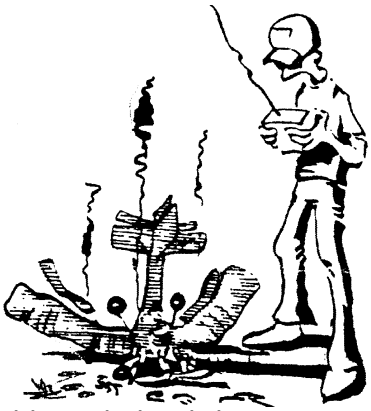
master Re-kit Artist!!!



Lesson #1: This one works very well on new airplanes or with multi model computer radios. Just forget to check aileron directions. Take off and as the aircraft starts a slight turn, apply opposite aileron. This is very effective, usually near the end of the runway. The only problems being it happens so fast onlookers don't get a chance to enjoy it.

Lesson #2: I call this method "the cone of re-kit". Visualize a tall cone, its base centered on the field. The angle of its side determined by your models dead stick glide angle. Fly OUTSIDE this cone and in the event your engine quits no need to yell "dead stick" as you won't make the field anyway. Usually a short stroll through the lush desert will locate your models remains.

Lesson #3: No, I have not tried this one "yet" but I call it the "Dave and John method." Or it could be called "the 2.4 incident." This to is easy and spectacular. Just fly on 2.4 GHz for a while then switch back to 72 MHz frequency's and forget to pull out the antenna. Yell out loudly "I ain't got it!!!" to alert onlookers. How "cool" as your airplane tumbles across the sky/field doing versions of aerobatics no one else has performed before.

Thanks again Ken. Can't wait to see what you have for next months issue.

Received the following technical info from Will Gallant. Thanks Will. CB

Futaba FASST receiver requires special connectors

If you purchase a Futaba FASST spread spectrum system and a R616FFM receiver your existing servo connecters may not fit. The R616FFM may only accept a special "Micro" 3 pin connector. It is about half the size used by the rest of the receivers and servos commonly used in RC aircraft. Futaba does not list bare connectors, adapters or the polarity of the 3 pins in the receiver in any product documentation supplied with the R616FFM.

There is a 2 step work around. Step 1, determine which are the (+) positive, (-) negative, and signal pins on the receiver. Fortunately, channel 3 on the R616FFM uses a "standard" 3 pin connector so it will accept a common BEC or ESC to get power to the receiver. Knowing the polarity of the ESC pins and knowing that all positive pins are on the same line and all negative pins are on their own common line, one can deduce that the middle pins are positive, just like the ESC. The negative pins are on the right when reading the words "FASST" on the face of the receiver. That leaves the signal pins on the left.

Step 2 is wire up connectors. You can spend hours on the Internet and you will probably not find ready made connectors from Futaba, Molex or anyone else that will work sight unseen. There is a simple solution right here in Tucson called Elliott Electronic Supply*. Walk in the door, turn right at the counter, go 20 feet to the pre-made wire collection, bottom shelf. Look for a shoe box or a clear plastic bag containing several hundred ready made connectors. They have about 3 5/8 inches of wire and a bit of heat shrink tubing on each wire. Cost is $1 each or about $10 for 16. Note that the black and yellow wires are backward. The red wire is in the middle where it belongs. Either live with it or very carefully use a needle to lift the latch and pull the end wires out and swap their positions.

Finally, decide if you want to cut off the standard servo connectors and solder the "Micro" connector in its place. Or, pull back the insulation from the existing servo wires and solder the new wires in place, like a "Y" connection. In the latter case you could use the servo in a FASST on a traditional receiver.

*Elliott Electronic Supply, 1301 South Tyndall Ave. (1 block south and west of 22nd & Park), (520) 884-7394. Will Gallant wilgallant@aol.com

Thanks again Will.

One Eighth Air Force Spring Scale Fly-in. Trip Report

The Phoenix event was held on March 21 & 22, 2009. Event had just about everything one could ask for. Great weather, great aircraft, and most of all lots of fun. 'X' TRCC member Dave Morales flew the beautiful aircraft in the photo below. Both flew perfectly and were very impressive!!!!

Rick Chitty took top honors in the biplane division