

# Canby Dusters News

<http://worldaccessnet.com/~rcpilot>



**Wally Tift** kneeling behind his Great Planes Glasair. True to scale, this is a sleek, high performance airplane, much to Wally's delight !



How did it get to be August already?

Reminders for this month include the club meeting, at the field on August. This is officer nomination night, and you are all cordially invited to nominate the officers of your choice. Elections will be held during the September meeting.



**Gary Worthington** after another good flight on the Hangar 9 P-51. This has proven to be a stable flyer and like all of Gary's aircraft....**FAST.**



**Frank Snow** retrieving his Ryan PT. Great lines and scale fidelity.

Using a Magnum 1.20 four stroke and here getting its FMA autopilot calibrated.



**Earl Cox**, with his refurbished, recovered and reliable Cub. 10+ yrs old

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## July Meeting Notes

The July meeting of the Canby Dusters was held July 26th at the club field. The meeting began after a serious flying session and dinner served at the field on a beautiful flying night.

19 members were present, including two new members, Jim McClucas and Kevin Kennedy. Welcome aboard gentlemen.

The meeting began with a reading and approval of the treasurers report. Treasurers report included \$113 in profits on the fun fly concessions.

We are still in the black!

A review of the membership roster highlighted the addition of 4 new members in the last month.

The field lease was the first topic of discussion and the general feeling was that a small increase should be anticipated.

Don will begin this discussion with our lessor John and will report the results back to Kevin before the next meeting.

Various strategies in dealing with a lease increase were discussed, including a small annual dues increase. Other factors favoring an increase were also discussed, including a fund for future tractor repairs as well as other field improvements.

In the end, it was generally conceded that it comes down to a membership increase, a dues increase or a mixture of both to carry us forward in a new field lease.

Fly-In feedback from the Hobby Shops and non-member attendees was very positive. It was felt that this years fly-in was a smooth running, successful event and everyone is looking forward to doing it again next year. Some discussion about maybe another one this fall but club feels that

we will be best served by waiting until the same weekend in June next year. We were reminded by some of the newer members, however, that we should "think offensively, use this field to conduct multiple events" Ken Solomon reminded all that Arty Enderlin is selling out of the hobby. I have included a more detailed announcement on Page 5.

The meeting concluded with the realization that next month is nomination meeting for club officers.

Don noted that he will step down as president next year as he is on an extended job in Alaska beginning in August. This club extends a sincere thanks to Don for his leadership through a slow period in its history and for taking this on when few were willing. Bob Hoover won a gallon of fuel and Cliff Farnham won TWO gift certificates.

I am taking that boy to the Casino with me!! Jake Kisler won the other gift certificate!! Thanks to Laura and Jackie for dinner!!



A pair of gorgeous 51's from Hangar 9. That's **Gary Worthington** on the left and **Ken Solomon** on the right. Again, where are those Corsairs??



**Jackie, Laura and Cliff** involved with the after dinner duties on meeting night.



The July club meeting getting underway. A beautiful flying evening and a good turnout for this meeting.



**Jake Kisler** tearing up the sky and set up on a good final with his trainer. This taken after the July meeting. Bob Hoover was standing next to him, tearing up the sky with his U-CAN-DO



## Electric Conversion Sig LT-25



The [Sig LT-25](#), although designed for a .25 sized glow engine, is a natural for electric conversion. For anyone thinking of trying electric powered R/C, it's a hard plane to beat. I'll include some helpful (hopefully) hints on one possible conversion scheme. This conversion gives about 8 minutes of typical sport flying on a 10 cell, 2000 mah nicad pack. I plan to try a 3000 mah NiMH pack which should increase the flight time to 12 minutes or better. The plane's performance is "sprightly". It loops easily from level flight. Don't expect sustained vertical but 25 glow won't give you that either. Ready

to fly weight came in at 5 pounds exactly, not far from the 4 to 4.25 lbs Sig calls out for the glow powered version. Other than ultra light wheels and holes in the wing ribs, little effort was made to reduce the weight. With a Berg or FMA M-5 receiver, a 600 mah NiMH receiver pack, a brushless motor and more aggressive weight cutting measures in the airframe, 4 3/4 lbs or less should be possible but at a greatly increased cost.

Power consists of a Koyosho "Atomic Force" ferrite car motor fitted with a 10 tooth pinion from [Gary Wright Model Products](#), a Great Planes GD-600 gear drive, a Great Planes 50 amp ESC, a 10 cell nicad or NiMH battery pack and a 12 x 8 APC electric prop.

2. The kit was assembled without any major changes. Lightening holes were drilled in the wing ribs but it probably didn't make any real difference.
3. A battery box of 1/8" lite ply, sized to fit a 10 cell sub-C battery pack and drilled with lightening holes was fitted inside the fuselage from the hatch to LG mount. Battery access is through the fuel tank hatch.
4. A wooden motor mount was made to fit the motor/gear-box assembly. There are some commercial mounts that would look neater and require less work.
5. The 1/4" birch ply firewall was replaced with two laminations of 1/8" lite-ply. Once the motor mount position was established, a number of holes and slots were drilled in the firewall for ESC and battery cooling.
6. The bottom fuselage lightening hole behind the wing was modified as an air exit, using the punch-out for the ramp and card stock for the ramp sides.
7. The wing was made "bolt-on" as a personal preference.
8. Each aileron is driven by a Hitec HS-81 servo, giving the possibility for flaperons with a computer radio. In practice, I haven't found the flaperons to be especially useful. A single servo, mounted per the plans, would probably work equally well.
9. Receiver, rudder & elevator servos are standard size. A single standard servo for ailerons would be preferable if you don't use a servo in each wing panel. The receiver and servos are powered by the standard 600mah receiver pack tucked under the battery box below the hatch.

*R.C. Trost / Canby Dusters*

## SALE NOTICE

ART ENDERLIN IS HAVING A SPECIAL SALE OF ALL HIS R/C MODELS AND EQUIPT. ON 25 SEPTEMBER AT HIS HOME LOCATED AT 18895 BOYNTON ST. OREGON CITY FROM 10:00 A.M. TO 4:00 P.M..

CALL 503-722-9921, TO GET DIRECTIONS TO HIS HOME.

INCLUDED ARE A PIPER CUB, TWO ULTIMATES, TWO ULTRA SPORTS AND SEVERAL OTHER MODELS ALL FULLY BUILT WITH ENGINES INSTALLED. THERE ARE 6 RADIOS INCLUDING A SUPER "7" , 4 FM RADIOS ,TWO AM RADIOS ALL WITH RECEIVERS. THERE ARE TWO COMPLETE UNBUILT KITS AND COVERING ,MISC. ENGINES, STARTERS ETC..



## Navigation



For Sale  
Hobby Lobby Skimmer  
400 w/motor, folding  
prop & 7cell battery.  
\$30.00 503--982-0516"

Thanks!  
Dick Trost

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