

# Radio Control Flyers Unlimited

## Flight Plan

AMA Charter # 1442

President: Jim Scott - 209-576-7549

Vice President: - N/A

IMAA Charter# 623

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

Membership Chairman: Mike Cummins - 209-985-1550

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

### Current News

***Please note the change for the October club meeting. It will be held at the flying field on October 6th at 9 am.***

At the September Club meeting, the membership voted and passed the proposed change to the Club Bylaws. This change was made to Article 4 stating:

*The officers of the club shall have full discretion to spend up to \$500 per transaction for a maximum of \$2,500 per year without consent of the general membership for items or projects that have the sole purpose of benefiting the club. If the club finds that the funds used are not for the sole benefit of the club, the members of the club may suspend any further spending for the remainder of that year by a two-third (2/3) vote of the attending membership at a regularly scheduled club meeting.*

No other changes have been made to the Bylaws. The revised Bylaws are posted on the web site. If you do not have access to the web site and wish to have a copy of the Bylaws, please contact me (Steve Howie) and I will send you one.

A reminder is to please be aware that club officers will be up for nominations during the October club meeting and elections held at the November club meeting. Please plan to attend these meetings.

We have improved signage at the main entrance to the field. The sign was raised higher to prevent large vehicles from damaging it, plus the frame around the sign has been greatly improved and enhanced. Thanks go to Jim Scott and Jose Macias for the great job they did.

Our main gate is looking pretty ratty and bent out of shape. Jim Scott is going to purchase and install a new gate of the same type as the old one.

Oh, boy. It is getting to be time for the annual dues billing to be sent out. I will have these prepared and mailed out prior to November. This will give everyone at least two months to scrape up the monies to pay their dues/ annual assessment fees. Please be aware that even if you do not owe any dues, the form needs to be sent back to me with any corrections so I can verify that you still wish to remain in the club.

Our last float fly of the year will be on Saturday, Oct 6, 2007. This float fly is dedicated to the Salvation Army. There will be a \$5 donation from all participants and any other donations of canned goods or clothing. All donations will be given to the Salvation Army. Plus, this event will include a luncheon. Even if you do not have a float plane, bring your land based model and enjoy the day.

On Sunday , Oct 7, 2007, the Delta Valley Modelers will be hosting a Warbird event at our field.

On Saturday, October 27, 2007, is our final SkyRaider races at the field. Bring out your SkyRaider model to the field and enjoy a day of racing.

We have some dates set aside for upcoming events that will be held at our flying field. These dates are as follows:

Oct 6, 2007.....Float Fly and Feed  
Oct 7, 2007... Warbird Event (Stockton club)  
Oct 27, 2007..... Last SkyRaider Races  
Mar 29, 2008 ..... Spring Swap Meet  
June 15, 2008..... Fathers Day Event  
July 4-6, 2008.....IMAA Event  
Aug 9-10, 2008..... Warbird Event

## PILOTS CORNER

### Turning Your Trainer into a Fun-Fly Airplane

by Ed Moorman  
From the Casper Aeromodelers Association, Casper, Wyoming

You've got a club fun-fly coming up and want to enter. Which one of your airplanes should you use? Your low winger? Your old trainer? Should you build a new one? Some clubs restrict you from using specialty fun-fly airplanes in local club meets. You know, the ones with the carbon-fiber boom and the single big wheel. If this is the case, the best airplane you can use is your old trainer! The first thing you want to do is find out what kind of events are typically in your local fun-flies. Usually you'll have Most Loops in a certain time, Taxi Race, Spot Landings, Climb 'n Glide, Limbo, and other events similar to these. The Loop Landing, Touch 'n Goes, Dixie Death (take off, 3 loops, 3 rolls, land for time), and inverted limbo events are generally left to the real competition fliers and usually not flown locally unless your club is a hotbed of fun-fly activity. So for your local events, you'll need a light model with a lot of lift and a good engine. What does this sound like? Sounds like a trainer with a hot .46 to me. Pull out your old FP .40 and drop in a .46. Add a lot of control throw and you are in business. Here are some modifications you can do to turn your trainer into

a ringer for fun-fly events.

1. Replace the original landing gear with a much wider one. Your old trainer's worst event may be the Taxi Race. It might have a tendency to tip over, especially if there is any wind. You will also want to add a wire between the gear legs. The wire gear normally found on trainers always tends to spread out letting the tail sit lower. This makes it easy to hit the nose wheel first, insuring a bounce. You want the airplane level, so take some 1/16 wire, bend to shape, and wrap and solder it between the gear legs down by the wheels. Pull the legs together so the airplane sits level.

2. Install your most powerful .40 to .50 engine. If there are events that require you to loop, set the needle valve so the engine runs slightly rich in level flight. Under G-forces during the loops, the engine will lean out to max power. I sometimes have trouble convincing people to do this. Go up and do 10 loops in a row and see if your engine sags or not. If your engine is set screaming lean, you won't get 5 loops before it sags. Most people's engines will sag at 7-8 loops. You need to set it a little richer for loop events and also for Climb 'n Glide. Set your elevator throw by going up and doing several loops at full back stick. As the airplane goes through the loops it may slow down and try to stall. This is why you need a powerful .46 engine, to keep your speed up in maneuvers. If the airplane stalls and rolls out of the loop or drops a wing, land and reduce the elevator movement. If it can do continuous loops, land and increase throw. Do this until you can do 10 of the tightest loops possible without stalling.

3. Next, if you get a chance, remove the ailerons and replace them with 2-inch-wide aileron stock. Going to ailerons wider than 2 inches would probably require two aileron servos which many people might not want to undertake. If you do, look for "The Moorman Flies: Using Two Aileron Servos" on RC Online. After you install the wider ailerons, seal the aileron-wing gap on the bottom with tape or MonoKote. If you are not going to change out the ailerons, seal the ones you have. Sealing the ailerons will increase their authority, giving you a higher roll rate. Install your most powerful servo on ailerons. If there are going to be events with rolls in them, set the throw for all you can handle. Guys with computer radios will need exponential. There is a one-time way to

make wider ailerons. Go to a drug store and pick up some poster board. Cut a strip 4 inches wide, fold it down the middle, and tape it to your original ailerons. You will have to clean them off with alcohol or acetone first to get the tape to stick. Remember, you are going to need a strong servo on ailerons.

4. Flaperons and Spoilers: Here's how you can have flaps without the aid of a computer radio. Make up three sets of aileron pushrods. This includes the servo arm, pushrods, and devices. One set will put the ailerons level for normal flying and events like Climb 'n Glide. A second set will be short and pull the ailerons down about 20-30 degrees or so. You'll have to experiment to get the best setting. These are your loop ailerons. Down flaps will give you tighter loops. You'll need to test fly to see where the elevator trim has to be for flying with flaps. The final set, or premade aileron pushrods, is for Touch 'n Goes. This set gives you about 10-15° of up ailerons. Up ailerons, or spoilers, will kill some of the lift your trainer is making and keep it from floating. This will let you make faster Touch 'n Goes.

All right, let's see what we have. We have a trainer that should have the same power as the other guys and it ought to be as light or lighter. It ought to glide much better than any airplane with a fat, thick, symmetrical airfoil. With flaperons down it ought to loop with just about anything. Even without flaperons, the light-weight, high-lift, flat-bottom airfoil and lot of power should keep you in the ball game. All trainers are floaters, but setting the ailerons slightly up like spoilers should help you get down quicker. This should be a very competitive airplane in local fun-flies.

If you don't have a trainer and want a good club fun-fly airplane, I suggest a Sig Kadet Serorita. It is big and light. This model is built from sticks and ribs. Build the wing flat and replace the spars with spruce. If you can, leave off the cabin and just build a box fuselage out of sticks. The airplane was originally a three-channel trainer without ailerons, so use two servos and make some 3-inch wide ailerons out of sticks and cover with Mono-Kote. Use Kevlar cord for bracing on the tail. Use a wide and fairly long gear for good propeller clearance. This airplane should be very light and, with a hot .46, should be a sleeper in local fun-

<b><u>Cash Flow Report</u></b>			
<u>Income</u>		<u>Expenses</u>	
Club Dues (including initiation fees, field assess- ment fees, and	\$141.00	Port-o-potty service	\$0.00
	\$0.00	BBQ Purchase	\$100.00
		AMA Sanction Fee	\$20.00
		Shirts for Event	\$459.68
		Paving	\$8,190.00
		Lease of Field	\$690.00
<b>Totals</b>	<b>\$141.00</b>		<b>\$9,459.68</b>
Last Month's Total .....		\$13,658.96	
Income .....		\$141.00	
Expenses .....		(\$9,459.68)	
Balance .....		\$4,340.28	

**The October Club meeting is scheduled for:  
Saturday, October 6, 2007 at 9:00 am  
at the Flying Field.**