The RCRC Prop-wash…… September 2009

River City Radio Controllers
E. P. "Tom" Sawyer State Park
Louisville, KY

www.rcrcky.com *A.M.A. Gold Leader Club #1263*

Club Meeting:
E.P. "Tom" Sawyer State Park
Administrative Building
7:30 PM - 1st Wednesday of each month

Training Night
E.P. "Tom" Sawyer State Park
The RCRCKY Airfield
6:00PM – dark - March through October on Mondays during daylight savings time

Officers:

President	Bill Fluke
Vice Pres.	Jim Schroder
Treasurer	Jim Schroder
Secretary	Tim Hardin
Safety	Doug Bailey

Board Members:
Doug Bailey
Doug Blakeman
Tim Evans
Tom Hohman
Loren Kloft
Jim Trombetti

Upcoming Events:

September 29 – Board Meeting – 7:00PM
Sawyer Park Admin Building

October 7 – General Meeting – 7:30PM
Sawyer Park Admin Building

October 3&4 – RCRC Warbird Fly-in
Tom Sawyer State Park

October 17 – Swap Meet – 10:00AM-2:00PM
Charleston, IN

The Take-Off…

I apologize this is coming out later then I had hoped. I have been out of town and didn't make the time to get this out as early as I would have liked. The week before my trip, I had planned to start working on the news letter, but instead, was committed to building a replacement plane to take on my trip (to replace the one that I had crashed the previous weekend). Yes, my first crash – and it didn't end there. For now, we'll change the topic…

Do you ever think about some of the things we can do with our airplanes that don't initially come to mind when putting an airplane together? I have been thinking about some of the things I have seen, and am amazed at some of the ideas people come up with that adds yet another facet to the hobby. Last year I saw a radio-controlled B-29 drop an X-1A test plane on RCU. This past summer, I watched a video of a large radio controlled military

transport plane; that while on the ground, could remotely split open its nose and deploy a ramp from the nose of the plane. A radio-controlled tank was then driven up onto the ramp and into the plane. I never saw the plane fly in the video, but would assume the tank is not in there during flight. Just some cool stuff and extraordinary modeling!

Most of us have seen a candy-drop plane, or an egg-drop plane, in action at one of our events, most likely our Wings for Kids event, but have you ever thought about how they actually accomplish it? Jim Schroder has a high-wing trainer he used to launch his glider. Mark Sullivan recently sent me some video from a camera that he attached to one of his foamy jets (providing me with a cool shot of the pit area and parking lot at of our field).

At the last general meeting, I heard several people joking about "dropping gerbils". I had no idea what they were referring to until one day at the field this past month; I finally learned what they were talking about. I will give you a little hint – it relates to a movie that came out this past summer called "G-Force", which is about some gerbils who are actually government spies (?).

On this particular day, I watched Lee Buck attach a small stuffed toy (a gerbil – equipped with a parachute) to the belly of his airplane, take off, fly around the field while climbing to altitude, and with the flip a switch on his radio, released this little stuffed gerbil. As expected, the parachute opened, and the gerbil floated back down to the earth, landing only yards from Lee's feet. I wished I would have had my camera with me, but Leslie was nice enough to send me some photos and commentary, which I have included in the "Features" section below.

Accomplishing these modifications may not be rocket science, but there is some additional thought that goes into an endeavor like this. You have to admire those people who customize their planes, analyze the inherent problem(s), and devise a solution to make it happen. If you ever get a chance to look at one of these planes up close, you too will probably have some appreciation for what was done.

September 2009 General Meeting Highlights…

The general meeting seems so long ago… It seems to me that we discussed the upcoming war-bird fly-in that will take place on October 3-4. We had a club member from the Louisville Radio Control Club present, who shared some information about his club and some of their activities. There was some discussion on obtaining bids to replace our cable barrier (fence) with a new fence, and talk about re-striping the white lines on the paved runway.

We also discussed International Miniature Aircraft Association (IMAA) membership and our club's involvement. We have a chapter in our club but it does not appear on their website. It actually shows there are no chapters in KY. The only requirement to be a member is that you have an airplane with an 80" wingspan (or 60" wingspan for bi-planes). Did you know that the very first IMAA show (large-scale aircraft) was held at Tom Sawyer Park – at our club's old flying site on the other side of the park, back in the fall of 1981! Wouldn't it be great to add a few more members from our club to our chapter here in Louisville, KY and make plans to host a 30th anniversary fly-in in the fall of 2011? I would encourage you to look at their website and see if you might be interested in joining. I think I heard that we have 6 or 8 members in the club now.

Four people brought in items for show-n-tell.

Travis Collard displayed an F-22 foamy (the combat plane we will try to build as a club project) that he cut out of blue Styrofoam on his C&C machine, along with the fuselage of an F-14 Tomcat he is building out of Depron.

Mark Sullivan brought in a foamy SR-71 Black Bird that I believe was later sold to Doug Bailey. It is a really nice (and unique) looking plane.

Tim Evans brought in his Sapac L-39 EDF airplane. He customized it by adding LED lights in the wing pods, pilots in the cock-pit, and retracts.

Finally, John Stuart brought in a micro RC helicopter. He was flying it around the room and even added some excitement by treating us to a crash. No one was injured and the helicopter was up and flying again within seconds!

If you look closely, you will see his “hands-off” approach to flying in the picture on the right. The helicopter is in the right of the frame, in front of Jackie. I am trying to recall if that was just before the crash (or maybe after)…

RC Shows

Doug Blakeman provided some information about a show a few of our members recently attended up in Muncie, Indiana. I will let him tell you what it was like….

Bill Fluke, Jim Schroder, Tim Evans and I borrowed Doug Bailey's trailer for the trip since he couldn't go and fly his big Fokker D-VII. Jim and Tim took their electric WW I period planes and I took my one third scale Sopwith Pup. Bill was there for support and encouragement. The weather turned out to be miserable with cold temperatures, rain and high winds (15-25 mph). We had to visit the Museum and Gift Shop to buy some sweat shirts because we were not prepared for the cold temperatures.

Tim Evans managed to spin-in his electric Spad XIII, Jim flipped over his Curtis Jenny on take off and I managed to cart wheel Sopwith Pup and ended up upside down on my landing. Hopefully with a little epoxy and CA, they will all be flying again in the near future.

Even though the weather was bad, the fly in was well attended with many unique planes and brave souls flying them.

The picture shows Jim Schroder, Bill Fluke, and Tim Evans standing behind Doug Blakeman's Sopwith Pup.

I think some more of our club members went up to a war-bird show in September (at Muncie as well). Perhaps one of them will provide some commentary and pictures of what they saw at this show.

Tech Tips…

How many of you can say you have never crashed a plane? I have heard people tell me that "*each plane has an expiration date*" and "*if you haven't crashed one, it is only a matter of time*". Up until three weeks ago, I was able to say that after flying for nearly two years. Now, it's a different story, and what I thought I would cover this month is share with you what went wrong to cause my first crash (and might spare you a crash), and provide a link to a website that will take you through cleaning and assessing your motor if you "plant" one into the ground.

To be completely honest, I have had the misfortune of crashing two airplanes in the last two times I have flown. In both cases, I was doing low-flight passes, and lost the engine. One was because I ran it out of fuel, and the second still has me bewildered, as there was fuel in the tank; and after the crash, there was fuel in the line up to the carb, and the throttle servo and linkage was still functional.

The first plane I put into the ground was really a stupid error – one that would have easily been avoided had I followed my normal pre-flight procedure at the field. It was a somewhat windy day, and the wind had already nearly lifted Lee Buck's airplane off the table. I had my Phoenix Tucano with me – a low-wing sport plane that utilizes a .46-sized 2-stroke motor that is installed inverted (upside down). Instead of keeping it up on the table, I kept it on the ground until ready to fly. Being the motor is installed inverted in the plane, the carb sits below the fuel-line openings in the fuel tank, and fuel will sometimes siphon through the carb and into the cylinder head. It could be a bear to start at times, and this day was proving to be no different. In fact, we ended up starting the plane upside down in the cradle I use to attach the wing to the fuselage. Lee held the plane in place (upside down in the cradle) as we started and got her running the first time. The first flight was flawless; and I even nailed my landing.

Being it was windy; I left the plane on the ground rather then putting it up on the table – just like the other pilots out there that day. I thought to myself, "why not place it in the cradle upside down, this way the remaining fuel in the tank won't siphon into the motor. "

When I got ready to fly the second time, I walked over to it, sat my fuel down next to it, removed the fuel dot from the fill line, which came out of the cowl just in front of the front landing gear, and I began to pump fuel into it. Shortly after starting to put fuel into it, I had fuel coming out the vent line as well as the carb. It struck me kind of

strange that it was full so quickly, but just figured that I didn't fly as much as I thought I did during the first flight. I back pumped the fuel just a bit, inserted the fuel dot into the fill line and reconnected the vent line to the muffler.

I placed the plane up onto the table, tried to start it – and again encountered difficulty. We placed it back into the cradle, and started it in an inverted position (upside down). We placed it on the ground and I took off. I flew a couple of circuits around the field, then started flying low figure 8's and then even lower, low altitude, high-speed passes – about 15-20 feet off the runway. On the fateful downwind trek, while starting my turn away from the runway (and into the wind), the motor died. I tried to turn it around back toward the field, but spilled too much airspeed. As she was dropping, the elevator was beginning to bite and her nose was starting to pull up, but not fast enough, and she came into the ground at about a 45-degree angle (in the tall grass off the end of the runway).

Now some of you "seasoned" (or experienced) fliers have probably already deduced what happened to me. For you newer pilots, like me, you might have to think about it as I did; when it finally dawned on me as to what had happened. When I started filling it with fuel just prior to the second flight, the plane was sitting on the ground in its cradle – upside down. I remember thinking how easy it was to fill because the fill line was actually now on top, rather then underneath the plane, and I could easily see and reach it. In this orientation, this also now placed the vent line (inside the fuel tank), which is normally at the top of the tank, down at the bottom of the tank, and caused fuel to immediately start flowing out of the vent line, as well as my carb. When I took off for the second flight, I had added only a little bit of fuel, if any, and was flying on a tank that was no where near being full.

My "foul-up" was that I didn't follow my normal procedure at the field. Had I had the plane on the table, right-side up, I would have started my second flight with a full tank of fuel. Instead, I was flying low passes on fumes – not a very smart way to fly. The point I am trying to drive home here is that it is important to establish a common "procedure" to follow in the pit area before each flight. If you develop a good procedure and stick to it, it may save you an airplane one day.

The second plane that I crash landed is a Goldberg Skylark. It is also a low-wing sport plane with tricycle landing gear. I spent the past two weeks out in Kansas and Wyoming with friends. Jim (in Kansas) also flies RC airplanes. Originally, I had planned to take my Tucano out to Kansas. Being I put that plane into the ground, I built the Skylark in just over a week to replace the Tucano and took it out to Kansas with me. I maidened her fine – the first flight was flawless and took very little adjustment to trim her out. During the second flight, I ran into trouble on approximately the third flyby – which again was low – about 20-25 feet off the ground. I heard the engine slow down and I called a dead stick before she even completely quit running. I tried to turn her back around – and successfully did so but she was flying way too hot and was rapidly approaching the other end of the runway with no chance of putting her down on this runway (on this pass). I tried to turn her around again, and in doing so, came up short of the runway and dropped her on the ground, pulling the wing-mount block out the fuselage and probably damaging one of the landing gear blocks in the wing. I haven't cut that open yet to determine what may be broken – but I hear something rattling.

Tim Evans has the same plane, and told me he has pulled the wing-mount block out of the fuselage in his plane landing in the grass. I am not making an excuse here as this was more of a crash then a landing, but it makes me feel a little better knowing I am not the only one. Unlike the Tucano, in which I planted the engine into the soft ground, the Skylark's engine never went into the ground and was perfectly clean. I did break the prop, but even the front landing gear is in good shape.

When I first started flying, I happened across a website that I occasionally refer back to as it has some good information and articles. One article is about "cleaning and repairing an engine" that has been planted into the ground, which I intend to use to examine and clean the engine out of the Tucano. If one day you should plant your airplane engine into the ground as I did, perhaps this article, called "Bad Day at the Field", will be helpful to you as well. This is actually a pretty good web site for those of you starting out. Once you poke around on it a bit, you can find some interesting information, including airplane reviews and building tips. The home page of the web site is: http://www.masportaviator.com/index.asp

What I have learned from both these experiences is that I need to work on my dead-stick landings when I am flying low. You don't have much time to think about your actions when you are flying just feet off the ground. In both cases, I tried to bring it back to the runway and came up short. I now realize there will be times that your plane just won't make it back to the runway, and you are going to have to accept it and make the best of a bad situation. Safety of people around you is always the primary concern when your plane is in trouble. I could have possibly let my Tucano fly down over the hill and found it in one piece; however, I could have just as easily hit someone down the hill near the parking lot at the south end of the field. It helps if you are familiar with the airfield (and the runway(s)). In Kansas, had I been more familiar with the field, and thought about it for a second longer, I could have probably landed my Skylark using a runway that is perpendicular to the runway we were flying off of that day – or put it down, out in the tall grass. I was trying to land on the runway I used for take off. This field also has a water runway that parallels this perpendicular runway, which was in the back of my mind, when I determined I was in trouble and knew I was going to overshoot the primary runway.

In my short flying time, I have had only two unplanned dead sticks prior to these two incidents. One involved the Tucano last year, while performing a hammerhead, in which I brought her in and stopped her right in front of my pilot station. The other was with my Goldberg Falcon, when the throttle servo froze at about 1/3 throttle. Doug Blakeman stood out at the pilot station with me when I announced I was in trouble, and stayed there with me for nearly 23 minutes, until she finally ran out of fuel. Doug could have offered to bring it in for me, but instead, let me do it. He helped keep me calm, offering advice while we flew her out of fuel. I brought her in perfectly. I had plenty of time to prep for these landings, unlike the fatal two I encountered the last two times I have flown.

A dead stick is generally not a problem when you have the altitude (and time) to deal with it, but if you like to fly low, you might want to think about what your plan will be should a problem arise on a low pass. I thought after I crashed my Tucano, I would be prepared for the next one, but apparently I wasn't prepared as well as I thought I was. I know that this winter, I will be practicing low-altitude dead sticks on the simulator - to hopefully better prepare myself for the next time it happens to me on a low pass.

Features…

If you have a plane, helicopter, or other piece of equipment you think might be interesting to other members and are willing to share, please write up a commentary on it, snap a couple of pictures and send them to newsletter@rcrcky.com – it definitely makes for a better news letter.

This month, we will hear from Leslie Berry on his "gerbil-drop plane" and from Tim Evans on his Hanger 9 B-25 Mitchell, which he modified to look like Jimmy Doolittle's B-25 raider. I would like to start out by asking if you have ever thought about flying a "twin-engine RC airplane". And of you that have considered it, how many have actually flown one? Would you have considered starting off with a war bird as your first twin engine plane? I doubt I would have, but Tim decided to do so… and here is his story.

Tim Evan's Doolittle B-25 Raider

When Loren asked me to put together a write-up on my B-25 I wasn't really sure what to write about that you haven't already heard. It's been two years now since I won the plane at the warbirds fly-in. And the strange thing is after probably fifty flights I am still working on it.

This plane was intimidating at the outset because I had only recently started flying again after about a 25 year hiatus. I started flying again with the Alpha 60 and then built the Hangar 9 Corsair. All of the sudden I had a Hangar 9 B-25 for my third plane. A large twin was not what I had in mind for my third trainer. When I opened the box I realized this kit was as nice as the Corsair - only larger. That provided some relief from my anxiety. I also realized very quickly that it came with the engines installed and that seemed very unusual so I began a search on RC Universe to see what I could find out about this plane.

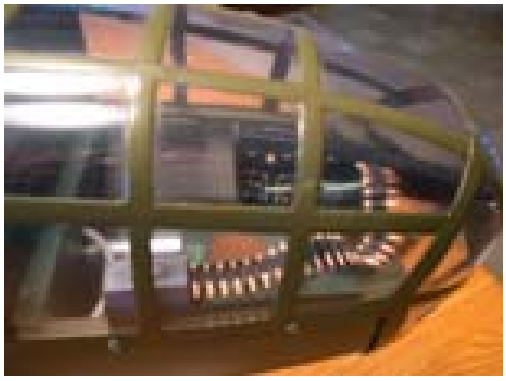
I found a forum on the "building and modification" of the Hangar 9 B-25 that was started by Jim Jager in Michigan. I had decided to build Jimmy Doolittle's B-25B mainly because it was the only B-25 I was familiar with. Next I had to find information on Doolittle's plane. There were no pictures of Doolittle's plane although the naval archives have about 30 photos of the Doolittle Raider planes taken while on the USS Hornet.

Next I put together a list of things I was going to need to complete my project. These included all the usual radio equipment and hardware upgrades. The rest of the list included: CJ retracts and pilots, Dynamic Balsa interior kits, Wing Manuf. machine guns, Sullivan wheels, OS .46 engines, larger fuel tanks, flat black vinyl for windows and de-icing boots, wing and tail graphics, and flat clear paint to dull the finish of the Ultra Cote.

The RC Universe forum told me that the Evolution .36's that came with the plane would be marginal with retracts installed. I was able to sell these engines on RCU in about two weeks and that gave me money for the purchase of new engines. The next task was to get Century Jet retracts purchased. I met with Bruce at CJ and he indicated that they had not seen the plane yet and that they would use my plane to develop the prototypes. I took the fuselage and a nacelle to CJ and started working on the assembly of the wings and empennage. I had to remove all of the decals and the covering on the outside of both rudders. I replaced this with olive drab ultra cote to match the existing covering. It took several weeks to make my retracts and I spent most of that time with the wings and rudder assembly. I also had to find someone to make vinyl graphics and

tail numbers. The B-25 I won was a B-25J and the plane I was going to build was a B-25B. Only 200 B versions were made. Sixteen were lost in the raid over Japan.

The changes I had to make included moving the top turret toward the rear of the fuselage, relocating the radar antenna from the bottom of the plane to the top, installing a curved window turret to the tail of the plane (with machine gun), eliminate the greenhouse turret between the rudders; eliminate the waist gunner windows and cockpit machine guns. At this point I also decided to replace the aluminum wing tube with a carbon fiber tube to save weight. About the time the retracts were ready, I had located a person in Louisiana who made two sets of the graphics I needed.



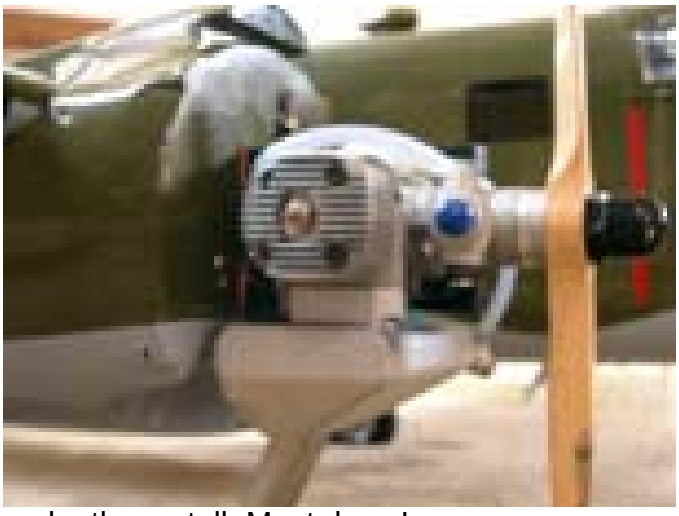
Once I received the retracts I was able to begin assembly of the fuselage and attached the nacelles to the wings. With the nacelles attached, I first installed the retracts followed by the engines, tanks and throttle servos. I had ordered a 2200 mAh NiCad from SR Batteries and had planned on putting it under the nose turret. About this time I took my first trip to the new equipment show in Toledo Ohio and I came home with the interior kit for the front turret which meant the battery would have to move. I also purchased landing lights which had not been part of the plan.

As I worked on the nose turret I noticed that the area in front of the cockpit directly above the nose gear was vacant and would fit the battery perfectly. After finishing all of the assembling processes it was time to mask and paint a dull finish on the plane. RCU was little help so I started testing different products by spraying test patches of Ultra Cote on my workbench. Valspar seemed to hold up well to raw 15% glow fuel so it was off to the garage to begin paint. I scuffed the Ultra Cote with a Scotchbrite pad and started applying the Valspar clear flat paint.

After the paint had several days to dry it was time to fire up the engines and begin the process of break-in on the engines. I removed the cowls since it would be easier to make adjustments. Little did I realize that those cowls would be off for the next three months. The first day I ran two full tanks through the engines changing the mixture continuously per the instructions. Every thing went well until I started cleanup. As I started to wipe the fuel off the bottom of the nacelles I realized that my new paint job had turned into a gummy mess. My first serious failure as an aeronautical engineer! It seems that when testing how fuel proof Valspar is I failed to test it when the fuel is very hot. Now what?

I began to search everywhere for flat clear paint and LustreKote kept being mentioned followed by “they are doing away with it…something to do with the EPA.” I finally located about six cans of the stuff at Advantage Hobby. I bought all six cans and sprayed the bottoms of the nacelles with the stuff. It worked! Now I had to rescuff the plane and pray that LustreKote would not react negatively with the Valspar. I sprayed the under side of the wing and waited several days while it dried. No reaction. The LusterKote was not as flat as the Valspar but I decided to live with it. Now, back to the engines.

I continued to work on the engines each day running them for hours in the driveway. I would taxi the plane and try to make the engines stall. By the way - I have very understanding neighbors or at least I think I do…they never talk to me. Each day I was making adjustments to the idle, the high end mixture, and adjustments to the individual throttle linkages and endpoint adjustments to get the engines matched on the high end in particular. I didn't really care about matching the idle speed because this is a non flying mode. I just didn't want the idle to be unreliable. All the while I would run the engines trying my hardest to make them stall. Most days I was successful…they would stall.



I would make adjustments and start over day after day. It wasn't difficult, just boring. After about six weeks I was seeing real progress. I would go two or three days without the engines stalling and I thought I was ready for the maiden. Then the next day I would get out in the driveway and one of the engines would hardly run. Start all over again was all I could do. I decided that I would continue this process until the engines ran reliably every day for two weeks with no stalling before I would maiden the plane.

While I was tuning the engines I was busy fine tuning other things and trying to figure out how to get the wires for landing lights through the completed wings. I purchased RAM lights in Toledo and had to figure out how to get a hole half way down the leading edge of the wings through the nacelle without removing the already painted covering. The conclusion I came to was to use a small carbon fiber tube. I cut two tubes that would reach from the center of the wing to the location of the landing lights. Next I sharpened one end on a belt sander. Then I stood each wing on end and slowly started turning the rod to cut through the wing until I reached the holes cut for the lights. I pushed the wires back through the tubes from the light end and attached them to a switch that activates with the flaps. I decided to leave the carbon fiber tubes in the wing for added strength and glued them at both ends to keep them in place. I then decided to finish the wing by adding a pitot tube.

I don't think I have ever been so prepared for a maiden flight in my life. The first time to the field turned out to be too windy for me so I did some runs down the runway to see how well the plane would lift off the runway. I did this twice and set it back down satisfied with the day's activities. I endured all the yelling from the peanut gallery about not flying that day but I quickly realized I had much more invested in this plane than they did so I stuck with the game plan and waited for better weather.

Finally, the maiden flight day came. My friend Doug Claypool who had gotten me entangled in flying RC again was there with me, as were my wife and parents. I was hoping I might incur engine problems so I could wait for another day but everything ran perfectly so I was stuck having to fly this monster I had created.

I decided as I taxied out that the first flight would be without flaps since I had never flown a plane with flaps. It seemed prudent to test the flaps at altitude so I could discover the wonder and mystery of these things in a low risk environment. I taxied to the end of the runway turned and started to accelerate the engines. The plane moved quickly but did not lift until I applied a small amount of elevator. It was flying! I started the first turn and realized it takes a lot more distance to turn this thing than the Corsair. I was also climbing very fast. I gave it about 3 clicks of down elevator and it started flying fairly straight and level. Most of the movement was coming from my shaking which started somewhere near my ankles. I made my first lap of the field and realized I wasn't breathing. Once I started breathing most of the shaking subsided. On the second lap I put the wheels up and had to add one more click of down trim since all the wheels exit to the rear. I suddenly realized how easily this plane flies. I finished four or five laps of the field and I wanted to see how well the plane landed; but I didn't want to land with a nearly full fuel load so I kept doing laps.

Finally, it was time to land. Remember, no flaps on the first flight. I set up my usual long approach near idle speed. About 300 feet from the threshold I cut the engines to idle. At the threshold I realized how fast this plane was moving. I flared a bit late and bounced about three feet in the air but the second landing was picture perfect. I ran into the grass to slow this speeding freight train. I taxied back and thought I have to do that again. I flew two more flights that night with flaps. Flaps were used on both ends of the flight and made the plane very gentle to land. I think it took about a week to wipe the smile off my face.

Over the past year I have made minor adjustments and spent most of my time learning how to use my airbrush on this plane. I will probably continue to use this plane as my test bed to learn new techniques for scale applications. I plan to remove the retracts this winter and get Century Jet to put stronger springs in all three struts. The gear have performed flawlessly but the springs are a bit light because the plane is about 1.5 lbs. heavier than I had anticipated.

Needless to say, this plane has been more challenging and enjoyable than any I have ever flown. I plan to build another twin in the near future only the next time I will skip the Valspar!

Leslie Berry (author) and Lee Buck's gerbil-drop planes

Since I was a kid I've always wanted to drop a parachute from a model airplane; but learning to fly one was costly and frustrating to say the least, that is, until I joined this club.

Now that I "sort of know" how to fly an RC airplane, I had high hopes for this "parachute-drop" dream to come true. In a casual conversation with Stan Puckett one day, he showed me his chute drop method, which is simply a servo with pushrods on opposite sides of the arm that poke through the left and right sides of the fuselage about a 1/4 inch. You strap a rubber band to each and it holds the parachute, wadded up under the fuselage of the airplane.

The release modification was quick and easy; however, the parachute was a little more difficult. My prototype was a garbage bag with fishing line and a spark plug for weight. My search for a more interesting weight led to a Wal-Mart toy section where I found a gerbil with a chute attached - a promo for a Disney movie called "G-force".

The 1st drop was mid August 09. It was a success and has supplied a lot of laughs since then. The joy of "gerbil dropping" has evolved almost out of control. Lee Buck dared to strap his video camera to the thing for a "gerbil-eye" view of the fall.

You can view the results for yourself at http://vimeo.com/6259904 . That same week, Sean Cross brought a bomb that is filled with flour, and when dropped, leaves a nice white stripe on the runway, which lasted a week. Jim Trombetti refined my release system with a stronger servo and an idea to grease the pushrod ends (that contact the rubber band) to ensure a smooth release.

Lee Buck and Doug Shaw have both added parachute drops to their planes. Bill Donovan gave Lee a 1940 military surplus parachute which works perfectly for his pet gerbil.

We spend a lot of time laughing and looking for gerbils (I've lost two of them myself). None of this would have been possible without the help and encouragement from the club. Thanks guys!

Back to the Hangar…

Don't forget the War-bird flyin this weekend at our field. There is a $15 landing fee, food and beverages will be available, and there will be a tailgate swap meet. There will be door prizes for pilots and a raffle prize – a new giant-scale Top Flite P-47 ARF.

If you never make it down to training night on Monday nights, you might be surprised as to how busy it can be. If you have any interest in sharing your knowledge or experience, this is the place for you! There have actually been so many people lately; the trainers are spread too thin. I started going earlier this year, but didn't see much interest. Things really changed over the summer. Perhaps next year, you might consider helping out if you have the time and the confidence to do so.

During October, I am hoping to get with Travis to hash out the plans and develop a part's list of the stuff we will need for our combat F-22 foamy build. I also want to get an email listing going for those of you who might be interested in doing the F-22 foamy build. If you are interested in this foamy build, or the kit build contest, please contact me at newsletter@rcrcky.com so I can start an email list to keep you up to date with what is going on.

Information on the foamy F-22 build can be viewed at: http://www.rcgroups.com/forums/showatt.php?attachmentid=1954926 and video of the plane in action is at: http://www.rcgroups.com/forums/showthread.php?t=740049&highlight=f22. While I was out in Kansas, one of their modelers was building a new one that utilized ailerons as well – using the same servos that control the elevators. We are hoping that we will be able to offer a complete kit to members for less then $100/kit.

Information on the kit-building contest can be found below. We can modify the rules to suit our pleasure. Again, if you are interested in participating, please send me an email so I can build an email-list.

Build a Plane Contest

April 2009

Rules:

1. You must be a member in good standing.
2. You must have built and finished the plane yourself.
3. A.R.F. and A.R.C. aircraft are not permitted.
4. Aircraft entered must not have flown prior to Jan 1, 2009
5. Entries must be ready to fly. With engine, servos, push rods, tank, receiver, and battery installed. Transmitter may be required to demonstrate flight functions during static judging.
6. There will be three classes, one entry per member per class.
   a. **BEGINNER**: A member who has not entered a building contest before.
      - Members entering this class may not enter any other class.
   b. **ADVANCED**: Open to all members and all types of aircraft.
   c. **SCALE**: Must be representative of a full size aircraft and will be judged in the looks category for it's likeness to that aircraft.
7. Judging will be done in six categories:
   a. **LOOKS**: This will be judged from 5 feet away.
   b. **COVERING**: This includes paint, film and fabric. Each entrant will be judged on workmanship with no points being added for one type of covering over another.
   c. **AIRFRAME**: Judging will be on straightness, incidence, and wash in, wash out. Do you have these and are they where they should be.
   d. **FLIGHT EQUIPMENT INSTALLATION**: This will include engine, servos, pushrods, and control horn installation. PLANES WILL NOT BE DISASSEMBLED FOR JUDGING.
   e. **ACCESSORIES**: Judges may award additional points for each extra accessory that complicated building, not to exceed a total of 5 points per entry. Examples of such extra accessories are; flaps, retracts, working lights, bomb drop mechanism, detailed cockpit, pilot, or other enhancements.
   f. **FLIGHT PERFORMANCE**: (The builder of the model is not required to fly the model; a substitute pilot may be used.) Up to 5 Points will be awarded for take-off (hand or bungee launching is permitted), a 360 degree turn to the right and another to the left, and a controlled landing on the runway as a minimum. Up to 5 additional "bonus" points may be earned for additional maneuvers that demonstrate control, or for scale-like flight in which enhancements such as those listed in "e" above are demonstrated. Flight scores of zero will result in disqualification.
8. Each of the 6 judging categories above will be awarded 1 to 5 points with the possibility of earning up to 5 bonus points as mentioned in section "f" above.
9. Plaques for first, second, and third place will be awarded in each class with 5 or more entrants. Classes with 4 or fewer entrants will only award a winner's plaque for that class.