



TAILSPINNERS



Club Year 56
Issue 10
September 2011

UPCOMING EVENTS

- Oct 5th 7:00pm Club meeting at the Iliff Fire House one block east of Havana on Iliff
- Oct 9th Webelos visit Mile Hi field

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CLUB

President: Robert_Plant
Vice-President: Gary_Brady
Treasurer: Tony_Zang
Secretary: Adam_Bryant
At Large Board: Larry Ellis
(Chair), John Neumeier,
Scott Guthrie, Roy Olson

OFFICERS

NEWSLETTER EDITOR

Adam Bryant

MEETING NOTES

SATURDAY, SEPTEMBER 10, 2011

Pledge of Allegiance/Meeting Called to Order – Robert Plant, President

Quorum – Require 8 members present (10% of voting members)

- 16 members present

Approve Previous Meeting's Minutes – (Aug) As posted on website by Adam Bryant

- Approved

Approve Treasurer's Report – Tony Zang, Treasurer

- Approved (contact a club officer for amounts)

Approve Investment Report – Gary Brady, Investment Officer

- Approved (contact a club officer for amounts)

Membership Report – Gary Brady, Vice President

New member introduction or name announcement

- Gary will get us a total after the renewals are in.

Contest/Events Committee Report

Welcome Neighbors Sept. 17th - Report

- 37 total names. 7 non-members so far. John expects 50-60 total.

- Scott suggested that we get as many trainer planes with buddy boxes as possible.

Webelos visit Sunday, Oct 9th to observe

- New member Dave Kennedy's son Scott is a Webelo and this is how this came about.

- This is an informal event starting at 8:00am.

- No lunch will be provided.

Walt's invitational on a Saturday soon...lunch

- Walt Stroessner is a part of a group that meets for breakfast and then goes and flies at a local field. He has invited the group to come to Mile Hi. They usually do this on a Weds., but wanted to try a Saturday to increase participation.

Field Maintenance Report

- John Neumeier and Bob Bergin have cut the grass

- Brian Hanlon to cut other grass

Need different type ties for cages.

- Prices for 1/2" and 1/3" ties discussed

We could use some leaf blowers to clean up the seams and what-not.

- Tentatively Thursday morning for this.

Need to have a patch party.

- John will contact the fabric provider and see if they have a suggestion for an adhesive.

- Tony says that the sun will dissolve the current contact adhesive.



Safety Report – any comments??

Dave Teich reported an incident with an electric where the airplane took off at full throttle in his workshop. He put a different radio/transmitter in it and it happened again.

- Electric flyers: Remember to remove your prop any time you are working on your plane in the shop!

John N. reported that a new member came out and flew by himself and wasn't really ready to do so. Robert suggested having an existing member be with them until we are sure of their experience level.

Unfinished Business

- Keep chairs under cover.

- Traveler's Assistance Fund selected as charity for IMAC proceeds \$75 check sent..

- Weather link on wunderground.com works...use it. Site ID is KCOSTRAS6 for the site that most closely mirrors the actual field conditions.

New Business

Announce new club officers and board members.

- President, Adam Bryant

- Vice-President, Gary Brady

- Secretary, Bob Porter

- Treasurer, Roy Olson

- Board Members, Robert Plant (chairman), Rich Dix, Dave Teich, Bob Bergin

- IRS Filing/Sec State after Sep 30 but no later than...Tony??

- Annual dues due Oct 1st. Not paid by Oct 31 late fee assessment. By Nov 30...new membership

- John brought up the possibility of talking to Brian Hanlon about purchasing this piece of land.

Announcements

- Next Board Meeting – As needed

- Next Club Meeting – Wednesday, Oct 5th, At Iliff Fire House near Havana at 7 PM

Drawings (NOTE: visit these stores, these vendors actively support our club!)

Hobby Store Gift Certificates & Fuel/Merchandise: Air Scharnell, Colpar

- We had one Air Scharnell ticket left. Adam will take it to Air Scharnell to get fuel for next weekend.

Program / Meeting Adjournment

- Meeting adjourned

WISDOM FROM TRAINING MANUALS

'If you hear me yell;"Eject, Eject, Eject!", the last two will be echos.'

If you stop to ask "Why?", you'll be talking to yourself, because by then you'll be the pilot.'

-Pre-flight Briefing from a Canadian F104 Pilot-

'What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; but If ATC screws up, the pilot dies.'

-Sign over Control Tower Door-



E-FLITE PT-19 REVIEW

BY ADAM BRYANT

Specifications

Wingspan: 45 in (1143mm)
Overall Length: 36 in (914mm)
Wing Area: 310 sq in (19.9 sq dm)
Flying Weight: 27–29 oz (820–880 g)
Motor Size: Park 450 or Park 480 outrunner
Radio: 4 channels
Servos: S75 Sub-Micro servos (4 required)
Prop Size: 10x8E (for Park 450); 12x6E (for Park 480)
Speed Control : 30-amp (for Park 450); 40-amp (for Park 480)
Recommended Battery: 1800–2100 3S 11.1V Li-Polymer
Scale: Warbird
Experience Level: Intermediate
Assembly Time: 5-7 Hours



Impressions

I recently had the opportunity to put one of these together and was very impressed with the quality and completeness of this nice looking ARF. On opening the box you see the usual assortment of pre-built and pre-covered components, two wing halves, fuselage, tail surfaces, and cowl. The ailerons and tail control surfaces are pre-hinged and with the control horns already installed. You don't often see that level of completeness in these ARFs. The control horns were also covered by a block of foam to prevent poking a hole in some other component (nice touch!). All of the stickers and markings were also pre-installed. The really interesting thing about this kit is that it can be completed as either an R/C model or a Control Line model! Parts are included for both and according to the instructions the kit is even convertible after the fact. I built mine as the R/C model.

Wing Assembly

With the control surfaces pre-hinged all that is required here is to epoxy the wing halves together and to install the aileron servos and aileron pushrods. There is a plywood joiner that inserts into a pocket in each wing.

Some very slight sanding was required to get a good fit on this. 30 minute Epoxy was applied to the joiner pockets, the joiner itself and to the wing roots and the wing was assembled and taped together and allowed to dry. The kit does include a strip of the dark blue covering material to use to cover the wing center joint, but I saved it for possible future patch use instead. The aileron servos mount onto plywood hatches that fit into pockets in the wings and are attached with 4 screws. The kit includes hardwood blocks intended to be epoxied to these hatches and then used to screw the servos in, but this seemed like a lot of busy work. I used double sided tape to mount the servos to the hatches, then drilled 2 small holes next to the servos so I could run a zip tie around the servo for a very solid mechanical connection. I have used this method many times in the past and have never had a failure. The aileron wires are fed through the wing with the help of a pre-installed string. I used 2 small metal gear servos of about 10 gram size for the ailerons. These had fairly short wires, so I needed a 6" extension for each servo. Aileron pushrods are a typical Z bend at the servo end and a 90 degree bend at the control surface held on with a plastic keeper included in the kit. The pushrods also include V bend near the servo end to use for fine tuning the length of the control rod.

Tail Assembly



The tail of this kit actually bolts together. The vertical tail assembly bolts to the horizontal tail assembly, then this assembly bolts to the fuselage. Like with the wing, the hardware included with the kit was complete and correct and everything fit perfectly.



Radio Installation

This is a roomy fuselage, but is designed for small radio equipment. The servo cutouts for elevator and rudder are sized for the typical 9g servos that are so commonplace these days. The kit recommends E-flite S75 servos. Others that would work fine are Hitec HS-55's or any of the plethora of 9g servos that are available. I used a 9g servo for the elevator and an 8g servo for the rudder because that was what was available in my spares box. I installed a standard size 2.4GHz receiver, and a Y-cable for the ailerons. Control rod connections are similar to the ailerons.

Power System Installation

The kit recommends either an E-flite Park 450 (for scale flight and scale aerobatics) or a Park 480 for more spirited performance. I installed the Park 450. With the 450, the cowl fit at just the right length. As the 480 is a shorter motor, I am not sure how you would be able to fit the cowl. The motor was mounted in a "in front of the firewall" configuration with the standard motor X-mount. The firewall itself is very interesting as there are 4 T-nuts (blind nuts) installed behind the firewall in X shaped slots so they can slide in or out from the center to allow for a variety of motor mount sizes.

Final Installation and Setup

I never pay much attention to the recommended control surface throws in the manual. I adjusted the endpoints of the ailerons to prevent binding at the extremes, set up dual rates so that low rates were 50% of the total, and added 30% expo to the ailerons, elevator, and rudder. A 3s 2200mAh battery placed forward in the battery compartment was perfect to balance the plane at the recommended location.

Flying

The Fairchild PT-19 was introduced to service in 1940 and was an Army Air Corps trainer. So, this isn't a plane you should plan on flying like an Extra 300 and doing a lot of stick-banging with. The Park 450 is plenty of power for this airplane and is perfect for scale maneuvers and scale aerobatics. On takeoff, this is like a lot of other tail dragger warbirds. When the plane reaches the speed where the tail wheel comes up off the ground (which happens pretty quickly) it likes to abruptly make a left hand turn. A little up elevator to keep the tail down a little longer and a ready hand with some right rudder tames this tendency to a manageable level. In the air this airplane is beautiful! It is very stable and very easy to fly. Anyone with any aileron experience could fly this plane. It is stable enough you could probably use it as a trainer! The PT-19 likes to make turns using the rudder, so this is a good airplane for those of us that need to learn to use their left hand a little more. It will certainly turn with just the ailerons, but coordinated turns look better. On landing this airplane has a stable and predictable drop rate, but it does like to be landed on the mains with the tail still in the air. Just wait for a little of the speed to bleed off and the tail will touch down when it is ready to.

Summary

The specs say this is an "intermediate" plane, but anyone that can solo a trainer can probably handle this. About the only difficult part about flying this plane is the ground handling, and like any other plane that is new to you, just takes some getting used to. In my book this ARF is a winner from top to bottom. It is very complete, both in terms of construction, finish, and kit contents and was the easiest ARF I have ever constructed. My only complaint was with the 4-40 bolts included in the kit for attaching the wing. The socket heads of these bolts were deformed to the point that the regular 4-40 allen wrench wouldn't fit. I was able to replace these from my stores.

This kit was a pleasure to put together, looks great in the air, and flies great. This one will be a staple in my stable for a very long time to come.