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 NEWSLETTER EDITOR: *John Burdin* 667-1785; Field Phone 425-9634 **March 1999**

MARCH BIRTHDAYS

Eric Allard 2nd
 Art May 3rd
 Steve Fowler 9th
 John Burdin 29th

A VERY HAPPY BIRTHDAY TO ALL!!

UPCOMING MEETING DATES

March 4th, April 1st, May 6th,
 June 3rd, July 1st, August 5th,
 September 2nd, October 7th,
 November 4th, December 2nd

The deadline for contributions to the next newsletter will be **April 16th.** Please have your contributions in on time.

comfortable flying it. It is now Prominently displayed hanging in the store. Someday I'll get off my rear and take it down and put it to use.

See you at the field.

by: *Ed Moorman moorman@tsufl.edu*

Let's say you have mastered your trainer and want to move on. You are flying at full power most of the time and doing some aerobatics. The trainer just doesn't give you the performance you want: it won't fly inverted, or if it does, it is a real chore, rolls look like a duck wallowing and outsides are out of the question. Maybe you have a second plane, another high winger, but you still want something better, something with low or mid wings that will let your skills take that quantum leap into "real" flying.*****

The President's Korner

Jim Nunnallee

So far, it looks like things are shaping up to make a pretty good year. Our membership numbers are climbing nicely.

We had a discussion at the last meeting about how to handle some type of memorial for Jim Smith. Mr. Frank Watson made a very generous donation towards the cause. Options we discussed included a specific plaque for the field for Jim, or maybe an ongoing plaque to remember future members who have passed. We'll have an executive committee meeting soon and come up with some recommendations to present to the club. In the meantime, if you have suggestions, talk to me.

Plans are already well underway for the Spring Airshow in April. Keith Hunt and I will be calling on a number of you to help out with this event.

We're planning to make this a really nice event that will make a reasonable amount of money for us.

Well, I did it. I'm a wimp. In last month's article I was bragging about my new Sukhoi and mentioned that I wasn't

Editors Note:

Last month was my first attempt at our newsletter. It was a quite challenging and very interesting. I received many compliments and fortunately did not have too many typo's.

It's time we recognize George Mello for all of his efforts over the past several years as Newsletter Editor. Like so many things we do, the work goes unnoticed. For several years (five I believe) George put the newsletter together, kept the club roster and mailed the newsletter each month.

George has also been in charge of parking at all of our club events for many years. His efforts and the efforts of the members who assisted George have been directly responsible for a considerable amount of IRCC income.

How about a really big thank you for George!!

**THE MOORMAN FILES:
 YOUR SECOND AIRPLANE**

We are now meeting at the Mulberry Police Station / City Hall. Located at the intersection of Hwy 60 & 37. The new time is 7:00PM

Here's my recommendations for you:

- *First, don't go too far too fast.
- *Second, stick with a straight wing airplane.
- *Third, get a plane which is relatively easy to build.
- *Lastly, don't overlook a Stick.

Don't get in over your head with a complicated and hard to fly project for your second airplane. You probably aren't ready for something with retracts and a tuned pipe.

Likewise, you probably can't handle something heavy that lands pretty fast

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and tip stalls if you get too slow on final approach. Still, you want to do acro. Next, stick with a straight wing airplane. I mean one with a rectangular plan form, no sweep and no, or very little, taper. Why? Planes with rectangular wings have the best stall characteristics. They will land just about as easily as your trainer, but they will also do aerobatics. The reason you see pattern planes, and scale acro planes with swept or tapered wings is they do cleaner, more axial rolls. They do, however, stall quicker and the more taper or sweep, the more the initial stall area moves out toward the wing tip. For your second plane or first low winger, stick with the rectangular wings. Don't get me wrong, there are some great flying planes with rectangular wings, they just haven't been optimized for precision aerobatics. The planes I'll list will let you do just about anything you want and probably more than you are capable of at this point in your RC development.

There are planes which might make a good second plane like the Uproar or the Ultra Sport, but they are really aimed at a more experienced pilot. If you have someone who can work directly with you, these are viable choices, but I normally don't recommend them for a first time builder on his second plane. Third, select a kit which is relatively easy to build. Especially, if you learned to fly on an ARF trainer, this may be your first real construction project. All of the good kit manufacturers have checklist type instructions for you to follow. Look for these, or ask if the kit has written instructions if you mail order. Better yet, check with someone in your club who flies one, or has built one. He can tell you if the construction is suitable for a novice builder.

Finally, don't overlook one of the Sticks or other shoulder wing type airplanes. I know you probably think your second airplane should be a low winger, but there are many planes which fly just as well as a corresponding low wing plane, so do not restrict yourself.

Let's now look at some of the kits which fit my recommendations and would be a good choice for your second airplane or your first low winger.

STICKS: Phil Kraft's original Ugly Stick, from the 60's expression, "It looks like it was hit with an ugly stick," has to be the most copied and cloned RC plane ever. It has to fly well or no one would buy the

thing! Any of the "Stick" type planes, Big Stick, Sweet Stick, Little Stick, Middle Stick, Joss Stick, Ugly Stick, Super Stick, will be a great flier. They can change their spots from mild to wild depending on the engine and control set up. You can learn to fly on one and then you can change to a larger engine and do anything you want and still land like a trainer. I like them built without dihedral and with a 60 in the 40 sized version. Sticks can also be customized into just about anything from look alike fighters to fantasy planes like the Bat Plane. A later column will cover how to customize a Stick.

EASY SPORT: The Great Planes Easy Sport is a shoulder wing plane which comes in 40 and 60 size as well as an ARF. Your might say they are a Stick with a modern fuselage and tail, and a canopy. There are a couple flying at my field and both are second airplanes and both fliers love them.

MID STAR: The Sig Mid Star is really a shoulder wing plane disguised to look like a mid wing plane. It has a semi-symmetrical airfoil and lands like a trainer, but don't discount it. Several guys

Courtesy and common sense makes R/C modeling fun for everyone.

in my club have found the Mid Star with a hot .46 and beefed up wings is a snapping fool, capable of flat spins, lomcevaks and cartwheel spins, things Sig never dreamed the Mid would do. I mention beefed up wings because we had a couple fold wings on high speed dive(max power, straight down and full up) pullouts. For you old timers, I think that's something Humphrey Bogart did in the movie "Test Pilot." Anyway, hardwood spars in place of the original balsa ones or carbon fiber epoxied on both sides of the spars will cure that little problem. The guys did just that and are back tearing up the sky.

4-STAR: Sig's main man in the first low wing airplane arena is the 4-Star. The 4-Star comes in .40, .60 and 1.20 sizes. The 4-Star 40 really seems to be a gentler plane than the Mid Star. At least, I don't see anyone hot dogging it like I do the Mids. It also has a semi-symmetrical airfoil, but it is very nearly symmetrical. It builds easily, can be handled by someone

who has just mastered a trainer. It also lands nice and slowly. It also comes in three sizes from .40 up to 1.20. I have flown a buddy's 4-Star 120 several times and it is an excellent first giant. The 4-Star is a winner from Sig and an excellent choice for a second plane.

STARDUSTER: The Midwest Starduster has been called a clone of the Sig 4-Star 40. I have only seen one fly, but it looked great and reports from other people on RC Online say it, too, is a good choice. A recent magazine review on the Starduster compared it to the 4-Star. The only differences they noted were the higher price of the Starduster. Sounds like pay your money and take your choice to me.

TIGER: The Tiger 2 and Tiger 60 are Goldberg's entries into the first low winger wars. Both are great planes. The first version of this kit had a flat bottom airfoil on the wing. Actually, the wing was the same as the one on the Eagle trainer. The new Tiger 2 has a thick symmetrical section. It is fully aerobatic and lands at a walk. We have a couple of these in my club and the owners love them. One man brings his ARF trainer and his Tiger. If he feels rusty, he puts in a flight on the trainer first, then switches to the Tiger. Excellent airplane.

SPORSTER: The Great Planes Sporster planes are another good choice. The Sportster comes in a lot of sizes and also in an ARF version. They have a symmetrical airfoil the classic rounded wing tips and tail to simulates a 30's style plane. The 120 version only has a 72 inch wing which is too bad. If it was 80 inches (the IMAA giant lower limit) I'd buy one. I have only seen Sportsters as a tail dragger. I have seen many of them fly, and fly great, but I haven't seen anyone fly one for his first low winger. I don't know why as they land slowly and seem pretty gentle. Maybe Great Planes has other kits they push as the "next-plane-after-a-trainer."

STINGER: Another good choice is the Lanier Stinger. This great flying plane comes in all sizes from .10 up to gas engine powered giant, with the .40 size being the most popular in my club. I had a giant Stinger which was a ball to fly until a mid air at a giant meet killed it and the other plane. I am working on the replacement right now, although slowly since I had a couple of other projects under way. The Stinger is a mid wing plane which is really a disguised shoulder wing, Stick type plane. It has a simple box fuselage with the wing on top. This is cleverly

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covered with ABS plastic parts to make a mid wing plane. The ABS parts include the turtledeck, wing cover, fuel tank cover, cowl and wheel pants. There is also a clear canopy. I have often wondered why Lanier only makes the one

style ABS for the Stinger. With different style plastic, the plane could be anything from a jet like plane to a 30's racer to a WW II fighter. I guess they sell all the can make of the original style. The wing is foam with a very thick, symmetrical airfoil. It flies great does anything you can do and you can touch it down anywhere from full power to walking speed. It is a tail dragger, but handles well on the ground. If you like the Stinger, but aren't sure about doing a foam wing, you will need to find someone experienced in foam in your club to assist you in your first one. Once you get the technique down, I think foam wings are actually easier to build. The planes I have listed are popular choices which shouldn't give the average flier any

trouble in building or flying. Any of them would be a good choice. I am also sure there are other planes which are suitable for your second project, but right now I can't recall them. I also don't have one I can recommend over the others as they are all great flying planes. I will say in my club, there are more 4-Stars than any of the others with the Tigers and Mid Stars coming in next. There are several Stingers, but they are owned by experienced pilots. There is no aerodynamic reason for this, but like the Sporster, the manufacturer touts it as a full acro plane. Your club may be different. Check around the flight line and see what the other guys are flying and talk to them about their likes and dislikes concerning building and flying the kit.

Ed Moorman KD4QBM, AMA 553, IMAA 2540

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We need your help for the Mall Show in March and the AirShow in April. Call Jim Nunnallee and Keith Hunt.

These are our club events, help make them great!!

*

Regular Meeting Minutes

February 4, 1999

By

Keith Hunt, Secretary

Meeting called to order at 7:10, Jim Nunnallee presiding. All officers present.

Attendance - 19 members, current membership is 57 members.

Guests - Carol Hunt.
New Pilot - Ian Clark.

The minutes and treasures report were approved.

Old Business - William Watson's father presented a check to the club on behalf of he and William for a Jim Smith memorial. A brief discussion followed, several options were discussed and it was agreed that this issue needed considerably more time before any decisions were made.

Field Maintenance - ED Deeson had the road side sign re-painted, the remains of the old storage shed have been disposed of and the grass has been cut. Discussion was made on replacement windsocks. Dee Miller was checking on these; \$78.00 each with replacement socks, (no hardware) at \$38.00. A motion was made by Walley Sundry to purchase a new sock and one spare passed.

New Business - A motion made by Ed Deeson to erect a warning object at the west perimeter of our field

near the Badcock fence line passed. This object would provide a visual warning of the fence during landing approaches from the west. Keith Hunt and Fred Schmidt, are going to complete the runway aerobic box re-stripping on Tuesday, March 9. A discussion regarding regular meetings times at 7:00 pm or 7:30pm was put on hold until a general consensus could be determined from the membership. John Burdin addressed a potential problem with the EPA attempting to regulate small gas engines of 25hp or less. More information will be forthcoming.

Events - Keith Hunt reports the dates for the annual Giant Scale Fly - In and Airshow are April 16 - 18. Members need to come forward to take charge of concessions and parking if the club wants to profit from this event. Dee Miller has previously agreed to be responsible for concessions, and we need someone for parking. Jim Nunellee is working on the Mall Show, March 27 & 28.

Plane of the Month - Ed Deeson won with his Scale Ha boo she, "Oscar", which is a WWII Japanese military aircraft.

8 Ball Award - Joe Weedemen wins for failure to maintain sufficient altitude while attempting flight. (Da plane hit da ground!)

Meeting adjourned at 7:50.

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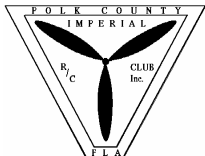
• COMING AREA EVENTS

- **SUN N'FUN** **April 11 - 17, 1999**
- **IRCC SPRING RALLY**
- **AND AIRSHOW** **April 16 - 18, 1999**
- **MACDILL AIRFEST** **May 8th & 9th**
- **FLORIDA INTERNATIONAL**
- **JET RALLY** **October 22 - 24, 1999**
- **JIM SMITH MEMORIAL FLY-IN / IRCC - IMAA**
- **WINTER RALLY** **December 4 - 5, 1999**

• HANGAR SALE

- Charlie Patterson has Club patches for sale \$ 1.00 each . He also has hats. See him at the field or call him at 859-3090.
- Sig 1/4 Scale Cub: OS160 twin, onboard ignition and precision servos throughout. Drop in your receiver and your off. All for only \$1,200. Wally Sundry 644-8639
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Meeting Dates P-1
Meeting Place P-1

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