



Newsletter of the
**Statesville Model Flyers
Radio Control Club**

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www.statesvillemodelflyers.org

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Next Meeting:
Monday April 9th, 2012
7:30 p.m. at the
Kings Grant Community Center.

Tackling the Unknown

by James Loftis

With all the models available these days from various distributors and sellers it seems inevitable that many of us will develop high regard for some places and not so much for others. Some do their homework and provide a good product with well written and laid out instructions that get you flying right, while a few are content to leave us in the realm of "the modeler can figure it out".

Most might say, "you get what you pay for" and in most cases I've found that bucket to still hold water. However, when comparing models of very similar size, options, and price points in a small category such as 90mm EDF's, I really didn't expect to stumble upon a model with virtually no instructions. That's pretty much a new low to me concerning the front line of product support.

However, the Exceed F-18 90mm EDF is, I guess, meant for experienced modelers that don't need instructions. It would have been nice if the seller, Nitroplanes, had clued me into that little detail but I guess they might sell fewer models if they did that.

So marching on, here's how I tackled some of the setup with limited success so far.

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April 14th, 2012

SVMF Family Day

9am until



Please bring a dish to pass.
Burgers, dogs and chips will be supplied by the club.

Don't forget to charge your batteries & camera's!!

Website

Access to the Members Only page on our website has been changed. The new pass code is the same as the Gate code for 2012.

Remember that info deemed sensitive to club operations is on the Members Only page. Items like our Bylaws and full versions of the newsletter that contain meeting minutes.

Club Documents such as the Field & Safety Rules can be found on our Club Info page.

The model came with the servos installed but the control horns and linkages were loose items. So not knowing how much throw the model needed I setup my elevator and aileron linkages with max throw. Max throw meaning I had max servo travel and surface throw without binding.

Next, I setup the elevator and aileron rates and expo on separate switches.

Taking a guess I setup the Elevator:

High rate 100% throw, 50% expo.

Low rate 75% throw and 35% expo.

For the Ailerons:

High rate 100% throw, 50% expo.

Low rate 75% throw and 30% expo.

I setup the rudders with max throw as well, no rates or expo, and setup steering so the model does a 180 in just under half the runway width or about a 20 ft turn radius. That's just a personal preference that usually keeps me from overdriving models on the ground.



Flying the F-18 I found that my elevator setup felt mostly ok. It didn't need 100% throw as 70% is plenty for scale like flying and landings. The amount of expo I used on high and low rates seemed ok as well. Maybe not quite to my liking but manageable.

My aileron setup was another story. I prefer about a one second roll rate and this Hornet needs max throw to meet that. The problem was that 50% expo on high rate made the Hornet difficult to handle smoothly in the turns.

Low rate aileron made turns more manageable but doing a quick roll was out of the question. A roll on

Catawba Valley R/Cer's Fun Fly for Sipe's Orchard Home

Saturday, April 21, 2012
9am till

Herman Sipe Road
Conover, NC

Please visit
www.cvrccflyers.com
to view the event flyer.

low rate was slow and required some major heading correction with elevator to keep from losing altitude.

With the F-18 back in the hangar I started thinking about where I went wrong. What had I done that made the elevator control feel ok but not the ailerons? After breaking out my handy ruler I discovered that the elevator throws were close to being linear in that 1/4 stick gave me about 1/4 throw, 1/2 stick gave me about 1/2 throw, etc.

In reality to have better linear control the elevator would be:

High rate 100% throw, 40% expo.

Low rate 75% throw and 25% expo.

So I could see that on the maiden I had only 10% softness around center stick. Not bad.

None of the above was the case for my aileron setup at all. On high rate I found that I only need about 25% expo to have linear control which I think explains why the F-18 felt so lousy in roll. I had double the expo at 50%. This was pretty much the case with low rate aileron as well.

So now the settings for aileron are:

High rate 100% throw, 35% expo.

Low rate 100% throw and 25% expo.

I had hoped to be able to fly the Hornet with the new settings prior to print but that just didn't happen. But I suspect I'm on the right track and I'll keep you posted on which aileron expo setting makes the Hornet handle right for me and fun to fly.

Till next time, may all your landings be mains first.