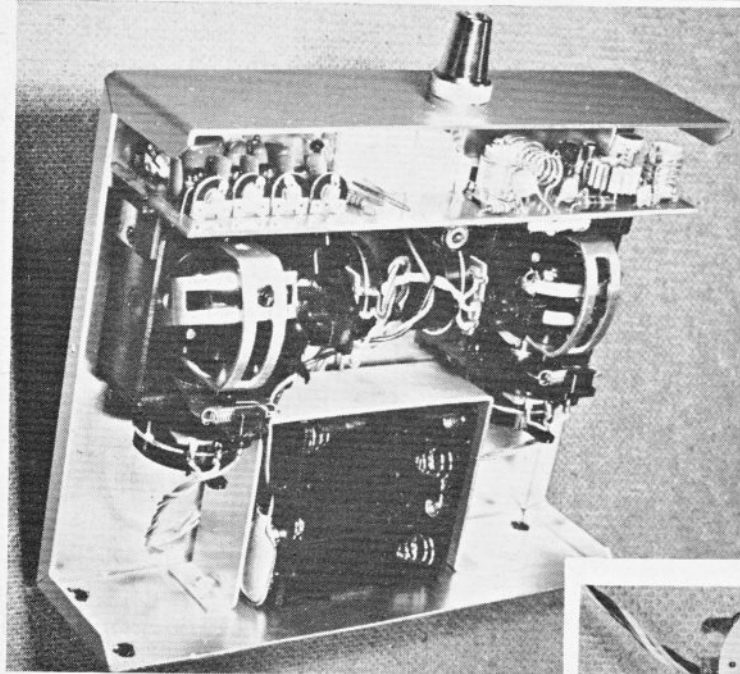
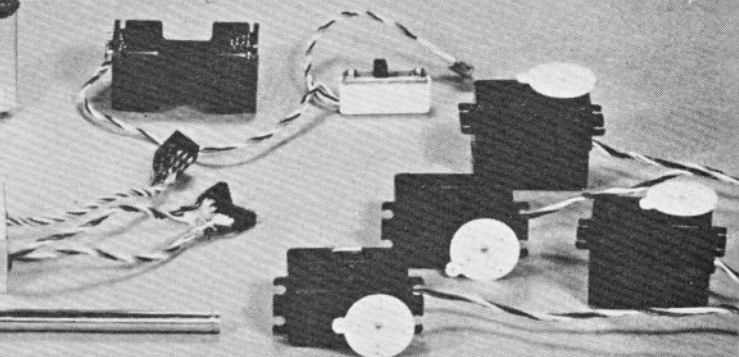


Digiace Four

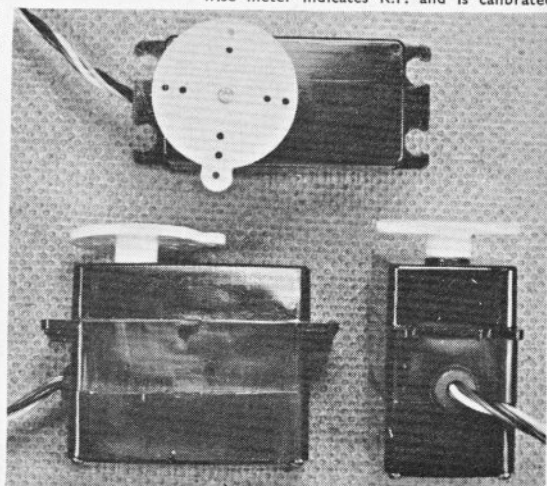
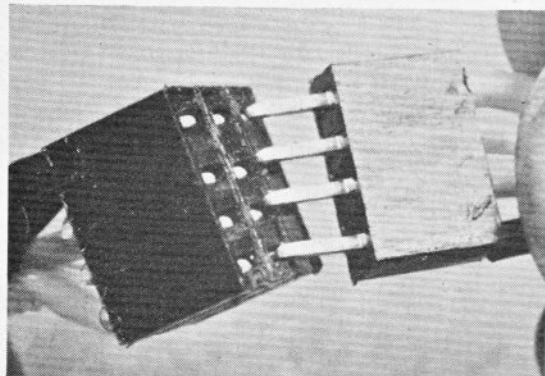


OUR IMPRESSION of the Digiace is that here is a design where great thought has been given to simplicity of assembly and all unnecessary styling sacrificed to achieving a low selling price, yet without in any way reducing the quality of the essential components. Its unpretentious lines and complete lack of trimmings shows that the manufacturer has studied the problem of producing a reliable unit for the bare minimum, in terms of cost and complication.

The unit we tested had good resolution and adequate power. The airborne payload is reasonably light, due to the fact that dry batteries may be used, and even the Tx. runs on eight pen cells, for initial price economy, but there is enough space to incorporate a "500" type rechargeable pack if preferred. On test the airborne dry cells gave a completely safe estimated duration of eight 10-12 minute flights, allowing a short rest between each. The transmitter batteries would last some four times longer than this. The airborne equipment ceased to work when the load voltage dropped to 4.2v.

TRANSMITTER

Externally, the Tx. follows the traditional form of two stick layouts. The example we tested is in mode two (throttle right), and the throttle friction action is smooth, and has electro/mechanical trim. The trim levers are located on the inner and lower edges of the circular stick escutcheons. An edge-wise meter indicates R.F. and is calibrated



"High" and "Normal." It would have been helpful if the low end of "Normal" was marked to indicate the need to replace batteries. The switch acts sideways and the "on" position is indicated by a white spot. The aerial is bottom loaded, telescopic, and screws into a metal socket on the top of the case. The finish of the traditional two piece folded 16g. aluminium case is silver anodised on an etched surface.

Inside, the electronics are neatly arranged on a narrow board mounted edgewise at the top of the case, giving easy access to the stick units and battery box. The p.c. board has sufficient lands to extend the logic to six functions. Although the pot housings have binding lugs, the cables are not so secured, but there is plenty of cable length to accommodate trim movement without stressing the soldered joints.

PHYSICAL DATA

Size: $6\frac{1}{2} \times 5\frac{1}{2} \times 1\frac{1}{2}$ in. sticks project $1\frac{1}{2}$ in.
Weight: 1lb. 9 $\frac{1}{2}$ oz. (with dry batteries).
Aerial: 51in. retracts to 7 $\frac{1}{2}$ in. and is removable.
Stick effort: typically 4oz.
Current Drain: 100mA.

RECEIVER

The receiver could be described as a "one-and-a-half-deck" type, for part of the logic is on a sub-board, connected by several wire "jumpers." There are enough extra lands for one extra channel. The circuit has a double tuned front end, and is built on $\frac{1}{8}$ in. glass fibre board which is held in slots in the stout aluminium case. All cables exit via rubber grommets. One set of leads terminate in a three outlet block connector, the aileron cable being a "single." The power cable terminates in a polarised plug.

PHYSICAL DATA

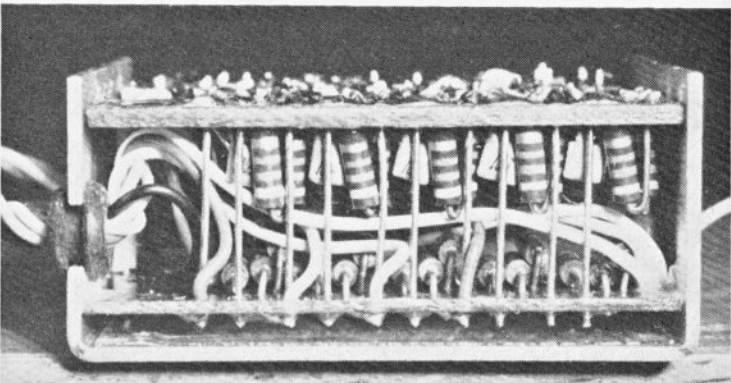
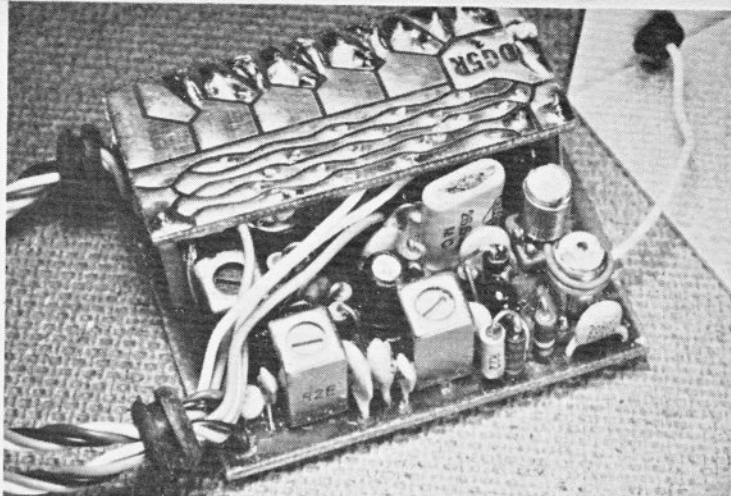
Size: $2\frac{1}{8} \times 1\frac{1}{8} \times 1$ in.
Weight: 2 $\frac{1}{2}$ oz.
Harness: three cables, each 4in. long.

SERVO

The servos have a rotary output via a large diameter disc, which also has a lug to extend the throw to $\frac{1}{2}$ in. Although the discs are of greater diameter than the width of the servos, turning adjacent servos around 180° provides clearance, so that three can be accommodated side by side in a 3in. fuselage. They are designed to be lug mounted via rubber grommets and have discrete amplifiers. All the servos tested were interchangeable and gave the same neutral position in each output.

PHYSICAL DATA

Size: $1\frac{1}{8}$ in. long plus $\frac{1}{4}$ in. lug each end \times $1\frac{1}{8}$ plus $\frac{1}{4}$ in. over disc \times $\frac{1}{4}$ in. wide.
Weight: 2oz.



Harness: 9 $\frac{1}{2}$ in. with miniature polarised plug.
Transit: typically -0.7sec.
Throw: inner hole ($\frac{1}{16}$ in. rad.) $\frac{1}{8}$ in. Extension lug $\frac{1}{2}$ in. plus trim.
Power: approx. 3 $\frac{1}{2}$ lb. at inner hole.
Current Drain (four servos and receiver): idle -45mA; typically 250-300mA in average use.

HARNESS

The switch is a slide type in a plastic housing. The battery box is intended to carry four HP7 cells and is wired into the harness. Plugs and sockets are of the square pin type and, although mechanically polarised, the pin spacing is such that they could be incorrectly inserted by a careless modeller. To avoid

this happening; the sleeving, which protects the wire ends, is colour coded. All the cable ends are secured by plastic monofilament ties.

PHYSICAL DATA

Battery box size: $2\frac{1}{8} \times 1\frac{1}{2} \times 1\frac{1}{2}$ in.
Cables: 6 $\frac{1}{2}$ in. to switch, 4in. to Rx. plug.
Weight: with HP7 cells; 3.1oz.

FLYING WEIGHT

Complete payload with dry batteries: 13 $\frac{1}{2}$ oz.

MANUFACTURER

K.O. R/C Products Co. Ltd., Japan. British distribution and service: Roland Scott Ltd., 85 Bolton Road, Walkden, Nr. Manchester.

