

# The CVRCA Flyer

A Publication of the Central Virginia Radio Control Association

Web Site [www.CVRCA-lynchburg.org](http://www.CVRCA-lynchburg.org)

*December, 2008*

## 2008 Club Officers:

President:	Jim Fowler	Board Members:
Vice President:	Gary Cowden	Jimmy Booth
Secretary/Treas.:	Randy Krotke	Gene Patzsch
Field Marshall:	Mark Gryder	Sam Richardson

## CVRCA Flight Instruction Team:

Team Leader:	Jimmy Booth
Team Airplane:	Todd Beard, Gary Cowden
Team Helicopter:	Sam Richardson, John Clark

## 2009 Club Officers:

President:	Gary Cowden	Board Members:
Vice President:	Bob Wallin	Jimmy Booth
Secretary/Treas.:	Tom Hunnicutt	Jim Fowler
Field Marshall:	Mark Gryder	Sam Richardson

## Meeting Minutes:

Meeting date: 12/6/2008  
Called by: Jim Fowler, President  
Members present: 10  
Guests: family members for a total of 20 people

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Next meeting:

To be determined by board

Important Upcoming Dates / Events: None

Motions from December Meeting: None

Action Items from December Meeting: None

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The December meeting was a brief part of the Christmas dinner held at the Colonial Restaurant on 12/6/08. There were 20 total people present, 10 of which are club members. Once everyone had placed their meal order, Jim Fowler called order and reminded everyone that the main purpose of discussing business this night was to vote on the proposed changes to the club bylaws. The bylaw changes have been prepared and discussed in great length and posted on the website. The vote was held and passed by greater than 2/3 majority (7/10).

SAD patch: Bob Wallin volunteered detailed information about his crash of a 40 size Super Stick into the swampy area adjacent to the parking lot. Bob is the SAD winner this month.

Jim Fowler closed things out by going over some of the highlights of the year including, most notably, how well the mowing plan has worked out and thanked the Cowden's for their hard work and devotion to that task. He also mentioned the air show (Richardson family, Gryder's, Krotke's), the website (Caldwell), flight training (Cowden, Booth), Field Marshall (Gryder), Newsletter Editor (Horn) and Secretary/Treasurer (Krotke). Jim mentioned that we have a new slate of officers for 2009 (for the most part as Gryder is staying on as Field Marshall).

We all enjoyed our dinners and fellowship.

### **This 'n' That:**

Check web-site for the new by-laws that were passed at the December Meeting. Note that business meetings will be called by the Board as needed. Watch your e-mail for announcements of future meetings, workshops, and social events.



## Nobody Asked Me But. . .

By Joe Radle, copyright 2003 J.B. Radle



I think it important to point out here that no one actually asked me for my opinion in this matter. I wasn't solicited by anyone for my following, somewhat glowing report, on this marvelous aircraft. I simply offer it from the goodness of my heart to one and all as I do tend to get all bubbly and enthusiastic upon discovering something truly remarkable. In doing this bit for humanity I hope to prove that while I am capable of stinging criticism, I can also heap warranted praise when the occasion arises.

The object of my affection is from the House of Balsa collection. Kit 41, a model of the World War II primary trainer know as the Fairchild PT 19, it is a 50.5 inch wingspan and touted as a .40 size model that flies on a .25 size engine. I can almost hear the cacophony of "Year Rights" and other remarks uttering from the collective throats of the unwashed, the uninformed, and the doubtful skeptics among you. In somewhat astonishing agreement, I admit freely to my own lack of confidence in finding suitable performance as advertised. But do read on and do yourself a big favor!

While the aero plane built quite easily and possessed the desired looks, I was so convinced that it would be underpowered by the stock O.S. .25 I had installed that I ordered and O.S. 32 FX. Even when the new, more powerful engine arrived I did not install it and simply hung the aircraft on a rack in my garage where it languished for almost a full season. I had never run the engine, nor filled the tank with gas. The radio I installed, a Hi-

tech, Focus 4 remained on trickle charge all that time until one day I decided to give the whole lot a try and simply let the chips fall where they may.

In the interim I had progressed somewhat in my flying skills and felt that I would be more able to handle an underpowered scale model, and Lord knows, scale models are much harder to fly than sport types. I, of course, had a few other models along which I intended to fly. Only if there were ideal conditions at the field and I got bored would I at least try to run the engine on the PT-19.

Inevitably, I put the craft on the field, safely staked in place in the pits and proceeded to ground check, fuel and start the engine. The little O.S. .25 barked to life in only a couple of flips with my trusty chicken stick. Tuning went well and the model looked ready. I lifted, carried, and placed the pretty yellow and blue craft on the take off strip, held full up elevator, advanced the throttle, and the little bugger began to roll. It accelerated smoothly and I decreased the up elevator as it gathered speed and she was airborne in a heart beat and a half and behaving quite nicely on the gentle climb out I gave it. In no time at all it was at circuit altitude and amazingly required no trim at all.

Judiciously, I climbed to about two mistakes high and tried my first maneuver, a roll to the right, which it performed smoothly with no apparent loss of altitude. The little tease was laughing at me, I imagined, as it flew not at all like a scale ship but more like an aerobatic sport model with the added delight of doing exactly what I told it to do. The loops required no prior diving and the Cuban eights were simply delightful and tracked true as if on the proverbial rails. The aircraft rolled with authority and stopped exactly where it was told to. I put it through stall turns, Spins, rolls, square loops, and found that even with my limited experience with inverted flight that the plane tracked true and made me look better than I am. The landings, power on or off [dead stick] are no sweat and it glides pretty well and is predictable.

I was entirely surprised and delighted with this model's performance. I was quite wrong in my apprehensions about it being underpowered with that stock .25 engine. I believe if I put that O.S. 32 FX in one it would go ballistic. This I will do to my next one as I already have another kit. If one is good, two is better in my book. I would highly recommend this model to anyone that would enjoy any of the following attributes that endear it to me:

1. Reasonable price at just under \$100.00. [ now at \$109.95 ] as of Sept. 2008.
2. Extremely good looking.
3. Low cost of operating on a .25 size engine, a basic 4 channel radio, and standard servos.
4. Nice size, and excellent aerobatic ability, with ease of handling in the air, and on the ground with a few minor modifications to make it extremely user friendly.

5. Ease of transportation without disassembly. If a smaller package is desired for travel, two bolts remove and attach the wing.

6. Ease of construction which is both sound and light weight.

I would definitely consider it an aerobatic trainer. Depending on abilities I would say for some a second model, for many a third model. For all a fun, no hassle model that will delight for a long time. My own personal choice for a basic trainer and first model would be the Sig Seniorita, also with a .25 size engine. This is a very light, slow flying trainer with a tricycle landing gear. I like the three channel version. I may just extol its virtues in another article but this one belongs to the House of Balsa PT-19.

I must include my modifications to the model which are very easy to do and make owning yours more joyful in the long run. I have included pictures to show the modifications and the neat way the kit designers cocked the engine to almost inverted, but not quite to help hide the engine and completely hide the exhaust stack under the model for good looks and keeping the ship cleaner than usual of oil residue.

First: I recommend that you bend the landing gear axels forward of scale especially if you will fly your model off grass. Simply put the upper portion of the gear that fits into the underside of the wings in a vice and bend the axels forward one and a half to two inches. This will prevent the model from nosing over when power is applied or on hot landings.

Second: I like to have easy access to my gas tanks and if the model does not have this as a design feature I modify it in. This model's design buries the tank permanently with no access once built. But do not despair, as it is easily remedied. Note the photo for clarity but simply open up the top of the fuselage behind the firewall to before the forward windshield. Add some scrap balsa to the fuselage sides to take hold down screws and cover the opening with light aluminum photo plate or part of a plastic soda bottle. I used the photo plate and I also made my windshield frames from the same stuff. I covered the aluminum with some stick paper. You can paint or use the same or similar material of your choice. The forward piece of aluminum need not be removed to access the tank. As a bonus I mounted my flight battery pack above the tank and needed no added weight to balance the model. It came out slightly nose heavy, just the way I like it and I can access the battery and the tank with the removal of a few screws.

The next two are not required but I'll share them anyway. I put a pilot in the forward cockpit for realism. He is a hollow, plastic toy soldier complete with camouflaged uniform that I bought in a dollar store. I had to cut the poor buggers legs off to fit properly, but he didn't feel a thing and besides his feet would have dragged on the ground. The rear cockpit is where I have my radio [on/off] switch and the charging jack which pulls out a ways and tucks back in as required.

In closing, let me reiterate, that I did not do this article as a product review. As I said, no one asked me, but this is one little gem of an aircraft that has so much going for it I did

want to share my experiences with you. This may just be that model we all look for, a no hassle fun plane with good looks and performance to match that gives a lot of joy to the owner for a long time. I just love mine and will be building more of them for sure. Happy landings to all! Joe Radle, AMA, DDT, LSMFT, Etc., Etc., Etc.



### **For Sale:**

- Glow Fuel by the gallon. Contact Gary Cowden 993-2862

If you would be interested in taking the Newsletter Editor position, please contact, [cvrca\\_editor@yahoo.com](mailto:cvrca_editor@yahoo.com)

If you have comments or would like to contribute an article and/or pictures to the newsletter, please contact Don Horn. E-mail: [cvrca\\_editor@yahoo.com](mailto:cvrca_editor@yahoo.com)



Merry Christmas