



Larks-RC Newsletter

May 2026

13251 Frankies Road, Tavares Florida

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

Become a contributor, it is easier than you think.

Larks Club Officers

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Upcoming Notable Events

- *There are no club events planned for May.*
- *April 30th 2026 Club Meeting, Tavares Civic Center, 6:30 pm.*

EdgeTX User Manual v2.12



EdgeTX "Queen Anne's Revenge" v2.12.0

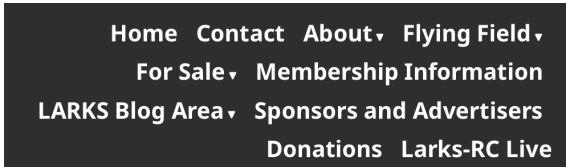
Is available for download and installation. Many new and improved features. Click the link above for direct access to the download.

User manual quick link at left.

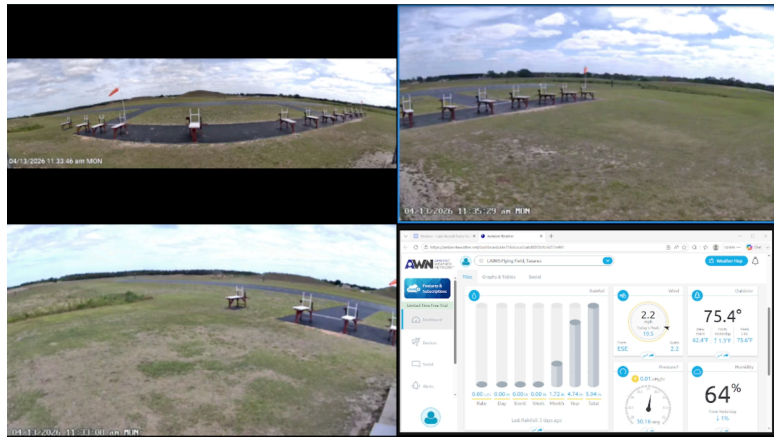
I know you are all wondering, how does the field view on the web site happen. Curious minds want to know.

Simple, yes, if you understand devices, inputs, routers, switches, software, broadcasting computers, network set up etc.

From our club web site, click the Larks-RC Live link. Scroll down a bit and click the Larks-RC Live Channel link.



Larks-RC TV Channel



Magically you end up at the flying field live view, three cameras and the weather station.

There you are, its as simple as that. Now, let's take a dive into the workings.

Equipment required to make this happen.

1. Cameras, 3 installed at the site
2. Weather Station, installed at the site
3. Network cables, switch, router, internet access.
4. Computer, located at either Jim or Bob's house, connected to their local internet access point
5. Software,
 1. ReoLink app to access the cameras
 2. OBS Software package to create the broadcasting suite
 3. Internet web browser
 4. Web Development
 5. Web hosting

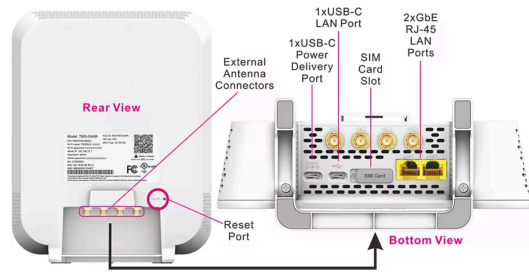


We have three cameras installed on the shelter, one 180 degree and two 90 degree field of view. The cameras are manufactured and sold by ReoLink.

Each camera has a cat 5 network cable going from the camera to a POE network switch. The switch provides the power to operate the cameras and the interconnection of the cameras to the network.

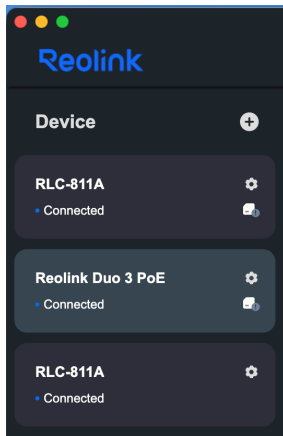


The 5 port switch is connected to the T Mobile internet access point and gateway located in the station power supply.



This is the unit that supplies the high speed mobile wifi network at the field. Access point and password can be found in the member area.

At this point in the system, the cameras are broadcasting over the internet. With the ReoLink app installed on the club computer, we can configure the app to find the cameras and display a view of what they see.



ReoLink dashboard showing the three field cameras connected and ready to view.

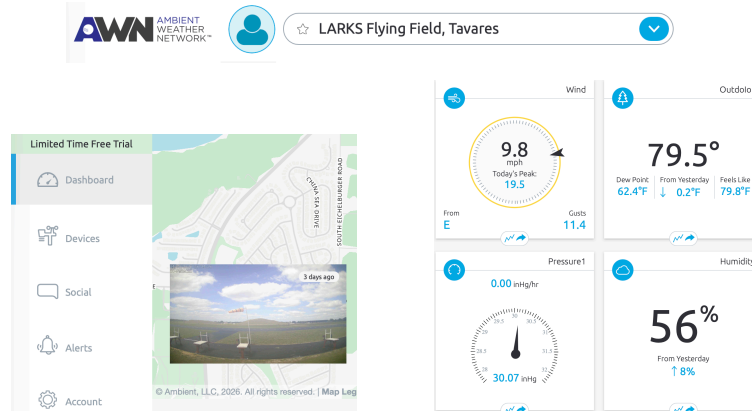


Each of the cameras are configured to provide a view of the flying site in the direction of East, West and North of the shelter.

Using the ReoLink app, we display a three camera view.

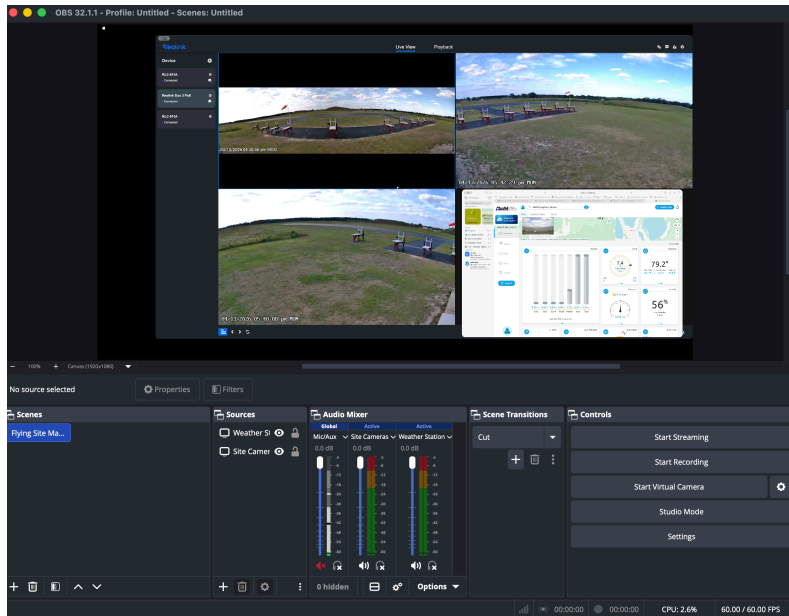


Step Forward, lets take a look at the weather station. The equipment is located at the flying field, with a camera, and wind instruments that are connected cat 5 to an access point in the power station and then connected to the internet thru the T Mobile access point, and displayed on Ambient Weather Network Site.

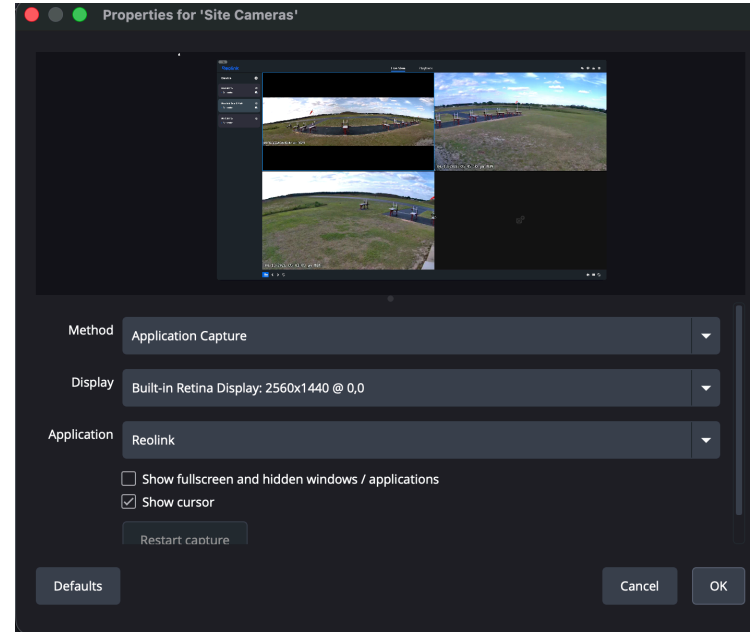


Now we have all the views needed to set up the broadcast and stream to the web.

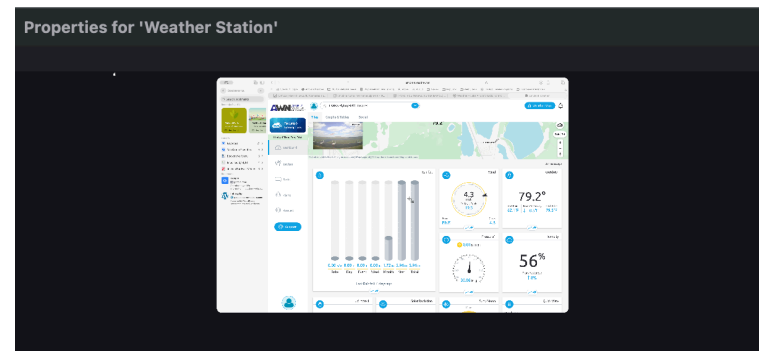
This is where things get a bit more complicated. If you have ever used a broadcasting software package, you know there is much information needed to make things happen. We use an open source broadcast studio, called OBS. This is a free open source service that works very well.

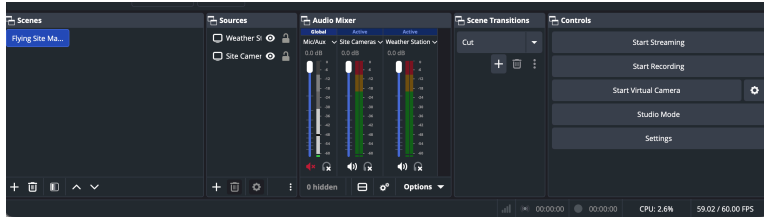


This is where all the magic happens. With the views from the cameras and the weather station available on the computer, we start the capture and broadcast studio. The OBS Studio is a very powerful tool, with lots of options and many things I needed to learn. Steep learning curve, but fun and exciting.

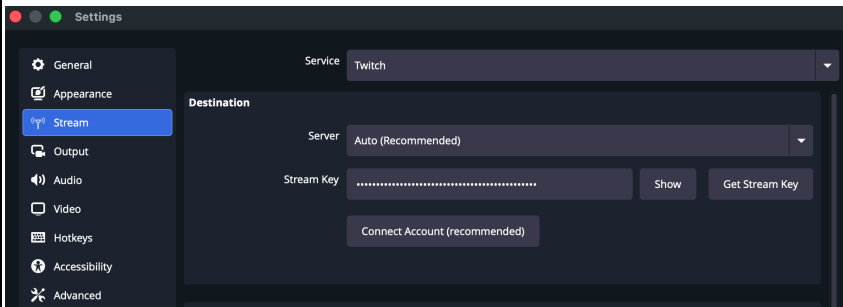


The first of the two screen captures is the ReoLink application capture. On this page, the OBS software is told to capture the ReoLink App, display the contents and make it available for publication. The same process is done to capture the internet browser displaying the weather station information.

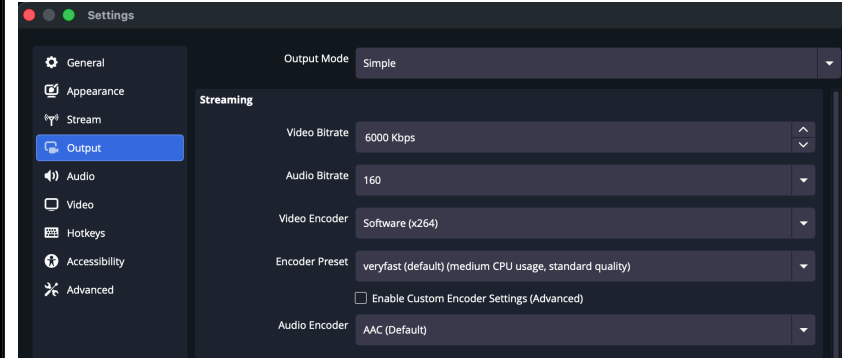




Notice in the picture above, a scene collection is generated, named Flying Site Main View. This is the canvas in which the two sources are blended together and positioned on the output canvas.

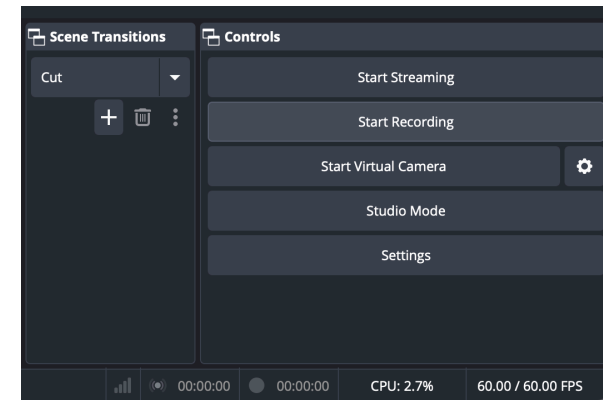


Now that the environment is built, it is time to set up the stream and bring the content to the internet. Many settings are required to ensure the stream is not only displayed correctly, but remains as stable as possible. Again a steep learning curve, but again exciting.



Stream account and settings need to be established and connected. Output settings need to be configured. Note the Audio and Video settings, are set and enabled, but no recordings are done.

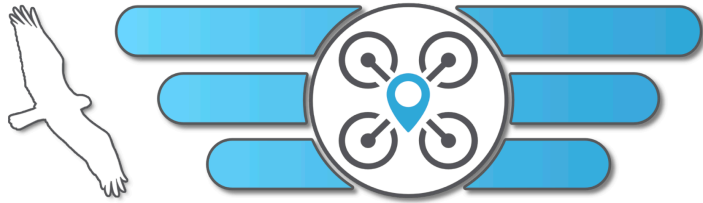
With all these settings completed and tested, we can now click the Start Stream command and if all is ok and goes as planned, our stream is now available on the web. See, nothing to it.



PS, the weather data is not quite live. The Ambient Weather Network updates every 2 minutes or so. Close enough to live for our use.

The club's new computer is up and running, all systems go.

INAV 9.0.1 Latest



Hello and welcome to INAV 9.0.1

INAV flight controller firmware has been released with lots of new features and fixes.

ExpressLRS 4.0.0 Latest

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.



Spektrum RC New iX14 Radio Transmitter.



Futaba New 32 MZ 18 Channel Computer Radio Transmitter System.



Radio Master TX 16S MK3 Max Elrs M2, Frequency: ISM 2.4GHz and Sub-G 900MHz

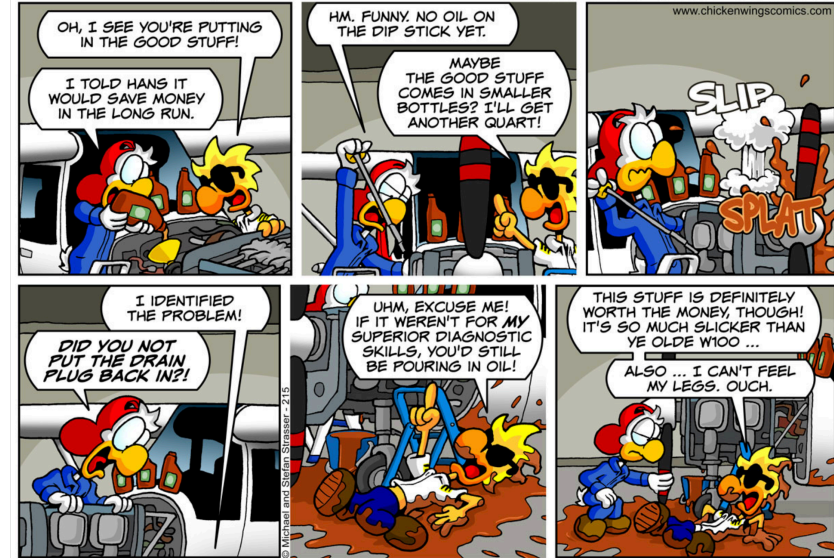
University of Central Florida, Takes to the Sky

Once again the University of Central Florida students came out to the field to launch, or hopefully launch their experimental aircraft. With groups of 6 teams in the morning and 6 more in the afternoon, one by one they put their craft to the test. Wing loading, flight, speed and landing. Some made it to the sky, while others never left the ground. Once again this year, it was very windy at the field, but their designated pilot, work very hard to control the craft to a successful flight.



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Prayer vigil held before flight. May help. More pics here.
<https://larks-rc.com/photo-gallery/>



April 29 Club Meeting

At the meeting there were multiple amendments to the club bylaws presented. After much discussion, it was decided to table the amendments, form a committee to review the amendments and bring recommendations to the club. The amendments will be posted to the club web site, members area. It is very important that you read the amendments and contribute your thoughts. Please come to the next meeting to cast your vote. The club bylaws represent the rules in which the club does business.

Hobby King - Do you purchase items from Hobby King? If so, please use the link provided on the club web site and in this email to get to the Hobby King Web site. Using the club link, ensures you get the club discount. In addition, the club is a partner with Hobby King and we receive 2% of all purchases made.



[Hobby King Link](#). Discount code LARKS5



RCBattery is also a member of our network and provides a 15% discount on all batteries purchased by our club members. Batteries already discounted are not eligible for the member discount.

[RCBattery Link](#).

More from the club meeting - the Flying Site Improvement Grant was approved and we will be receiving \$3000.00 from the AMA. The grant was submitted after the runway was completed. Thanks to the AMA for the funds.



Exclusive Offers

A screenshot of a podcast player interface. On the left is a thumbnail for "AMA Podcast" showing a person with a model airplane. To the right, the title "Ep 30 - AMA Member Benefits with Erin" is displayed above "The AMA Podcast". Below the title is a play button icon, a waveform, and a progress bar. At the bottom right, it shows "00:00 | 41:07" and icons for "15", "30", "1x", "More Info", and "Share".

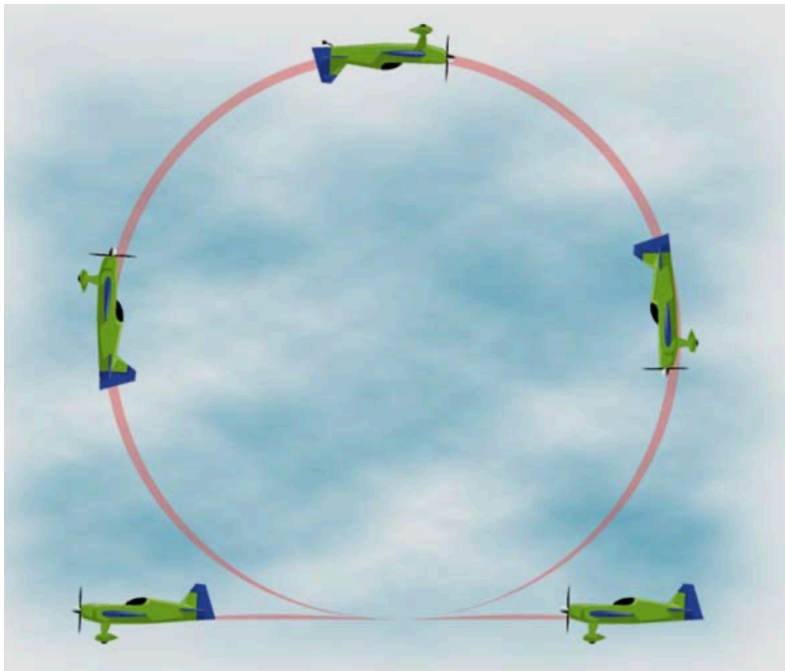
In addition to the great resources, tools, insurance, publications, having a voice in Washington, and so much more...as an AMA Member you also receive discounts from our participating partners.



HOW TO PERFORM A LOOP

Start by flying the aircraft with enough power to maintain straight and level flight. To initiate the loop, start to feed in up elevator so the nose of the model pitches up. You will need to add throttle to maintain airspeed. Keep adding up elevator and throttle until the aircraft is upside down and then start to throttle back a little. Keep adding up elevator to keep the aircraft going around the circle. As the nose of the model starts to point down reduce the throttle to avoid over-speeding the model. Once the plane has reached level flight again, finish up by adding enough throttle to sustain straight and level flight.

That's it, pretty simple right?



Chances are your first loops will not be very pretty. They might look more like an egg; large and oval shaped. Or perhaps you were too aggressive with the elevator in which case your loop might be small and tighter. To master the loop you will need to get a feel for how much throttle that you need at various points of the maneuver. On the first 180-degrees you will find that you are continually adding throttle and the remaining 180-degrees you are continually reducing the throttle.

Depending on the wind conditions, you might need to use the rudder to adjust the tracking of the loop to keep it in line. Slight ailerons adjustments might be needed as well to keep the wings level throughout the maneuver. The amount elevator you use will determine the diameter of the loop. By coordinating the elevator with the throttle, you can vary the overall diameter to just about any size you wish and constant coordination of these two controls will help you keep the loop nice and round.

I always suggest attempting your first loops at a nice high altitude so you have some safety room in case you get disoriented and fall out of the maneuver.

THE FINAL WORD

The loop is one of the most basic maneuvers and is usually the first one that most pilots learn. It is a good maneuver that sets the foundation for many other, more advanced maneuvers in the future. It also teaches you to finesse the controls and not to become a “stick banger”. Small and precise control movements yield the best results.

Lastly, fly with purpose! The next time you go to the flying field, make your only mission for the day (besides not crashing) to master flying large, perfectly round loops. Fly them from different angles and directions so you don't get complacent and you will start to become more proficient at controlling the model no matter the orientation. If you plan to make 5 flights, then dedicate time during each flight to just flying loops. If you do this, you will find that you will become a loop master in short order, and then you can move on to perfecting the next maneuver which will most likely be a roll.

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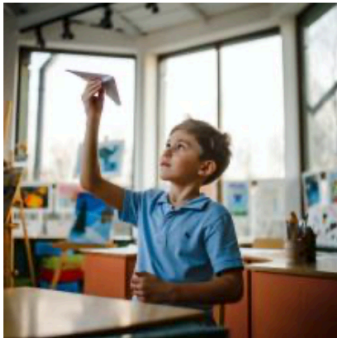
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<https://www.amaflightschool.org/blog/intro-pilot-ground-school-live>

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