

# Radio Control Flyers Unlimited

## Flight Plan

AMA Charter # 1442

President: Jim Scott - 209-985-0859

Vice President: Larry Maxfield - 209-404-0659

IMAA Charter# 623

Sec/Treasurer: Steven Howie - 209-847-0567

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[www.rcflyersunlimited.com](http://www.rcflyersunlimited.com)

### Current News

I would like to extend the club's welcome to our new members.

Bill Weissberg  
Gary Aberer  
Arnold Jordan  
Ralph Klopping

Please make our new members welcome and give them any help and advice they wish to have.

Last Saturday (March 28th), the club had its annual swap meet. The weather was amazingly good with very little wind and lots of sunshine. We had a pretty good turnout even though we had no coffee or doughnuts on site. At around 10 am to noon, there was a madhouse of people and the parking area was loaded up with cars. Everybody seemed to have a good time (I was even able to clear out my shop). Thanks to Paul Khan for his efforts in arranging and monitoring the event.

We will be having a fence construction party on April 11th. Lunch will be provided for those who participate with the construction project. With enough people, we can finish the project in one day.

Dan Peterson has given us a new updated listing of float fly days this year. Some of these days will be Saturday and the remainder will be held on week days as

listed. These days are as follows:

Float fly dates for Saturdays at the field will be April 18, May 16, June 20, July 18, August 15, September 19, and October 3.

Other float fly dates are as follows: April 28, May 18, June 9, July 9, July 28, August 27, Sept 8, and Sept 24.

If you have any questions or need more information please email Dan at [petersondan@hotmail.com](mailto:petersondan@hotmail.com).

Some time in April (probably during the first weekend in April), Rumble spray company will be out to spray the runway, parts of the field, and the parking lot with a herbicide and pre-emergent spray to control the weeds around the field. Please be aware and do not go into these areas if you see them spraying or after spraying for up to a week to prevent any possible harmful interaction with the herbicide.

As a note: I understand that the annual IMAA fly-in that was being held at Chowchilla will be held this year at the Fresno Modelers air field located between Merced and Fresno. For more information, please contact Jim Scott.

## PILOTS CORNER

### Trimming Tips for Scale Models

By Bill Henn  
From the Flying Aces

My experience has been that, after a scale model has been trimmed to glide straight ahead by hand gliding, then the flight turn during the power mode can be set using thrust changes alone. Some wash adjustment may have to be added at this point to prevent the inside wing from dipping. After a good power pattern has been established, the glide may have to be slightly reset by very carefully adjusting the rudder through the process of trial and error. Sometimes, some of the side thrust has to be removed to get the glide back the way you want it.

I often see many scale models flying fine in the early part of the power mode, or almost entirely through the power mode, which then suddenly turn in the opposite direction and spiral in. I think this may be a case of the power turn being too tight, which often requires that a lot of wash be used to keep the inside wing up. When the torque burns off, the model spins in the opposite direction, especially if you are using a rearward CG. A lot of down thrust may counter this problem during the initial part of the power mode, but eventually, the model stalls and falls off to one side as the torque diminishes.

I set the CG where I think it should be, which is usually at 35% of the chord. I just tack in the horizontal stabilizer, leaving room for it to be shimmed if necessary.

If the model dives during hand gliding, negative incidence is added. I always go for a flat "floating" glide, never a shallow nose dive.

If the model turns slightly in either direction, something is probably out of alignment and should be corrected before power flying. This only exception would be a very gentle turn

caused by wing wash that was put in deliberately to keep the inside wing up.

If the model stalls in flight, it may be because the motor has bunched up at the rear, even though it may be braided. When the model lands, check the CG on the spot without disturbing the way the motor has settled. Another cause for stalling is often that the glide turn is too wide. Tightening up the turn slightly may cure the problem.

Drilling Bolt Holes  
by Rick Giannini

From the Schoolcraft Skyhawks, Portage, Michigan

On most of the glow engines we use today, the propeller reamers that are currently available usually work for propeller hole enlargement. However, when we move up to larger engines, there is a need for a hole larger than the reamer is capable of making.

If you have a drill press, try this:

- Move the drill plate off to the side a few degrees so the hole is not under the bit chuck.
- Drill and tap a hole for a 1/4-20 bolt.
- Thread a 1/4-20 bolt up from the bottom of the plate roughly 1/4 to 3/8 of an inch.
- Bevel the end of the bolt with a 1/4-inch bit.
- Set a new propeller over this short alignment pin (bolt) and accurately drill the larger propeller hole.
- Center the pin using the beveled tip of your drill bit to align it.
- Drill about halfway down the propeller hole, move your plate back to the regular position, and continue to drill through the propeller.
- Hold the spinner firmly to prevent spinning.

If your engine uses a multibolt hub, the front plate usually has a short-threaded post for a spinner bolt. This post is conveniently the same size as the factory centered hole on a big wooden propeller. Put the front plate on the propeller with the post in the hole and drill

the outer holes as needed.

I suggest that if you are drilling larger propellers, you use a drill press. If you try this by hand, it is practically impossible to get an accurate hole, and on larger propellers, you get a lot of vibration from an inaccurately centered hole.

**Just some interesting one liners**

I'm very responsible, when ever something goes wrong they always say I'm responsible.

I suffer from chronic apathy, I was going to go see a docter about it, but I didn't really care.

"Just say no" prevents teenage pregnancy the way 'Have a nice day' cures chronic depression.

Reality is merely an illusion, albeit a very persistent one.

'We are not human beings having a spiritual experience. We are spiritual beings having a human experience.'

A classic is a book that is much praised yet rarely read.

A fine is a tax for doing wrong. A tax is a fine for doing well.

A foolproof method for sculpting an elephant: first, get a huge block of marble, then you chip away everything that doesn't look like an elephant.

A gentle stream can split a mountain, given enough time.

A language is a dialect with an army.

A rose by any other name would still attract aphids.

A self-addressed envelope would be addressed 'envelope'.

A single death is a tragedy. A million deaths is a statistic.

**Cash Flow Report**

Income		Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$156.00	Port-o-potty service	\$140.00
Raffel Income (included in above)		Newsletter Club Raffel Expense	\$42.00 \$33.35
<b>Totals</b>	<b>\$156.00</b>		<b>\$215.35</b>

Last Month's Total .....	\$8,781.31
Income .....	\$156.00
<u>Expenses</u> .....	<u>(\$215.35)</u>
Balance .....	\$8,721.96

**The April Club meeting is scheduled for:  
Wednesday, April 8, 2009 at 6:30 pm  
at the Police Station at 10th and G sts.**