

The long awaited Digi-Max 4, which is this month's cover subject, is here at last! Securely packed in a foam display box, the outfit is very complete and is supplied with six pairs of plug-in crystals (and the appropriate pennants) so no frequency clash problems for Ripmax/Futaba users! In fact, crystals on 12 spots are available. (these are not the "standard" 25 Kcs separation but are split 20/30 Kcs), but only those on the International frequencies are, we understand, to be normally provided to avoid confusion.

At a complete airborne weight of 15½oz., the outfit conforms to the modern requirements of both size and weight. Resolution of the servos is very good and they move smoothly and quietly.

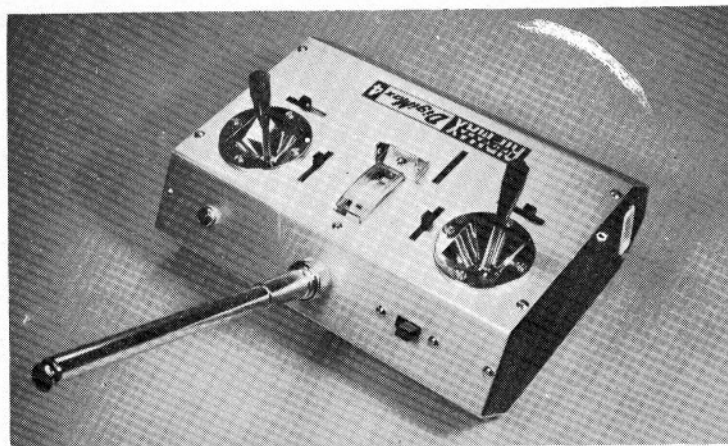
There is a slight amount of slack at neutral on the control sticks, but this is between the stick and the stick bearing and yokes . . . it does not affect the servo position. This is a feature we prefer, because we know that when we "let go" of everything, the servos are at a true neutral and not biased by any stiffness in the stick.

TRANSMITTER

Available in "throttle left" or "throttle right" modes, the four trim controls are below and between the sticks. The auxiliary control lever (in the case of five-function outfits) would be positioned to the left of centre. A centrally placed out-

RIPMAX-FUTABA *DigiMax-4*

*four or five function digital proportional outfit —
supplied complete with six interchangeable pairs of crystals*



put meter is easy to read and, placed on the top of the case, there are a charging indicator lamp and the sideways movement "on/off" switch. Besides the indication on the meter, the only indication of "on", is a red spot on the switch. We would suggest that purchasers mark the switch clearly on/off to avoid flying field accidents, and also because the manufacturers stress that the Tx should not be switched on for more than two or three minutes with the aerial retracted, and never with it detached.

The bottom of the attractive, satin finished, silver-gilt and black anodised aluminium case is removable by unscrewing two knurled screws, to gain access to the Xtal holder, mains fuse and Deac. The aerial is a really stout job and is angled to retain good radiation properties when the Tx is held at a comfortable angle.

Size: 7½ × 6 × 2½in. Sticks with long knobs project 1½in. When fitted with short knobs: 1¼in. The plastic knobs are a push fit.

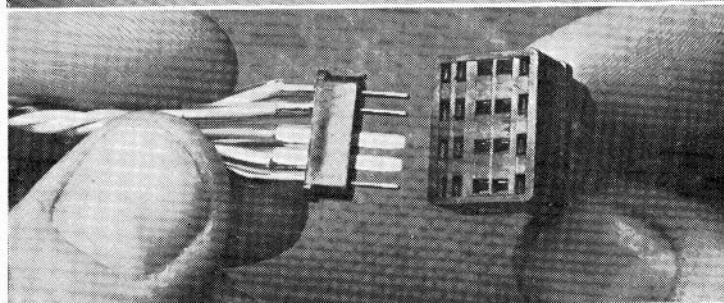
Aerial: 48in. extended, 7in. retracted.
Weight (with Deac.): 2lb. 9oz.

RECEIVER

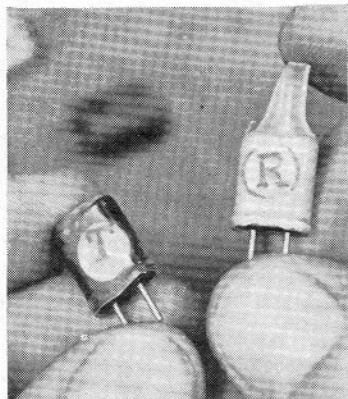
Single-tuned front end, plug-in Xtal, accessible on removal of case lid. Circuit board locates in slots in black and silver-gilt satin finished aluminium case, offering good crash protection.

Size: 25/16 × 19/16 × ¾in.

Weight: 2½oz. including harness.



Heading photo shows the neat and substantial moulded display transit box with the equipment nestling inside. Centre: the transmitter—note knurled attachment screw for aerial. Left: the foolproof polarizing of the plugs and sockets.

**SERVOS**

Twin linear (push-pull) output via nylon lugs, each with two holes. Main feedback pot is adjustable for centring. The motor is fitted with a nylon pinion.

Size: $1\frac{1}{2}$ x $1\frac{1}{2}$ x $\frac{7}{16}$ in. Fixing lugs add $\frac{3}{16}$ in. to each end.

Weight: 2oz. including harness. Throw: $\frac{7}{16}$ in. plus $\frac{1}{16}$ in. trim.

Transit time: 0.65sec. end to end.

Power: Makers claim up to 4lb., but do not recommend stalling the servo as damage can result. We therefore did not test beyond 3lbs., with which the servo coped easily. Two servos operate in reverse mode, so that by interchanging servos, virtually any combination of control throw can be accommodated. These servos are marked with a red corner. All servos are interchangeable.

HARNESS

The harness is of generous length and the servos have five wire cables, all connected via flat pin polarised plugs, which either fit a block connector, or the separate aileron socket. The power supply has a plug and socket each side of the switch. Either one of these is used for connecting to the charging plug.

BATTERIES

Deacs are provided, both 500 type: 9.6v. for the Tx., and a centre-tapped 4.8v. one with plastic end plates, for the model.

CHARGER

The transformer type charger is integral with the Tx. It connects with the mains (240-250v. ac.) and to the charging lead via a polarised four-pin plug, recessed into the end of the Tx. case. Both Deacs are charged together for 18 hours with Tx. switch off and Rx. switch on (Rx. is unplugged).

ANCILLARIES

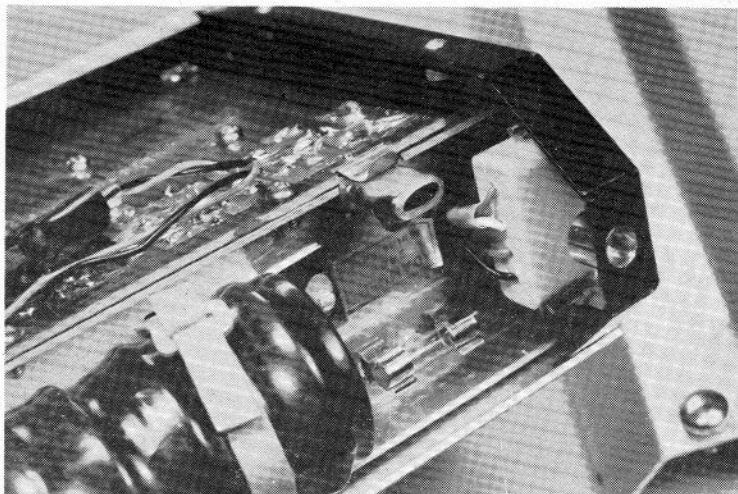
A neck strap, set of six pairs of Xtals, short stick knobs, Six colour frequency ribbons, a pair of nylon servo mounting plates (which take three servos side by side and have spacers to prevent the grommets compressing); and a full set of screws are provided for fitting the servos and switch.

SERVICING

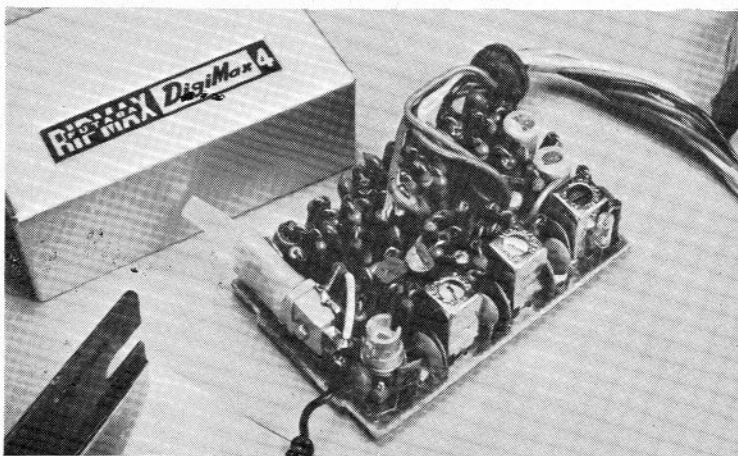
British servicing is undertaken by Model Avionics, London.

DISTRIBUTOR

Sole distributor in U.K: RipMax Ltd, 80 Highgate Rd. London N.W.5.



Left: a matched pair of clearly identified crystals. Above: the base of the transmitter showing the fused charger circuit and the plug-in crystal holder.



Above: the receiver is held in the case by two tongues on the p.c. board. Below: not much room left inside the servos!

