



## Editor Notes

If you are interested in providing an article of contribution for the newsletter or content for the web site, please contact the newsletter editor. Share a story about a build, flight, aircraft, anything interesting.

Send articles and information to [editor@larks-rc.com](mailto:editor@larks-rc.com)

Become a contributor, it is easier than you think.

## Larks Club Officers

President;  
Wayne Richardson  
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Vice President;  
Curt Henschel

Secretary;  
Blaine Richardson  
[secretary@larks-rc.com](mailto:secretary@larks-rc.com)

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Safety;  
Stephen Bell  
[safety@larks-rc.com](mailto:safety@larks-rc.com)

## Upcoming Notable Events

- *Club Meeting - March 26th, Tavares Civic Center, 6:30 pm.*
- *March 3rd, Flying field is closed to open flying. The aeronautical society of the university of Maribor (ADUM) will be testing experimental airplane models. Open to spectators*

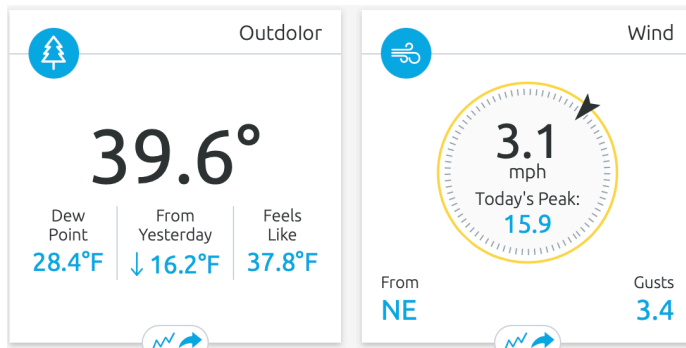
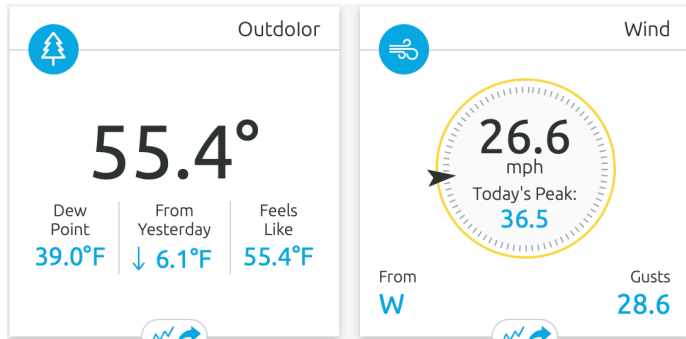
## Membership

The club membership has a capacity limit of 100 memberships, made up of Adult and Family memberships. At this time there are a few memberships open. If you know someone that would like to apply, please contact our club secretary at [secretary@larks-rc.com](mailto:secretary@larks-rc.com).

Junior Membership Applications are always accepted.

January brought some unfavorable weather to the end of the month to close out flying for the month.

Thursday and Friday January 15 and 16 brought some nasty weather making it almost impossible to fly.

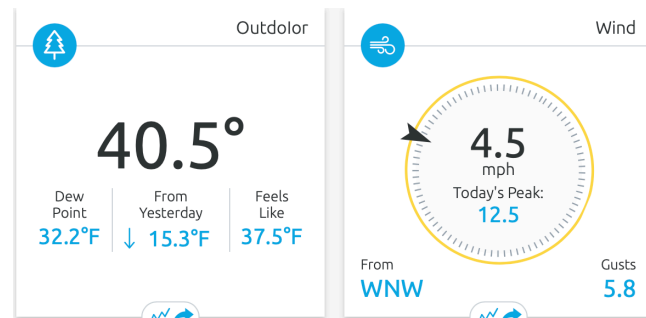
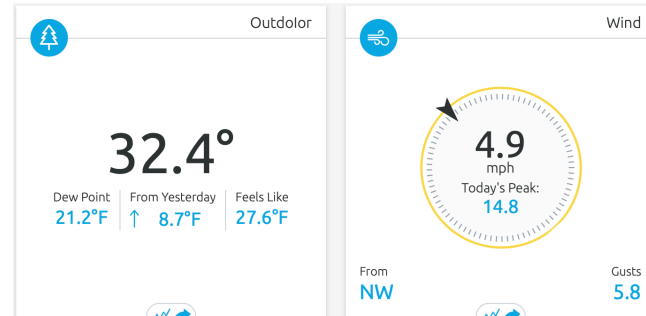
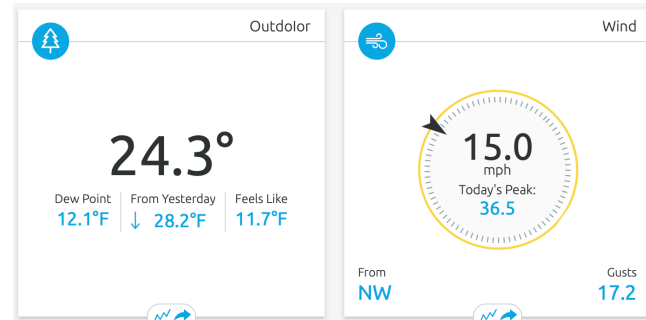


Data from our flying field weather station, January 15 and 16 2026.

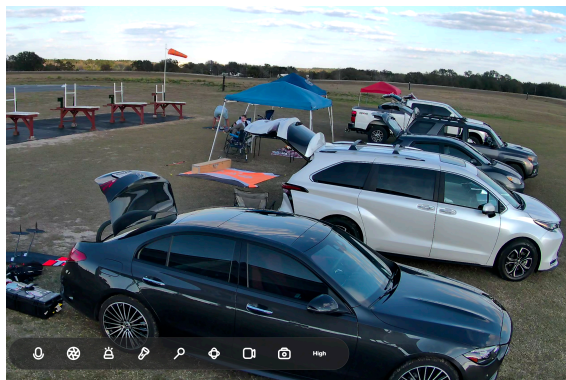


BUT - if you thought January was bad, here is the data for the first week of February.

February 1, 2 and 6. Take note of the feels like temperatures.



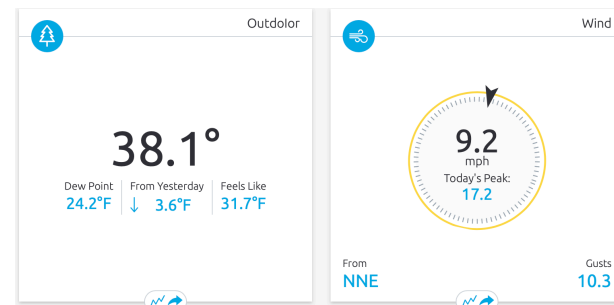
February 20 - 22 brought the DLG event to our field. DLG = Discus Launch Glider. A Discus Launch Glider (DLG), also known as a F3K glider, is a high-performance RC sailplane launched by holding a wingtip peg and spinning in a motion similar to a discus throw. This technique can launch the aircraft to altitudes over 300 feet without any onboard motor, allowing pilots to then hunt for thermals to stay aloft for extended periods.



## Larks Club Annual Swap Meet was held on February 14 at the club field.

We had great weather for our LARKS annual Swap meet on February 14 along with a good turnout. I estimate we had around 30 sellers with lots of RC items from planes/helicopters to all manner of parts/pieces for sale. Many folks walked away with new stuff, be it planes or parts. In talking with club members, this was one of the best turnouts and hopefully next years swap will be as good or better. I think everyone enjoyed themselves with lots of opportunities to chat with other participants and good bargains were to be had.

A number of our members attend, some with nothing to sell, but to just be present and share camaraderie.



February weather continues to throw crap our way with cold temperatures and windy days. Note the low temperatures in the morning once again down in the low 30's with a wind chill in the 20's.



Since a picture is worth a 1000 words, several photos will detail what I mean. And honestly, it's so easy to do better that I beg of you aircraft designer-types, come on guys . . . please up your game! And honestly? We (your customers) deserve better!

So we're going to pick apart three types of mount designs, and offer up an inexpensive solution (because any idiot can find problems). After all, greatness lies in resolutions to problems (and genius within elegant solutions).

First up, the most egregious offender, in my opinion (although opinions are like bellybuttons in that we all have one). So this is mine. It's the old school pocket style mount first used +40 years ago!



When a crash happens, there is not much left to do but pick up the pieces and lay amongst the wreckage.

## Introduction

I have grown to hate anything other than plate-mounted servos for wing and stab control surfaces. Yet models are still brought to market – some pretty expensive ones, too – with old school servo installation. Like this one.



Lovely model, superb servo, plus sophisticated servo arm, cheap ass pocket install – sigh

Basically, I'm speaking of servo installations, where the designer actively inconveniences the customer. Sure, very easy to install, but you have to live with the damn thing and that's not so fun.

So a very convenient installation, but one with geometry issues and which, leaves the servo sticking out of the surface like a sore thumb. This designation to include our own just because hiding them is a trivial exercise for the talented aircraft designer. Why do they do it?

And note; they're especially hateful when sticking out of the surface and into the breeze because they add to the induced drag. Frankly, as an engineer, it not only drives me batty, it actually offends me!

So these days, when it's so easy to hide the servos, I wonder why this is. Also, purely as consumer – as a modeler like you – well, I'm totally fed up!

Hence this open letter to model aircraft designers.

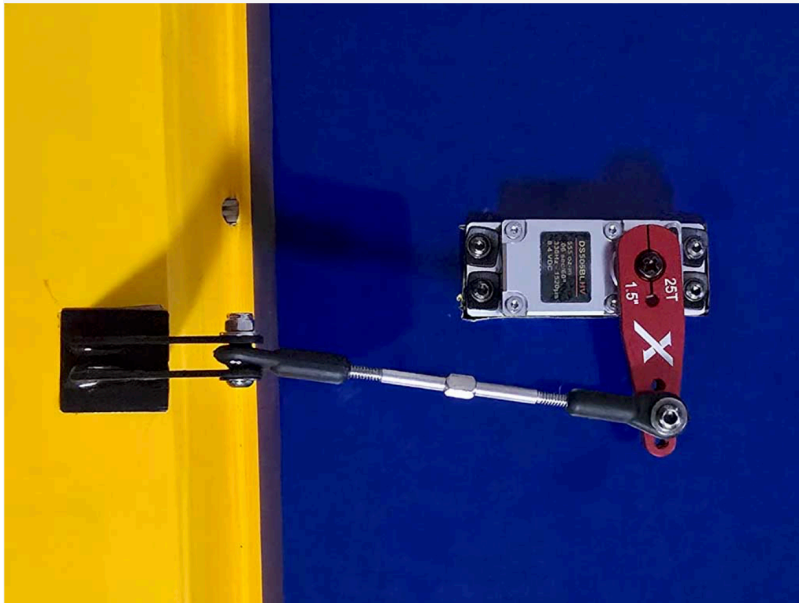
## Pocket-style

It seems like the most common design, especially with the no-name imported *el cheapo* models, is the 'drop in pocket' type design.

This mount style features an upright exposed servo installation, where the servo is just dropped in from above and secured with mounting screws. Advantages are it's quick and easy when installing the servo. So you save five minutes and it's a pain in the ass forever after.

Interestingly, it's found on some very expensive and otherwise superbly made models, too. Anyway, it presents several disadvantages.

Let me explain what I don't like. Maybe you'll agree.



Neutral position of linkage is offset – fore and aft – linkage rod end translates side-to-side

While the pocket style mount is the absolute cheapest possible servo mount for the manufacturer, and very, very easy for the builder to produce, and even easier when the modeler is installing the servos, it's rather less than considerate of the modeler's desires for aesthetics (in terms of hiding the servo).

So the defect that springs to mind first, is it looks cheap. And the aerodynamics suck. Gets worse because my real bitch has to do with the linkages.

Eyeball the angle of the above linkage rod at neutral. Now visualize how it only straightens perfectly into the airflow at the very extremes of throw! Only at full down and full up does the arm align with the airflow. Otherwise, it's sort of at an angle increasing drag.

Big deal? Nope! It maybe amounts to 1%, maybe less. Means it's a nothingburger for many but for me, as ProModeler? Considering we live and die seeking to eek out a 1% improvement in anything, this bothers me.

But there's more. Reason I find this type installation to be so much bullshit (especially these days when models are so expensive) is because existing alternatives – costing at most pennies in terms of wood – resulting in a cleaner more aerodynamic installation. And, importantly, with better linkage geometry (and looks).

Recapping; my objection isn't just because the servo is exposed (visible). Or because it makes cleaning and polishing the wing harder. Or even because it causes more induced drag (although I don't like that, either).

Instead, what sucks is the servo arm – in swinging side-to-side as the servo arm rotates back and forth – results in the linkage rod making side-to-side motion. This is called translation.

Happens because as the ball link moves fore/aft, it also swings in and out on an arc. So it moves closer toward wing root at the extremes of travel (full up or down aileron) and then further out again toward the tip as it approaches neutral.

Two issues with this; first, increased wear on the plastic linkages. Second, and added to which, the off angle forces (both thrusting and pulling on the linkage) perhaps explain the popularity of the captured ball dual-horn setup on the aileron.

## Root rib pocket type

Next in the line of mounts created by idiots inconsiderate designers is how they sometimes make you install the servo through a root rib. Problem is this makes servo installation (and maintenance) rather more onerous.

Access requires removing the stab. And as if that weren't bad enough, because some modelers would prefer stabs permanently mounted, this type of servo installation makes them scream in frustration.

Again, big deal? Maybe not. But added to which, servo arm installation and adjustment (especially the cross mounted screw used for backlash compensating), also becomes inconvenient – grrrr!



Total pain in the ass side mount servo install is accessed through the root rib after removing the stab

## Plate-style surface mounts

The plate type mount circumvents the deficits of both previous methods. Moreover, they're easily implemented.

These are done very cheaply with bits of laser cut plywood. And they work superbly because installation and servo arm adjustment is done outside of the wing-structure. This is especially useful when securing the bolt on the clamp (backlash compensating screw) on the arm.

it doesn't get more convenient than mounting the servo and the servo arm whilst holding everything in your hands! What could be easier?



It doesn't come more simple than a plate mount installation – suitable for ailerons, flaps, and stabs

However, beyond hiding the servo, the chief benefit of this installation is the servo linkage doesn't transcribe an arc, or exhibit an accelerating wear pattern. Why not? Simple, it's because the rotation of the servo's output shaft and the hinge line are parallel. This means you get a beautiful linkage setup with no hinky motion artifacts of geometry – none whatsoever!

So once the servo is installed, the arm sticks out of the mounting surface and only the linkage (perfectly aligned with airflow) presents an obstruction. It's a very clean look.



Creative thinking breads creative flying machines.

If screw heads bother you, what the heck, use countersunk types!



The hatch mounted servo with PDRS32-25T servo horn uses a ball link equipped pushrod

## Hidden linkage in-wing mounts

Next are those mounts that place the servos sideways to the ribs. This, so they may hide the linkage rod, and which I also find to be so much bull.

Especially when moveable mounts – like plate types – can easily and cheaply be used to do the job of giving ready access to the servo!

End result is you end up with a huge hatch on the bottom just to grant access to the ball driver.



Internal side mounted servo can be tricky to reach with tools and especially securing bolts

Anyway, every time I see this style I always wonder, what the heck are you thinking? Making me approach the screw heads sideways to the servo mount tabs? This is nuts!

After all, servos are universal, so the mounting tabs are a decades old design feature. E.g. long ago established. And by a long time, I mean decades, so designers? Do your design-thing for the existing products, darn it!

Anyway, while the purpose of the above is admirable (hidden linkages), it comes with too high a price because it's too much of an inconvenience for the modeler to deal with in terms of installation and maintenance.

Especially as alternative mounting methods exist!



Hidden linkages offer advantages in terms of drag and better looks

## Alternatives – CNC-machined

So an alternative to cheap plywood mounts are alloy mounts which are CNC-machined from a solid billet of aircraft aluminum. The benefit of these over plywood has to do with never delaminating over time (don't laugh, it happens, especially with low bidder plywood).



Securely installed with four rubber isolators, the mount has four tapped holes for mounting

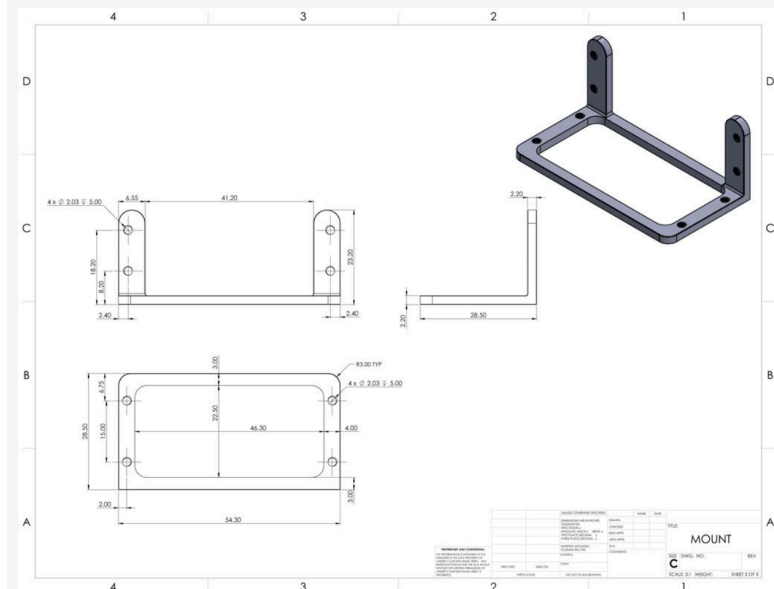
And yes, of course simply wicking thin CA into the plywood sorts this, but what if you don't catch it in time? Point being, inexpensive alloy mounts totally eliminate this risk to your model of ply mounts weakening with age and/or due to the heat of the sun.

Also, with machine threads for mounting, installation can be quite simple. Added to which, because the threads are metal instead of wood, then moving servos for maintenance brings no associate cost with regards to thread strength in wood.

And if you'd rather mount clear through the aluminum mounts and into the wood, then if the threads interfere run a drill through first. This will clear them out of the way – so you have alternatives.

## Dimensional drawing

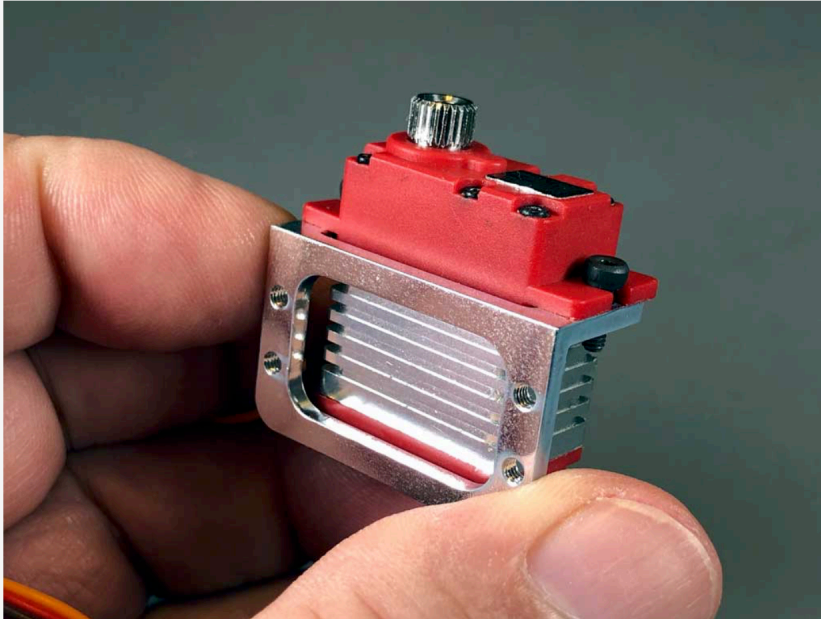
So modern CNC-machined alloy side mounts sort the issue of installing servos within the structure for the benefit of hidden linkages. Here's the print if you're curious – and they're 7075-T6.



3-view dimensioned print and computer render of ProModeler standard class side mount

## Alloy mounts in 4-sizes

And because there's no patent protection on these things, anyone can make them and we don't hide the print, either. We literally don't care if someone wants to copy ours and offer to make your life easier (and for others) using our design. KYO!



The smallest ProModeler servo can be fitted to confined quarters using a submicro mount

## ***Final thoughts***

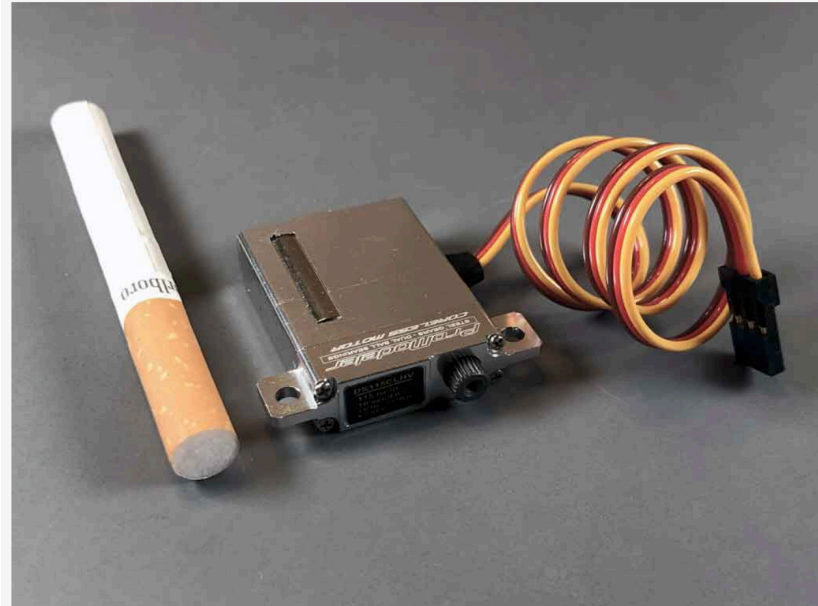
Allow me offer a few final thoughts. What's the right servo, mount, or servo arm for you? It's a reflection of yourself, your goals, your dreams, and your budget.

We work hard put a better grade of product in your hands. But nobody can make you buy them. This you decide for yourself.

## Side-mount specialty servos

Note: we do actually make a servo that side-mounts directly. It is a highly specialized product created expressly for very thin wing installations.

It's our DS115CLHV, which at 8mm is actually thinner than a cigarette!



Cigarette for scale, ProModeler DS115CLHV is an 8mm thick wing-type specialty servo

Still have questions? Feel free to reach out – we're readily available;

- Telephone: 407-302-3361
- Email: [info@promodeler.com](mailto:info@promodeler.com)

... then maybe together we can suss out what's best for you!

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<https://www.promodeler.com/>

# Club Web Site

[www.larks-rc.com](http://www.larks-rc.com)

In this newsletter, I would like to take a walk thru a newly created section of the club web site. The Forum. I'll provide more information, instructions and go over some of the rules to be followed.

This section is for members only and is not accessible by the general public. You must be a member to access the Forum.

Rules or Terms of Use. The forums are monitored for content.

First and foremost, be kind. The forum is not a place for you to air your frustrations, of backlash some in a comment. In this day and age of other platforms that have become the normal for this type of content, please be respectful of the membership.

No Political or Religious content will be allowed.

Topics are to be RC related. Don't care what you had for lunch or where you ate at. Keep that for other platforms.

If you have something for sale, please do not list it here. We have a for sale section on our website.

There is a complete list of rules and terms of use that you must read and agree to in order to continue onto the forum pages.

To log in, go to the bottom of any page of the club web site and click on the member login link.

**Member Login** Logout  
~~Password Reset Instructions~~

AMA Number

Password

Remember Me

Log In

Enter your AMA Number and Password and click the Log In button.

When you are logged in you will be redirected to the members area.

Click the red button - Larks Forum

Welcome to the club member area. This area of the web site is restricted to members only.

Rules of Use;

- The Member Area is password protected. You are not allowed to share your username and password.
- Club members in good standing are the only persons that have been given access to this area.
- You can update your profile, change your password by clicking the Profile link at the bottom of the page.
- Club information link at the bottom of the page will take you to the general information section of the members area.

Club Information and Meeting Minutes

Member Profile

Password Reset

Larks Forum

## Larks – RC Forum Terms and Conditions

Next you will need to review the terms and conditions and click the box next to the I agree statement and then click the submit button. This will need to be done on each log in to the forum.

I agree to the terms and conditions of use for the Larks Club Forums. (required)

**Submit**

From here you will be directed to the forum directory page.

[Home](#) > [Forums](#)

**Search**

Forum	Topics	Posts	Last Post
<b>General Discussion</b> Club members can use this area to converse with other members on topics of general interest to all.	0	0	No Topics
<b>Transmitters - Radios - Receivers</b> Discussion on topics associated with Radios, Transmitters and Receivers	1	1	1 week, 5 days ago <a href="#">1029828</a>
<b>Batteries</b> General discussion on batteries, flight packs, receiver power and more.	1	1	1 week, 5 days ago <a href="#">1029828</a>
<b>Flight School</b> General discussion on all things related to RC Flying.	0	0	No Topics
<b>Engines - Gas</b> General discussion on gas engines.	0	0	No Topics
<b>Motors - Electric</b> General discussion on electric motors.	0	0	No Topics
<b>Aircraft - Electric Power</b> General discussion on electric powered aircraft.	0	0	No Topics
<b>Aircraft - Gas Powered</b> General discussion on gas powered aircraft.	0	0	No Topics
<b>Jets - EDF</b> General discussion on EDF Jets and related equipment and flying.	0	0	No Topics
<b>Jets - Gas Turbine</b> General discussion on Gas Turbine Jets, equipment and flying.	0	0	No Topics
<b>FPV - First Person View Equipment and Flying</b> General discussion on all things related to FPV equipment and flying.	0	0	No Topics

On this page you can search for content or select from the list of topics to read and contribute to the thread. Click the red text in the Forum column to open the topic.

[Home](#) > [Forums](#) > Transmitters - Radios - Receivers

**Subscribe**

This forum has 1 topic, and was last updated 1 week, 5 days ago by [1029828](#).

Viewing topic 1 (of 1 total)

Topic	Voices	Posts	Last Post
<b>Express LRS</b> Started by: <a href="#">1029828</a>	1	1	1 week, 5 days ago <a href="#">1029828</a>

For this example, I clicked on the Transmitters - Radios - Receivers topic.

The topic discussion page opened where a number of things can happen. If there is content, you can click on the topic and be redirected to that thread. You can subscribe to the topic and be notified when a new post is made. Or you can create a topic by completing the form.

Create New Topic in "Transmitters - Radios - Receivers"

Topic Title (Maximum Length: 80):

**B** **I** [LINK](#) **B-QUOTE** **BEL** **IMG** **UL** **OL** **LI** **CODE** **CLOSE TAGS**

Topic Tags:

Notify me of follow-up replies via email

**Submit**


In this thread, I clicked on the Express LRS topic in red text and opened the topic page.

[Home](#) > [Forums](#) > [Transmitters - Radios - Receivers](#) > Express LRS

[Favorite](#) | [Subscribe](#)

This topic has 0 replies, 1 voice, and was last updated 1 week, 5 days ago by 1029828.

Viewing 0 reply threads

Author	Posts
February 11, 2026 at 8:17 am	REPLY #5553
 1029828 Participant	The Express LRS team has released the latest version of firmware for ELRS transmitters and receivers. This version 4.0.0 has many new features and upgrades. Channel 5 can now be used as a standard pwm channel, no longer reserved for arming. Click on this link to view the github site and read all about the current firmware. <a href="https://github.com/ExpressLRS/ExpressLRS/releases/">https://github.com/ExpressLRS/ExpressLRS/releases/</a>

Viewing 0 reply threads

Reply To: Express LRS

B / [LINK](#) B-QUOTE IMG UL OL LI CODE CLOSE TAGS

Tags:

Notify me of follow-up replies via email

Submit

Note there is one input to the topic, generated by a member participant. From here you can make this a favorite, subscribe, or reply to the content. Fill in the form with your reply and click the submit button. Once completed you have actively participated in the conversation and your content will be published. Check the notify me of follow up and replies, keeps you informed on the topic. (Still working on this feature)

The forum section of the web site is new, and has been in the testing phase for some time. Although I believe I have tested against all scenarios, please be patient as we work thru the remaining issues. If you have any problems, please send me a note describing your issue in as much detail as possible. Send notes and comments to [editor@larks-rc.com](mailto:editor@larks-rc.com).

I hope you enjoy this new content and remember, this is for members only, do not try to share the link as it will not work for non-members. In addition, be respectful with your posts, and replies.

Cheers for now, Jim

PS, if you subscribe or favorite a topic, you can also unsubscribe or unfavorite.

[Home](#) > [Forums](#) > [Transmitters - Radios - Receivers](#) > Express LRS

[Unfavorite](#) | [Unsubscribe](#)

This topic has 0 replies, 1 voice, and was last updated 1 week, 5 days ago by 1029828.

To exit the topic, you can click the Forums button to return to the forums main page, or click the home button to go back to the club home page. Or, click the logout link at the bottom of the page.



I know you have heard the term Maiden Flight, so what is it. A maiden flight is any flight that takes place after the initial build of an aircraft. Is this the only time a flight should be considered as a maiden? The answer is NO. A maiden flight check list should be considered at any time you have made any changes to the aircraft, transmitter, or any other equipment that may affect the way the aircraft flies.

Let me explain - You pull out an old airplane that you have not flown in years. Hopefully you go thru a check list of things to look out for, before you just throw in a battery and or fuel and take it to the air. This check list I refer to is not only for a maiden flight, but also for each and ever flight you take.

How is the air frame, any damage?

Check the servo installations for loose screws and connectors.

Check the receiver installation.

Check the landing gear.

Check the motor mounts.

Check the control surface connections.

Is the propeller in good shape and tight on the shaft?

These are only some of the questions and checks you need to perform.

Below is a link to a video I found that goes thru what to do prior to taking a maiden flight.



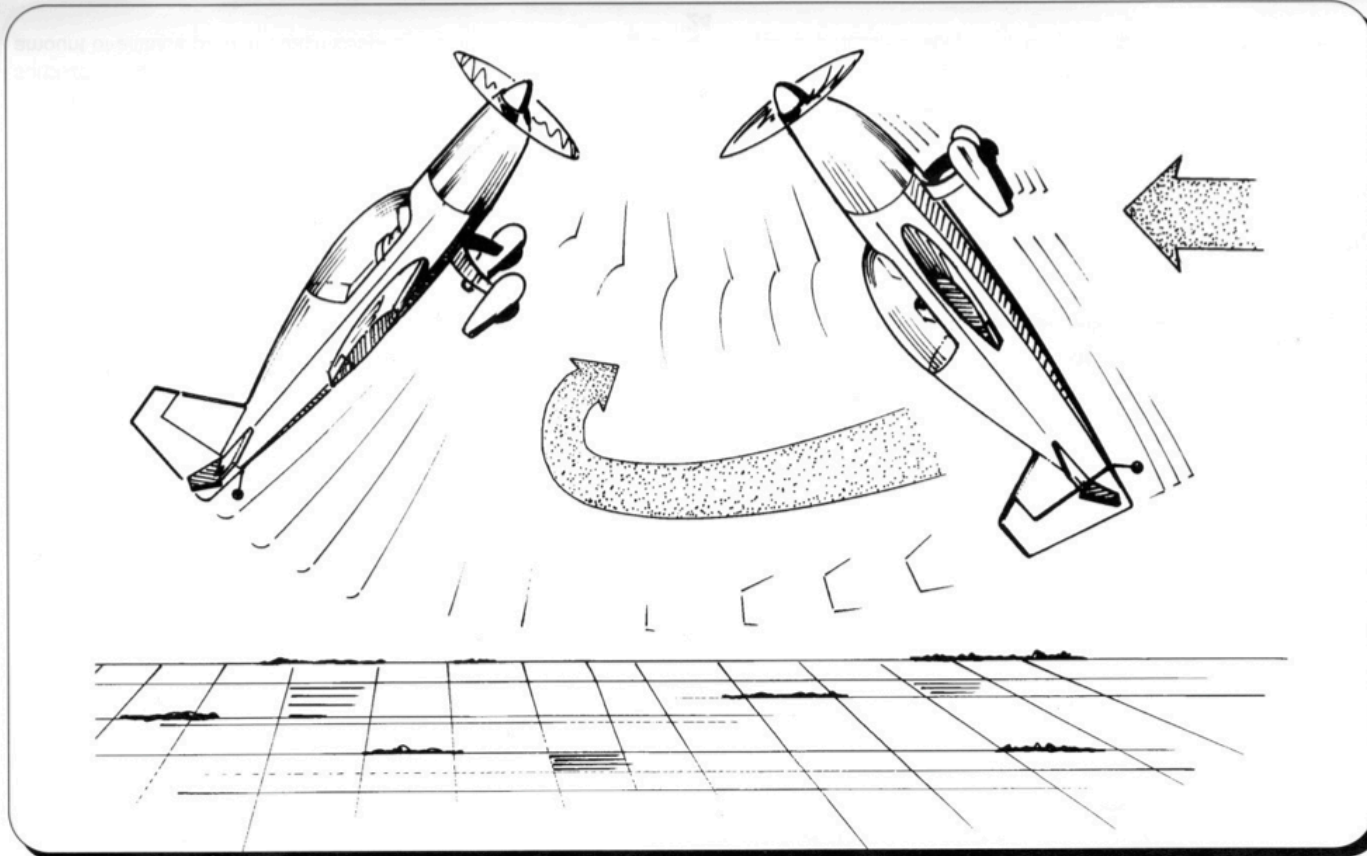
How to maiden rc planes - complete beginners guide

<https://www.youtube.com/watch?v=ziBD-VxuAK4&t=19s>

Haven't flown for a while? No time like the present to get out and enjoy the field.



**Dust off your transmitter and go fly!**



### FLIP

The Flip is a fun twist on the Harrier. When you can confidently Harrier upright and inverted at a safe altitude, try this twist: fly along in an inverted Harrier at a very slow speed. Apply full throttle hard and push full down elevator. Immediately bring the throttle back to the setting your model Harriers at best and reverse from negative to positive elevator when the model reaches its preferred angle for an upright Harrier. Now perform a Harrier back down the field. Note that your full throttle/full elevator application will very likely torque the model left, so you'll need to be ready to apply right rudder and aileron as required to keep the model straight. Practice, practice, and more practice is the key to making the Flip look fluid without any noticeable twist.



Larks Live TV Channel. There are three camera views available. How do I find the cameras? Go to the club web site, click on the Larks-RC Live link.

**Home Contact About ▾ Flying Field ▾ Events  
For Sale ▾ Learn To Fly  
Membership Information Photo Gallery  
LARKS Blog Area ▾ Sponsors and Advertisers  
Donations Larks-RC Live**

Larks-RC TV Channel has been updated. We hope you enjoy the new and improved views.

[Larks-RC TV Channel](#)

If you experience any difficulties, please contact us at [editor@larks-rc.com](mailto:editor@larks-rc.com)

Scroll down the page to the Larks-RC Live TV Channel button and point and click.

The three camera views will scroll thru, giving you a complete view of the field. You can pause at any time to keep the current view in site.

Please note - at this time the county is being directed to watch out for fires and or conditions that may start a fire. We are experiencing one of the worst drought conditions on file for many years. Yes, worse than last year.

A fire extinguisher is available for use and is located on the side of the of the charging station in the pavilion. If you needed to use it, please let the executive know so that it can be inspected and recharged.

Fires spread fast during a drought and can cause lots of damage, not just to our field, but also to surrounding areas.

Our aircraft are equipped with fire starters, gas, glow fuel, batteries etc. A crashed aircraft using a LIPO battery may catch fire and burn for quite some time.

# ExpressLRS 4.0.0

Latest

Get the full story and list of enhancements at <https://github.com/ExpressLRS/ExpressLRS/releases/>

## Compatibility

Not compatible with ExpressLRS 3.x.x, 2.x.x, or 1.x.x. ExpressLRS major versions are not cross compatible therefore this version 4 OTA is incompatible prior versions and will not connect at all (theoretically).

Support for STM32-based hardware has been removed, including all R9M hardware, your ExpressLRS PP, and Ghost devices. NDAA Blue can eat our shorts.

Fullres packet modes users in 8ch and 12ch mode will find CH9 or CH13 missing, and Arm moved to CH14. See "Optional Arming Method" below.

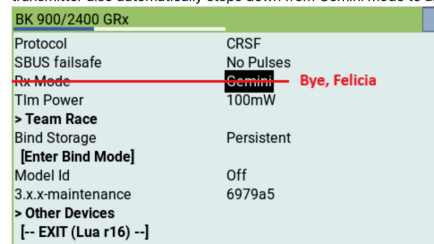
Any custom hardware.json and options.json (set from the webui Options tab) will be lost due to the flash filesystem update, back them up before updating. See "Flash Filesystem Changed".

When installing the elrs.lua to your handset, be sure to delete the existing `elrsV3.lua` and `elrsV3.luac` to not have two tools show up as ExpressLRS. The newest elrs.lua works with all ExpressLRS versions back to 2.0.

### Highlights

#### Automatic Antenna Modes

Stop babysitting your receiver antenna modes. Updated RX/TX syncing now automatically select between True Diversity and Gemini mode based on the transmitter setting so you don't have to. If you connect to a single RF chip receiver, the transmitter also automatically steps down from Gemini mode to antenna switch mode.



#### Optional alternative arming method (requires EdgeTX 2.11.0 or higher)

The alternative arming method doesn't use CH5 to communicate the user's arming request to the TX module leaving CH5 free to use as a regular control channel. Arming is performed by user selected sources, e.g. physical or logical switches, anything EdgeTX offers as a source really. The alternative arming method works for all packet rates and switch modes but is especially useful for the fullres packet rates in connection with PWM receivers. No more "remapping CH5" required to use CH5 as control channel. The optional arming method can be enabled in the EdgeTX Internal/External RF Model Setup menu by changing "Arm using" to "Switch".



Due to this change, fullres modes no longer "skip" CH5. Previously, 8ch and 12ch modes would generate 9ch or 13ch but now generate exactly the number of full resolution channels specified and CH5 is always a full channel. Users may shift CH6+ down by one or use a higher channel count to account for the change. CH14 now carries the 1 bit arming flag in 8ch and 12ch mode.

## Sponsors and Advertisers



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*LARKS RC Discount Code - 15% discount is available during  
the month March 2026*

Discount available to all readers of the LARKS Newsletter.  
Discount do not apply to already discounted or reduced items.  
Simply go to [RCBATTERY.COM](http://RCBATTERY.COM) and enter the discount code on the payment page.

Click the code below to be redirected to RC Battery Web Site

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[LARKS!RCB26MAR](#)

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**ProModeler**



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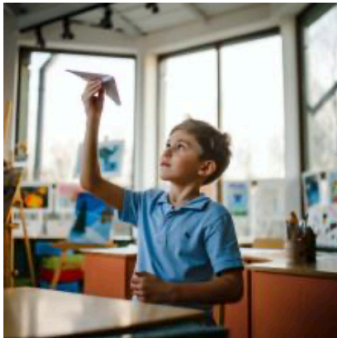
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**<https://www.amaflightschool.org/blog/intro-pilot-ground-school-live>**

## **Fold to Flight: An Educators' Hands-On Pathway from Paper Planes to Advanced Drones**



Fold to Flight is a free project introducing students to aviation through paper airplanes and other models, enhancing skills and knowledge.

## **Pre-Flight Checklists**



Performing a pre-flight checklist before each flight is an important safety step. Be aware that your model aircraft may have other specific items that

## **Club Flight Training Manuals**



Flight Training Manuals Collection This is a collection of Training Manuals we've received from several AMA clubs. These