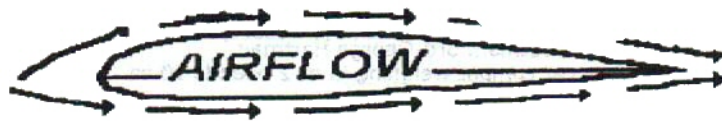


RCCR Airflow
6315 Mill Pond Rd
Byron NY 14422



the official newsletter of the

Radio Control Club of Rochester

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Secretary THOMAS VAY 716-426-7896
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DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE



September
October
1999



The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

All Visitors are always welcome at the field and at regular meetings.

Meeting Wednesday, September 22, October 13, October 27, 7:30 PM, will be at the Salem Church, 60 Bittner St., just east of Inner loop exit at St. Paul St.

Every Tuesday evening (4:30 PM til sunset) training has priority at the flying fields. Be there, meet new and old members, and make safety your choice.

FOR THE LATEST INFO
RCCR HOTLINE: FIX-RCCR 349-7227

RCCR WEB PAGE: <http://fly.to/rccr>
e-mail: airflow@rochester.rr.com

SEPTEMBER - OCTOBER SCHEDULE check the AMA Calendar in Model Aviation for details

Sep 18-19 (Arrival Day, September 17) (FULL SCALE) WINGS OF EAGLES - VICTORY THROUGH AIR POWER at the Elmira Corning Regional Airport, Near Elmira, New York Featuring: At least 4 B-17 FLYING FORTRESSES, The GOLDEN KNIGHTS Army Parachute Team, SB2C HELLDIVER, SBD DAUNTLESS, F4F WILDCAT, F6F HELLCAT, F8F BEARCAT, F-15 EAGLE, F-18 HORNET

Sep 18-19 Goshen, NY (C-Restricted) Big Bird Fly-In. Site: Club Field. Tom Milidantri CD, 2 Larissa Ct, Monsey NY 10952 PH:914-425-2082. Sponsor: BLACK DIRT SQUADRON

Sep 25 Flying Knights Auction - Trinity Lutheran School Gym, 146 Reserve Rd., West Seneca, NY open 11 AM. auction 1 PM, admission \$3.

Sep 25-26 Binghamton, NY (C) 16th Annual Fall Float Fly. Site: Cole Park. David Lewis CD, 3712 Maplehurst Dr Endwell, NY 13760 PH:607-748-2513. On site camping, no hook ups. Lunch available both days. Flying 9:30AM to 4:30PM. Nite flying Saturday. Landing fee \$8 both days, \$5 one day. Sponsor: AEROGUIDANCE SOCIETY INC

Sep 25 Brockport, NY (A) 704-2105 WWII Combat for 704(JSO). Site: Bolling Field. George Hartman CD, 145 Eden Ln Rochester, NY 14626 PH:716-227-5506. RCCA score card, wt limits 3 lbs s.e., 4 lbs m.e.. Spot landing, no profile planes. Registration 9AM, flying 10AM. E-mail georgehartman@sprintmail.com. Sponsor: RADIO CONTROL CLUB OF ROCHESTER

Sep 25-26 Wallkill, NY (C-Restricted) Warbirds Over The Hudson Valley. Site: Wallkill Airport. Grahm Jacobs CD, 34 Waring Rd Newburgh, NY 12550 PH:914-562-3599. Open to warbirds from any era. Friday arrival ok. Primitive overnight camping available. Overnight charging available. Dinner for pilots on Saturday evening available. Sponsor: SULLIVAN ORANGE ULSTER RADIO SOCIETY

Oct 2-3 Middlebury Center, PA (C) Fall Fun Fly. Site: Club Field. Jack Wilson CD, RR 2 Box 102BC Middlebury Center, PA 16935 PH:570-376-2165. No landing fee, trailers & motor homes welcome, food available. 1800' grass runway and trees far enough away that if you hit them you deserve to. Come enjoy the fall colors of our hills. Bring the family. Restaurants nearby. Sponsor: THE STUMP JUMPERS

Oct 10 RCCR End of Season Picnic at the Ski Lodge, Northampton Park

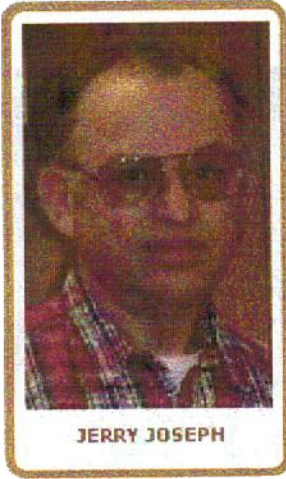
Oct 20-24 Tournament of champions, Sahara Hotel, Las Vegas, Nevada

Nov 27 RAMS Annual Auction

The Airflow newsletter is available to non-members for a \$12 donation for 12 issues. Make checks payable to RCCR.

TUESDAY SUNSET		Brockport NY Longitude W77.3 Latitude N43.2	
September		October	
21	7:12 pm	5	6:47 pm
28	6:59 pm	12	6:34 pm
		19	6:23 pm
		26	6:12 pm





JERRY JOSEPH

The Bottom of the Barrel



Looking back over the flying season it was a great one. You can tell by the number of crashes at the fields (mine excluded). If you don't fly, you don't crash.

Our electric fun fly was very successful. We had a nice turnout and everyone said they would come back next year. I want to thank Al Sertl and Jerry Merz for doing the cooking - Bob McClure and Jim Wagner for getting the food - Bud Kelly and John Floyd for grooming the field and road - and all the other members that helped. Without member help we could not put on our various events.

On behalf of our club, I want to thank the **Skyrovers** for hosting the inter-club fun fly. They were great hosts, and they put on a superb lunch - nobody went away hungry. The RCCR was well represented.

The field layout at Bolling really paid off. Our neighbor to the north came by and told the people flying that he was very pleased that he doesn't hear the flying over his house anymore. He said it is much quieter since we changed our flying direction. John Floyd handed him a buddy-box and had him try flying. John made a convert of him. Thanks, John.

Remember the club picnic October 10 at the Northampton Park Ski Lodge at 10 AM until

Here's looking at you from The Bottom of the Barrel — *Jerry*

RCCR Meeting Minutes 7/29/99 by Tom Vay

Officers present: Jerry Joseph, Joe Somers, Peter Durante, Tom Vay

Membership Update: 124 ytd.

Treasurer's Report: Read and accepted

Old Business: Electric Fun Fly is Aug. 21st at Boiling Field

New Business: Motion made and accepted to purchase 4 new picnic tables for Boiling Field.

Jim Warner reported on Combat meets: At the Nationals both the classes, 2105 and 2610 ran together with 9 planes in the air. At Rams meet 1st-Jim Warner, 2nd-Rodney Boatman, 3rd-George Hartman

Show & Tell: George Hartman- Scratch built Bearcat combat weighing in at 2 pounds 10 oz.

RCCR Meeting Minutes 8/12/99

Officers present: Jerry Joseph, Joe Somers, Peter Durante, Tom Vay

Membership Update: 125 ytd.

Treasurer's Report: Read and accepted

Old Business: Electric Fun Fly is Aug. 21st at Boiling Field.

Field behind Abe's: Don Steeb took GPS measurements for field and sent to AMA.

Four picnic tables were purchased for Boiling Field.

Greg Kesel is contacting parks officials regarding a shelter being built at airfield.

New Business: Boiling Field- Sheds were broken into once again. The only thing stolen was a gas tank.

There was a lot of discussion about the observer rule and Northampton and the lack of people flying there. Northampton on Mondays and Thursdays at 10 a.m. and 2 p.m. have been designated as the preferred flying site.

Show & Tell: Don Steeb- Talked about the Flying Boat Festival he attended.

Scott Mykins- Sig Cavalier

Jerry Joseph- Sig Something Extra (not covered)

RCCR Meeting Minutes 8/25/99

Officers present: Jerry Joseph, Joe Somers, Peter Durante, Tom Vay

Membership Update: 125 ytd.

Treasurer's Report: Read and accepted

Old Business: Lockport Combat meet- 11 contestants, 1st- Jeff Lydell, 2nd-Jim Warner, 3rd- Bill Wallace

1st Electric FunFly a great Success 15 reg. pilots.

New Business: Boiling Lawn Mower is out of commission. John Floyd is looking into repair or replacement.

Show & Tell: Scott Miller- Extra 300s 30% scale.

Ron McGrath- Cap232 ARF (Hangar Nine)

Jerry Joseph- Finished Sig Something Extra.

RCCR Meeting Minutes 9/8/99

Officers present: Jerry Joseph, Joe Somers, Peter Durante, Tom Vay

Membership Update: 125 ytd.

Treasurer's Report: Read and accepted

Old Business: Boiling Field- A search is under way for a new tractor. Bud is using his own tractor to cut the grass.

During upcoming meetings a schedule will be developed to share the burden of cutting both fields.

New Business: Combat meet at Boiling Field Sept. 25th. We need volunteers to help out!

Trevor Ewell offered two 2-way radio's for sale to club. Members present voted to purchase radio's from Trevor and to purchase an additional set for club use.

Boiling Field- Our neighbor to the north on rt. 18 stopped by to thank us for cutting down on the noise.

Inter-club fun fly at Skyrover. Great turnout from RCCR.

Our Club picnic is Oct. 10th at Ski lodge.

Show & Tell: George Hartman- Battle Floyd open class combat plane.

Jerry Joseph- Aerial photos of Northampton park.

AMA Special Report

Judgment In Lawsuit Against Sport Flyers of America, Inc. And Elliott Janss, Jr.

Muncie, Indiana

August 23, 1999

As originally reported in the June, 1997 issue of Model Aviation, AMA obtained a consent judgment in its favor against Sport Flyers Association, Inc. After Sport Flyers Association failed to live up to the terms of the consent judgment, AMA filed suit in the United States District Court for the Northern District of Texas, Dallas Division, against a new entity called Sport Flyers of America, Inc., and its owner, Elliott Janss, Jr.

AMA argued that Sport Flyers of America had stripped the assets of Sport Flyers Association, and that Mr. Janss was continuing the business affairs of Sport Flyers Association with the same membership, the same operational procedures, and the same insurance policies as Sport Flyers Association, while claiming freedom from its former liabilities to AMA under the consent judgment.

On February 4, 1999 the Court entered a judgment against Sport Flyers of America and Elliott Janss, Jr. The Court agreed with AMA's claims that Sport Flyers of America and Mr. Janss fraudulently used Sport Flyers of America to avoid paying the money Sport Flyers Association owed AMA under the consent judgment, and awarded \$124,000 to AMA. Citing the complicated nature of the case resulting from the fraudulent actions of Sport Flyers of America and Mr. Janss, the court also awarded \$28,961.75 in attorneys' fees and \$6,549.08 in expenses to AMA.

Sport Flyers of America and Janss then asked the Court to set aside this judgment. In a five-page opinion dated May 20, 1999 the Court refused to do so, finding that Mr. Janss and Sport Flyers of America did not present a meritorious defense to AMA's claims. On June 10, 1999 Mr. Janss filed bankruptcy, and on June 30, 1999 Sport Flyers of America filed Chapter 11 bankruptcy in U.S. Bankruptcy Court.

from AMA web site: <http://modelaircraft.org/news/sfabankrupt.htm>

THE GREAT ELECTRIC FUNFLY

by Jim Sonnenmeier, from the Clarence Silent Flyair, editor Marty Timm (photos by Airflow)



With the seeming demise of the Radio Control Club of Rochester's annual sailplane contest, they sought to replace it with something with more appeal to the rest of their membership. CD Jerry Joseph wanted to find out what kind of electric activity was out there and therefore sanctioned an electric fun fly. The word was to come and see what electric is all about.

Now of course 'we' know all about this topic but we also support any attempts to increase the activities in the area so it was an opportunity to see what other people were doing.

Several conversations during the week prior with various CSS members suggested that perhaps 5 or 6 of us would trek down route 31 to the Redman Rd field. Having been afflicted with the Zagi 400 virus on Wednesday and having three evenings for it to run its stage-1 course (building) I was in a feverish stupor. Waking on Saturday feeling somewhat more in control, Tim Krystaf and I loaded two Zagi's, a Cessna Cardinal, Skat, and Tim's large Quaker in our vehicles under cloudy skies. Following Tim's red turbo Toyota speeding ticket generator, we arrived at about 9:00am to see Jerry and crew setting up a flight line and equipment. We had driven out of the cloudy weather and it was sunny and warming up nicely. Unfortunately the rest of the CSS crew decided that the weather was too ~ Oh well, you all missed a very laid back and enjoyable day.



Pete Durante & his Gentle Lady

While it was an AMA sanctioned event (had to show your AMA card and sign in etc.) it was officially a fun fly. There were no events, just relaxed flying as you wanted. There were maybe 40 people total present with spectators. The planes were in all shapes, sizes, and manner of electrics. There was everything from the powered sailplane types (Gentle Ladies, Spectra's and the like

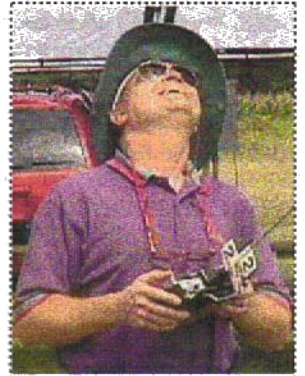
including a very nice Electric Hawk from Mark Allen/Slegers) to old timers (a Playboy and a very large New Ruler) to fun fly types, electric Hots and the Zagi's [very popular with the ohh and ah crowd] a couple of electric ducted fans (A Kyosho T-33 foam job and a Bill Grigg's small fan) and some of the most impressive scale (Wayne and Rita Wilson of the RAFC) there with 7 or 8 planes. She had a PT-Electric and a very nicely covered (Pink and white - with butterfly trim) Piper Cub. He had a Morrisey Bravo (with MAXCim power), a Beech Staggerwing, and a very large (maybe 80" span) Cessna 310 twin! (with 28 cells and two Astro 25's) He flew the



planes very realistically, the twin even had retracts! As the sky improved the air got more buoyant. Tim had to force the Quaker out of a large thermal that had sucked a couple of gliders up to specks. The first flight with my new Zagi was exciting with too much throw but after adjustment, the ohhs and ahhs were fun to listen to.

There were no mishaps with quite a lot of flying being done and only one faux pas when Tim and I pondered over why the servos on my Zagi wouldn't move when Tim's youngest son David who came along with us noticed that we had taken the wrong HiTec 3 channel transmitter from the impound table!

There were hot dogs for sale at noon, a very large canopy with tables, and a porta-john over by the maintenance sheds so it was quite comfortable at the site. The official flying lasted until 3 PM and everyone was invited to continue to fly afterward. There was a raffle for the registered participants with some nice prizes (an Astroflight Watt Meter, Astroflight Discharger, gift certificates from Tower Hobbies, Master Aircrew, Hobby Lobby, and Sig). David was chosen to pick the tickets and he almost managed to skunk his father (he picked Tim's number on the very last drawing) Everyone enjoyed themselves and agreed that the first RCCR Electric Funfly was a great success.



FUN FLYING !!!



15 entrants signed up and there was in the neighborhood of 25-30 planes on the field



"Thank you, Sponsors."



Wayne Wilson Staggerwing Beechcraft



Wayne Wilson's Bravo refueling



ducted fan



Greg Kesel with SR X440



Don Steeb & his 'lectric friends

Programs by Phil Evans

Immediately following each regular meeting, RCCR members are usually presented with a program. Due to the fact the folks at the FAA Control Tower facility at Monroe County Airport have committed to a site visit by our club, but cannot, as of now, provide a date certain, all fall programs are in a state of disarray. Things will fall into place; please check the Hot Line for late changes. The following are likely to be on the agenda, but dates are unknown due to maneuvering by the FAA.

Don Ogren, "Basic 2-Cycle Engine Teardown and Inspection/Maintenance."

Craig Ritson, "Enhanced, Real Flight Simulator," demo'd on video projection equipment (large screen).

Dave Holland, FAA Control Tower Facility Monroe County Airport - tour.

Last but not least, program on 9/22 is unlikely, as THIS person was confused as to the number of Wednesdays in September and when they fell. I had Don Ogren all lined up for 9/29 which as it turns out is the 5th Wednesday in September. Don, and I are away on 9/22. My humble apologies to all - Phil

FOR SALE DESI SCHAFFER 225-8336

- ACE 4-120 biplane with 1.9 ci gas engine (never run) \$320.00
- TF Corsair retract \$120.00
- TF P-47 Thunderbolt (in box) \$100.00
- Royal M-109E Messerschmitt (in box) \$100.00
- Annrews Aronmaster with second fuselage \$75.00

FOR SALE MIKE HAUSNER 716-293-1186

SCROLL SAW AMT 18" throat, accepts pin or plain end blades, extra blades and blade holder included, mounted on isolation pads for quiet running. Every model builder should have one of these saws. The saw was \$160 in 1994, I'll sell it for \$125

FOR SALE MIKE HAUSNER 716-293-1186

1/12 SCALE WARBIRDS:
 P51A MUSTANG I A36 APACHE Modified Precision Aero kit to the outlines of the P51 A I A36 Monokote covered, with glass motor mount for an OS 15 FP and a HAYES 4oz fuel tank. \$125 Could be ready to fly in 30 minutes.
 ZIGGS FW190 All glass covered except tail feathers which are built up balsa and Monokote covered to reduce weight, special "enhanced" wing with carbon fiber strips and reinforced L.E., controls set up for S80 servos. The model comes with a 4 oz Hayes fuel tank, a glass reinforced motor mount and a NEW Enya SS15 with prop and spinner. \$200 Although this plane has never been flown, it could be ready to fly in less than an hour.

FOR SALE PETE DAINO 315-455-1925

- CURTISS P6E HAWK ready for covering \$295
- TYPHOON Enya .60, foam wing, ready to go \$295 with engine, \$250 without.
- WACO Pica Model with ASP 1.08, 1/4 scale servos, full cockpit, 21st Century covering, has had 12 flights. \$550

FOR SALE BOB JAMES 586-6785



Riser 100 Sailplane
 Spoilers
 100' span, 3 servos
 (\$175)
\$115



Great Lakes Special
 Eiplane
 K&B .65
 53" span, 4 servos.
 (\$350/400)
\$195 ~~\$155~~
 \$220 with motor

FOR SALE CHARLIE LEICHLITER 352-3611

- Super Stearman, semi-scale, 4-channel biplane kit \$80
- Goldberg Piper Cub, kit \$50
- Piper Cub Wing kit \$15
- Goldberg Float kit \$15
- Goldberg Supertote kit \$15
- 2 rolls Ultracote 872 yellow \$6 each
- 4 rolls Ultracote 870 white \$6 each
- 2 rolls Ultracote 871 Deep Red \$6 each
- 3 rolls Super Coverite yellow \$6 each
- 3 rolls Colortex light blue \$8 each

CLUB VIDEOS: Here is a list of the videos that are available in the RCCR Library. If you desire to checkout a video, give Phil Evans a call at 392-3333, and he will make arrangements to get it to you.

Air Show 6/2/90		
AMA-Model Airplane Flying Sites In State Parks		
"Tool to acquire and maintain flying sites.		
Attack Carrier Trilogy	NA 6	
Autogyro Company of Arizona		
C-4 Wingless Autogyro		
Aviation Heritage, Part I	NF 683	
Aviation Heritage, Part II	NF 696	
B29, A Plane for a Mission	BA 29	
Battle of Britain		
Clancy Aviation Speedy Bee - Lazy Bee		
Down to the Wire, Wings of Eagles/Gold	NA 34	
Flying the AH-IG Cobra Gunship		
Fun & Float Fly; RCCR & Glider & Combat	1995	
Inter-Club Picnic 98 at Honeoye		
Luffwaffe West Nunda NY		
Scott Millers Bf109 at RCCR		
Floats on Canadice Lake		
Flying in Idaho		
Museum of Flight, Seattle Wa.		
produced by Amateur Hour Video		
(Dick Parshall)		
J E T S' Bob Violett Models		
Kamikaze	CB 12	
Mighty Warbirds		
Naval Aviation Action, Part 1&2		BA 62
Proficient Flying, Volume 1		
Proficient Flying, Volume 2		
R/C Video Magazine Volume 3		
R/C Video Magazine Volume 4		
R/C Video Magazine Volume 5		
R/C Video Magazine Volume 6		
RCCR Scale Rally & Fun Fly		1988
S-T-A-R-S Meet 7/11/92		
Shoot to Live Rear Gunner		BA 18
Story of Naval Aviation, Attack Carrier		NA 27
Striking Back, Byron Air Show		
Tailspin Tommy, "Stunt Pilot"		
The Navy Flies On		NA57
Threshold, The Blue Angels		
Vintage Wings		
Warbird Checkout Series		RS 7
Warbird Checkout Series		RS 9
Warbird Checkout Series		RS 17
Warbird Checkout Series		RS 10
Warbird Checkout Series B 17		RS 14
Warbird Checkout Series T-6/SNJ		RS 15
Warbird Checkout Series T-6/SNJ		
Wide World of Flying		

There were three pilots: one was from navy, second one was from air force and the third one was from an airline. All of them were talking big about themselves. The air force pilot said: "We pilots in air force are the best, we got such good brains that if something happens to us and our brains get scattered, our doctors are so good that they collect all our brains put it together and next day we are back in flying." The navy pilot said: "We pilots in the navy are the best, we got such strong guts that we take off and land on the moving ship, if something happens to us and our guts get scattered in the sea then our doctors are so good they collect all our guts, put them together and next day we are back in flying." The airline pilot was listening to them very patiently, when both of them finished he said: "We pilots from the airline are the best, we have no brains and no guts but still we fly."

Dihedral	Fly knife-edge pass; maintain altitude with top rudder (NOT full rudder unless needed). Perform test in both left and right knife edge flight.	A. Model has no rolling tendency in knife-edge flight.	Y_N	A. Dihedral okay.
		B. Model rolls in direction of applied rudder.	Y_N	B. Decrease dihedral.
		C. Rolls in opposite directions (both tests)	Y_N	C. Increase dihedral.
Elevator Alignment (for models with independent elevator halves)	Fly away from yourself wings level, pull into inside loop Roll inverted and repeat as above pushing into outside loop.	A No rolling tendency with elevator.	Y_N	A. Elevator alignment is correct.
		B. Model rolls in same direction in both inside and outside loops.	Y_N	B. Elevator halves not aligned at neutral. Raise one half and/or lower other.
		C. Model rolls in opposite direction in inside and outside loops.	Y_N	C. One elevator half has more throw than the other (Model rolls to the side with more throw). Reduce/Increase throw on one side
Tip Weight (Course adjustment)	Fly straight & level upright, check aileron trim for wings-level. Roll inverted, level wings, release aileron	A. Wings remain level.	Y_N	A. No adjustment
		B. Left wing drops.	Y_N	B. Add weight to right tip
		C. Right wing drops	Y_N	C. Add weight to left tip.
Tip Weight (Fine adjustment)	Method 1: Fly away from yourself into any wind. Pull into fairly small inside loop. (1 loop only).	1-A. Model exits wings level.	Y_N	1-A. No adjustment.
		1-B. Model exits w/right wing low.	Y_N	1-B. Add weight to left tip/subtract from right.
		1-C. Model exits w/left wing low.	Y_N	1-C. Add weight to right tip/subtract from left.
	Method 2: Fly away from yourself into any wind. Push into fairly small outside loop. (1 loop only).	2-A. Model exits wings level.	Y_N	2-A. No adjustment
		2-B. Model exits w/right wing low.	Y_N	2-B. Add weight to left tip/subtract from right.
		2-C. Model exits w/left wing low.	Y_N	2-C. Add weight to right tip/subtract from left.

Last Updated: 2-9-90 Analysis/Contact: Michael Lohr E-Mail Address: mlohr@delawareflyers.com



*Stump Jumpers Fall Fun Fly
October 2 & 3
Middlebury Center, PA*

No ants or rain allowed

RCCR END-OF-SEASON Picnic Sunday October 10 Ski Lodge Northampton Park 10:00 am

Club supplies soft drinks and charcoal fire

Bring your thing to grill and

Bring a dish to pass

Lunch begins around 1:00 PM

Join in the flying which usually takes place after the picnic

Trim Chart for Model Aircraft from <http://www.phoenix.net/~mlaible/trim2.html> take it the flying field. Mark Y for yes and N for no on the observation.

TO TEST FOR	TEST PROCEDURE	OBSERVATIONS	CK	ADJUSTMENTS
Control Neutrals	Fly model straight and level	Use transmitter trims to achieve hands-off straight and level flight.		Adjust devices to center transmitter trims.
Control Throws	Fly model and apply full deflection of each control.	Check the response rate for each control.		Aileron Hi Rate: 3 rolls in 4 seconds; Low Rate: 3 rolls in 6 seconds. Elevator Hi Rate: for smooth square corner. Low Rate: for loop of approx. 130 ft. dia. Rudder: Hi Rate for stall turns, Low Rate to maintain knife-edge.
Center of Gravity	Method 1: Roll into near-vertically banked turn.	1-A. Nose drops.	Y_N	1-A. Add tail weight
		1-B. Tail drops.	Y_N	1-B. Add nose weight.
	Method 2: Roll inverted.	2-A: Requires lots of down elevator to maintain level flight.	Y_N	2-A. Add tail weight
		2-B: Requires no down or model climbs.	Y_N	2-B. Add nose weight.
Incidence	Method 1: Power-off vertical dive, cross wind (if any). Release controls when model is vertical.	1-A. Model continues straight down.	Y_N	1-A. No adjustment.
		1-B. Model starts to pull up (to top).	Y_N	1-B. Reduce incidence.
		1-C. Model starts to tuck under (to bottom)	Y_N	1-C. Increase incidence.
	Method 2: Remove power and then suddenly apply power.	2-A. Model maintains level flight	Y_N	2-A. No adjustment.
		2-B. Model tends to climb when power is applied	Y_N	2-B. Reduce incidence.
		2-C. Model tends to dive when power is applied	Y_N	2-C. Increase incidence.
Side Thrust	Fly away from yourself into any wind. Pull into vertical climb. Watch for deviations as model slows.	A. Model continues straight up.	Y_N	A. No adjustment.
		B. Model veers left.	Y_N	B. Increase right thrust
		C. Model veers right.	Y_N	C. Decrease right thrust/ add left thrust.
Up/Down Thrust	Method 1: Fly into wind, parallel to strip at around 300 feet out. At center. pull into vertical climb and release elevator.	1-A. Model continues straight up.	Y_N	1-A. No adjustment.
		1-B. Model pitches up (towards top)	Y_N	1-B. Increase down thrust.
		1-C. Model pitches down (towards bottom)	Y_N	1-C. Decrease down thrust.
	Method 2: Maintain level flight and suddenly cut power	2-A. Model maintains level glide slope	Y_N	2-A. No adjustment.
		2-B. Model dives when power is cut	Y_N	2-B. Increase down thrust.
		2-C. Model climbs when power is cut	Y_N	2-C. Decrease down thrust.
Aileron Differential	Method 1: Fly towards yourself, pull into vertical climb, neutralize controls then half-roll model.	1-A. No heading change	Y_N	1-A. Differential okay.
		1-B. Heading changes opposite roll direction (i. e. heading veers to left after right half-roll).	Y_N	1-B. Increase differential
		1-C. Heading changes in same direction as roll command.	Y_N	1-C. Decrease differential.
	Method 2: Fly model on normal pass and perform 3 or more rolls	2-A. Roll axis on model centerline.	Y_N	2-A. Differential okay.
		2-B. Roll axis off to same side of model as roll direction (i.e. right roll, roll axis off right wing tip)	Y_N	2-B. Increase differential.
		2-C. Roll axis off to opposite side of model as roll command.	Y_N	2-C. Decrease differential.