

Peoria R/C Modelers

Newsletter

October 2007

The President's Corner

Hi, Flyers!

We are progressing nicely on the new field. When the beans are out, we are in. John Hoelscher and the committee have made much progress. We are still awaiting an answer from Caterpillar regarding an easement for access from the east, the most desirable entrance. Member comments about the financing and construction of the new field have been very positive and favorable. The minutes included with this newsletter and the recent letter from John Hoelscher and the Flying Site Committee cover the details well. If you have any questions about the new field or its location, shoot me an email or give me a call.

Please welcome new member Mike Lukich. Mike is an experienced flyer and was a club member in the eighties. Mike's son is learning to fly R/C. It's really great to see young people involved in R/C. The long shadows at 6pm sure slow things down at the field. For an R/C flyer, the perfect job would start at 4am and the work day would end at noon, followed by five or six hours of flying. Come to think of it, Steve Blessin has work days something like that. Be sure to attend the Tuesday, November 6 meeting. We will try the Peoria Pizza Works. This will be the only chance in your life to find out more about wind tunnels and the models flown in them. Kevin Engquist and his father both spent several years working with wind tunnels, and we will hear about their experiences.

Your friendly fair-weather flyer,
Terry Beachler



Talk about a beautiful sight – Dave Olson's #23 Corsair has wheels-down and is preparing for another grease-like landing. Although this plane did not fly a high number of missions this season, it was always appreciated as it thundered down the runway.
(Don Stedman photo)

One-Time Peoria Modeler does Well at Mint Julep 35

That's right! One-time Peoria modeler and hobby shop owner, Al Kretz, took home 2nd place honors in the **Fun Scale Open** class of competition with his Chipmunk. Al also received 2nd place in the **Expert Division I** with his Spitfire.



Jim Hogan's P-40 is looking fierce in the air with wheels up!

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FLY R/C: Learn to fly for free! Contact one of our instructors

Bob Wilson 219-4262

Dave Olson 688-6204

Michael Seyfert

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AMA Club #313

Technical Question From Bob Wilson To Pattern Guys

I sent in a question to the NSRCA forum on rudder set up for stall turns and received some interesting answers. Even some of the "Big Boys" answered!
Here's the question--

I'm working on the Intermediate pattern and have got a question on dual rates. Except for the stall turns, I like to keep the rudder on a lower rate...this keeps me from over-controlling direction changes. On the two stall turn maneuvers, however, I flip it to high rate, but then back again as soon as the maneuver is over. Just curious if anyone else does this, and, in fact, does anyone alternate between low and high rates while flying their respective sequences? Or, am I generating a bad habit?

Here are their answers:

I leave the rates alone. I use a VERY high percentage (60% - 70%) of exponential in my rudder so it is real soft towards the center of the stick and still have full throw when needed. I also am an Intermediate pilot and I have enough to think about while flying besides switches.
Carl

I just finished the season in Intermediate. I'm a "retread"...that is I flew in the early mid-80s then quit until last year. Last year when I was getting ready to start back, I attended a pattern clinic presented by Dave Guerin and Rusty. At the clinic Dave suggested running high expo, 80%+ on rudder. That way you had full rudder when you needed it on stall turns but low rate automatically at low stick deflection...like takeoffs, wind correction, etc. That way also prevented the pilot from forgetting which rate he was in or getting caught in the wrong one. I liked it.

John Konnecker

Whatever works for you, but if you can manage to set up a compromise with max. travel and more expo, you'd be better off. Flipping switches (except for landing mode if necessary) is generally considered a bad thing.

John Pavlick



*Cub-Above-The-Corn: It's hard to beat the relaxed feeling you get from flying a Cub on a sunny day with light breezes. Shown here is a fun-scale Cub rising above the field in a south-bound departure.
(Don Stedman photo)*

(Technical Answers Continued)

The high rate rudder with high expo will work, until you get into snaps. Then you might switch into high rate aileron with high expo and low rate rudder and elevator set-up. Switching for a stall turn seems less stressful than for a snap. But that's looking ahead.

I have flown both the Sportsman and Intermediate with low rates on all surfaces. The "trick" to the stall turn on low rate is to NOT wait until the last minute to start adding rudder. I like to tell everyone it's like adding rudder like you would follow an expo curve. Little, little more, little more and then full (only when the plane will not fly over the top). It takes a bit of getting used to, but it works, all the way through to FAI also. I do have a high rate/high expo rudder set-up for rolling circles/loops (along with low rate aileron for 1 and 2 rollers) and those "O S" stall turns. I prefer the low rates on rudder and elevator 'cause now I don't have to flip switches for snaps. But ultimately it comes down to what YOU feel comfortable doing. After some practice, the rudder switch should become a motion rather than a thought.

Jason Shulman

(Technical Answers Continued)

Rather than assigning my rudder dual rate to a switch, I assign it to the throttle stick, and it only activates around low throttle - the rest of the time anything above low throttle (just above idle) my rudder has enough throw to maintain a little more than knife edge - meaning at full stick deflection, my plane will start climbing.

Kopowitz

I agree. Keep enough rudder deflection for stall turns and use expo to soften it for rolling maneuvers and wind correction. Flipping switches is sometimes necessary for snap rolls, but it would be best to avoid doing so for stalls.

Keith Black

I've been flying Intermediate for 2 years and STRUGGLING with the 2 rolls(as anyone who's seen me fly knows). At my last contest I realized I had been leaving my rudder on high rates the entire flight. Amazingly enough on low rate I didn't over control the rudder input in the rolls(yes, I have been determined to do them integrated rudder-elevator-aileron). Now my point - when I kept the rudder on low rates for the entire flight, I also did better stall turns. Go figure!

Ed Batchelor

Well, try doing rolls so that you don't need to use the rudder! Plenty of time to learn that later when you have to do REALLY slow rolls. Unless you fly really far out, you have to do the 2 rolls pretty quick so that you don't miss center and/or rush the next maneuver, and that makes it hard to integrate rudder. I know this sounds like a cop-out/shortcut/ whatever, but don't kill yourself trying to do something that isn't necessary. The goal is two clean looking rolls with constant rate, centered properly. That's about it. You're just opening yourself up to more things that can go wrong. If you must use the rudder in your rolls, do it on the half rolls reversed. That looks pretty if you add top rudder, and you have the room to do it without being rushed. Just don't forget to apply same-direction rudder both times.

John Pavlick

2006 D1 402 District Champion



Shown above is Bob Wilson trying to master the art of stick flying. Through accumulated practice, Bob has earned his stick flying wings and no longer requires a buddy-chord. (Don Stedman photo)



Don Stedman's beautiful P51 is tethered in preparation for another motor run. Motor problems delayed this ship from several flight opportunities earlier in the season. (Don Stedman photo)

Next Club Meeting
November 6th 7 PM
6 PM – Dinner Optional
Peoria Pizza Works
3921 N. Prospect Road
Peoria Heights

Editorial

My first flight was made with a Stuntman U-control model that I purchased in 1956 for \$2.40 at Ray's Hobby Shop in Galesburg, Illinois. During that trip to the hobby store, I also purchased a Baby-B motor for \$1.98, a quart of 1000 fuel for \$2, a propeller for \$.25, a tube of Ambroid glue for \$.25, a gas squeeze bulb for \$.75, control lines for \$1 and a wire starting clip for \$.50 (attaches to the top of the .049 motor). I was able to put my first plane in the air for a whopping total of \$9.13 of accumulated grass mowing money. I even started building my own designs until I had a fleet of about a dozen air-worthy ships. Changing motors only required the removal of 4 screws and could be done at the field in less than 2 minutes. Those were the simple days where flight only took a 40-foot diameter circle and one additional person to be the holder of the plane until the pilot was ready. My first few flights got me really dizzy until I learned that looping the plane did not require continuous quick rotations of my body. These planes flew inverted very well, because after 2 seconds, the motor starved itself. Fuel settled to the top side of the tank, but the pick-up line was at the bottom and opposite side of the small oval tank, directly attached to the back of the motor. I mention these facts because several other club members also made their first flights under similar circumstances. Ray's Hobby shop had a wealth of ½ A designs that could be flight ready as quickly as the Ambroid glue would dry on the motor mount (no Ca glues available at that time).

RC flight was a wonderful step forward in technology, allowing for the cutting of the U-control strings and allowing for the simultaneous full-house control of multiple flight surfaces with every conceivable combination of mixing. All of this wonderful technology has come at a price, and the price was at the expense of young people saving their mowing money to purchase an entry-level flying machine. Even after a plane, radio, motor, batteries, fuel and servos are purchased, the new pilot still has three additional looming expenses – (1) membership into the AMA, (2) membership into PRRC, and (3) special assessments for the next 4 years.

We are about to embark on designing a new field. It is my suggestion that we should consider designating a 40' diameter circle for ½ A U-control.

We could sponsor events and workshops to help Boy Scouts and Cub Scouts build kits and design their own U-control planes. If they had a place to fly, they could bring their families out to the field to watch (no AMA required). We could assist. Who knows, some of our members may even want to design, build or fly ½A combat, ½A speed, rat-race etc. As we mature as a club, I believe we need to have more of a community outreach to assist and promote the wonders of flight. Kids should still be able to save their yard mowing money and visit our new field for help and encouragement. It's my hope that we can offer children and adults in our community an opportunity to fly their planes in a safe and controlled environment without the requirement to use a radio. I think I'll call Ray's Hobby Shop to see if they still have a Stuntman.

Roger Stegall

News Flash...

It was a beautiful evening. The sky was clear, the temperature was mild and the wind was light and right down the runway. Everything was as it should be! In this scene of tranquility, however, there was a dark force lurking...it arrived in the "Command Car" with aerals waving and radio blaring.

The "Destroyer" a.k.a. "Gorgeous" George Knight had arrived at the field.

The aura of the Top Flite "Contender" being virtually indestructible was shattered that day. Multiple flights with 10+ G loading maneuvers finally caught up to the "Contender." As "Gorgeous" George pushed the stick forward to enter an outside loop, the tortured wing finally gave way. In that moment the "Contender" metamorphosed from a graceful flying machine to a lawn dart. Coming straight in from 200 feet, witnesses thought they heard a sonic boom as the "Contender" passed through terminal velocity and beyond. The resultant earth-strike was picked up on instrumentation at the USGS site in Boulder, Colorado. Visitors to the smoking crater were in awe, and in the distance the departed wing floated gracefully to the ground...a sad reminder of a once proud airplane.



Above is George Knight's Contender shortly after lift-off on what was to be one of its last flights. The airframe had in excess of 600 flights when it succumbed to accumulated stress, fatigue, pilot error, hangar rash and suspected wood worms.



Another ill-fated airplane this year was Roger Stegall's Sukhoi which decided to disintegrate in mid-air due either to flutter problems or severe pilot jitters.

Dear Amelia,

I have been reading a lot about how the housing market problems will affect the broader stockmarket for years to come. The Bulls seem to be ruling the place at the present time as long as the FED seems willing to prop-up the market by reducing the prime rate at the cost of lowering the worth of the dollar against foreign currencies. I'm writing you this because I want to know how any impending slide in the market will affect my ability to continue to build, crash and repair my planes. Should I liquidate all my DOW stocks and purchase ARFs as a hedge against the decline of the dollar on Asian currencies?

Concerned for the Bears

Dear Concerned,

I hope your concern isn't for the Chicago Bears, because they are really pathetic this season. Their slide began at last year's Superbowl and will probably continue until Lake Michigan dries up. If your concern is for the Bears on Wall Street, you may want to reconsider before investing any more of your hard earned dollars in that market. Stuffing money in a mattress seems like a better move than the purchase of additional over-valued stocks. I'm a believer that smart money should be looking for a safe haven of a recession-proof business not tied to energy resources – like corn dogs. They're convenient, can be made with any manner of mystery meat and kids love 'em. The next time you pass the frozen food section of your favorite store, begin to think – Corn Dogs. Remember, you heard it here first. Nothing like a good size wiener in a protective wrapper!

Sincerely,
Amelia Airhead

Whose Building What???????????

by Mike Seyfert

I'm building a Taube 40 by Balsa USA. The sales photo is shown at the top of the next column. "Look, ma, it's a bird!" No matter which angle one shoots this bird (with a camera, that is), the wing always throws one off of it's actual shaping/dihedral. It must be psychotic - but I like it.

I'm looking for someone who has worked with Coverite (or other fabric looking coverings) to cover it when I'm done. I'm sure I can hustle up some good grub or make a financial contribution of some reasonable amount to another's flying slush fund. To Wilson's chagrin, it will be electric -motor powered. I've contacted several people who have done the conversion and have been very, very pleased. Sure is nice not being the first to do something that might end up in Wally Land.

Dear Amelia,

I am a bit concerned for the physical well being of myself and our flying club membership. Almost daily I hear stories about how our children are spending too much time absorbed in using a controller to play video games. I never made the connection before but moving the sticks on a radio transmitter is hardly an aerobic



Pictured above is a file copy of the 40-size Taube being converted to electric power by Mike Seyfert.

(Amelia continued)

exercise that will help to build washboard abs. Should I also be concerned that I am actually in the same category as a video game player and need a more challenging pursuit to stay healthy? I have considered increasing the spring tension on my radio for elevator, ailerons and rudder control, but I'm not sure that change will help eliminate the roll of body tissue that seems intent upon hiding my belt buckle. I guess I could leave my electric starter at home, but I have a concern for developing carpal tunnel from endless repetitive hand movements to start an uncaring motor.

Sincerely,
Getting A Little Flabby

Dear FF (Flabby Flyer),

You bring up a good point that the pursuit of flying expensive planes is not any more physically challenging than playing pinball when you don't shake the machine enough to get a TILT. Increasing the spring tensions on your transmitter won't help your exercise program any more than freezing Snicker candy bars to increase your chewing exercise (I can personally vouch for that fact). If you really want to deflate that spare tire that is accumulating around your midsection, there are several flying-related activities you should consider. Your new flying field is going to require some weed management, the building of a new shelter, construction of a shed, the installation of a new road, construction of a safety fence, movement of the frequency board, relocation of the club sign, installation of a gate and the re-installment of a pole to attach your faded wind sock. In short, your new field is going to require a lot of hard work, and you need to be apart of that process. Any weight you lose in sweat-equity is an added bonus. Why not contact your field committee and sign up for something, even if it's wiping pigeon poop off the flying benches? Get out there and enjoy the camaraderie of working with friends for the common good of your members and those who will join at a later date. If your club will organize some workdays and grill more of those greasy burgers, I might even stop in to help you with the pigeon poop.

Amelia Airhead, not completely pooped-out yet!

Peoria R C Modelers
Minutes
OCTOBER 2, 2007

President Beachler called the meeting to order at 7:05 p.m. at Cutters Restaurant. Members introduced themselves. The minutes and treasurer's report were approved as presented. President Beachler commented that several members had attended the EAA meeting and put on a nice program for the Peoria Chapter of the EAA. He read a letter from an officer of the AMA, to the membership, and also welcomed our newest member, Michael Lukich, who was unable to attend the evening's meeting. Next, Brandon Lewis was asked to step forward and was presented a certificate for having soloed on August 28, 2007.

President Beachler reported that Vice President Wilson was unable to attend but would be participating in pylon race rules meeting. There was no report from either the Safety Officer or our News Letter Editor.

The winter meeting location was discussed. On a motion and a second, it was approved, that the November meeting will be held at Pizza Works, located at 3921 N. Prospect Rd., Peoria Heights. We will meet for dinner at 6:00 p.m., with the meeting at 7:00 p.m.

Kerry DelVecchio, Nominating Chair, reported on the election of officers for 2008. The slate of officers recommended were: Terry Beachler for President; Dan Ibrahim for Vice President; Jim Fassino for Secretary-Treasurer; Kerry DelVecchio for Safety Officer; and a nomination from the floor for George Knight, for Nominating Chair. There were no additional nominations; the 2008 officers were elected by unanimous consent. A motion was made and seconded to change the registered agent from Harry Steeg to Secretary-Treasure, Jim Fassino. That motion was approved. The dues for 2008 were reviewed; a motion to remain at \$100 for 2008 was seconded and passed unanimously. President Beachler called on the Field Committee for their report and recommendation. John Hoelscher, who chaired the Field Committee, reviewed in detail the report and recommendations for improvements to the site located on park district property. The recommendation from the committee was to make improvements totaling \$14,700 and pay for those improvements with a special assessment of \$100 per year over the next four years for each member. The materials handed out and reviewed with the membership indicated that the Club would need to maintain 28 members to finance the improvements over the next four years. At the end of John Hoelscher's presentation, a number of questions were asked and answered. After discussion among the members, a motion by Bob Draper, seconded by Steve Lewis, the recommendation of the Committee was unanimously approved.

There being no additional business, the meeting adjourned. Members present: Paul Cobb, Bob Draper, Kerry DelVecchio, Scot Ferguson, Steve Lewis, Brandon Lewis, Steven Blessin, Jim Hogan, Roger Downing, Tim Sunderland, Roger Weber, Don Stedman, George Knight, John Hoelscher, Jim Fassino and Terry Beachler.

Respectfully,

James C. Fassino
Secretary/Treasurer

TON-OF-FUN-RACING – preliminary planning

E-mail from Bob Wilson to Jerry Worden –
Bloomington SIRS club

Jerry,
I like the idea of a "Ton of Fun Racing" low-key racing format. I'll bring it up at our next club meeting and make sure it gets in the newsletter. Are you guys good with the engine choice we chose in our initial set of rules, or would you rather do something else? Personally, I like using the OS .40 FP (flea power) because it's cheap and will make the racing slow enough that new guys won't be intimidated. Standardizing on that motor will level the playing field and should make for some rather exciting competition.

(E-mail from Jerry Worden to Bob Wilson)

Hi Robert,
Thanks for responding...our club did this years ago and had a ton of fun with it, and it faded out...however even if only four or five from each club are involved, that would mean 16-20 racers each month...with a traveling event similar to NASCAR... I will be reaching out to the Washington club and the Pekin club...our goal currently is to have each club form a "delegation," and we'll all meet over the winter as needed to iron-out details, using your rules as a starting point. I've already linked a copy of your racing rules to our club's website. At this point, if you know members from Washington or Pekin, start to talk it up. The Bloomington club is a "GO." Let's make this happen. There could be several "Ton of Fun" community-building projects, breakfasts and cook-outs among interested clubs here in central Illinois. In fact, let's consider calling it the "Ton Of Fun Racing Series" and start designing a logo. What say ye? Thanks again for considering this proposal.

NEWSFLASH UPDATE FROM Bob Wilson! We will have a meeting October 24th in Morton, Illinois with representatives from all of the local area RC clubs to discuss adopting a set of pylon racing rules (engine size and make, plane requirements or modifications, fuel, propellers, launch method and safety requirements). This initial meeting will be one of several meetings that will likely be required to finalize all of the details concerning scoring (both individual and club scoring) and how we might adopt a traveling trophy to recognize the winning organization. Some have suggested having 2 traveling trophies – one for the club with the greatest participation (flying the most heats in competition) and another for the club with the highest accumulated score.



4-Star 40 racing only requires a standard 4-Star kit built per plans, or the ARF version with no modifications--no special wheels or hardware. It's not likely there will be another similar looking 4-Starr for Terry to get confused during a heat.

Dear Amelia,
I hear more and more about depression and how it can change a person's personality and outlook on life. Now that the days are getting shorter and I can no longer fly at the field after work, I think I am beginning to encounter the pangs of depression. My first early tell-tale signs were when my Cocoa-Puffs in the mornings didn't give me the same rush of energy I have previously experienced. The donut gems in the vending machine at work no longer seem to be sending me silent messages. In short, life is not as rosy as it once was because I miss the smell of partially burnt castor oil from 4-stroke motors. I hesitate to seek professional help at over \$50 an hour because for only a few hours of that mumbo-jumbo, I could purchase another plane. I'm caught in a vicious cycle of shorter days and increased anxiety over my inability to fly with my buddies at the field. I need some serious help before I "loose it all" and start looking forward to watching Lawrence Welk re-runs.

Sincerely,
Missing the Light

Dear Light-Deficient Flyer,
First off, you are one really messed up dude. Anybody with any common sense knows that if you want to be Koo-Koo for Cocoa Puffs, you need to eat them with a serving of chocolate milk. Using white milk creates an oily film that sticks to the roof of your mouth and will distort even the sensual taste of Donut Gems. Yes, the days are getting shorter but the nights for building are getting longer. The time you save mowing the grass and raking leaves can soon be invested into more air worthy projects. I suggest you carefully use a little heat and distill yourself some homemade cologne from 15% Cool Power. There's probably a large market for such a manly scent among other wimpy over-sensitive flyers as yourself. With a little dash of your extract behind your ears and on your neck, you would be set for the day. An added bonus would be the elimination of a need to use shaving cream. You will look good, have increased confidence and smell somewhat like a 4-stroke motor. The babes will be attracted to you like MonoKote to a sealing iron. If all else fails, to put zip back into your step, simply re-fill your lava-lamp with flying fuel and have your fire department number on speed dial.

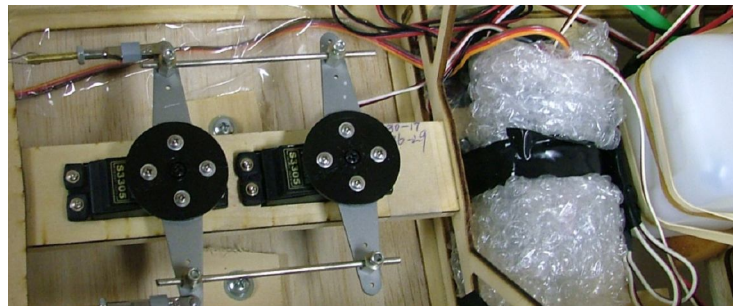
Sincerely,
Amelia Airhead

Construction Article: Building the Great Planes CAP 232 -- Roger Stegall

Normally, I don't pay much attention to construction articles because everybody has an opinion, and there are a boat-load (literally) of high-quality ARFs available in a wide variety of sizes and applications. When I first opened the very large box containing my GP CAP, I could tell that this plane was not your run-of-the-mill ARF. The MonoKote covering was bubble and wrinkle free, and the colors of the cowl exactly matched the colors of the MonoKote (I don't think that has ever happened to me before). As I breezed through the construction manual, I was surprised to find that many building features had been added that I had never before experienced. Some of the special features included: (1) the motor mount was pre-marked for installation of an OS 1.60 FX. (2) A beautiful aluminum spinner was included with a spinner nut and bolt sized for an OS 1.60 FX. (3) The wheel pants were already pre-drilled with blind nuts inserted. The mounting of both wheel pants was very solid (two bolts each) and only required a screwdriver and 2 minutes. (4) Rudder control was provided both for pull-pull (two servos inside fuse) or two servos at the rear of the fuse with one on each side of the rear fuse. (5) The canopy was already pre-cut and painted along the lower edge. Mounting the canopy took 4 screws and only 5 minutes. (6) The holes for both wings' hold-down



Shown above is a close-up of the cowl and canopy area. It's rare to find a canopy already cut to size and painted along the mounting edge. Cowl colors fit and markings matched the fuse perfectly. Adding a remote glow fitting and a remote fuel fitting outside the cowl area simplified the cowl installation to drilling 6 mounting holes and the high-speed needle hole.



The interior of the CAP 232 is rather large and has plenty of room to accommodate the tandem recommended servos (198 inch-ounces of accumulated torque).

bolts were already pre-drilled with the wing nuts already installed in the fuse for a perfect alignment. (7) Blind nuts for the landing gear were already installed. Mounting the landing gear, wheels and wheel pants took less than 10 minutes. The landing gear was very well painted and made from carbon fiber and super light. This large plane is a combination between a pattern plane and a 3-D plane. There is an abundance of side area for knife-edge stability, and the weight has been very much diminished by very light ply construction with a double frame inside the main compartment. The specifications are as follows: WS 79", Length 77", 27% model, fully 3D and IMAC capable, IMAC & IMAA Legal, wing area 1168 square inches, Airfoil symmetrical low wing, weight 12.5 pounds using the suggested motor and servos (which I used). Inside are 6 Futaba 3305 metal gear 2 BB servos each with 99 inch-ounces of torque (2 rudder, 2 elevator, 2 ailerons) and a Standard Futaba 3304 servo on throttle. Hinges are all hinge points installed into pre-drilled holes. The landing gear for this plane is sloped to the rear as seen on most pattern ships. I believe this would make a good pattern practice plane but could not be used in a competition because the weight exceeds 11 pounds. The wing chord at the fuse sides is rather large and measures 19.5". This plane should be quite a floater at 1,168 squares and under 13 pounds. Total build

time was about 16 hours (4 nights after work). This was the easiest and quickest RC plane I have ever built (including several 40-size ARF planes). I used a pre-painted Tower 1/4 scale pilot with no modification needed to gain a realistic appearance and still fit inside the canopy. The 18 X 6 propeller fit perfectly in the pre-slotted aluminum spinner. Total motor mounting time was about 30 minutes. I can't think of a single item that I would suggest for improvement. The CAP 232 was a pleasure to build and looks impressive since it's 2 meters in length for both the fuse and the wing. The CAP is ready to grab some air as soon as I seal all the hinge lines with clear MonoKote. This procedure is not suggested in the manual but something I have decided to do with all my planes, since I previously lost two airframes to flutter. If you want a large, light, easy building plane, get yourself a GP CAP 232 and put an OS 1.60FX in the front end of the thing – sweet – very sweet!



A design feature of this CAP that stands out is the swept-back look of the fiberglass landing gear. This configuration is very often used with pattern planes. This airframe is also designed to accept two individual rudder servos (one on each side of the fuse) below the installed elevator servos. The rearward installation of the rudder servos is needed for proper balance when a gas motor is installed.