



**P. O. Box 362  
Brown Summit, NC 27214**

### **SEPTEMBER, 2013**

Summer is over---school has started back up---and we've entered the back-half of the flying season. As a result of abundant rainfall---and the hard work of Don Wimbs and Roy Allen---the field is just terrific, absolutely the best we've ever had at Doggett Road. The grass on the flying field is like a carpet---just like a golf course fairway. If you love flying R/C, then you owe it to yourself to go out the field frequently for the rest of the year and take advantage of the wonderful field conditions we have.

### **REMAINING CLUB MEETINGS**

September 14<sup>th</sup>

October 12<sup>th</sup>

November 9<sup>th</sup>---2014 Officer & Board nominations.

### **2014 OFFICER NOMINATIONS**

In about 3 months, we'll be holding elections for our 2014 Board Members and Club Officers. Nominations for these positions will be made at the November 9<sup>th</sup> Club Meeting. Please begin thinking about the GRAMS members that you'd like to see in a leadership position in 2014 and find out if they'd be interested in serving next year.

### **3<sup>RD</sup> ANNUAL FUN FLY AND SWAP MEET**

Our last big event for 2013 will be held on September 28<sup>th</sup>----our 3<sup>rd</sup> Annual Fun Fly and Swap Meet. Like the last 2 years, this will be a general Fun Fly, open to planes and helicopters of all kinds---glow, gas, or electric, Peanut-Scale to Giant Scale, it's all good to fly. We'll also be hosting a simultaneous outdoor "tailgate" Swap Meet. Landing Fee of \$10, rental space for the Swap Meet (sellers only) is \$10, or register for both for \$15. We'll have a couple of demo pilots flying during lunch---but the day is mostly going to be lots of open flying. For you electric flyers, we'll have charging stations at the field, so you'll be able to recharge your LiPo battery packs all day and fly all you want!! Bring a plane and fly with us---also, bring an old plane you don't fly any more---or that unused radio or engine---and sell it at the Swap Meet. We'll also have a couple of R/C vendors onsite, so you can buy a few goodies while you're there. Mark your calendar and come fly with us!!! Pilot registration & Swap Meet begins at 8am, Pilot's meeting at 9am, and flying to start soon thereafter.

Last year's Fun Fly was a huge success----and we hope to make this year's event even bigger and more fun. As usual, we'll need volunteers to pull this event off. That doesn't mean we'll need you to work all day. We'll need about a dozen folks to work for a couple of hours each at various times---that way, all the volunteers get a chance to fly during the day too. We'll talk

more about this at the September Club Meeting. In the meantime, if you can help us out, please see Jamie Allen or Steve Vergamini.

### **SPLIT ELEVATOR SET-UP**

In the July Newsletter we talked about setting the CG for your plane---I hope you've had a chance to test the CG of your plane using the inverted 45 degree test. Moving to a different trim topic, most planes sold today have split elevators---either driven by separate servo's or by a "Y-Pushrod". It's absolutely critical to get these split elevator halves to move the exact same distance---exact same deflection---throughout the full range of elevator movement. Yet, most of the planes that I see don't have these split elevators set correctly---embarrassingly, this includes my own planes!! If the elevators aren't set correctly, your plane will track unevenly and will "wallow-out" when you perform loops or rolls. Here's an easy way to set the deflection of your elevator halves:

1. First, get 2 brand new yellow pencils---sharpen them to a point. Alternatively, you can use a pair of wooden skewers like you use in your kitchen---or even, 4-40 rods if they are dead straight. Whatever you use, they must be STRAIGHT and anywhere from 6" to 9" long.
2. Tape each pencil or skewer to an elevator half. The pointed end of the pencils or skewers must point to the rear of the plane and be canted about 45 degrees inward toward the rudder. Make sure the pencils or skewers are taped FLAT on each elevator half.
3. Turn on your radio and then the plane. Then stand behind the plane and check the position of the pencil points while the elevator stick is in the neutral position. They should be absolutely horizontal to each other and pointed directly at each other. My experience is they usually aren't. One elevator half will invariably be higher than the other. This means the plane will fly crooked while in straight flight---you are probably adjusting for this as you fly and the crookedness of the flight track isn't obvious to you. However, the better course of action is to get them in proper trim to begin with and reduce your piloting workload while flying.
4. To correct this situation, first determine which elevator half is closest to being in the correct position. Then, adjust THE OTHER elevator half manually, by turning the elevator clevis "in" or "out" ---this will raise or lower the elevator half until the 2<sup>nd</sup> elevator half is at the same level as the 1<sup>st</sup> elevator half. Once you've got it almost perfect with manual adjustment, THEN use your computer radio for the final raise/lower adjustment. On a Futaba radio, use the "Sub Trim" function to make the fine tune raise/lower adjustment. On a JR or Spectrum radio, this function is usually named "Center".
5. Once the elevator halves are trimmed properly while in the neutral position, then try the full "up" elevator and then full "down" elevator---check the position of each elevator half, using the taped pencils, to each other while at full deflection. Again, chances are, they won't be equal---which means your loops and rolls will "wallow out". To correct the full deflection alignment, you must make adjustments with your computer radio. On Futaba radios, this function is called "ATV". On JR, Spectrums and others it's usually named "End Point". In any event, adjust the position of the elevator halves so that the pencils point to each other at full up and down positions.
6. Once you've corrected the neutral position and full deflection positions---and they are pointed to directly at each other throughout the full range of elevator travel---you're almost done. Previously, when your elevator halves weren't sync'd up together, you probably compensated for the crooked flight by adjusting the aileron trim.

