

Propeller Teller - August 2007

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(Miniature Aircraft Radio Kontrol Society)
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HOME BUILT FUN FLYER

As I was looking through the latest edition of Model Aviation one of the articles caught my eye. On page 35 there is an article on a home built foam airplane. After reading the article I looked around the kitchen area and trashcans for some of the foam trays that had been described. All of this searching was to no avail so I did the next best thing; I expanded my search area and decided to go to Wal-Mart to look for the proper airplane building materials. What I found was a foam board that was sheeted with light white cardboard (Elmer's Foam Board #W950804) for about \$2.50. I purchased this material and went home to begin the project. I started out by using the plans from the example on page 39.

After I made the pencil marks on the white board I cut everything out with a pair of scissors. I also wanted to test various types of glue material, the first was foam safe CA and CA kicker. This gave a very strong joint but this CA is rather expensive for this project so the next thing I tried was Hot Glue. This turned out to be easier to use and less expensive while giving a much stronger joint than the CA. I lined up the vertical tails then hot glued them into place, after they were glued in place I discovered that I would have to remove a small portion of the center section at the nose to hot glue into place the piece of balsa wood to be used for my stick mount motor.

Before I went any further I hinged the Elevons then put enough weight in the nose to balance the plane with the CG 2" back from the leading edge of the wing. When I threw it in the back yard it just flopped to the ground. I went back into the garage and rebalanced it so the CG was 3" back. This time it flew straight and level across the yard. I mounted the Hacker A20-34S out runner motor to the stick, installed the servos, receiver and battery as far forward as I could get them and still had to add two ounces of weight to get the CG correct. As I was looking at the plane in the magazine I realized that the creator of this plane must land in grass because his battery and servos stick out the bottom of the plane. Clearly this will not work at Greenspot. I added a

bottom center line support to keep my battery and equipment off of the deck while providing a handy launch handle. After everything was installed and the plane was balanced its weight was 13 oz RTF.

OUT TO GREENSPOT

Once out at Greenspot I plugged in the battery, checked out the controls, got the assistance of Roger to help me launch this beast for its first flight. Roger turned into the wind and with a slight up attitude launched the vehicle. I added full power and pulled up into a steep climb. I seemed to be having minor difficulty in controlling the plane; Tom advised me to cut back on the power, when I did this the plane settled down and flew very nice. I added about four clicks of up trim and two right and the plane flew hands off at a little less than one half throttle. I was able to do left and right rolls and fly inverted but when I tried an inside loop it would fall off at the top, I will add more control throw authority for the next flight day, this should help on loops.

I had all of the equipment needed at home (from retired planes) except the white foam board. My investment turns out to be \$2.50 for this fun to fly plane.

PARTS

Motor-----Hacker A20-34S

Prop 8X6

Receiver -Cirrus MRX 4

Hacker H7 ESC-----7 AMP

2---HS 55 or HS 56 servos

Battery----Tanic Taps 830 mil amps 11.1 volt

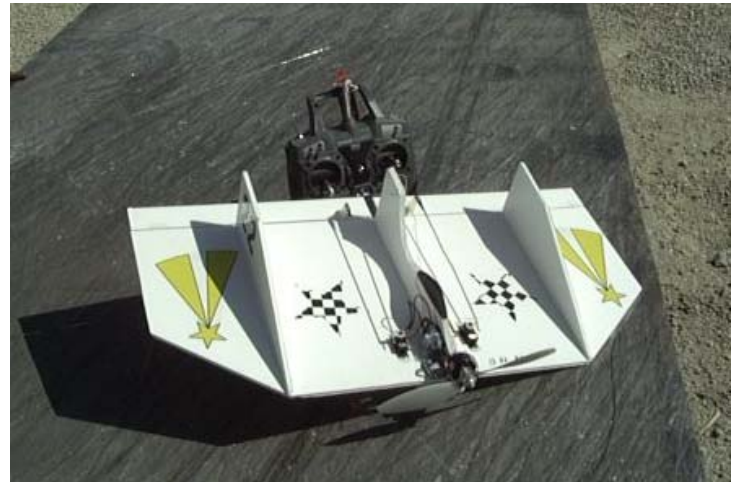
Foam Board---Elmer's #W950804

2oz lead

Foam safe CA & Kicker

Hot Glue

CG-----3 ¼ from front of the wing



(Dennis 7/18/07)

Fun at Little Mountain

Right under our noses there is a great place to fly slope planes here in the San Bernardino area. The flying conditions are great, compliments of the slope that has an almost ideal exposition to the South-West and is steep enough to produce excellent lift. In addition to this there is the afternoon sun that bakes the hill sides which produces even more lift. This said the best times are normally during late spring, summer, and fall after 3 PM.



That place's name if you haven't guessed it is Little Mountain. Access is easy and quick and you can drive up to the launch area with a normal car. The road is at times a bit on the improvised side, so leave your Ferraris or a Porsches at home. Any truck will do it easily and we frequently go there with our old Ford Escort ... just to give you an idea.



Figure 1 This picture was made against the sun so the quality is not that great but it shows the view to the North with four planes in the air (there were more but ...)



I have never seen the place crowded, but it is very rare to be alone up there too. Last Thursday George, Erik, Sven, and I decided to have another outing to the hill. We found great flying conditions with winds peaking at 27Knots; I would guess the average wind speed was around 15Knots. And some other slope flyers too. We had great fun chasing each others Zagi's and trying to knock each other out of the sky – which seems easier than it actually is – At times we had seven Zagi's in the air concurrently plus two styro gliders. What a sight! – The pictures below could only vaguely capture the action going on that day.

Did I make you curious? – I hope so. Slope flying is a lot of fun, relatively inexpensive and extremely low stress, because if you crash you simply pick up your EPP plane and throw it again into the wind.

(abl 7-23-07)

Booker Woods just completed a new airplane it's a 42% Extra 260, 122 inch wing span. He is using a DA150 motor, 11 Hitec servos and a Futaba 9C transmitter. It's a beautiful plane and I look forward to see it flying at Greenspot when the new facility is finished.



If you have questions about how to set up a large plane like this one and maybe even how to get into the various flying contests in this area I think we could talk him into giving discussion on these subjects at the next meeting.

