



# Wings and Things

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## Upcoming Events

### Oct. 14, 2007

Winnebago Swap at  
Oshkosh EAA Nature  
Center.

### ► Oct. 17, 2007

LARCC Meeting at  
City Limits in Lodi.

### Oct. 28, 2007

Wausau RC  
Sportsmen Swap at  
St. Matthews School,  
Wausau

### ► Nov. 21, 2007

LARCC Meeting at  
City Limits in Lodi.

## LARCC Meeting Minutes, September 19, 2007

President Richard called the meeting to order.

Treasurer's report approved as given.

Secretary's report was approved as printed in the September newsletter.

### Old Business

1. Discussion concerning the large rubber runway. LARCC would be responsible for disposal of the runway in the future if the lease was not renewed.

### New Business

1. Fun Fly: Date was good, advertising was good, candy drop was awesome and parking without an attendant worked out just fine.

2. Discussion for raising the pilot fees to cover some of the cost for the pilot raffle. Decided no need to raise the fee. We just need more donations for the pilot raffle.

3. Unanimous decision to renew the website hosting for another two years.

Flying Field Notes and Reminders:

If you are the last to leave the field, please remember to lock up any buildings that may be open and close and lock the access gate.

## LARCC Information

The Lodi Area Radio Control Club meets on the 3<sup>rd</sup> Wednesday of the month 7:00 at City Limits in Lodi. If you have any questions about the club activities, please contact one of the following members:

- **President:** Richard Cohoon, Email: [racohoon@charter.net](mailto:racohoon@charter.net)
- **Vice President:** Jeff Kohl (608) 592-5238, Email: [m-mlovers@core.com](mailto:m-mlovers@core.com)
- **Secretary:** Sue Laubmeier (608) 592-3205, Email: [slaub@chorus.net](mailto:slaub@chorus.net)
- **Treasurer:** Mark Johnson, (608) 617-7254, Email: [mcjohnson4@verizon.net](mailto:mcjohnson4@verizon.net)

**Club Dues** can be sent to:  
Lodi Area Radio Control Club  
c/o Mark Johnson, Treasurer  
313 Schwantz Road  
Pardeeville WI 53954

- **Safety Officer:** Larry Barnes, Email: [LarryB@ITIS.com](mailto:LarryB@ITIS.com)
- **Official Web Master:** Sue Laubmeier (608) 592-3205, Email: [slaub@chorus.net](mailto:slaub@chorus.net)

**Official Web Site Address:** <http://www.larcc.com>

Contact Sue at the above information if you have questions or would like to have something published to the site.

**From The Prez**



WOW! What a great fun-fly event we had. I understand that we had over 30 pilots registered. Obviously many brought more than one airplane to fly. The public attendance was also remarkable. Many came prepared to stay and observe the air show, and they weren't disappointed. There was always activity on the flight line and in the air.

I want to thank everyone who participated in the preparation, help and work toward making this a successful event for the club. A job well done, thank you all.

Now we hope to have a few good flying days before the fall/winter weather sets in on us. Our next challenge is to prepare the equipment and grounds for the winter. We will soon be done with the mowing. Thank goodness, as our equipment is again in need of maintenance and mechanical attention.

I hope to see you at our next meeting.

Keep 'em Flying  
and  
Be Safe

Richard

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150 size with 150 Saito engine. Very detailed .... a real beauty and ready to fly **\$750.00**

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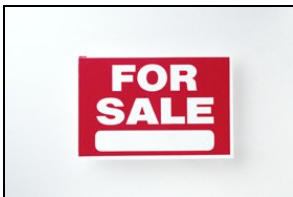
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**Saito FA-125A 4 Cycle Engine**

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Chris Galindo 608-494-0118



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## Turning Your Trainer into a Fun-Fly Airplane by Ed Moorman

AMA Insider

*From the Casper Aeromodelers Association, Casper, Wyoming*

You've got a club fun-fly coming up and want to enter. Which one of your airplanes should you use? Your low winger? Your old trainer? Should you build a new one? Some clubs restrict you from using specialty fun-fly airplanes in local club meets. You know, the ones with the carbon-fiber boom and the single big wheel. If this is the case, the best airplane you can use is your old trainer!

The first thing you want to do is find out what kind of events are typically in your local fun-flies. Usually you'll have Most Loops in a certain time, Taxi Race, Spot Landings, Climb 'n Glide, Limbo, and other events similar to these. The Loop Landing, Touch 'n Goes, Dixie Death (take off, 3 loops, 3 rolls, land for time), and inverted limbo events are generally left to the real competition fliers and usually not flown locally unless your club is a hotbed of fun-fly activity. So for your local events, you'll need a light model with a lot of lift and a good engine. What does this sound like? Sounds like a trainer with a hot .46 to me. Pull out your old FP .40 and drop in a .46. Add a lot of control throw and you are in business.

Here are some modifications you can do to turn your trainer into a ringer for fun-fly events.

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

2. Install your most powerful .40 to .50 engine. If there are events that require you to loop, set the needle valve so the engine runs slightly rich in level flight. Under G-forces during the loops, the engine will lean out to max power.

I sometimes have trouble convincing people to do this. Go up and do 10 loops in a row and see if your engine sags or not. If your engine is set screaming lean, you won't get 5 loops before it sags. Most people's engines will sag at 7-8 loops. You need to set it a little richer for loop events and also for Climb 'n Glide.

Set your elevator throw by going up and doing several loops at full back stick. As the airplane goes through the loops it may slow down and try to stall. This is why you need a powerful .46 engine, to keep your speed up in maneuvers. If the airplane stalls and rolls out of the loop or drops a wing, land and reduce the elevator movement. If it can do continuous loops, land and increase throw. Do this until you can do 10 of the tightest loops possible without stalling.

3. Next, if you get a chance, remove the ailerons and replace them with 2-inch-wide aileron stock. Going to ailerons wider than 2 inches would probably require two aileron servos which many people might not want to undertake. If you do, look for "The Moorman Flies: Using Two Aileron Servos" on RC Online.

After you install the wider ailerons, seal the aileron-wing gap on the bottom with tape or MonoKote. If you are not going to change out the ailerons, seal the ones you have. Sealing the ailerons will increase their authority, giving you a higher roll rate. Install your most powerful servo on ailerons. If there are going to be events with rolls in them, set the throw for all you can handle. Guys with computer radios will need exponential.

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

4. Flaperons and Spoilers: Here's how you can have flaps without the aid of a computer radio. Make up three sets of aileron pushrods. This includes the servo arm, pushrods, and devices. One set will put the ailerons level for normal flying and events like Climb 'n Glide. A second set will be short and pull the ailerons down about 20-30 degrees or so. You'll have to experiment to get the best setting. These are your loop ailerons. Down flaps will give you tighter loops. You'll need to test fly to see where the elevator trim has to be for flying with flaps.

The final set, or premade aileron pushrods, is for Touch 'n Goes. This set gives you about 10-15° of up ailerons. Up ailerons, or spoilers, will kill some of the lift your trainer is making and keep it from floating. This will let you make faster Touch 'n Goes.

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

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





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**RC Airplanes, Trains**

**Hours 8 – 5 P.M.**



### **Monthly Newsletter of the LARCC**

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