

Built for the purpose

Building a model airplane is serious business. It is not a toy. The speed could easily make the situation dangerous if the proper actions are not taken. It starts when building the structure and installing the controls. A properly built plane will most likely fly better and live longer anyway.

One must use the proper material for the job. The small planes could have their foam wing covered with brown paper but a quarter scale plane will not last long if the wings are not covered with balsa or fibreglass. Follow the manufacturer instructions if you are not very experienced. Ask the experienced member of you club for help if you need.

The control linkages have to handle a lot of effort. They have to be loose free. On the bigger planes, ball bearing clevises are sometime used. Cables are often use for tail control surfaces. One (or more) servo per aileron is common on aerobatics planes. All this allows for minimum play. Don't forget that any play on the ground will still be there in flight and it will usually show at the worst moment. It is not only important for competition but also for the safety of you plane and the people around. The moving parts should also be sealed to avoid air going through the gap.

I suggest you read Steve Dionne's column in the Quebec zone about the Imac contest in Quebec for next season. On will be in the Montreal area, probably in June. There will be also some advance flying session opened to all pilots above trainer level who want to fly with more precision. Experience pilots will be available on site.

On my side, I will check my planes to avoid problem next season. I will also continue using my simulator to get use to the new pattern and Imac sequences. These should be available on my website when you read this.

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Below is a picture of my Cap 232: Wingspan 72in, Zenoah G23 gas engine, APC 16-8 prop, fibreglass fuselage, foam-balsa wing. It is a fun and economic plane to fly. 25 minutes on a 16oz tank.

