

The News

October 2008



PDARCS

Next club meeting

Wednesday 1st October 8pm Start

Dingley Community Hall- Marcus Road Dingley Village

Guest Speaker :

Brian Green, Club Member and publisher of RC Model News

Also on :- Co-Op AGM

Birthday Boy

Wal Schubach
cutting the cake at his 80th Birthday
party a few weeks ago

*Look who's taking control of that knife
though !*



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Editor's Bit



Wouldn't you know it a Victorian export has started up his own Mug of the Month column in his new Clubs newsletter in QLD.

Well, as you can guess as soon as I became aware of this breach of copyright I was right on to it.

Here is an excerpt from the email I sent to the scoundrel :

*Dear Darryl,
We are thrilled to see that you have taken up the option of operating a Mug of the Month Franchise.*

Naturally as you are aware the Mug of the Month concept is a franchised business opportunity so monthly franchisee fees will be required along with your agreement to the terms and conditions of the MOM franchise agreement

1. *Monthly Franchise fee must be paid directly into the Franchisors account. Payment is based on the number of dopey flyers in your club*
2. *If your have a regular MOM personality in your club as we have in the P&DARCS franchise then an additional... "this column is just too easy " fee will be charged.*
3. *Discounts to the monthly fee are available if you can sucker members into revealing dumb things they have done before they realize that they are talking to the editor. I personally have become very good at this and you can read the technique in my new book "Coming Out Of the Closet with your MOM"*
4. *Random Mug tales are available for purchase and you just insert a club members name . Don't worry about the truth too much as the more that the victim denies the story the more the club members believe your story.*

So there you go a new business venture for me . I think that I will just re-sell the P&DARCS yarns and the clubs can change the names to suit. Might have to pay Don Klein royalties though !

Idea number 122. I was having a chin wag at the auction and suggested to Paul S that maybe for our next project we should just dig a hole. I got a strange ' whatcha talkin bout ' look from Paul but then continued to suggest that after we have dug the really big hole that we fill it with water and make a lake . We can then do a bit of float flyin . Of course a problem with my idea was that it never rains to fill it. But as Paul very quickly pointed out (a little excitedly now) we can pump water from the boar/dam to fill it.

Must add this to the clubs Project list.

That's all folks

Next Meeting

Dingley Community Hall, Marcus Road Dingley

Wednesday 1st October
8pm Start

Guest Speaker Brian Green (RCM Magazine) and
the future of RC





“Presidents Ponderings”

Alan Coleman

Spring has sprung and the grass is riz! The weather is gradually getting a little warmer, and the winds are not so fierce. It is time to get out some of those models which we put

away a few months ago and think about flying them in the warm summer days ahead.

The dub auction at the beginning of the month was a good opportunity to snap up a bargain or two for the coming summer. The auction was fairly well attended and the dub made a profit of approximately \$400 on a total turnover of about \$4000. The success of the evening was further assisted by the generous donation of a model for sale by Fred Barabasz of Hallam Hobbies and raffle of a model donated by Vice President Joe Tortorella. These items brought the total dub profit for the evening to around \$700.

Peter Harris held the floor unrelieved all evening as auctioneer; a truly marathon effort. Peter was assisted by a number of helpers, who kept him supplied with items for sale, and took care of the paperwork. Our thanks to these club members. Aside from some pre-loved models, there were some new and near new engines which went at very attractive prices. Maybe we have a few converts to electric flying?

To conclude, a brief warning on a familiar subject. (refer the President's report October 2007.) There have been recent reports of excessively noisy models flying at the field. There are residences adjacent South and West boundaries of our property, and it is inevitable that there will be more in the years to come. It will only take one complaint to the local council to place us on record, and the consequences could be very serious. The VMAA have produced guideline regulations for the maximum permissible noise levels from motors, and the dub has a noise level meter which can check models for compliance. Please ensure that your motor is properly fitted with an appropriate exhaust muffler, we cannot afford to generate complaints from nearby residents.

May your landings equal your takeoffs.

Secretary's Report

General meeting Wednesday 3rd September 2008

No general meeting was held due to the auction

Secretary's Report

The doors opened at 1900hrs to allow the members to fill in the appropriate forms for the auction.

The auction started promptly at 2000hrs with Peter Harris the sole auctioneer for the evening, which he did with great exuberance, thanks Peter for a great job. Most items were put forward for sale with the assistance of Owen, Brian and Robert just to name a few. I had my head down most of the night taking money, with assistance from Derek Trusler, the auction (what I saw of it) went well and it was not a late finish. Tea and coffee with a biscuit was supplied by the club during the evening.

The club has received from VMAA notification that the VMAA Trophy will be held at the state field in 2009 this is an alternative venue to try and increase the number of entries, as the entries have been declining over the past few years.

The Executive of the VMAA on behalf of the members that have participated in this event wish to thank the P&DARCS club members for allowing us to use the magnificent facilities for the hosting of the VMAA Trophy over the past years.

The VSAA have selected Sunday February 22nd 2009 for the running of F4c and ARF State Championship

Vice Prez Checks In

Joe Tortorella

Just coming to terms with the new experience of being a committee member and I look forward to working with the committee over the next 12 months.

This month I would just like to say that the auction was a lot of fun and a very successful evening. I would also like to give a big thank you to Fred at Hallam Hobbies for the kit he donated.

What's On at P&DARCS

October

- 1st Club Meeting Brian Green – The Future of RC
5th Scale Rally VFSAA

November

- 5th Club Meeting - Full Size Aeros (to be confirmed)
16th OS Engines Annual Fly In
23rd Electric Rally

What's on elsewhere

The list below is extracted from the VMAA contest calendar which can be found at the VMAA web site www.vmaa.com.au

Oct	4-5	F3A Pattern Aerobatics			TCMAC
	4-5	APA Australian Championships	Albury		SHMAC
	4-5	7 th National Electric Fun Fly	Swan Hill		
	4-6	Old Timer			
		Eastern States Gas Champs	Wangaratta		WAM
	5	Scale Rally	Pakenham		P&DARCS
	10-12	3D Downunder 3D aerobatics at the State Field			NFG
	12	Fun Fly	Ararat		ADAC
	17-19	Seaplane Weekend	Lake Hume, Albury		TCMAC
	18-19	Victorian State Championships: Pylon Racing			
		Includes Team Selection	Hamilton		
		<i>This will be worth going to watch!</i>			
	18-19	Display Weekend	Warracknabeal		HMAC
	25-26	Golden Era / Texan Pylon Racing			WMAC
		at the State Field	Darraweit Guim		NFG
	26	ARF Scale Competition	Ballarat		BRMFC
	26	Electric Fun-Fly 0413 552 516	Carrum Downs		PARCS
	26	Display Day - Fly-in	Bendigo		BRCAC
		Old Timer	Cohuna		CMFC
Nov	16	F3A Pattern Aerobatics	Rosebud West		NMAA
	16	OS Engines Annual Fly-In	Pakenham		P&DARCS
	22-23	Pylon Racing	Camperdown		CMAC
	23	Scale Rally & mini-comp	Rosebud West		NMAA
	29-30	Victorian State Championships: Helicopter			
		Melb R/C Helicopter Club Field at Bangholme			MRCHC
	29-30	Display Days and Swap Meet	Hamilton		HMAC
	30	Old Timer	Haddon, Ballarat		BAM

Facility Managers Report

Paul Somerville

This month has been a busy one once again, we had the bobcat fella back again to perform some much needed work around the club, work carried out included the clean out of the drain between the fence line and the second sump pump as it was heavily silted over, secondly the top soil was spread out along the foot path in front of the club house, as well as around the start up pads. Mark Jackson (bobcat operator) kindly donated 65m³ at valued at \$35.00/ mtr³ of top soil delivered free of charge!!!!

So next time you see Mark at the field dropping off materials' go out and thank him. Over the next few weeks we will seed the top soil just in time for the spring rains.

Mower blades will also be changed over on the Kubota over on the weekend and the tractor will get a once over as well.

Please do not fuel up or defuel your models if the hayshed at all times as we want to keep the new floor and paths fuel free.

The start up pads have not been painted as yet, they are too green and require more time to go off before we prime and paint them

Safety Officers Report

Paul Somerville

Its disappointing to see that none of the missing model restraints have been returned as yet. Please keep an eye out for the missing restraints.

Now that spring has sprung the flightline will be busier again, so keep an eye out for one another in the air so as we don't have models returning back to kit form. Call out clearly on the flight line what your intentions are and wait until you have been acknowledged by your fellow flying buddies. You should also be sensible in regards to the number of models up at once. Lets keep it to max of 6 as noted in TX pound. More than this and it is too crowded.

We are also getting a little lax with out pound etiquette

- Transmitters must be in the pound and switched off when not in use.
- Keys must be taken out of the keyboard after you land and turn off your TX
- 2.4ghz key are being left in keyboard all day

We are increasingly being inundated by full size aircraft operated by stupid pilots low flying over the club and also practicing dead stick landing approaches. To overcome this problem I require the following information:

- Rego Number
- Time Of Day And Date
- Type Of Plane
- Colour Of Plane
- Estimated Height
- Direction Of Which Plane Come From

Information should be past on ASAP to your committee member and will follow it up with CASA

Note from Ed. CASA have actually already responded by agreeing to put out a directive to local flying clubs and schools to avoid out area. We are following this up with a flyer to put onto the notice board of these club/schools to warn them of the dangers involved. A big thank you to John Brann for his assistance here. Hopefully this will fix it but if it does continue please supply the info mentioned by Paul in his report above

Club Captain

Wal Schubach

The Fun Fly Which was to be held on the 14th of September was blown out and has been re-scheduled for the **12th of October**.

Loops and rolls and loops and Cuban eights. As published in last months newsletter.

OS Engines Day - 16th Nov

Not far away now and to save me a bit of effort here's an article right out of the September model engines news so rather than me waffle on just read what they have to say about this great event. Hope to see you all there on the 16th November.

Also if you want to check out the full ME News letter just log on to the website at www.modelengines.com.au and select ME News.

O.S Engines' Annual Fly In 2008 - 16 November

Attending the O.S Engines' Annual Fly In has fast become a must for the aeromodeller. This years event will again be hosted by the P&DARCS club in Melbourne on Sunday 16 November. The 2007 Fly In attracted 87 pilots with over 140 O.S engine powered models.

Any type of O.S Engine powered model from a trainer to giant scale model is welcome with a

maximum of three entries per pilot. All O.S powered models flown on the day are eligible for the grand prize draw of an O.S FS-200 four stroke engine.



VMAA.. what are they up to this month?

- The MAAA are looking for nominations for a sub committee to investigate the merits of a separate indoor membership category.
- As of 14th August There are 1106 registered members in Victoria
- Video library has several new titles
- Draft New VMAA Trophy rules have been submitted for the committees comment prior to publishing.
- Venue of the VMAA Trophy will be changes to the Statefield this year
- New VMAA directory to be released later this year.
- There were a couple incidents reported with model hitting other modelers
- The VMAA will host the 2010 Nats and these will most likely be held at Albury
- Avalon Airshow. The VMAA have opted to put on a static display only this year.
- Control Line World Champs . Australians placed 1st and 4th in F2C (Team race) and overall Australia placed 3rd as team.

Notice of Annual General Meeting Darcfields Co –operative Ltd.

The annual general meeting of the society will be held at the **Dingley Community Centre, Marcus Road Dingley** at 8 pm on the **1st October 2008**.

Ordinary business of the meeting will be;

1. To confirm the minutes of the last A.G.M.
2. To receive from the Board, auditor or any officer of the Society reports upon the transactions of the Cooperative during the financial year, including balance sheet, trading account, profit and loss account, statement of cash flows, and the state of affairs at the end of the Financial Year.
3. To elect and confirm the remuneration (if any) of the Directors. Mr P Harris and Mr M Norton are retiring as directors as required by the rules and offer themselves for re-election.
4. To appoint an Auditor.
5. To transact any special business of which notice has been given to members in accordance with the rules.

The rules provide that any member having a resolution to submit to a general meeting shall give written notice thereof to the Society not less than twenty one days prior to the date of the meeting" Any such notice must be sent to;

The Secretary
Darcfields Co-op Ltd.
58 Baker Road
Harkaway 3806.

Getting My O.B.E. By Wal.

On getting my OBE (Over Bloody Eighty) Pearl had invited a few friends to celebrate this event.



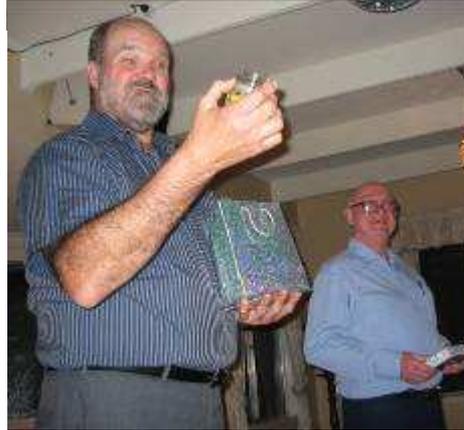
Peter Harris gave me a birthday greeting on ten meters of toilet paper and I wonder if there was some hidden meaning there

somew here.



Ivan Chiselett very kindly gave me a **"Willy Spin"** Gift Pack

These gift packs are custom assembled to suit the personality of the recipient and are unique. They come with complete instructions to suit all model aviators.



You have just crashed your best aircraft and are having trouble hiding the emotions of it all.

Then you need the..... **"Willy Spin " Embarrassment Eliminator.**

Instructions :-

1. Remove your Willie Spin Embarrassment Eliminator from its protective wrapper.
2. Unfold and wipe eyes thoroughly.
3. Now you can face the others with confidence knowing they will not see the tell tale signs. (Box of tissues)

You have just crashed your pride and joy way out over the levee bank and it's going to be a long hike to retrieve it. What you need to take with you is , **" Willy Spin " Long Range Food** .This food will greatly assist scaling diffs and crossing creeks. Instructions "- When the gut feels empty , get stuck into this good gear. (packet of Walkers short breads)

You have just crashed way out it's going to be a long hike to retrieve. What you need to take with you is **" Willy Spin " Long Range Drink** this will greatly assist in sustaining you on the long hike . (Tin of Lemon Squash)

Forgot to take the sharp edges of the prop and now you have been hit . What you will need is the **" Willy Spin " First Aid Kit** Another quality " Willy Spin "Product for the R/C Pilot

An Aircraft Retrieval Kit is included in the kit for when your aircraft has landed rather heavy and you need to retrieve the bits. (Gar bag)

The last item is a jar of Anti Crash Pills . Having trouble keeping your aircraft in the sky ? . What you need is :- " Willy Spin " Anti crash pills .

All " Willy Spin " products come with full instructions and the only item missing was the whistle to help being located when lost in the levee banks

All items will be available for inspections at the next meeting.

BEAUTIES!

Richard (Dick) Ryland

The most beautiful aircraft ever made

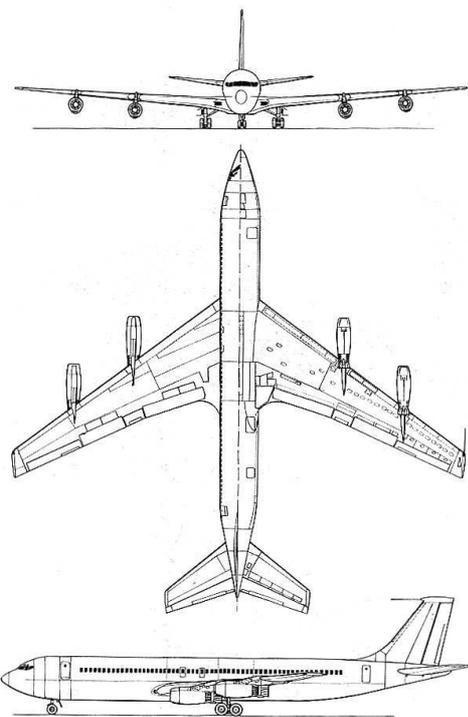
I have never been particularly enthusiastic about airliners. Big fat monsters, their task is fairly mundane and today it is very hard to tell from another. However the reason they all look so similar is that one company got the basics so very right over fifty years ago and that configuration has been the standard ever since.



The cost of developing the 707 in the early fifties was greater than the worth of the entire Boeing company. They bet the whole company on the success of this aircraft! Success was *not* assured. At that time the first jet airliner, the De Havilland Comet, was being redesigned following its grounding after a series of catastrophic crashes. The gamble was immense. This aircraft was to carry almost 200 people at almost 600mph, stunning figures at the time.

The prototype flew in 1954 and eventually over 1000 were built and built in more variations than any other airliner made before or since. It was an overwhelming success and flew in almost all the world's major airlines. A military version still flies in large numbers as a tanker and many still earn their keep as cargo planes in less developed parts of the world. John Travolta owns one painted in Qantas colours.

It was not perfect and pilots had to very carefully account for its failings but it was much, much, better than anything else for a long time. The early jet engines led to a very long take-off run and the noise of the non-turbofan engines would not be tolerated at most airports today. The amount of black smoke pouring from the engines on take off had to be seen to be believed. Remarkably I have only ever seen one and that was the ill-fated Emperor of Ethiopia's 707 taking off from Canberra after a state visit in the late sixties. It went directly over me and I was stunned at the noise level and very impressed with the four dense smoke trails as it flew away. The Comet had a beautiful wing with the engines beautifully, but dangerously, buried within the wings. The fuselage and cockpit area were perhaps the best looking ever but the tail looked like something borrowed from an old prop airliner. The Boeing 707 managed to get *everything* right in the looks department right from the start.



BOEING 707-320

The long sleek fuselage was complimented perfectly by the four slim engines which hung under the wings, a much safer place to be in an emergency such as a fire. The wing was swept back at 35 degrees. That angle still looks rakish today and the tail feathers complimented the wings perfectly. It made a stunning impact on the flying public when it came into service. Indeed, it alone *created* much of the flying public such was the demand for flights in this plane. Even today it still looks sleek and fast and in many ways outshines the modern passenger haulers with their wide bodies and fat high-bypass engines. Today's jets are unsurpassed for getting huge numbers of passengers from A to B safely but the 707 had a presence, an aura, that declared it to be something very special. Every flight was a wonderful journey, a journey aboard one of the most perfectly proportioned airliners ever made.



LazyDays

Photos by Thommo



Darryl Copes Cut little Fokker



Bill Reynolds and his new Pea Shooter

Left & Below: The Photographer himself.
Note the long arm carrying technique for keeping the model away from your gut



Right:

Andrew M's SE-5 climbing for a sortie with the little Fokker.

Left:

David Glossop doing one of those perfect touchdowns that you only do when no one is there to see.



Trimming a P-40 Kittyhawk

Knobby Clarke

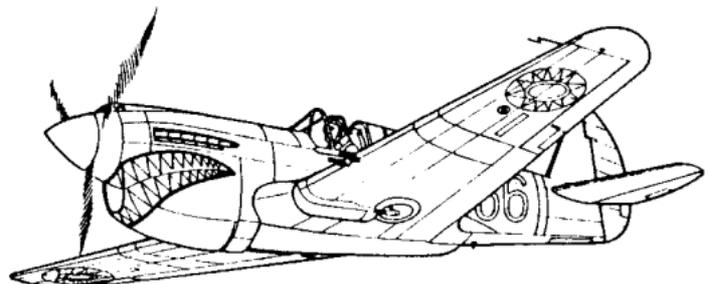
Readers may remember that in a previous article I described how to modify a VQ 60 size Kittyhawk so that the control mechanism for the flaps is kept completely internal to the structure of the wing. Getting that model into the air was a chapter of accidents and mistakes. The full story would provide all the necessary material for at least one month's "Mug of the Month". The short version runs like this.

According to the instructions, the model should be balanced 100-105mm from the LE of the wing. With the undercart down, I balanced the model about 109mm from the LE. I then tried to fly a scale competition pattern with an engine that was adjusted to run far too rich. The result was that a hammerhead-turn became a spin and the model hit the ground very hard. Fortunately, with the exception of one servo, all the radio gear survived, the engine seemed intact and, on inspection, the only damage to the retracts was a small nick in the bore of one of the oleos that was easily removed with the trusty dremel-substitute. So, chastened, but undeterred, I went into Hallam Hobbies and ordered a replacement.



The Cutiss Kittyhawk shares with the Grumman Hellcat and the Chance-Vought Corsair the unusual feature that the undercart retracts by swinging backward while rotating through 90 degrees. This means that the wheels end up by lying flat within the wing structure. Fortunately, Century Jet make some rotating retracts that are specifically designed to fit in the VQ Kittyhawk. You can obtain these retracts from SC Models. The kit comes with the necessary adapter hardwood blocks so that installing the retracts is simply a matter of dropping them in, drilling four holes for each retract and adding some hefty wood screws. These retracts are splendidly solid with no tendency to bend under the stress of hard landings. The snag is that they are disproportionately heavy. Retracting the undercart moves the CG aft by about 10mm. I now know (because everyone has told me repeatedly) that you should always balance a model with the retracts up in the flying position. I estimate that I tried to fly the previous model with the CG more than 20mm too far aft which, together with my lack of skill, provides an ample explanation for the snap and spin. It is interesting to note that later marks of Kittyhawk, that had a larger internal fuel tank installed behind the pilot, carried the warning to avoid combat until that tank was substantially empty as there was a danger of high speed stalling and uncontrollable spinning.

With this in mind, when building the latest model I made every effort to move all the disposable weight forward. I didn't bother with the internal flap linkages because it really wasn't worth the effort. But I did use the foremost locations for the rudder and elevator servos even though this meant using the full length of the provided pushrods. I used an E-Sky micro servo for the throttle. These are small, light and cheap. A few pieces of scrap 6mm balsa mounted it in the curve of the fuselage side out of the way of the main servos. By packing it up on more scrap 6mm balsa, I was able to mount the retract control valve directly in line with another micro servo which I installed by enlarging the hole in the servo plate thoughtfully labelled "switch". This brought all the control gear except the air tank for the retracts forward of the F3 bulkhead. I discarded the fancy, but heavy, DuBro switch mount in favour of the simple mounting of a conventional switch in one of the black areas of the fuselage side. It's a little more obvious, but this is ARF not F4C. On the other side of the fuselage, well forward, I mounted the Schrader valve for the air retracts and a remote glow point. The Kittyhawk as a capacious cowl so that it is possible to hide a 91 four-stroke



By using a remote glow point, you can avoid the relatively large hole needed to admit a glow driver. It actually makes life a lot simpler because, if you get the glow point positioned correctly, the glow driver rests on the top of the wing. That's a lot easier than trying to poke a glow driver at an angle through a hole in the bottom of the cowl.

On the previous model, I tried using a custom-made flexible exhaust pipe to keep the muffler inside the cowl. Do not waste your money in this way. Buy an OS Exhaust Header Pipe (IN) part number 72109500. This turns the exhaust through 90 degrees. You can then use the original exhaust pipe and the original muffler to direct the exhaust out through the back of the cowl. Cut a standard DuBro silicone exhaust extension to size to bring the final efflux out between the cowl and the belly pan. If you do this, no part of the engine or the muffler protrudes from the cowl. The only hole you need is a small opening to accommodate a wire needle valve extension. You can run the inlet tube for the fuel tank down and backward and tuck it alongside the silicone exhaust extension. It gets a bit messy, but it's unobtrusive. You can't get at the air intake to choke the engine, but the end of the exhaust is easily reached. A few flicks with a finger over the exhaust will fill the fuel line and then she starts easily with an electric starter.



As supplied, the kit comes with a cowl whose front cooling intake has two diagonal bars that divide the opening into three. This would be correct for the Tomahawk, the Kittyhawk's predecessor, but is quite wrong for the Kittyhawk. Seizing my cheap Chinese dremel-tool substitute, I removed the bars and re-shaped the opening. I also took a fretsaw to the opening in the plywood former at the rear of the cowl. The opening at the front is still bigger than the opening at the back. However, the engine cylinder is well exposed to the incoming air at the front and so far there is no evidence that the engine is over-heating. In fact, the air rushing through the cowling makes a sound that is very reminiscent of the whistle exhibited by full-size prototypes.

In my efforts to get every bit of weight as far forward as possible, I mounted the engine about 3mm further forward than recommended. This, of course, moved not only the engine, but also the propeller and spinner forward by that amount. Both the two kits had fibreglass cowls that required strong pressure to get them to fit on to the fuselage. Mounting the engine just a little further forward eliminated the danger that the spinner has insufficient clearance from the cowl. (Guess why I know that's important). Initially, I mounted the battery directly behind the firewall over the fuel tank. However, a check with the wheels retracted showed that the CG was barely 90mm behind the LE of the wing. You can have too much of a good thing, so I moved the battery back behind the TE of the wing. This gave me a CG 103mm from the LE of the wing.

The model has fully operational split flaps as well as ailerons. I set the flaps to give about 45 degrees of down movement. To guard against tip stalling, I adjusted the ailerons to have about 1mm of up on both sides when the stick is centered. This gives a little bit of washout to the tips.

All taildraggers have a tendency to noseover, so, on take-off, I started with full up elevator until she was rolling and then tried to use just enough to keep her level as I increased the throttle steadily. The Kittyhawk has a big rudder so you have plenty of authority to correct any tendency to swing. However, she was obviously quite nose-heavy and needed a lot of elevator to get her into the air. Retracting the undercart moved the CG back so that she climbed more easily. Up at a safe altitude with the throttle back to a sedate cruising speed I tried to trim the elevator. It took what I subsequently discovered was 15 clicks to get her to stop diving. She still wasn't trimmed, but at least I'd made the "hands off" death wish less vicious.

When I lowered the wheels and reduced the throttle for an approach there was a marked loss of height but an insufficient loss of speed. This rather unnerved me, so I called an abort and pulled back up into the circuit. I'd never tried landing with flaps before, but all the conventional wisdom said that it ought to make things easier. So I lowered the flaps. She ballooned up but I found that this could be controlled by reducing the amount of up elevator I was still using. Lowering the wheels brought the CG forward so that the net effect of both flaps and wheels down was to leave me with a fairly neutral elevator. Even with 1/3rd throttle, the drag was keeping the speed down nicely so I called a landing. It was just like the textbook. Keep the nose down with elevator. Adjust the rate of descent with throttle (which meant add a bit to bring her up to the runway threshold). And, finally, flare with elevator and cut the throttle. Wait, then apply full up elevator and let her run to a standstill without nosing over. Easy.

Subsequent flights with a better neutral trim have shown the same benign landing characteristics. The drag from the flaps and the cowl means that you need to keep about 25% throttle on but the lift from the flaps means that you are holding her into the descent with a bit of down elevator. This makes the final flare quite natural. On take-off she needs a positive touch on the elevator to get her to unstick. As I know from my experience with the Hangar 9 Warhawk, it's easy to overdo this and end up gyrating wildly through a succession of tip stalls at low altitude. Retracting the wheels as soon as you can helps her to climb and adds to the scale effect. But I am not happy with the temptation to keep pulling until she unsticks. I think the cure for this would be to mix a small amount of gear channel into the flaps to give, say, 10% flap with wheels-down. This ought to give extra lift without too much drag. It's also authentic scale. For take-off,



you select wheels-down, no flaps, which leaves you with the 10% flap from the coupling to the gear channel. For normal flying, you select both wheels and flaps up. For landing you select both wheels and flaps down which gives you the amount from the gear channel coupling plus the additional amount from the flap channel. If that works, the final touch would be to mix a bit of the flap channel into down elevator. Done correctly, these mixes ought to compensate for the trim changes as the wheels and flaps move.

But today I have a different problem to solve. On my last flight the wheels retracted but refused to lower, requiring a belly landing. Subsequent diagnosis showed that the Schrader valve is leaking. So, I am in the process of getting a new one to replace it. Further experimentation must wait until that has been achieved.

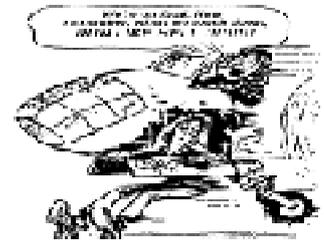
Excellent! Thanks Knobby.

If anyone else out there would like to pass on their experiences please do. As you can see from Knobby's article above I will pretty it up with pictures and graphics. I just need your words. If you feel that you can't write well, that doesn't matter either as I am happy to make any story or article readable by correcting grammar, rephrasing parts etc.

So get you pencils out or put you fingers to the keyboard and send me your stuff.

Ed

Short Finals



Where did that saying come from?

Brass Monkeys:



It was necessary to keep a good supply of cannon balls near the cannon on old war ships. But how to prevent them from rolling about the deck was the problem. The best storage

method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.* * Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.* *

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass - hence, Brass Monkeys.* *

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.* *

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, you thought that was just a vulgar expression, didn't you?

Pass the Buck:



Poker became very popular in America during the second half of the 19th century. Players were highly suspicious of cheating or any form of bias and there's considerable folklore depicting gunslingers in shoot-outs based on accusations of dirty dealing. In order to avoid unfairness the deal changed

hands during sessions.

The person who was next in line to deal would be given a marker. This was often a knife, and knives often had handles made of buck's horn - hence the marker becoming known as a **buck**. When the dealer's turn was done he 'passed the buck'.

Silver dollars were later used as markers and this is probably the origin of the use of buck as a slang term for dollar.



A picture of Concentration

Darryl Cope learning to fly his T-Rex.

Doing pretty well with the look of it.

Don't forget to breath during the flight Darryl

V8 GTR bbq !!!



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