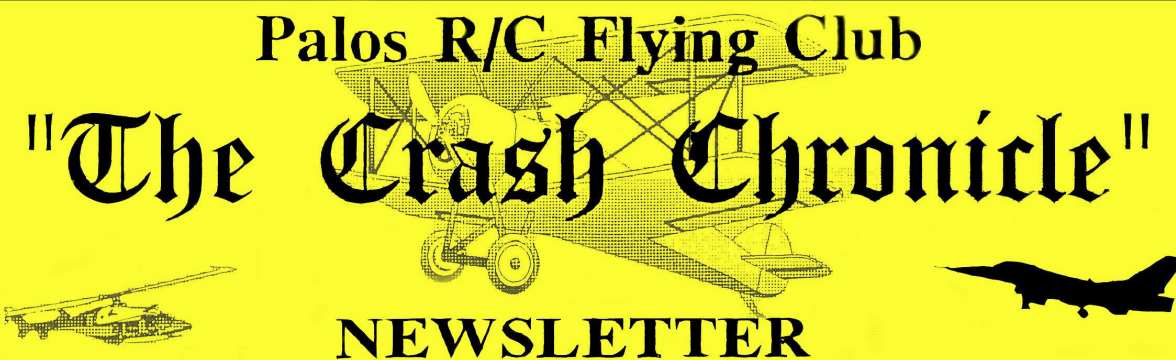


Palos R/C Flying Club

"The Crash Chronicle"

NEWSLETTER



Volume 53 Issue 4

April 2017

Editor Gene Drag
Photos by Joe Zumsteg
and others.

The next meeting of the Palos R/C Flying Club will be held Wednesday
April 5, 7:30 P.M. at the Willow Springs Senior Center.

** :-((-: **
** **

Palos R/C Flying Club AMA# 263
P.O. Box 391
Palos Park, IL 60464

Meetings: 1st Wednesday of each month. Village of
Willow Springs Senior Center. 8156 Archer Ave.

Flying Site: 107th and LaGrange Rd
N 41 degrees 41.643 minutes

W 87 degrees 51.518 minutes Elevation:
649 feet above sea level

President:	Felix Mata
Vice Pres.:	JR Centeno
Recording Secy:	Stan Flynn
Corres. Secy:	Dennis DeGregorio
Treasurer:	Brian Zygadlo

Web Site: www.palosrc.com

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Articles wanted for The Palos RC Crash
Chronicle

If there are any articles or information you would like to see published in your newsletter, please get a copy to Gene Drag (editor) 10 days after a club meeting. This will give adequate time to get it in the CC.

The March meeting was called to order at 7:30 PM. Stan Flynn read the minutes of the February meeting. Brian Zygadlo read the treasury report. Ron Trujillo mentioned the swap meet in DuPage. Felix Mata said the Event Calendar was ready for printing. A few more CD's are needed. There were no new wings, members, or Albatross awards.

The Palos library would like a few planes for a static display in March. Patrick Sleigher is moving to Florida. Sorry to see you leave us. What will you do with your sleigh? Bryan Gardner has retired as corresponding secretary.

***** SHOW AND TELL *****

Ron Trujillo showed his scratch built Taurus.
Joe Felonk had a Cougar cockpit with pilot he will use in his Panther.
Felix Mata had his Makerfire micro mini quad with FPV.

* * NOTICE * *

I plan on donating an Apprentice S, a Flyzone Beaver and a Real Flight basic simulator at the next club meeting, all proceeds go to the club. Pat Sleigher

Continued from the February Crash Chronicle, Final of a 3 Section Article

*Mike Hurley 11542 Decatur Ct. Westminster, CO 80234
mike.hurley1@comcast.net*

Trimming, posted courtesy of Peter Goldsmith & Model Aviation (approved by Rod Kurek)

Rudder elevator mixing

I think about three times in my entire life I had a model that didn't need rudder elevator compensation. As with the previous rudder aileron, start by doing a flat turn to the left and see what happens. If your model pitches down when rudder is applied then mix a small amount of up elevator, or if it pitches up, apply a small amount of down elevator. In some cases, even without blowback, the mix value will not be exactly correct for all throttle settings. Don't panic as with most modern radios suitable for aerobatics you can use what is called a curve mix. This mix allows you to have multiple points along your mix curve to increase or decrease your mix value at different rudder inputs. My Cap is a good example of this. At low rudder throws, I only need 1-2% mix, but as the throw increases I need up to 10%. If I just have a 10% mix it will be too much at small rudder inputs. The curve mix is designed to solve this problem.

Tricks of the Trade

I would like to share a few tricks of the trade to help you with your competition efforts. You probably now have a concept of how much work there is trimming a model. Considering all things equal, you will have a hard time beating a person with the same skills as you with a better trimmed model. It took me 20 years to figure most of this out. Be patient, be observant, and be objective. If your model is not flying right, investigate why. Chances are it's just not trimmed. Even if your models are not perfectly straight, you can trim them. I can almost guarantee my models are at the lower half of building accuracy. They all carry aileron trim and elevator trim. I don't have a nuclear powered building bench, with warp speed laser meters. Nor do I have a 12' x 12', 8" thick granite table to build on.

Don't feel you have a disadvantage if your model is not perfect. You can trim it pretty well. What makes me laugh is hearing people talk about how straight their wings are, how perfectly their model is trimmed, yet even with a perfectly trimmed model they fly with their inside wing down 5°-10°. If you're not level in all orientations, vertical and horizontal, both at the top and the bottom of the box, you will have a lot of work on your hands. Probably the biggest progression I've made in my flying career was when I learned to fly level. The truth was I didn't know I wasn't level!

I started watching other pilots and noticed that everybody flew with their inside wing down, nobody flew level. From that point I went home, made up three flags – red, white, and blue -- and asked my helper to go out and stand under the flight path and keep me level. I think red was for inside wing down, white was for level and blue was for outside wing down. The next month or so was one of the most dramatic learning times of my life. My workload doing maneuvers was reduced immensely. I found myself just waiting for the next input, not my normal 54 inputs all the way up the vertical! I could now pay more attention to corner radius, centering rolls within legs and so on. It was a truly amazing breakthrough. I encourage all of you to investigate flying level.

Finally, many people ask me this question, what's the best thing they can spend their money and or time on to improve their result at events etc. Should I get a more powerful engine, a better aircraft, what style should I fly, and so on. The simple truth is, all of these things are important but the best thing you can spend your money on is gasoline and oil. Practice. Try to avoid letting your ego be your only motivation. Be objective, be humble, listen, watch, and experiment. That's what all the TOC and Masters pilots do. Sure, we all have egos, but at some stage of our lives our egos have let us down, we were humbled and forced to listen and be objective. Stay cool and hopefully we can catch up at the next aerobatic event!

Prize Winners

Ron Trujillo won the glue.

Pat Sleigher won the Hangar 9 Toledo Special..

April Birthdays

Frank	Castelli	10
Leroy	Marcheschi	10
Carl	Heller	11
Victor	Struppa	17
Phillip	Baggio	20
Axel	Schulz	20
Ellsworth	Marquardt	27
Charles J.	Rohacik	29

RC Spring Cleaning

Those last few weeks ago when the temperatures were reaching in the 70's. I started looking around my shop taking inventory of planes that I'd be flying this season. Well it never fails that I have accumulated a couple more planes than I really need due to the swap meets. It seems for every one that I sell, I pick up two more of the "I just have to have it" planes.

Now taking into consideration that I like to have each plane ready to fly, I have a lot of preparation and maintenance to do.

I usually begin with going over the fuse, tail, wing, engine mounts and all control surfaces for any wear and tear. And with my flying, there is a lot of wear and tear, mostly tearing up I should say. Any fuel left on the plane from last season is wiped down with Simple Green. Monokote is retightened or replaced and then I use lemon pledge to wax the entire plane. It really helps seal the monokote seams from fuel spray, but wears off over time when you clean down the plane. Anyway, after checking the plane's structure, the next step for me is checking servos and batteries. I switched over to "LIFE" batteries for my receivers and transmitter rather than nickel metal batteries. It really was not that much of a high cost to switch out after I found out about Value Hobby. Their prices are reasonable, they are local and they ship fast. One thing I did not go cheap on were the two chargers I bought for charging Life, Lipo and other types of batteries. I went with the middle of the road chargers which ran about \$ 100-150ish after reading reviews on RC Group. I bought them off of E-bay from reliable vendors.

Next I flush out the tanks to clean out any old fuel residue and lube up the engines. I found for me Marvel Mystery Oil works really good in penetrating through the engine. I get it from Wal Mart when I run out which is not often as it comes in a quart size can. Plugs are replaced also, I like Fox brand plugs myself mostly because I have used them since flying U Control years ago.

After finishing each plane and leaving them in a "READY TO FLY" stage. I clean out my field box of all the grass and dirt that seems to find its way into the drawers. I usually have to reglue a side of the box damaged from banging it around last season.

Well that is about it on my seasonal rituals before starting flying. Oh yeah, I forgot one more thing, I have to pay my club dues...lol

Smooth Air & Strong Signal

Ron Trujillo

Hello members,

I just received notice today from Nina Baki from the Forest Preserve District that the Veterans Event at Thatcher Woods that we were asked to participate in on March 25th has been cancelled by the Hines VA. I would like to thank those members that had volunteered to participate in this with me. Nina said that if the event is rescheduled at a later date, that she would contact us.

Thanks again,

Dennis

NOTICE

Just a heads up Spektrum users. The new power safe receivers have been recalled.

"Horizon Hobby, LLC has been made aware of some issues with the AR9130T, AR12300T, and AR20300T PowerSafe™ Receivers. In certain circumstances, these issues create a safety hazard and may result in a crash. What to Do: Discontinue use of the product immediately, and follow the steps below to return the product to Horizon Hobby for a full refund."

https://www.spektrumrc.com/ProdInfo/Files/Spektrum_PowerSafe_TRX_Recall-Notice.pdf
https://www.spektrumrc.com/ProdInfo/Files/Spektrum_PowerSafe_TRX_Recall-Notice.pdf



Cougar cockpit with pilot.

LaGrange Hobby Center

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