

slower model, such as a Piper Cub, rather than with a pattern-type aircraft, although an Ultimate is also ideal for this maneuver.

As a matter of fact, some aircraft will not slip through the air sideways to a point at which you can even tell that they are flat turning. For example, if you use a Cub to perform a left-hand flat turn, start the maneuver at a higher altitude than you think you'll need. This is crucial because you drastically slow the airplane down during this type of turn, and it could stall and require more altitude than you initially thought to allow you to recover. (Believe me, I'm talking from experience; this has happened more than once.)

Start at a level attitude at about 1/2 throttle, and apply left rudder until you notice the airplane starting to yaw left. Then apply the necessary right aileron to keep the wing horizontal. It will probably take a few tries before you succeed, because to prevent the plane from wanting to snap, you'll need to hold just the right amount of left rudder, elevator and right aileron.

When you're able to hold the plane in the flat turn, you can practice making the circle smaller and smaller as you improve; but remember that the tighter the circle, the slower the airplane is actually flying, and that greatly increases your chance of a stall.

From Stinger Wallace's Hotshot Flying—Stinger Style article in The RC Pilot's Handbook.

Balancing a 2-Blade Prop

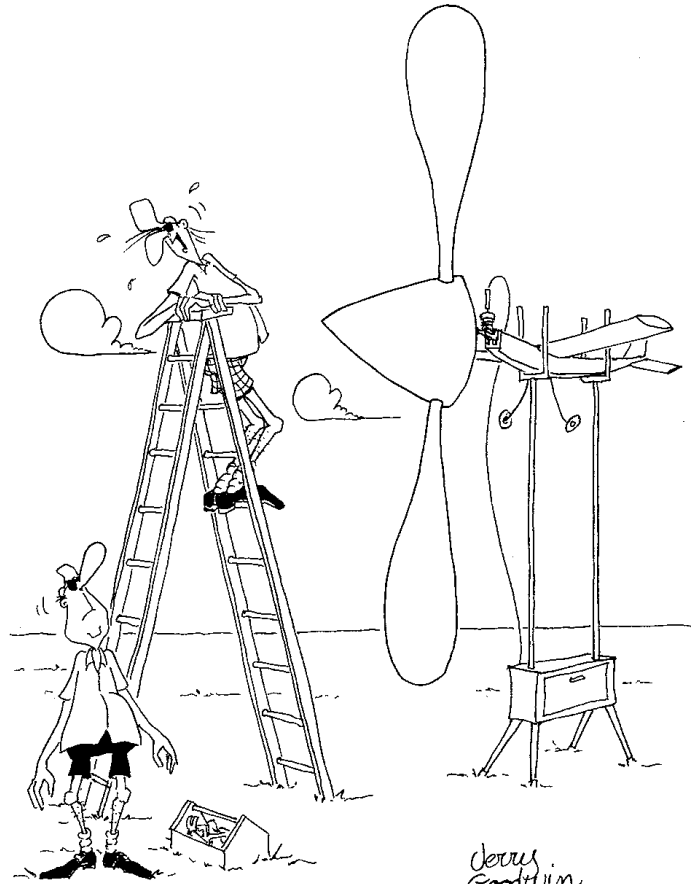
Because balancing the common 2-blade propeller appears to be a straightforward matter, modelers sometimes take the process for granted; this often results in a botched job. The process is simple, but it must be performed correctly.

1. Enlarge the shaft hole size to fit your engine. If the hole is already too large, use another prop.

2. Place the propeller horizontally on the balancer to find the heavy blade.

3. Next, place the prop on the balancer exactly in the vertical position, with the heavy blade at the bottom. If it rotates to a new equilibrium point, it has a heavy edge.

Two methods are commonly used to balance the propeller. The first involves lightening the heavy blade until the propeller balances in the horizontal position and then removing material from the heavy edge (at the hub) to balance the unit vertically. Unfortunately, removing material from the hub weakens it, so to be safe, don't remove material from the propeller hub.



"HAY, MIND HANDING ME THAT CHICKEN STICK."

4. The preferred method is to lighten the heavy blade and the heavy edge at the same time without altering the hub. To accomplish this, remove material from the shaded area of the propeller.

When you remove material from the heavy blade, sand, scrape or file it from the front side, not the back side (this would adversely alter the prop's pitch). When you remove material from the front side of the blade, be sure to maintain its airfoil shape. Last, don't remove stock from the blade tip and trailing edge; these are already thin and shouldn't be reduced any further.

5. When the propeller balances horizontally and hangs vertically with either blade in the down position, the balancing job is almost complete.

6. Wooden and composite plastic props should be final-sanded using a fine abrasive paper such as 220-grit or finer garnet.

From Dave Gierke's "Balancing 2-, 3-, and 4-Blade Props" in the Ultimate RC Flight Guide.

And not something for the rest of the family. CB

KURTIS THE STOCK BOY AND BRENDA THE CHECKOUT GIRL

In a supermarket, Kurtis the stock boy, was busily working when a new voice came over the loud speaker asking for a carry out at register 4. Kurtis was almost