

The Chief Pilot (Continued from Page 13)

I would like to recognize the officers and members of the IMAA Board of Directors, past and present. It has been an honor working with you. I'd like to thank Corky Heitman for his work as Vice President, and Bob Bush, the previous Vice President for his continued support and assistance when I've called upon him. While Bob had to resign, he's never really been far!

Then there's our Editor, Taylor Collins. Taylor walked into a bad situation, and has shown all that he is a professional. He's one hell of an editor.

I would especially like to recognize Don Vineyard. Don has worked tirelessly over the years. I dread to think where the IMAA would be without Don. He is truly a credit to this organization.

Of course I can't forget Andy Smith, our webmaster, who always takes the heat when people discover they can't use our site to "flame" people.

If there is a member who would like to fill the District 3 Director's position, due to the death of Jim Steinhurst, please contact Gary Smith. Gary has agreed to remain in the position for sixty days so that a replacement may be found.

Finally, let me remind you that there will always be those members who will like to stir up trouble, and crow at the top of their lungs like a Rooster. These people are a part of every organization, and life. But they are like sand in an oyster. They make us stronger. To continue to grow the IMAA needs to focus on the future and those wonderful members I have met over the years, and whom I have had the honor of working with, who realize that the purpose of the organization is to promote friendships, and the sport of Giant Scale R/C. To this end I wish you all:

A Safe Landing!



Scale Tales (Continued from Page 57)

wheels. The unit located in the aft fuselage is similar to the forward unit, but is steerable. to provide control while taxiing. Ray designed and fabricated these in his shop. The frames and gear legs are machined from aluminum, the retraction mechanism is pneumatic, utilizing Robart cylinders. (See photo.) The gear doors are balsa and plywood structures driven open by the gear legs, and closed by springs.

Some Power Plant Information

The engine nacells are a bit larger than scale, a deviation dictated by the diameter of available fan units. Each nacell is comprised of two Wemotec mini-fan 480 assemblies, and two Plettenberg 200-20-6 motors. The outer shape of the nacells was achieved by carving and sanding the foam surrounding the fan which resides in a channel hot wired into the foam before shaping. The nacells were then glassed and faired into the wing and pylon assemblies. The motors are controlled by two AstroFlight model 204 controllers with two-twenty cell battery packs providing the fuel for flights of approximately eight minutes. The outer four motors are running on one pack and the inner four are driven by the second. Ray tells me that the design is a series parallel system, with each motor seeing ten volts. Included in this story is a schematic drawn by Ray for you folks who can comprehend such stuff. (It's all magic to me!)

Please Ray – Don't Pick Me!

From time to time during the building process, Ray would bring pieces of his bomber to our club meetings. Always intrigued by the airplane, I was at the same time a bit intimidated by it, wondering if I would be selected as the test pilot. Luckily for me, Ray found an excellent jet pilot who was enthusiastic about the project and more than capable of testing this impressive airplane.

The Big Day

On the day selected for the test flight, we trekked out to Edwards Dry Lake, the same place the full scale plane had flown. There in the cool desert morning we met Tony Frakowiac, the test pilot chosen for the first flight. Tony works with NASA, building and flying sub-scale aircraft at Edwards AFB