

LFC TIMES



AMA Chartered Club #3848
Largo, Florida
Website: <http://www.largoflyingclub.com>

February, 2006

A much needed manicure



Looking west, bushes have been cut, trees are down which makes landing much easier. This has really been a big improvement.



From your president

Largo Flying Club had a workday on Wednesday the 25th at 9:00 A.M.

Seven club members showed up. The fence along the drive-in road needed some major repair. We replaced the orange fencing and replaced rebar poles that hold up the fence. Also, Ron Melick did one heck of a job on weed removal. I want to thank Ron Melick, Ray Amigo, John Lundahl, Ed Rouisse, Gene Henry and Don Kreis. It makes things go a lot easier if we can get more people to join the work parties.

Thank You.

Don Piotter

The Board and Directors of the Largo Flying Club met Saturday, January 21, 2006 at 9:06 am at the flying field to discuss the following:

1. Web site is in operation and is very informative, and is being updated continually.
2. Discussion on Club Cards being issued to the following vendors for Public Relations: Archie's, Charley Poulton, Jeff Goodman, and Joe Sever.
3. New contract with the City of Largo has been signed and is on file.
4. Discussion on having an engine break-in area. Consensus is that there is no need for it because a large majority of engines today do not need break-in. Recommend installing engine on plane and flying it rich for one or two tanks of fuel.
5. Work table has been repaired and is under cover. Rotten spool table has been dismantled and disposed of.
6. It was decided that the orange construction fence will be repaired by the Club. This will be done on Wed., Jan. 25, 2006 at 9:00 am. The weeds will be removed at the base of the fence. In addition the pit area will be cleared.

Meeting adjourned at 10:15 am.

Ed Says this month

Words of wisdom are, lets make this year one of the greatest. We have all whats needed. A good location, a good leadership, a great group of people, and a lot of real good airplanes to fly. Last month I was taken a little back when I heard someone say we should have a little more technical stuff in the newsletter. The technical stuff we can get out of our periodicals and whatever other books we read of our fantastic science but our newsletter should be set aside for our comments and our opinions of each others planes. That should be the extent of our technical stuff. If however you have some, technical stuff to write about Im sure Felix would find plenty of room for you. Till next month, keep them flying.

P.S. I will have at the next meeting a full bag of technical stuff called Eds Bag of Tricks. See you then.

Truly yours

ED.

WHAT MAKES A GOOD TRAINER?

If you've never flown an RC model airplane before, you might be tempted to buy one that has a lot of visual appeal, such as a scale model or an advanced sport flyer. Though many of those types of kits are fairly easy to assemble, the models can be very difficult to fly if you have no previous experience. Your first plane should be a good trainer—something to cut your teeth on before moving up the performance ladder. A lot of excellent trainers are available. Here are some basic things to consider when deciding which one is right for you.

Repairability

The simple truth is that your first—and maybe your second—airplane will be damaged in the course of your learning how to fly. Knowing this, you should look for a trainer that has relatively few parts that can be easily repaired if they are broken. Wood and foam are high on the easy-to-fix list; molded plastic is more difficult to repair.

Cyanoacrylate (CA) glue, e.g., Krazy Glue and epoxy are the most common adhesives used for gluing wood parts together, and aliphatic resin, Elmer's white glue, is excellent for gluing foam pieces back together.

Parts availability

Sometimes it will be easier to replace damaged parts than to fix them. Try to select a model that has replacement parts readily available from the manufacturer. Some model kits come with extra wings just in case you damage one beyond repair. Parts such as motors, batteries and speed controls get damaged or worn out, so be aware that you can simply replace these parts instead of having to buy a new model.

Stability

Some trainers are easier to fly than others. Talk to people who have different kinds of models and find out how stable their models are. A good indicator of how stable and, thus, how easy a model will be to fly is how much wing dihedral it has and how long the tail moment is. If the model has a fair amount of dihedral angle (5 or more degrees) and the tail is fairly long, it will fly more stably and smoothly, and this will make it easier to learn how to control it.

Control setup

Before you buy a model, check its control setup. Some trainers have rudimentary controls that offer only a little control-surface deflection. Others have a more standard primary-control setup that gives you complete rudder, throttle and elevator control. More advanced designs also have aileron control. For your first couple of models, however, primary control is all you'll need.

Accessory equipment

Finally, check to see whether the model you like comes with all the equipment you'll need to fly it. In the long run, it is less expensive to get everything in one package. Your kit should include all the materials needed to completely assemble the model: a motor, a propeller, an ESC, a battery pack and a battery charger. Some of the more complete kits also come with a radio system that includes the transmitter, a receiver, servos and a switch harness that will turn the radio on and off. Starting out with all the equipment you'll need to assemble your model plane is the best way to get airborne.

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The Soarstar is a good, all-around first trainer; it is very stable. Made out of foam, it is fairly easy to repair with Elmer's glue. Note the pusher prop setup; it protects the prop from damage during hard landings.



A trainer aircraft should have a fair amount of dihedral, like this Northeast Sailplane Husky.



A good trainer should come with accessories to finish and fly it. Here are the motor, propeller, battery, battery charger and ESC that are included in the Horizon Hobby Soarstar kit.

Product Type: Airplane - ARF
Manufacturer: Goldberg
Product: Edge 540 ARF
Wingspan: 67"
Weight: 8-9 lb (3.6 - 4.1 kg)
Length: 64"
Street Price: \$379.99
Website: [Go Now!](#)
Phone Orders:



Carl Goldberg Products is proud to release their new Edge 540 ARF. This hot performer flies great on moderate sized engines, yet is large enough to still fly smoothly and remain easy to see. Constructed out of light weight balsa and plywood, the Edge comes with pre-painted fiberglass cowl and wheel pants. Even the canopy is pre-tinted.

Specs:

- Wingspan: 67" (1700mm)
- Wing Area: 854 sq in (55sq dm)
- Weight: 8-9 lb (3.6 - 4.1 kg)
- Wing Loading: 22.9 oz/sq ft
- Length: 64" (1625mm)
- Requires: .60 -.90 cu in 2-stroke, .90 -1.20 cu in 4-stroke engine, 4 channel radio with 6 standard servos

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From the Editor

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