

# Radio Control Flyers Unlimited

## Flight Plan

AMA Charter # 1442

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

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www.rcflyersunlimited.com

### Current News

Well, March is here and the newsletter is late. Unfortunately, I had emergency surgery and could not get to the newsletter. The Feb meeting was held at the Pizza Factory at 601 Tully Rd., Modesto. Because of travel, I could not make that meeting, but I understand it is a bit noisy there. Jim Scott has suggested Percos at Sylvan and Oakdale Rds. He will bring it up at the meeting. Apparently, they have a separate room to minimize the noise.

Spring is coming and more flying activities will start. Please, be aware, that most of you, including me, have not flown much during the winter, and care is needed. Check you aircraft for airworthiness, including pre-running your engine on a run-up stand, checking your batteries including cycling as required, and check the control surfaces for serviceability. Take your time and reacquaint your self with your aircraft and you will experience a great start of the flying season.

Please be reminded that all members flying at the field are to have a current membership card for 2010. If you see anyone flying with out both the current AMA card and a 2010 membership card on the frequency board, you have both the right and obligation to inform that person that they cannot fly until the proper documentation is in order. The only exception, is a visiting flyer sponsored by a

current member consistent with our rules for visiting pilots.

Our 14 annual swap meet is coming up shortly. This will be held on Saturday, March 27, 2010. Call Paul Khan for information.

The annual IMAC competition will be held on June 5th and 6th, 2010. Joe MacGregor will be officiating and I will be helping. Please call me for more information.

### **PILOTS CORNER**

#### **Float Flying: a guide to setting up and flying techniques**

*by Chuck Hocking*

From the Eugene Prop Spinners, Eugene, Oregon

From AMA Insider's Technical Editor Ed McCollough:

*Chuck Hocking, of the Lakeland R/C Club Inc., Oconomowoc, Wisconsin, wrote a primer on float flying that we are putting in the Insider. Of his many points, the one that needs a "second opinion" at the beginning is what he wrote about foam floats, "... foam (not recommended)."*

*As it happens, one of my clubs out here (SkyKnights) has run an annual float-fly that started back in the 1970s or before, depending on which "old timer" is talking. Sometime along about the 1980s, the big guns from RCModeler showed up to do a spread about our float-fly. At that event, they were intro-*

*duced to a foam-based float that made all kinds of airplanes practical and even competitive during the events. They published the article about us and they also did a separate piece about what they called "Hansen's Floats."*

*Just cutting some foam floats out and attaching them to an airplane won't do you a lot of good, but a little work and they can be the best ones for multi-event meets.*

*The first thing you do, after you've cut the blanks out of foam, is to split the float lengthwise down the middle. Next, use one float half to mark two outlines (one for each float) on some lightweight plywood or thin laminate. Cut holes in the plywood but leave the area around the step solid.*

*At this point you can simply epoxy the lightweight plywood to one float half and then epoxy the other float half to make one float. But, to have a much better float it needs a tad more work.*

*Before you epoxy the float halves and plywood together, decide what kind of attachment (and where you want the attachment) you want to use to fasten the floats to your aircraft. Small lengths of hardwood blocks, like maple engine bearers at the appropriate fastening point, can be epoxied to the plywood and foam removed from the float-half so all will fit together. A dowel can be split, for the same purpose. The bottom of the float needs to be covered and MonoKote is not recommended!*

*Aircraft grade ply, say 1/64th-inch thick, can be epoxied to the bottom of the float. Or, heavier ply can be used on the front of the float bottom; how heavy depends on the type of beach you fly from. Then the bottom could be covered with 3/4 oz. fiberglass cloth and epoxied on. The entire float can be finished with any or all of the above. Epoxy paint is obviously the best, if you want to paint the floats.*

*Why all the epoxy? It's basically waterproof and "hot stuff" isn't.*

It has been said that one has not really fully enjoyed RC flying until you have experienced the thrills and spills of float flying. Hopefully the following information will be of assistance to you. Remember these are only presented as guidelines.

**Motor and Propeller:** Select a motor that has sufficient power to get the airplane up on step and to gain necessary speed for proper liftoff. Remember it takes more power to lift off of water. Never use a wooden propeller on a float plane; there is a possibility that it will shatter when coming in contact with water.

**Types of Floats:** There are four basic types of floats, float kits (which you must build and do not include mounting hardware), fiberglass, combination glass and wood, and foam (not recommended).

**Float Length: Guideline**—length should be approximately 75% of body measured from back of engine thrust plate to end of vertical stabilizer, plus or minus one to three inches is okay. Too long can add too much weight; too short will not support the airplane and not enough float in front of propeller. Two inches is good.

**Tread Width: Guideline**—tread width should be about 25% of wingspan. The wider the width, the more stable on water. Closer together gives a more scale look, but will tip over easy in a crosswind. When it does that, you are done for the day.

**Step vs. CG: Guideline**—generally speaking, the step or the center of a V-shaped step should be in line with the CG of the airplane. I have found that 1/2 inch either way causes no problem.

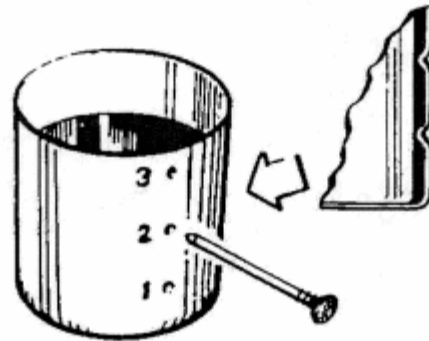
**Incidence: Critical**—incidence must be about 1.5 positive degrees when the top of the floats are level. More than that will cause a premature takeoff before necessary speed is reached. Less than that and the airplane will probably not lift off. You will now have a high-

speed boat with wings on it. You will need a Robart Incidence meter to do the job correctly. This is the most important step in setting up your floats.

Alignment: Critical—in the final assembly be sure both floats are parallel with each other and parallel with the center line or thrust line of the airplane.

Rudder: Guideline—I feel, if possible, a servo-type rudder is the best choice. It gives a more positive type action and is trouble free, especially if you will be going back and forth between floats and wheels. If, however, you will be setting up your airplane for float flying only, then an extra rudder horn and cable will work just fine.

I hope this information will be of assistance to you in setting up and enjoying your airplane.



**NEAT MEASURING CAN**

A smart way to calibrate the *inside* of an empty soda can so that the correct proportions of epoxy can be poured in for mixing—just indent on the outside of the can with a blunt nail, taking great care not to perforate the can.

**Cash Flow Report**

<u>Income</u>		<u>Expenses</u>	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$850.00	Port-o-potty service	\$140.00
Event income	\$0.00	Pest control	\$40.00
<b>Totals</b>	<b>\$850.00</b>		<b>\$180.00</b>

Last Month's Total .....	\$6,153.32
Income .....	\$850.00
Expenses .....	(\$180.00)
<b>Balance .....</b>	<b>\$6,823.32</b>

**The March Club meeting is scheduled for:  
 Wednesday, March 10, 2010 at 6:30 pm  
 at the Pizza Factory at 601 Tully Rd., Modesto .**