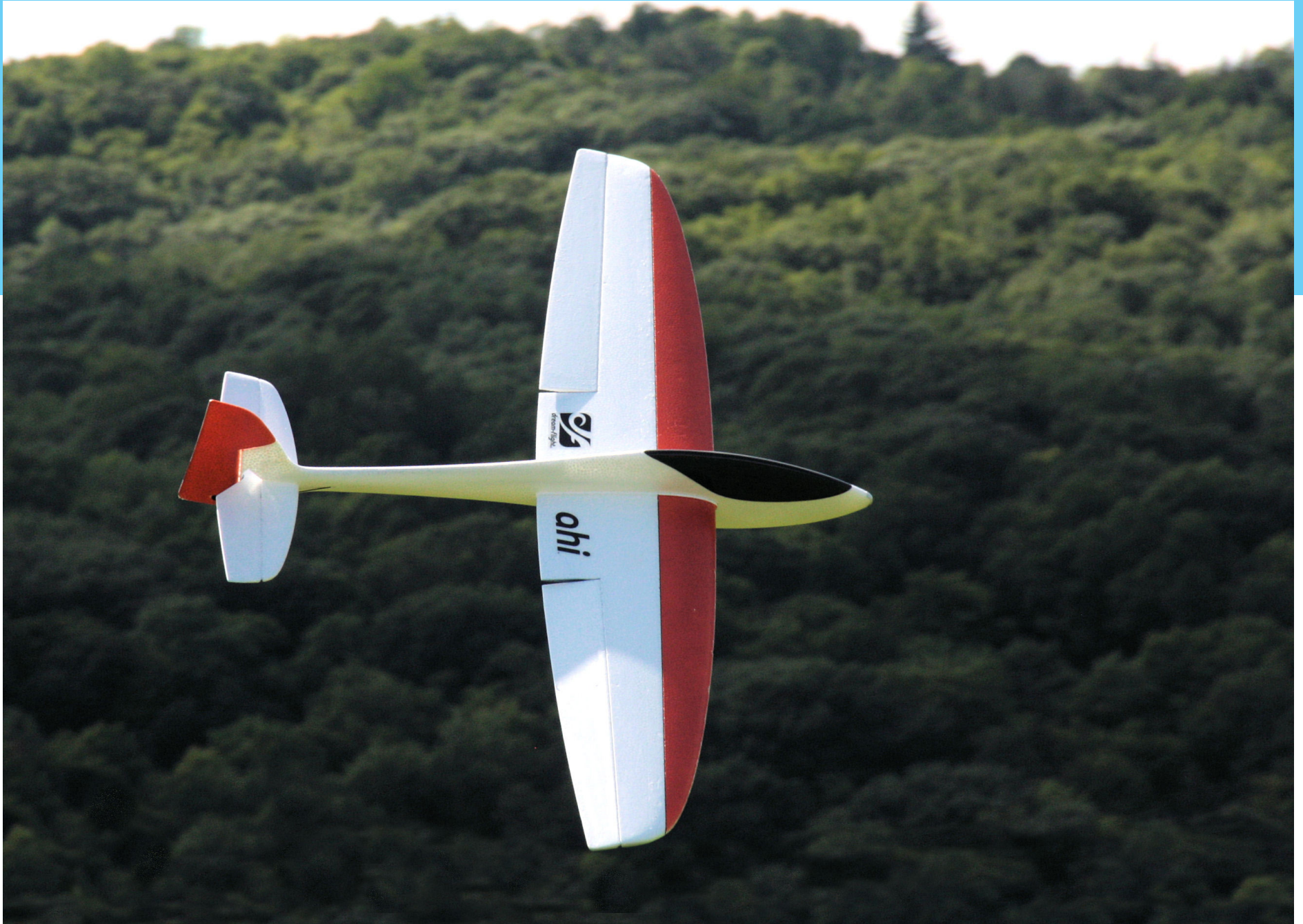
Flying in the compression zone right at the lip of the hill it was great fun to employ the very powerful rudder.

The Ahi rudder truly deserves the nickname “yaw hammer.”

Gaining some altitude and pouring on a little speed, rolls were quick and axial. Loops were tight and snappy. Inverted performance was smooth and controllable using only a smidgen of forward elevator stick pressure.

Outside loops were fun, and benefit from using the rudder.

Overall on our first flying day, the Ahi proved to be a smooth-flying, highly-maneuverable, and lively bring-a-smile-to-your-face fun sailplane. I can hardly wait to get it into some bigger lift on a taller hill.





This page and opposite: The Ahi in flight over a gentle hillside. Wind speed about 10 mph with gusts to 14 mph.



Above: Three panels show the author performing a very close low altitude turning fly-by. with the Ahi. Photos by Steve Wattenberg.

Right: This photo shows the profile of the thin Ahi fuselage to good advantage. Photo by Steve Wattenberg.

Opposite page right: Author Dave Garwood, of Schenectady NY, turns and burns with high confidence on a small hill on his first flying session with the Ahi. Photo by Steve Wattenberg.



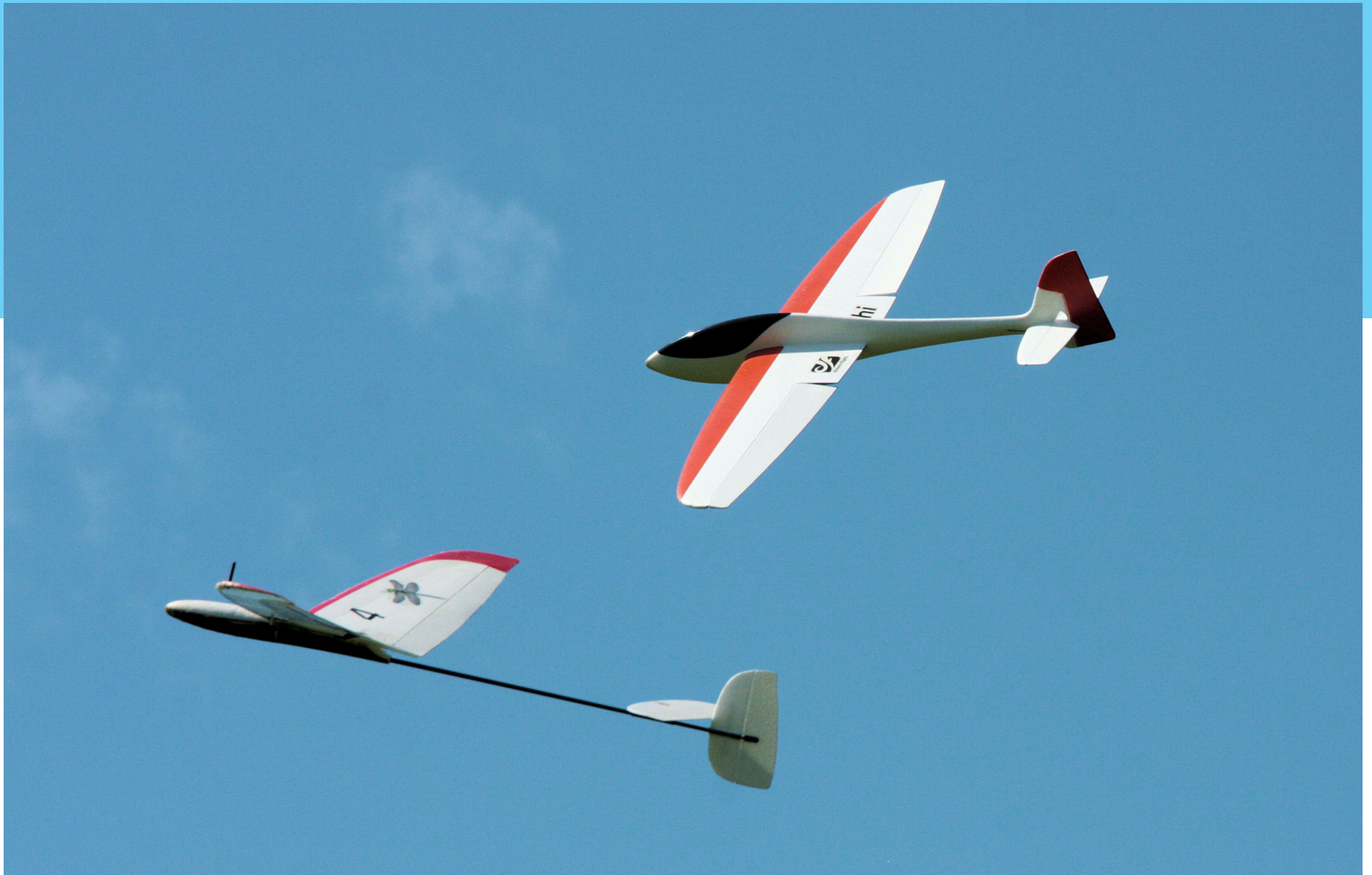


Specifications:

Wingspan	1200 mm (47.2 in)
Wing area	20.52 dm ² (318 in ²)
RTF weight	340-425 gm (12-15 oz)
Wing loading	16.6-20.7 gm/dm ² (5.4-6.8 oz/ft ²)
Controls	4 channel minimum, 6 channels for flaperons, snap flaps
Skill level	Pilot comfortable with an aerobatic slope sailplane
Assembly	Less than an hour
Wind speed	4-9 m/s (8-20 mph)



Steve Wattenberg, from Albany NY enjoys his time with the Ahi. This is not a huge hill, but it's close to home, so we treasure the sailplanes which will fly well in the meager lift presented. The Ahi will perform loops, rolls, and unlimited inverted flight here. Photo by Dave Garwood.



Dream-Flight Libelle and Ahi dance like ballerinas in light slope lift. The Libelle with a slightly longer span and smaller fuselage wetted area holds altitude better., but the Ahi with huge control surfaces and long control throws wins the aerobatics showdown. Photo by Dave Garwood.

2017 Horizon Hobby Aerotow

Stephane Ruelle, steffruelle@gmail.com



Opposite page: Here is a view of the hangar: full.

Above: Peter Goldsmith starting his Smell Yack powered with a DA-150, Len Buffington getting ready to be towed with his 40% DG-1000 from Paritech

Nine years have gone by since I first put a foot in this country, and the first event I attended has been the one organized by the Goldsmiths gang.

I remember it as it was yesterday, everyone has been so kind welcoming me to this new country and the new environment.

My first steps in the aerotow community have been guided by Peter himself who taught me the tricks of the successful take off, and how to follow the towplane path. For me everything was new, I flew at very rare and occasional aerotow events before coming to the Midwest; most of my flight time has been dedicated to slope soaring in the Alps.

I can say I felt immediately adopted by the community, and I try at every occasion to give back to the community what that community gave to me. I never missed one of the events organized in Monticello. The field (a full scale local airstrip) is the perfect location to fly, you can more or less fly 360 degrees around that field, no obstacles, with in general very active air during the month of June. To sum it up, the recipe for a great event.

To go back to this event, it has been one of the best; its duration has been stretched to a five day event, Wednesday to Sunday.

In the past it was between Thursday and Sunday with a good number of Peter's

friends showing up the day before to help with the setup of the event, these called it the “day before” where half the day was dedicated to preparation of the flying field and then flying was open.

And guess what, this year has been the same, as the event started on Wednesday, some very generous people showed up on Tuesday to help... One thing very important to mention, is that this help on every event is crucial for the organizer as there is quite a lot of preparation involved (mowing, setting up the hangar, adjusting for the unplanned....) and make it a smooth ride for the attendees. It is also the precious help that is needed to finish the event with the classic garbage pickup and putting the airport back to normal.

I want to give a big thanks to everyone that helped this event to be held. It is what usually motivates the organizer to go for another run the following year, so next time you are attending an event don't forget to be an actor in it, not a customer.

I want to say that weather-wise, it has been a treat, five days of straight good weather, quite a home run!

I have resigned from looking at the forecast in the Midwest when I attend an event, as weather is purely unpredictable; if you would have looked the forecast, you would have stayed home, and so made a very big mistake.



Here is a panel of some of the Hangar 9 ASW-20s present at the event.



Peter George with his Aeroworks Carbon Cub powered with a DA-150, three blade prop and cans. Very quiet setup.



Another shot of Peter George's Carbon Cub

The aerotow events are for most of them held over four days, which means that if there is bad weather, there is enough days to get some good weather; plus if bad weather there is the other side of aerotowing that is aerotalking; I remember some very good moments during some memorable rain showers, plus as we say in Michigan, if you don't like the weather, just wait five minutes and it will change.

As far as the trend, no doubt we are going bigger! Minimum power on the towplanes has been 120cc, the core of the towplane flying 150cc; the fleet has been composed of the trustee Hangar 9 Pawnee, I counted 4 of them, two Bidules 170 coming from the east coast, one Hangar 9 Decathlon, two Aeroworks Piper Carbon Cubs and a towplane designed by Peter Goldsmith inspired from the Czmelac, the small Yak.

On the sailplane side, looks like the most common scale is 1/3 scale with some 40% airframes. A lot of Hangar 9 ASW-20 that seems to be a very nice success to get modelers comfortable with aerotowing on a reasonable budget. One sailplane that looks to be unanimously acclaimed also is the Radim Horski 1/3 scale Arcus, a beautiful sailplane, very efficient in flight that can thermal and do some decent aerobatics. As far as the 40% ships, the big problem seems to be the logistics of such gliders, taking



Ali Machinchy starting his Hangar 9 Piper Pawnee, a trusted platform for this aerotow, many years of service towing sailplanes.



Chris finishing the assembly of his Nomad.

time to be assembled on the field, the strength to move such airframe on the ground, but of course it is so graceful in the air, don't forget that bigger flies better!

For the flying skill of the attendance, there is no doubt that there is some serious progress there, very few incidents, one midair, couple of off site landings, couple of landing gear field repairs; looks like everyone is practicing more as the number of events available is significantly increasing, that is great for the hobby! Some youngsters were present, Ali Machinchy's son Zavi and my son Mathieu; it is very refreshing to see some young faces in the hobby. Zavi gave me one of the smoothest rides I ever had with the Pawnee towing my 7.5m ASW-22 that is not an easy sailplane to tow.

The time came for the first tow of my son by himself, towed by Ali's son, what a great moment and a great picture to keep in memory! I could go on and on about this event, but I don't want to spoil you, so come joining us for the next edition in June 2018.

By then I hope to see some of you to joining this side of the hobby, the next event are posted on the website www.scale-soaring.com and its forums.



The author's Edelweiss on landing.



First landing of the Nomad.



Rick Shelby's Baudis Antares on final.



Peter Goldsmith's Weihe landing.



Mike Fox' Genesis 2 on landing.



Upper left: Robert Morrow and his Horský ASH-31, one beautiful 40% sailplane.

Above: The author's 7.5m ASW-22, one of his favorites.

Left: Rolly Kardian with his refinished Phoenix Model Ka-8.



Left: Caroline Goldsmith with Her Swallow, designed and built by her hubby.

Right: Scott Marnoch and his Let DG-800B.



Right: Ian Noble and my son Mathieu getting ready to do some tutoring with the RAF Kirby Kite.



Above: Rolly Kardian with his refinished Phoenix model Ka-8.

Above right: Here's a happy builder after the first flight - Chris with his Nomad.

Right: Michael Kelly's beautiful Eaglet.





Far left: How many modelers does it takes to fix a sailplane on a field repair?

Left: The author and Ali and their sons flying their respective ASW-20s.

Lower left: ASW-20, 1-26, Arcus and Swallow waiting in line patiently with their respective owners.

Below: Peter Goldsmith and Scott Marnoch in the sailplane addict position.





Upper left: Len Buffigton receiving the Corn Award from Caroline's hands.

Upper middle: Jim Dolly received the Towpilot Award

Above: Rick Shelby received the Farthest Traveled Distance to Participate Award.

Far left: Caroline receiving the Longest Flight Award.

Left: Mike Kelly receiving the Best Craftsman Award for his Eaglet.



The author's Siren C30 Edelweiss in flight. Pretty, isn't it? A grand end to a fantastic event.



ReMotCam F3F

Álvaro Silgado, alvaro.silgado@gmail.com

I'm proud to present ReMotCam F3F, my development that makes use of remote MotCams to manage automatically a complete F3F competition or F3F training session. I've been working on this project for more than a year in parallel with the development of MotCam, trying several different approaches to find the most consistent and fastest detection system as possible. After rebuilding it from scratch two times, I think I have a very reliable and flexible detection algorithm that can run fast enough for the most exigent disciplines (I hope so!).

MotCam F3F is a complete software for crossing-base objects detection based on optical analysis. Images comes from one or more cameras connected to PCs or laptops that analyse frame by frame all the appearing objects and their trajectories, and detects when one of them crosses the base (vertical line in the middle of the screen) from one side to the other in the correct direction.

MotCams are placed on Bases A and B and automatically detect the planes crossing the lines. Every time detections are done by any of the cameras, a message is sent through the network identifying the camera that has done the detection.

Every time an object is detected crossing the base, MotCam informs about it:

- Acoustically, by using the PC's speaker.
- Optically, by drawing special information on screen.

- Remotely, by sending a TCP/IP message through the network (in case of connected to it).
- Serially, by sending user defined data through a serial port (in case of connected to it).
- Electronically, by activating an USB Relay (in case of connected to it).

Also, MotCam can be configured to send automatically the detection images through the network to other third-party software that could make use of them for specialized applications (F3F, F3B, etc.). These applications can be connected to as much MotCams as needed, managing them remotely by a complete set of commands that can be invoked through simple TCP/IP messages.

ReMotCam F3F searches for all cameras connected to the same subnetwork and it communicates with them receiving messages sent by all MotCams and sending commands to them for doing an efficient management of all their camera settings, detector settings, detection directions, activation and deactivation, objects detections, and even real-time image streaming.

ReMotCam F3F makes use of Text to Speech techniques to inform through the speaker of all phases, countdowns, laps and all situations that could happen during a competition or training session. It also makes use of an USB relay, if present, that will be closed during 0.5 seconds on each flying phase change. It's

especially useful connecting a siren to this relay to be heard by the pilot, but this relay can also be used to connect it with other third-party devices.

It is possible to connect ReMotCam F3F with a third-party meteorological station to have real-time information of wind speed and wind direction, and consider this information to offer a reflight in case of no flying conditions, as per FAI rules. It also manages the delayed time and cancels automatically the round in case of more than 30 minutes delay.

MotCam has been specially designed to work exclusively with Sony® PS3 Eye camera. This camera is inexpensive and has an excellent processing time of only 1/120th second. It provides 2 resolutions (320x240 and 640x480) with very high frame rates (up to 180 and 75 FPS respectively). The camera features a two-setting adjustable fixed focus zoom lens that can be selected manually by rotating the lens barrel:

- 56° field of view (red dot) for close-up framing.
- 75° field of view (blue dot) for long shot framing.

With MotCam, it is possible to configure all the camera settings (exposure, gain, frames per second, resolution and rotation), as well as all detection parameters (algorithms and its characteristics, image processing, video recording, image saving, and direction for detection) in three ways:

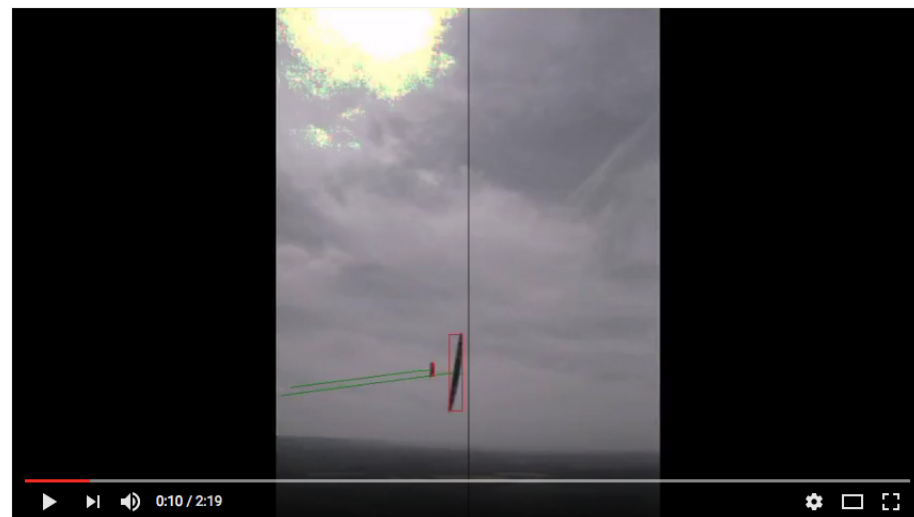
- By using the interface,
- By modifying the configuration file,
- Through simple TCP/IP messages.

MotCam can run in any PC or laptop with Windows 7, 8 and 10 in both x86 or x64 versions. This PC or laptop should be selected accordingly with the processing speed needed. For simple normal speed detections, cheap PCs based in Atom Z8300 CPUs should be enough. For high speed objects with concurrent real time video recording, it is recommended the use of higher-end ones (Intel® Core™ i5 or i7). 1 GB RAM will be enough for most applications.

To connect many MotCams with a third-party application, it's strongly recommended the use of Cat5e or Cat6 Ethernet cables and a router. Managing MotCams remotely and receiving their messages through Wi-Fi connections is possible, although additional delays will be introduced on the transmission.

All possible F3F situations can be managed with the application: penalties, reflights, groups scoring, different starting order per rounds, etc., making use of the automatic detection made by remote MotCams. Results can be stored in F3XVault format, which allows uploading them to F3XVault.com after each finished round to have immediate event information and classifications.

After testing it intensely for my own, I finally did a “real” test on a F3F competition. The result is fantastic, 100% of success detecting planes and 100% of success ignoring artifacts, clouds moving, sun appearing and disappearing, and bees buzzing around. In this case, the detection was from left to right, ignoring the planes in opposite trajectories. You can see the video here:



<<https://www.youtube.com/watch?v=DP1GsWdLykM>>
MotCam test on F3F competition (2 min 20 sec)

The video is a “honest” editing, I left the parts where a plane is appearing and cut the rest. The delay on detection is between 2 and 4 frames. As I was analysing 75 frames per second, the delay on detection was about 50-75 milliseconds, much faster than human reaction.

I was very lucky because I found a bug. Not a computer bug, but a real one buzzing in the same direction than the plane. It can be seen on minute 1:04 of the video (pay attention, it's only appearing on 3 frames!). The software detects it, but it decides it is not a “compatible trajectory,” so it ignores it. There's another bug on minute 1:08, but it flies on the opposite direction and it's ignored quickly.

ReMotCam F3F has been strongly tested in order to find and correct bugs and defects on its code. Beta program for this software is launched today, July 9 2017, with a reduced price of 200 euros. Once the final version is launched, beta testers will receive a registered copy of this version for free.

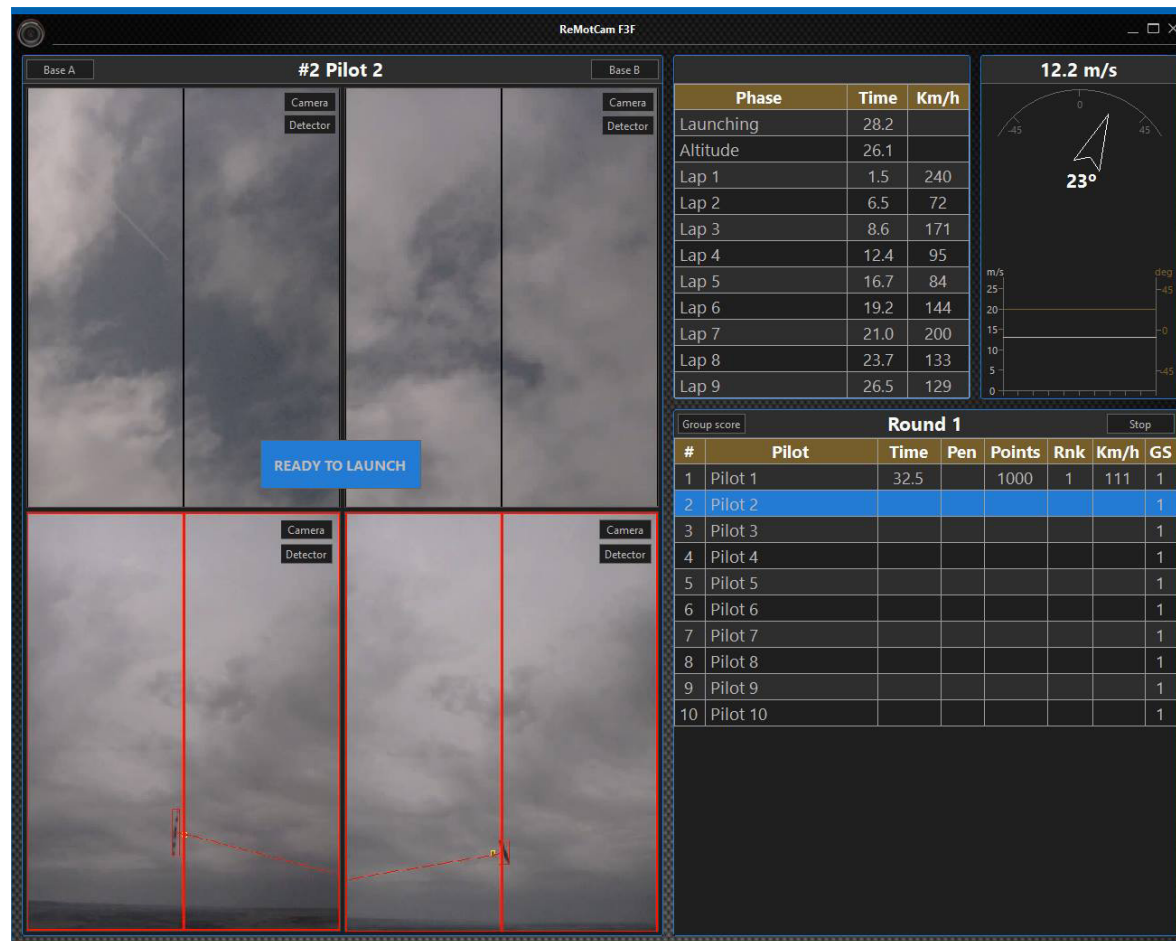
Complete user manual can be downloaded from this url:

<<https://www.dropbox.com/s/qnp26kikn4wdkk9/MotCam%20User%20Manual.pdf>>

I hope you like it.

On RCGroups:

<<https://www.rcgroups.com/forums/showthread.php?2874324-MotCam-Crossing-base-objects-detector>>



Screen shot of ReMotCam F3F in action. This is from Álvaro's FaceBook page: <<https://www.facebook.com/profile.php?id=100011675437816>>



7th Annual Katie Martin International Tribute

June 3, 2017

When Bob Martin lost his wife of 46 years and partner in Bob Martin RC Models for 25 years, he was devastated.

His purpose and focus in life was gone and he went into a deep state of depression. Friends and family began to worry about his health and future. He lost the desire to live.

Fellow Havasupian and glider guider Brent Daly tried to perk Bob up and came up with the idea of a Sailplane Safari... Set off, visit and fly at various slope locations (there are no flyable slopes within four hours of Lake Havasu). Torrey Pines seemed the obvious starting point.

As the plan developed, Jim Drew and Scott Bahde of Xtreme Power Systems (XPS), joined in. An old motorcycle friend and sailplane enthusiast, Eric Johnson, heard of the Safari and started posting information on the RC Groups web site... Next thing they knew it became a Tribute to Katie Martin.

Modelers from around the country began posting and World Champion Sailplaner Daryl Perkins, who had recently met Bob, joined in and vowed to attend.

This was the beginning of the Katie Tribute... Simple beginnings, but an impressive one.

Bob had epoxied a pinch of Katie's ashes into the nose of the Hobbie Hawk he bought her back in 1974 and this plane would be flown at every Katie Tribute during the memorial flight right after the dedication speech. World Champion Daryl Perkins did the honors the first year.

Besides honoring Katie, Bob wanted to spread the word about how pivotal and important Katie was to the formation of and continued success of Bob Martin RC Models.

The Coyote, Katie II, Super Gryphon and SR-7 were the first of Bob's designs.

Title photo: First Lady Katie. Katie at Mt. Washington, Los Angeles, wearing her special cap the Sierra Madre RC Modelers gave her beginning her second year as club President.



Above left: Katie at the Pasadena IMS show in 1980 holding a prototype SR-7

Above: Katie Launching a Katie II prototype in 1978 at Mt. Washington in Los Angeles.

Left: 1979 Toledo show. Katie Martin, Miss Toledo, Miss Weak Signals and Bob Martin. Dura-lene fuselages in foreground.





*2017 Katie Memorial Flight of her Hobie Hawk with her ashes epoxied into the nose.
The Hobie Hawk can be seen just above and to the right of the wind sock.
This year saw in excess of 100 models representing more than 50 designs.*



Above: Picture of the participants at the Katie Martin Tribute, Torrey Pines California, June 3 2017.

Above right: Picture of the participants at the Katie Martin International Tribute in Spain.

Right: Larry Jolly launching his Hobie Hawk personally autographed by Hobie Alter.

Opposite page: Iconic shot of Katie launching a early production glass SR-7, Mt. Washington in Los Angeles.



Bob and Katie purchased the tooling and produced the famous Hobie Hawk. The Talon, Pussycat, Bobcat, Mystery Ship and Mystique followed. At the peak of Bob Martin RC they achieved a maximum combined monthly production of 2,500 kits.

If Katie had not asked for a sailplane in 1974, they probably would not have become interested in sailplanes and none of these planes would have been developed.

By the third year of the Katie Martin Tribute, modelers around the world were paying attention to the event and requests from Spain, England and Venezuela were received.

Eric Johnson had made up a certificate that could be handed out commemorating the event and Bob would sign them. These were sent to the groups in the foreign countries as well as being made available to participants at the Torrey Pines event. These became very popular overseas and that tradition continues today.

A second group in Spain and one in Germany have joined the annual Tribute to Katie making it truly an international event.

With over 50 different designed aircraft and in excess of 100 planes, the Torrey Pines event continues to grow. This year it was blessed with great flying conditions and nearly anything could be flown.

It is a great place to meet fellow slope soarers, meet legends like Larry Jolly and Daryl Perkins, and Bob Martin is always there. It is so much fun, and any brand or design is welcomed.

Oh, did I mention... There is a raffle with great prizes which range from glue to flight sims and kits, and this year a Hobie Hawk was raffled off, thanks to John Cole who donated it. All raffle proceeds go to the American Heart Association in the name of Katie Martin... This year a \$1,000.00 check was sent... Katie would be pleased, as that was her favorite charity.

This annual event centers around two important dates; June 1st was Katie's birthday and June 6th was the date Bob and she were married...



The annual Katie Tribute is arranged for the Saturday nearest those two dates.

If all is well, 2018 Katie Martin International Tribute should take place on June 2, 2018.

Hope to see you there!

2017 Katie Martin Tribute on AMA Air:

<<http://air.modelaircraft.org/ama-air-episode-28/>>

Video of the 2017 Katie Martin Tribute Spain:

<<https://www.youtube.com/watch?v=RHBnTgMuP6o&t>>

