

Fan? Or not?

TO STAY OR GO?
WHY SHOULD IT
MATTER?



IMMERSE YOURSELF
A WEEKEND WITH
FINAL GLIDE AUS



QUESTIONS?
GOING LONG, GOING
WINGS, GOING GOING.



BUSINESS/PLEASURE
SHOULD I GO
COMMERCIAL?

FGA PATREON NEWS

Fan or Community?

The recent Rotor Riot “fan” versus “community” tornado appears to have finally subsided. When legal people get involved everyone leaves the scene with a bad taste in their mouths. There is no value in hankering after an earlier less complicated era where everyone flew for fun without the competition, and without eying everything as a commercial gain. I am sick of the whole FPV scene and have already made my feelings known online. I now simply want to move on with my life. Suffice to say I have never considered myself a “fan” of any business. A fan of what? Individuals, a brand, a way of thinking? Simply put, I am a member of a community that has changed - many say “changed for the worse.”

Much of the current hoohaa is self inflicted. I can go back to the time when I was first part of the Rotor Riot Facebook Group page - a place where newbies raised questions and experienced fliers suggested solutions and offered advice. I spent countless hours answering questions myself because I knew FB was a great way to connect with people (just like me when I first started in this hobby when all I had was forums and web sites). Building and flying drones is extremely complicated and without sympathetic backup and support many wannabe pilots fall by the wayside. It is the primary reason why companies like DJI have been so successful - their drones almost fly themselves (but that also is part of the overall problem with the drone explosion).



In the early days, as the number of RR members exploded, so did the number of keyboard warriors. Off topic, inappropriate garbage such as politics, guns, pornography and even cats crept in to ruin the original intent of the page. In response to the rising numbers, the need for more admins grew. With membership skyrocketing to 30k the site was getting overwhelmed by hundreds of posts every day. Most admins were disgusted with some of the repeat offenders so I took charge and deleted their comments and warned them. I also told the owner of RR that if an admin was to be given responsibility to cull then he/she should be supported. This is when the trouble started. Nearly every person who was ever “outed” was allowed back in to the site by the owner of Rotor Riot (in many cases with an apology). I was duly informed that the RR FB page was “where free speech was encouraged”. This pronouncement emboldened the cretins further. They saw this as the opportunity to direct their vitriol at me personally. The personal mud slinging got massively worse when my computer bag was stolen in Geneva and I lost everything - memories, videos, photos and expensive physical items. When my girlfriend at the time highlighted my plight on GoFundMe thousands of people gave me small amounts of money. My haters on the other hand, went berserk intent on depressing me further - but the “master admin” continue to support their vitriol under the name of “free speech”. It was the lowest time in my life. The owner kept referring to me as the lion he had let loose in the “zoo”. I left the scene totally disgusted. I watched for a distance over the next 12 months as the vile language continued despite numerous requests begging for the negativity to stop. The RR brand was associated with toxicity. Then, finally, that inevitable notice hit the airways. The persistent cretins were identified and banned without notice and RR would henceforth be called the RR Fan Club.

So I have to ask - how long does it take to change a Rotor Riot light bulb? Longer than most it would seem. If my advice has been listened to in the first place all this drama and toxicity would never have got a foothold. As for changing its name from community to fan - that’s another sorry saga.

Obviously not everyone in the quad community is a fan of Rotor Riot but if you are going to be part of the RR “group” you must today swear allegiance to Rotor Riot and promise to never make a negative or cynical comment (or else you will be banned). How convenient is that - hang on to your fan base and blithely pretend to move on. I am shocked that RR is surprised by the upheaval their announcement created.

Interesting videos:

<https://tinyurl.com/y47e7luu>

<https://tinyurl.com/yycqt48y>

Please note : I don’t necessarily agree with every interpretation in these videos



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Your Questions

1. Long range quad - any suggestions?
2. A commercial drone pilot's licence?
3. Today's FPV quad scene?
4. What are you doing currently?

The questions I get asked can form the basis of a personalised "curriculum" covered in my Weekend with FGA training sessions (albeit in a lot more detail and with lots of practical hands-on experience). Happy to discuss your needs/wants.

Long range?

Not surprisingly, demand in this whole new area of interest by many pilots, has increased dramatically over the last 9 months. The excitement of a new but different build and the adrenaline rush when flying long distances has created an entirely new demand for products - and with it, lots more marketing hype too. There are so many suggestions and recommendations about the features

required in a quad to be able to fly long distances. A bigger battery to cope with that extra time in the air means a bigger quad plus the need for a more specialised video transmitter solutions. Lots of choices here (and increasing). But how many people actually ask the obvious question - "is a quad an obvious choice for long range?"

Going commercial?

I do part time work training prospective pilots to gain their commercial licence. I smile when people imagine that just because a person has an Australian RePL licence that he/she is then deemed to be a skilled pilot. It is ironic but there is no part in the course that tests an attendee's piloting skills. The course has been created to essentially make FPV "pilots" aware of all the "ins and outs" of the vague rules and regulations of the Civil Aviation Safety Authority. If you graduate with a RePL licence you simply have a licence that states you have a licence to fly but even here it does not mean you can fly anywhere. In fact the licence is something CASA can use to prosecute you if you break any of their rules flying commercially. The licence means you can be employed by a CASA registered business to fly a CASA approved commercial project. It is a way that CASA can bring its rules to the attention of drone pilots. Fly illegally and your licence will be quickly revoked.

I have mentioned in past newsletters the imminent introduction of laws in Australia to register drones - similar to those in other countries. How this will help improve drone safety remains a complete mystery given that the drone hobby has the best safety record of any of the aviation pursuits on this planet. The push by commercial interests and governments to clear the air of recreational drone traffic is of great concern. With the inability of the various official arms of this hobby to agree on how

to push back against commercial lobbyists and the general disinterest in public agitation by recreational FPV drone pilots who would rather fly for fun than engage in politics, the future for recreational drones is bleak to say the least. I see a time where drones flying will be restricted to “drone parks” like skate parks. Hence my foray into the more commercial side of things. Not sure if that is a safe bet either when I am witness to some of the political shenanigans by CASA going on outside the public eye. The media keep claiming the future of commercial drones is assured and the academic speakers at the various drone expos remain positive about the use of drones to change our lives. There is a lot of hype in the commercial arena that is being debunked daily. More to come on this later.



Today's quadcopter hobby scene?

Although I have not been closely involved in any testing or ongoing research liaisons with drone manufacturers lately I can safely say that nothing much seems to have changed in this hobby. Efficiency is defined as achieving maximum productivity with minimum wasted effort or expense. It never ceases to amaze me seeing the same typical hype out there about “innovations” in battery technology, more efficient/resilient motors, yet another “improved” flight controller or ESC or heaven forbid, a new “mind

blowing” frame. Lots of experimentation and incremental changes but nothing “mind blowing” for quite some time. With 43 quad motor manufacturers in China you can be sure each one of these are watching like vultures to see if there are ideas that can be immediately copied. And new ideas are certainly copied as soon as one is released. So, gaining an advantage is not easy, even for the major manufacturers like T-Motor. Similarly when it comes to frames - all 4327 of them (just joking) - there is very little difference between them except in the level of customer support and materials used. The number of flight controllers has also exploded so its easy to get caught up in the marketing bullshit. So many reviewers keep saying the same thing - the differences are minimal and it ends up to be simply one of personal choice. As for long range or mini/micro quads - retailers are desperate to widen their market reach. Very little innovation here.

As for racing (am totally out of this scene) it appears that the racing scene in US/Europe has consolidated into DRL (has taken over MultiGP), DR1 and DCL. The asian side is still growing with Chinese and Korean interests pushing hard but with limited success. As for “professional” pilots it's been interesting to note that the sport has seen an influx of fresh blood (most very young) which keeps unsettling the existing celebrities who believe they need to go out and train more. Flying round and round an obstacle course as fast as possible is always going to involve some luck no matter how skilled a pilot you are. You are only as good as the race you have just won.

It's interesting to see a greater emphasis on longer races, relay racing and wings.

What am I currently involved in?

The only time I fly these days is the rare pack spent with close mates and when I demonstrate mini quad capabilities to attendees in commercial pilot classes I occasionally run for a local commercial training business. If I am lucky I get asked to fly a project assessing infrastructure etc. Commissions from sales of the Reverb are still very heartening but demand is gradually declining - huge thank you if you have invested in the Reverb. And finally - I run a small number of Weekends with FGA which I enjoy immensely. Some April seats are still available - contact me if you are interested or want to discuss options.

I thank you for your support/contribution.

Any questions? Always willing to have a chat or give my opinion if I believe it to be appropriate. Use my [Patreon](#) or www.finalglideaus.com form or FaceBook message or email me.

Cheers. Chad.

Seen my latest video?

Soul Flier

<https://www.youtube.com/watch?v=SGodraOeNfw>

