

# The News

June 2008



PDARCS



## Next club meeting

Wednesday 4<sup>th</sup> June 8pm Start

**Rotec Radial Motors Factory**  
29 De Havilland Road, Mordialloc

## look ... up in the Sky

Is it a bird ? .....Is it a Plane ..... Yep it's a plane.  
Alan Foleys Electric Eagle.

We seem to have a whole flock of these at the moment so I think that you guys better start keeping your models apart.

**BURLEY FIELD**  
Wenn Road Cardinia

[www.pdarcs.com.au](http://www.pdarcs.com.au)

P.O.Box 131, MDC  
Cranbourne 3977  
Field Telephone Number :  
(03)-59 98 8431

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- Match this
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- Club Calendar

## Editor's Bit



Bloody Paul Somerville !

I have just spent the last half hour cursing Microsoft word because I couldn't get the template to change for this particular page.

For those of you who don't use MS Word I shall explain what I am on about. For a commonly use document such as this page in the newsletter you can save it as a template. This means that each time you select the template it opens up with all of the regular info already in place and I only need to type in my editors bit and the next meeting info.

Well, Paul had pointed out to me that I had been spelling his name wrong and his phone number was also wrong. So I opened the template and changed it a couple of days ago. Today I open the template and it is back to the wrong info. Hmmm, So I change it again, save it , close it off then re open it. Grrrrrrrrrrr It is wrong again. So I change it again, save it , close it then re open it . \*\*!!!## .

After doing this numerous times I suddenly realised that Pauls name actually appears twice on the committee list as he has two jobs. Heh Heh ..... OK Ok so I am mug of the month !!

Now that I have owned up I wont feel so bad about telling the story of me being a good Samaritan and helping my mate Don K collect his new model. No, I won't tell that story here as there is a much better spot in this mag for that tale.

And Finally,

as I have mentioned in the last two newsletters we are going electronic so this will be the last hard copy you will receive if we have your email address. The advantages of electronic are :

- full colour
- you receive it only hours after I stop typing which is a couple of days ahead of the hardcopy system.
- Having all of your email addresses also enables us to send out urgent bulletins between newsletters should the need arise.

*That's all Folks*

## Next Meeting

Wednesday 4<sup>th</sup> June 8pm start  
**Rotec Engineering Pty Ltd**  
**29 De Havilland Road Mordialloc**



This is definitely a meeting not to be missed. These motors are not just practical they are beautiful. Last year we had a full house and the crowd were spellbound through the entire presentation. As a bonus we will be feeding you Hot Dogs afterwards. Visitors welcome



## “Presidents Ponderings”

Alan Coleman

Two weeks ago, during a short visit to Norfolk Island, I read an article that made me think about the people who are important in our lives. I have changed some details to suit local conditions, and reproduced it below. It is in the form of a quiz; don't bother getting a pen and paper... just read... if you can't answer them, just keep going.

1. Name the five wealthiest people in the world.
2. Name the last five AFL Premiership winners.
3. Name the last five winners of the Miss Australia contest.
4. Name ten people who have won the Nobel or Pulitzer prize.
5. Name the last five Academy Award winners for Best Actor and Actress.

How did you do?

The point is, few of us remember the headliners of yesterday. These are no second-rate achievers; they're the best in their fields. But the applause dies. Awards tarnish. Achievements are forgotten. Accolades and certificates are buried with their owners.

Now here's another quiz. See how you do on this one:

1. Name three teachers who aided your journey through school.
2. Name three friends who helped you through a difficult time.
3. Name five people who have taught you something worth while.
4. Think of a few people who have made you feel appreciated and special.
5. Think of five people with whom you enjoy spending time.

Easier?

The lesson?

The people who make a difference in your life aren't the ones with the most credentials, the most money, or the most awards. They're the ones who care.

Have a great month

Alan Coleman

## Secretary's Report

General meeting held 3<sup>rd</sup> May 2008 at the “Burley” field Wenn Rd Cardinia

Meeting opened at 1240hrs

**Apologies:** F Barabasz

**Guests:** Adrian Whiter

**Minutes of the previous meeting be accepted:**  
Moved M Norton Seconded M Caesar Carried.

**Business arising from previous minutes:** Disabled toilets, Desalination pipe line, Shepparton Comps.

**President:** Nil to report

**Vice-President:** 1<sup>st</sup> prize of the raffle an electric plane donated by Hyperion Products. Addies Hobbies donated the door prizes.

Next general meeting to be at Rotex at Mordialloc

**Secretary:** Model Expo at Pakenham will require some assistance.

**Treasurer:** 220 members another 2 members have purchased shares.

Moved P Harris Seconded P Langton “The current club subscription fees remain the same as 2007-2008 for the financial of 2008-2009” Carried

**Club Captain:** The club came 3<sup>rd</sup> in the VMAA Trophy, only 3 points between 1<sup>st</sup> and 3<sup>rd</sup> much improvement on last year.

**Maintenance:** The final wiring of the last sump pump completed, ready for the rain.

**Catering:** All went well on the VMAA Trophy day.

**Web-Master:** News letter on the web site each month. For members who wish to have the newsletter, give the Web Master your E-mail address, this will not be published, or given to any other persons, it will be used only by the Web Master.

**General:** Disabled access to the club rooms and toilets President has contacted an architect for preliminary drawings. Approximate cost for toilets, hand basin and shower \$17,000 and \$5,000 for the ramps. There is a possibility that we could obtain a government grant for some of these costs

**General:** Telecom has been approached for a grant for children's swings and have given the club a \$1,200 for this project.

The desalination pipeline will go through our property but will not affect our flying area as it will be at the South corner of Wenn Road.

It has been suggested that we resurrect the “Presidents Trophy” of 3 categories, Beginners, Novice and Open section. Perhaps some long standing members would be willing to “Dig out” the original concept of this event.

Raffle won by Norm Parker Meeting closed at 122hrs  
**Next general meeting Wednesday 4<sup>th</sup> June at Rotec in Mordialloc 2000hrs**

David Pratley & Theo from Hyperion Australia Gave a talk on electric planes with demonstrations of electric flight, combined with battery maintenance and charging of Lipo batteries.

## This Months Raffle prize

Just one more reason to roll up to our next Club meeting  
Wednesday 4<sup>th</sup> June



CM Pro CMPro Ventus is well-designed to make building and flying a lot of fun, it features:

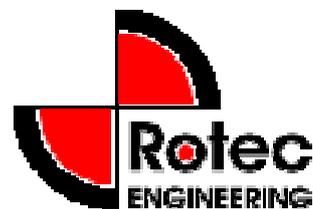
- fiberglass fuselage.
- Balsa covered wing panel
- Removable tailplane for easy transportation.
- Clear navy blue canopy with cockpit.
- An air-brakes
- Retractable wheel

## What's On at P&DARCS

|                 |     |                                  |                |            |
|-----------------|-----|----------------------------------|----------------|------------|
| June            | 7-8 | Scale. VFSAA Trophy              | Shepparton     | VRF        |
| 4 <sup>th</sup> | 7-9 | Pylon Racing. AMPRA Champs.      | Maryborough    | Queensland |
| July            | 7-9 | F3A Pattern Aerobatics           | Mildura        | SAMC       |
| 2 <sup>nd</sup> | 15  | Display Day, all types of models | Albury         | TCMAC      |
|                 | 29  | Sport-scale / ARF Round 4        | Darraweit Guim | NFG        |

## What's on elsewhere

|      |     |                                  |                |            |
|------|-----|----------------------------------|----------------|------------|
| June | 7-8 | Scale. VFSAA Trophy              | Shepparton     | VRF        |
|      | 7-9 | Pylon Racing. AMPRA Champs.      | Maryborough    | Queensland |
|      | 7-9 | F3A Pattern Aerobatics           | Mildura        | SAMC       |
|      | 15  | Display Day, all types of models | Albury         | TCMAC      |
|      | 29  | Sport-scale / ARF Round 4        | Darraweit Guim | NFG        |



## Club Visit To Rotec Radial Engine Factory

8PM Wednesday 4<sup>th</sup> June 2008

The long awaited revisit of Rotec Engineering Factory is just 3 weeks away, as I write this notice.

When we last had our meeting there our members and visitors showed a tremendous amount of interest in all that was going on. Co Directors Paul and Matt Chernikeeff had prepared for us and Paul gave a most interesting account of the origins and early days of their business.



As they are both active and very experienced radio modelers one feels somehow connected with their journey even though they now are up to their eyeballs in the Ultralight aircraft world. As if he is not busy enough with the business Paul has built a twin cockpit Flybaby Ultralight and now has, not one, but two more in process. ( An Hatz Bipe and a Kitfox I believe.) What a man, maybe he doesn't sleep!!! This time Paul will be giving us an update on their progress into the Ultra Light Aircraft World with their fabulous radial engines and the two Ultralights they are building. If we are lucky they may run one of their radials if it happens to be on the test stand.

We will be having our monthly meeting there. After the talk and a wander around the factory we will have Hot Dogs and Coffee. Last time Paul stayed around to chat to us all and answer questions, one to one.

**So DON'T FORGET: - Next Club Meeting - 4th June on Wednesday night @ 8.00pm. at**

*the Rotec Radial Engine Company, 29 De Havilland Road, Mordialloc.*

*All visitors and prospective new members welcome. While you are waiting check out their web site*

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

## Who needs a light weight steel Model Trailer????

At the recent Caravan Show I was looking at the site of a new caravan company Jorgen's Australia and right there in the middle of their display I saw a new trailer they are importing. Immediately I thought of the effect of petrol prices on my thinking about my next car. Yep! Can you believe it, I reckon I'll be buying a smallish 4 cylinder sedan or hatch, but how will I get my models to the field. Bingo!!! Here's the solution a Jorgen's LT 670 series light weight trailer. It retails for about \$3000.00 before we bargain with them!)

For storage it stands up on the end and the lights don't break because the end is recessed. Altogether this is a neat solution for getting your models to the field and packing in the family touring dobber when you go on holidays. Seems like a win-win solution to me.

I have a contact with this company so let's know if you need more info. Check out their web site [www.jurgensaustralia.com.au](http://www.jurgensaustralia.com.au) For all the specs



### Internal Dimensions:

Height 520mm  
Length 1800mm  
Width 1248mm

### External Dimensions:

Height Overall 1070mm  
Length Overall 2975mm  
Width Overall 1475mm

Payload is 495 kg  
The dimensions at left are for the box area there is also Storage space in the Nose cone compartment

## Registrars Ravings

Rob Till



### Membership Renewal Time!

It's that time of the year – when you eagerly await the mail and dust off the cheque book. Renewals will be mailed out to members early in June.

PLEASE CHECK YOUR DETAILS CAREFULLY as this helps me to keep the records correct. Email addresses are always a problem so please ensure yours is correct. If it isn't you may miss out on the newsletter.

Your renewal form and remittance must be back to me by 30 June to ensure your insurance cover continues without a break. There are no 'days of grace'.

### New Members

Please welcome the following new members:

**Ben Bratoiu,** Chadstone  
Provisional member

**Paulo Dudi,** North Dandenong  
Provisional member

**Mark Holloway,** Beaconsfield  
Provisional member

Membership cards for new members are gold coloured to assist other members to recognise them and help them settle down in the club. We hope that you will enjoy flying with us.

Remember – Accurate information and payment by 30 June !!

## Safety & Facilities Manager

Paul Somerville

During the VMAA trophy it was very disappointing to see the lack of support of our fellow club members. Only the competing members and a few die heart members rolled up. In anticipation of a good turn out I had barricaded a large area off for P&DARCS members, I will not be doing that again as it was embarrassing, other clubs were commenting on the lack of support of our members.

It was very difficult for Wally to get a team together. The typical excesses being, I don't want to compete, I don't have the time, and I can't be bothered.

If the bay 13 crew had the same attitude you would not be enjoying the current infrastructure you all enjoy today.

So please have a good look at yourselves and have a good long think, and support your club at event like this.

## You don't have the time to Build !!

ARF's have made life very easy for the modern modeller and most of us complain that we don't have the time to build any more. Well ! Just check out this guy's project. A F1 Replica all made out of Matchsticks !!!



8000 matchsticks for one half of a wheel



The cockpit and headrest



## For Sale — contact Dale Nichols 0409 012 056

### Flit-on Prodigy Electric - \$200 ono (price reduced)

brand new - not flown but ready to fly all fitted out with Hyperion Outrunner, Hyperion Speed controller, Hyperion 2100-3S pack, APC E prop.fitted with Futaba 3110 servos on all surfaces.

### OS 52 - four stroke \$125 ono

Just run in, very low hours, lovely engine.

### Jerry Bates Plans - Yak-3, \$30 ono

suits a 90-120 size motor, 68 inch span 5 very detailed sheets, beautifully drawn plans.

### Futaba Digital Servos - \$9152 Hi Torque Digitals,

**\$100 each or \$180 for two (2 available) ono**  
Suit large scale aerobatics model or large model, These are brand new, still in box.



# BEAUTIES!

Richard ( Dick) Ryland

*The most beautiful aircraft ever made*

## Aerospatiale-BAC Concorde

The world's most beautiful aircraft are really impossible to rank but very, very, close to the top of any list would have to be the superb Concorde supersonic airliner. The project went ahead in 1962 a decade before the pocket calculator had been invented and just over a decade since Chuck Yeager had ridden a rocket powered plane through the sound barrier. It first flew in 1969. Airlines ordered 70 and it was expected that about 300 would be produced.



The massive oil price rises of the seventies changed the economics of operating such an aircraft and there were huge world-wide protests about the noise of the four afterburning Rolls Royce/SNECMA jet engines on take-off. Only those who were there at the time will ever fully know how strident were the objections to the prospect of sonic-booms being laid across the countryside as Concorde flew overhead. Airlines began to withdraw their orders and in the end only sixteen Concorde were made and the British and French governments basically *gave* their national airlines, British Airways and Air France seven each.

Given that those airlines didn't need to pay very much for the aircraft they were operated profitably, at times very profitably, across the Atlantic and on charter flights. Plenty of travelers were prepared to pay the huge ticket prices to halve their travel time and for the prestige that went with Concorde flight. This was despite the cabin being quite cramped with economy class type seating and minimal carry on baggage allowed. Victoria Beckham flew Concorde three times to New York to have wedding dress fittings and a million bottles of champagne were drunk on Concorde flights... *all while traveling faster than a bullet!*

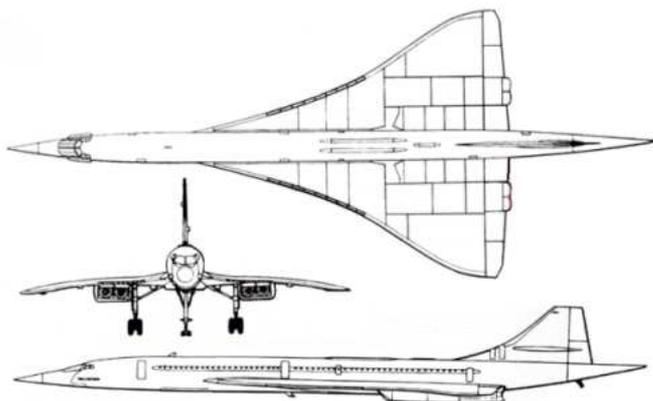


That this aircraft operated so safely is extraordinary when it is considered just what they were doing week in week out. It was rammed through the air at 2230kph seeking the thinner air at up to 60,000ft. Windows grew warm to the touch despite incredibly cold air outside at those heights and the whole plane grew a foot in length as the heat expanded the metal.

There were some problems. At least twice a Concorde landed with a substantial part of its rudder missing. Of less concern were the several occasions when the wing was penetrated by runway debris or pieces of tyre. Fuel had escaped on some of these occasions but it was considered that the relatively non-volatile jet fuel would have no ignition source.

We all know now that in 2000 a small piece of metal from another aircraft was run over by a Concorde on take off in France, the tyre ruptured, the wing fuel tank above was penetrated, the escaping fuel caught fire and the aircraft crashed. The other aircraft were modified and resumed flying but they were all in museums by 2003.

The Concorde will always be seen as one of the most beautiful aircraft to ever take to the sky....very, very, close to *the* most beautiful aircraft ever made.



# Remember When



Remember when Wal had Hair and gentlemen wore ties when Flying ?

Remember when Proportional radio was only for the wealthy and most flew by pressing a button

And Radios came with as many servos as there were channels on the radio !

Check out the old ads below they just might bring back some memories

INTRODUCING LOGICTROL

World's Finest Full-House Proportional

Go First Class—Fly the LOGICTROL Way

(Logictrol 3 & 4 Economy Versions Also Available)



Logictrol 7 Dual Stick



Logictrol 7 Single Stick

LOGICTROL is the proportional you've been waiting for. First in engineering, design, reliability and practical features, Logictrol has over a full year of field and competitive testing behind it—including 1st place in the gruelling 1964 Mid-America Contest. Now you can have this superb full-house proportional in your model. Check (✓) the Logictrol features listed below. Compare Logictrol with any other proportional offered today. Logictrol gives you all seven proportional controls at America's lowest full-house price.

AILERON • ELEVATOR • RUDDER • ENGINE SPEED • FLAPS • RETRACT GEAR • AUXILIARY

Meet the Men Behind Logictrol

**Bob Elliott**—President of EK Products Inc. Electronic engineer and designer of Logictrol. New England 1958 RC Champion. Originator of the circuit concepts now used in most relayless servos. A reliability engineer on Saturn IV and ICB. An RC'er who develops advanced designs to meet the real needs of RC'ers for reliability.

**Jerry Krause**—Vice-President of EK Products Inc. Graduate aeronautical engineer who has worked on Spartz, Skybolt and Saturn missiles. 1964 Mid-America champion (with Logictrol). Winner of numerous firsts in major RC contests. No ivory tower theoretician, but a practical competitive RC'er you'll meet in the field.

- LOGICTROL gives you all these fine features:**
- ✓ All silicon transistor receiver and transmitter
  - ✓ Single or dual stick transmitters
  - ✓ Polyurethane-coated for vibration protection
  - ✓ Exclusive noise-reject trigger circuit in receiver
  - ✓ Hi-Torque, Hi-Resolution servos with exclusive, transformerless, "Logimatic" circuit
  - ✓ Exclusive shorting plug wiring harness—no switches
  - ✓ Low flying weight—only 27 oz!
  - ✓ Small receiver size—2" x 3" x 1 1/4"
  - ✓ Tuned RF stage for best adjacent channel rejection
  - ✓ Electrical trim
  - ✓ "Fail Safe"
  - ✓ Overload protection
  - ✓ High transmitter RF output (1 watt input)
  - ✓ Transmitter size: Dual Stick—7 1/2" x 6 1/2" x 2 1/4" Single Stick—6 1/4" x 8" x 2 1/4"
  - ✓ Tested over one full year
  - ✓ Backed with Fast Factory Service

LOGICTROL PRICES

"America's Lowest!"

Logictrol 3 with 3 servos, Battery packs . . . \$375.00  
 Logictrol 4 with 4 servos, Battery packs and dual charger . . . . . \$439.50  
 Logictrol 7 Dual Stick with 4 servos, Battery packs and dual charger . . . . . \$485.00  
 Logictrol 7 Single Stick with 4 servos, Battery packs and dual charger . . . . . \$525.00

VERON "for VALUE"

PIPER CHEROKEE C.180

Scale Model for Lightweight Intermediate and Full Multi Radio Control

PRICE 357/7

56" SPAN

19 to 40 GLOW MOTORS



N600IC

Designed for Intermediate (3 Channel) (Prop or E Reed) (Wing Aileron, Elevator, and Rudder) Speed and up to Full Scale (4 "Prop" or 10 "Reed") with Builder. Transistorized Micro-logic Circuitry. Servos of 151 ozs. for 3 and 182 ozs. Maximum for 4 or 5 Servos. Not suitable for Builder only.

SKY-SHOOTER

PRICE - 61/8

Designed principally for Free-Flight & P.A.A. - Leaf, but can easily be adapted for Single Channel Puffer only Radio Control. For 1 to 1.5 g.c. Ideal for Wehrs "Record".



SPAN 48"

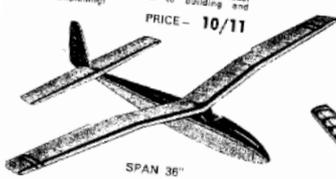
Three of the Best!

THE FASCINATION OF GLIDERS HAS A UNIVERSAL APPEAL - HERE'S A FINE CHOICE OF 3!

CLASSIC

A superbly elegant elementary airplane ideal for beginners' introduction to building and model sailplaning!

PRICE - 10/11

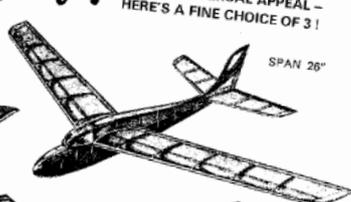


SPAN 36"

CORONETTE

Lightweight of essentially simple design and construction, easily suited to the newcomer to modelling.

PRICE - 9/10

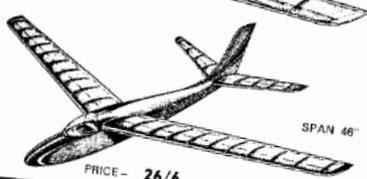


SPAN 26"

VEROSONIC

A graceful looking Soaring Sailplane with the sweet fin and self-superstic sheet. Pinned wood parts and sting construction.

PRICE - 26/6



SPAN 46"

ASK YOUR DEALER TO SHOW YOU THESE KITS - OR WRITE FOR LISTS!

South Pacific Scale Masters.

Many of you would have seen this event advertised or gone to check it out at Shepparton last year. Well This year it is a one day event and it will be run at Good old P&DARCS. The Date Sunday 24<sup>th</sup> August

The scale event will be for both the Classic and ARF classes Rules are on the magazine web site [www.rcm.com.au](http://www.rcm.com.au) Click on Scale Masters.

Flight Judges will be used from the opposite class. ARF judge Classic and vice versa This system worked really well at Shepparton as anyone only had to judge one round. However that does depend on entry numbers.

Entries will also only be made via the web site (rcm's website) . This will be up and running during mid June.

# VQ Kittyhawk Flaps

By Knobby Clarke

After the sad demise of my Hangar 9 Warhawk, I sulked for a week and then went to Hallam Hobbies and bought the VQ Kittyhawk ARF. This article describes the things I did to make the operating mechanism for the flaps internal rather than external.

The VQ kit is set up for ailerons and split flaps. It uses four servos, one for each aileron and one for each flap segment. There is provision for retracts and, of course, rudder, elevator and throttle. If you do it the easy way and have a separate channel for each servo, then you need an eight-channel radio. I did it the hard way and used Y-leads for the ailerons and the flaps. In that way I could do the job with the trusty JR Max66 Tx that I bought with my first trainer.

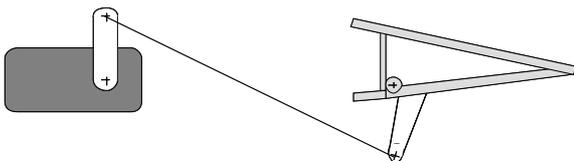


The first consequence of that decision is that you can't fit the flap servos exactly as shown in the kit instructions. Because the Y-lead drives both servos in the same sense, installing the servos as shown would cause them to behave like ailerons ... one up, one down.

The servos are mounted on square hatch covers, so changing the sense of a servo is simply a matter of rotating the cover through 180 degrees and moving the horn along the flap to match. However, having started on the path of deviating from the instructions, I wondered how difficult it would be to arrange a more scale-like internal flap operating mechanism.

The instructions suggest the arrangement shown in Figure 1.

VQ proposed installation

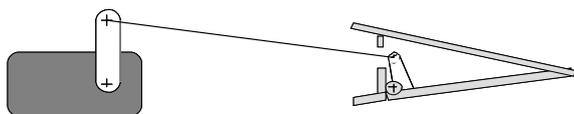


**Figure 1 - VQ proposed installation**

This has the obvious advantage that mechanical adjustment is easy if you use the provided clevis at the external horn. However, it looks ugly.

I wondered why it would not be possible to use an arrangement more like that shown in Figure 2.

Knobby's alternative



**Figure 2 - Knobby's alternative**

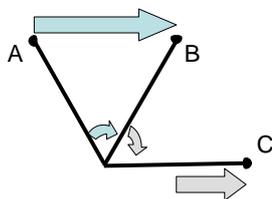
A little work with a Dremel-substitute opened up the hole in the inter-rib webbing and a little delicate fiddling with tweezers through the flap access hatch saw the weakened spar strengthened with 2mm balsa strip. The flaps were already joined to the wing with hinges, which made access to the inside of the flap restricted. However, with care and patience it was possible to screw a standard plastic horn to the inside of the flap. Of course, I had to cut down the horn so that only its lowest hole remained, but it fitted and had about 1mm clearance from the sheeting that formed the top surface of the wing.

Now I had to connect the horn to the servo arm. The first attempt revealed the problem. If you make it easy to connect the link to the servo, Flaps Up does not completely close the flaps and Flaps Down tries to turn the flaps through more than ninety degrees. When I had got that sorted out, I tried to install the second flap without re-zeroing the Tx and ended up with two flaps that opened by different amounts !!

Do not try to install the flaps successively. Install them step by step together.

1. Measure and cut the two links individually so that, as far as you can judge, the servo arm will be about 20-25 degrees forward of vertical when the flaps are closed. You have to judge this rather than offer the link up and fit because when the servo is installed you can't get at it.

1. Open the flaps fully and install the clevis ends on the flap horns with the other ends of the links poking through the holes into the flap compartment. Secure the clevis with tubing at this stage. As you will notice, at any reasonably small flap deflections, you can't get at the clevis any more. Using the clevis as an adjustment requires rotating the other end of the link.
2. Detach the servo arms from the servos and fit the ends of the links into the servo arms using Z-bends or shapers and bends as you choose. There is no point in using an adjustable Kwik-link because you can't get at it when the servo is installed.
3. Mount the servos on the hatches as suggested in the instructions.
4. Using the electronic adjustment on your Tx, set Flap Down to give 100% Travel Adjustment and Flap Up to give 0%.
5. Select Flaps Down, then, for each servo, fit the servo arm on to the splines of the shaft as you fit the servo and its hatch into the wing. You will find that with the servo arm in the Down position and the flaps fully closed you can just get a finger into the gap to fit the arm on to the splines in the fully down orientation. Do not screw the arm on to the servo or fix the hatch firmly yet. You will probably be doing it and un-doing it many times.
6. Move the hatches with the servos into their correct positions but do not fix them yet. This should give you both flaps in a Down position. If the flap angle is excessive, reduce Travel Adjustment on Flap Down.
7. Be ready to use the Sub-Trim adjustment function on your Tx. Holding the hatches in position, select Flap Up. The flaps should close. Do not worry yet if the flaps are not completely closed. Worry if either of the servos is stalled trying to force the flaps to close further. If this happens, use the Sub-Trim to relieve the strain. You want to get to a position where the flaps are just closed when Flap Up is selected.
8. Even if you are an accurate and meticulous builder, it is most likely that one of the flaps will be more closed than the other. Using a very short horn like the one on the flaps magnifies the effects of any errors. Measure the gap at the flap trailing edge that you want to close more.
9. Now you know that the servos are not stalled at either extreme, fix the hatches temporarily with two screws at opposite corners. Select Flaps Down and measure the deflections at the flap trailing edges.
10. Now, get both flaps to close together. Dismount the servo that is not closing its flap fully, take a few turns out of the link, and re-mount it. You take turns out of the link by dis-mounting the servo arm and rotating that end of the link, leaving the clevis attached to the flap horn. Be sure to re-mount the servo arm on the same spline on its servo shaft. You may need to increase the Flap Down Travel Adjustment, mount the arm and then reduce the adjustment to the value you found in step 7. Keeping adjusting the length of the link and re-mounting until Flaps Up gives both flaps closed the same amount. What's important is that they are together. The actual closed position can be adjusted using the Sub-Trim and / or the Flap Up Travel Adjustment later.
11. Now, you need to get them to open the same amount. Both servos should rotate their shafts through the same angle. However, the fore-and-aft displacement depends on the angle of the servo arm. Moving from A to B, the arm gives twice as much "push" as moving from B to C.



**Figure 1 - Angular displacement**

To get a flap to open less, you need to rotate the arm more towards the horizontal as you engage it on the splines. To get a flap to open more, you need to rotate the arm more towards the vertical. Of course, rotating the arm towards the horizontal will tend to leave the flap ajar in the closed position, so you must take the corresponding amount out of the length of the link by adjusting the clevis.

So, select the flap that needs to open less, take a bit out of the link, and re-mount with the servo arm one spline more towards the horizontal. Make this adjustment one spline at a time. Repeat steps 11 and 12 until the two flaps are moving together the same amount from closed to open. The amount of movement is much less significant than the fact that the two flaps move together the same amount.

12. If you are using excessive amounts of Sub-Trim to avoid stalling the servo in the closed position, move both servo arms one spline toward the vertical and return to step 11.
13. Now, you can fix the servo arms firmly on to their shafts and screw the servo hatches in place with their full complement of screws.
14. Adjust the closed position by using the Flaps Up Travel Adjustment.
15. Adjust the angle of the flaps in the down position by using the Flaps Down Travel Adjustment.

Was it all worth it? For this model, probably not. Although the flaps can be modified as described, further outboard the wings are not thick enough to accommodate internal aileron horns. Both the rudder and the elevators use ugly external horns that would require a major re-build to alter. For consistency, all these things should be addressed. However, I enjoyed the journey and perhaps, one day, I'll make the time to use the experience in building from scratch.

## Amazing story!

Look carefully at the B-17 and note how shot up it is - one engine dead, tail, horizontal stabilizer and nose shot up. It was ready to fall out of the sky. Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. I think you'll be surprised.



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now -- all because Franz never fired his guns that day.

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

## Even More Amazing !!

It appears that the authorities have let our favorite Mug of the Month loose in the cockpit of a real aeroplane. I hope you are not flying soon. Because if you hear this announcement

" Good afternoon this is Squadron Leader Klein speaking and I will be in taking you on a flight to remember. We have a slight problem with the rudder being glued up and I think that I have a missing Allen key, but not to worry as my co-pilot Glenn Burgdorf will take over should things get a bit hairy"

I would be leaving the aircraft ASAP.

Actually Don was sampling the new Simulator experience form "Flight Experience" at the QV complex in Lonsdale Street it is based on the Boeing 737 and is the same type used by airlines for pilot training. The fully enclosed cockpit simulator has graphics that provide a real sense of motion. 30 minutes cost \$175 60 minutes \$275 and 90 minutes \$375.

You can get further info or make a booking on [www.flightexperience.com.au](http://www.flightexperience.com.au)



Err... may be you should be looking the other way Don  
*Don Is the Gentleman on the left.*



## Calendar of events 2008

### February

~~10<sup>th</sup> VFSAA Scale Rally (Elim. for VMAA Comp)~~

### March

~~1<sup>st</sup> Club Meeting at field (Hobby Specialists from ACT)~~

~~9<sup>th</sup> Monty Tyrell Scale Rally~~

### April

~~6<sup>th</sup> Club Meeting at field (Show and Tell)~~

~~12-13<sup>th</sup> VMAA Trophy (Modelling Boot Sale)~~

### May

~~4<sup>th</sup> Club Meeting at field (Hyperion Aust Gliders)~~

### June

4<sup>th</sup> Wednesday Club Meeting (Rotec Engines visit)

### July

2<sup>nd</sup> Club Meeting Dingley (Crazy DVD's & Hot Supper)

### August

6<sup>th</sup> Annual General Meeting Dingley.  
24<sup>th</sup> South Pacific Scale Masters

### September

3<sup>rd</sup> Auction at the Dingley Hall

### October

1<sup>st</sup> Club Meeting Dingley  
5<sup>th</sup> Scale Rally VFSAA

### November

5<sup>th</sup> Club Meeting Dingley  
16<sup>th</sup> O.S. Engines FlyIn at the field.

### December

6<sup>th</sup> Club Meeting at field  
7<sup>th</sup> APA Aerobatics  
17<sup>th</sup> Annual Twi-Fly

## Please note that in **2009** the OS Engine Fly in will change dates to May 10<sup>th</sup> 2009  
The Monty Tyrell Scale Rally 2009 will be on the 1<sup>st</sup> March 2009

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