

We had a stellar month this last month for renewals. We had over 30 people join or renew and are now at 421 paid members! This is exciting. We still have 185 people that haven't renewed their 2010 memberships and we'd love to see those sign up again! Keep spreading the word everyone!

We have just over 60 days by the time you read this article until the World F3A Championships in Muncie, Indiana. I don't know about y'all but I'm excited! Consider this: These are the best pattern fliers in the world and they are going to be here in one place at one time. What better opportunity for us to go and support our sport and our team. I realize that the NATS are right behind it and it's hard for most of us to go get the time off for both events but the nice thing is you could leave Friday night and see the finals and compete in the NATS without having to take any additional time off work. That's our plan anyways. Additionally, we are making a strong effort to make sure that the NSRCA is well represented at the Worlds. Plans are being made to have quite the showing of NSRCA power at the different flight lines and at the Worlds in general. Derek Koopowitz is running the show and he's done an exceptional job putting everything together. Someone brought up a sad point about the Team though just the other day. Only 1 of our team pilots is currently an NSRCA member. If you guys know these pilots, give them a little nudge and ask them to rejoin our group. It shows a lot of unity if we can make this happen. I hope that many of us will be able to make it out there for this event.

So, Scott went off and got married in the first part of this month....again. Yeah, yeah I know. Don't think badly of me boys....this one, you'll like a lot! Her name is Jan and not only is this the girl I should have been with in the first place, she LOVES pattern! She didn't miss a single contest that I was able to attend last year and it's rare I go and fly without her. We fly a lot up in Waco with Todd B. and the boys. Todd's wife, Wynde also comes out to the field occasionally. Todd and Wynde have been married since time began and it's hilarious to sit there and listen to Wynde talk to Jan. "Oh honey, what in the world are you doing? Don't you know we ladies are supposed to sit back and look pretty in the shade? What are you doing picking and setting your man's airplane? Girl, we need to talk!" It cracks me up. I try really hard to keep Jan away from her but they are good friends now. I think I'm in trouble. Jan does do my picking and my setting and my calling now and I couldn't imagine any other way. I can't wait for those of you who haven't met her (at least in D6) to meet her. She's a keeper!

Last month, we were discussing the "whys" of learning to use the split rudder and how the split rudder worked on the radio. Now it's time to get in to the how it works and the mechanics behind this little invention. The De Ja Vu now has quite a few flights on it and is flying better than my Pass-Port. This thing snaps like nobodies' business and rolls like I've never had an airplane roll before. I do attribute a lot of this to the spit rudder.

I bought my 10CHP at the end of last summer from my LHS for under \$500 which included the R6014 RX. Granted, he wanted to "help me a little" and move product but still certainly affordable. He didn't have any 10 channel "Airplane" radios in stock but in this series, it really doesn't matter because the switches are all lettered and assignable. All three modes (Acro, Heli, and Glider) are in all of the versions as well. If you are a snap switch kind of person, the snap switch is on the opposite side with this radio but you can easily move the switch to the other side.

I use 2 switches total for flying the entire sequence.. I only flip 1 switch for the entire flight on my Pass-Port (solid rudder) and that one switch turned on high rate ailerons and elevator for spins and snaps. Like I said before, I fly through everything else and always have my rudder at its “high rate” throw and use expo to keep it nice and smooth.

### **RX Channels: 8 channel RX in the De Ja Vu**

1 – Left Aileron

2 – Left Elevator

3 - ESC

4 – Right Rudder Half

5 – NIL

6 – Left Rudder Half

7 – Right Aileron

8 – Right Elevator

### **Switches in use:**

**Switch B** – In down position is Split Rudder where if you give left rudder ONLY the left rudder half moves while the right stays centered and if you give right rudder ONLY the right rudder half moves while the left stays centered. (All rolling maneuvers and general flight) In the up position, both rudder halves move together as a single rudder (Takeoff / Landing, Snaps, Spins, and Stall turns)

As a side note I have -45% Expo for split rudder and -65% Expo for single rudder operation with full travel (the travel required to do what I need it to do NOT the full allowable travel) available on both aka no dual rate for rudder

**Switch C** (Triple rate switch / 3 position switch) - I don't use triple rates yet but I could have 3 different values set on this switch. Currently and also on my Passport, if the switch is down it is my low rate elevator and aileron that I use for everything except Spins and snaps. If the switch is in the middle or up position, it gives me my high rate elevator and aileron for spins and snaps.

## Programmable Mixes

### **P. Mix 5 Curve**

(On: RUDD→FLAP)

Point 5 > +100%  
4 > +50%  
3 > 0%  
2 > -50%  
1 > -100%

Mix > ON

MAS > CH4

SLV > CH6

LINK > OFF

SW > SwF

POSI > Null (Basically, this mix is always on as the switch has no determining factor. This is the mix that makes the rudder halves work as one)

### **P. Mix 6 Curve**

(On: RUDD→FLAP→)

Point 5 > 0%  
4 > 0%  
3 > 0%  
2 > -50%  
1 > -100%

Mix > ON

MAS > CH4

SLV > CH6

LINK > ON

SW > SwB

POSI > Down (This mix tells the plane that when left rudder is input to ONLY move the left half of the rudder if the switch is down)

### **P. Mix 7 Curve**

(On: RUDD→RUDD)

Point	5 > +100%
	4 > +50%
	3 > 0%
	2 > 0%
	1 > 0%

Mix > ON

MAS > CH4

SLV > CH4

LINK > OFF

SW > SwB

POSI > Down (This mix tells the plane that when right rudder is input to ONLY move the right rudder half of the rudder if the switch is down)

For the 10 Channel radio, you must use Mix 5-8 for curve mixes. 1-4 are linear and do not serve to accomplish the split rudder. There is a con to this. When using a Curve mix, you do not have the trim function available in the mix. The trim will ONLY work on CH4 so careful alignment is essential. There is a way around this. Set the trim with Split rudder OFF for your rudder and land. Turn Split rudder on and then align Channel 6 with sub-trim to match up with channel 4. It works, I've done it. It may seem like a pain but to save \$1500 on a radio, it's worth my time. Even though there are 5 points you set, the radio still treats it in a linear fashion in that, as the stick is moved, the radio works in between those points so that the motion is fluid and not specific points throughout the travel. In other words, you don't just have 5 points that are active, it's a smooth response throughout the curve. I guess if you really wanted to, this could almost be

used as expo by setting the mid-point to a value other than 50% but that's way too much thought when there are functions already set up for this.

The rest of my mixes are really inconsequential i.e. the 2% down elevator with throttle at idle and more about my "style" so no need to dive into those. I'm really happy and excited about flying this plane this year. It's definitely the nicest thing I've ever owned and I'm looking forward to seeing how I fair with it.

←Insert catchy phrase here →