



# PREFLIGHT

## A VINTAGE TRAINER IS DOWNSIZED FOR TODAY'S TECH

In this issue, we present Bob Aberle's Live Wire Cruiser. It's a modern electric downsized version of the classic Live Wire Cruiser designed by early modeling pioneers Hal DeBolt and Pete Andrews. Bob's reworked design, page 56, reduces the wing area from 775 square inches to 150 and is electric powered. It includes interchangeable wheels and floats and is controlled by a Hitec Aurora 2.4GHz system. "This smaller version makes a perfect diversion for your local park, pond or even a large backyard," Bob notes.

As many readers know, Bob has been actively designing and writing about model airplanes for over 40 years. Ever the creative thinker, Bob recently launched a CD-based book titled "The World of Indoor/Micro Radio Controlled Models." Working with fellow modeling pioneer John Worth, Bob has produced a unique reference source for those who are interested in small indoor electrics. Interestingly, because the many dozens of websites linked to in the text are self-updating, the book in a sense updates itself. Bob says he plans a sequel, the working title of which is "The World of Park Flying," and he is also considering a friend's recommendation that he publish all of his designs with plans in a new CD book titled "The Best of Bob Aberle." If you think such a book would be worth having, please feel free to email John Worth at johnworth1@verizon.net with your comments. Bob's first CD book is available now anywhere in the U.S. for \$13, and it can be ordered direct from John.



### HIGHLIGHTS

We are back with another article on aerial photography that shows how much fun this new branch of RC can be. Check out Thayer Syme's flight report on the Electric Flights Hawkeye, page 60. This slow flying, stable hang-glider platform comes with a camera mount.

Into Quickie 500 racing? Don't miss Mike Lee's review of the Great Planes Viper 500 RTC, page 42. Powered by a SuperTigre GS-45, this is one fast screamer. If turbine jets are your cup of tea, house photographer Walter Sidas delivers a visual tour de force in "Capitol Jets V 2009," page 26. If you enjoy glow trainers as much as I do, then Mike's review of the Thunder Tiger Ready MKIII GP, page 46 is a must-read. Sleek lines distinguish this new model. Many of us still revel in simple Sunday flyers, and if you're in this crowd, see Jim Onorato's review of the Hangar 9 Toledo Special 40, a classic glow field model with a retro look, page 36.

If something a little beefier suits your taste, check out "Air Show," page 116, where we take a close look at Greg Foushi's La-7. This DA-150 powered WWII fighter was photographed up close at Top Gun 2009. Much more awaits you in this issue! This is your magazine. Send your comments and suggestions to [editors@flyrc.com](mailto:editors@flyrc.com).

Keeping you in the loop,  
Tom Atwood, [toma@flyrc.com](mailto:toma@flyrc.com)

# FLY

M A G A

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# DEBRIEF



## Your comments & questions



BVM electric twin  
F-4 Phantom

### KEROSENE VS. ELECTRONICS!

I am a regular reader and subscriber to *Fly RC* and generally enjoy the publication, finding it very informative and entertaining. However, in the article entitled "Becoming a Jet Pilot" (December '09, *Fly RC*), I was not too pleased by Mr. Tiano's two references suggesting that readers turn to "electric warbirds" if they are "not up to" flying "real RC jets." I respect Mr. Tiano's extensive knowledge and skill with RC jet flight and understand that he has contributed extensively to our hobby, but I am not too happy with his dismissal of electron-powered flight as inferior to kerosene. Thank you for an otherwise excellent magazine.

William Jones, Kelowna, BC, Canada

*William, we at Fly RC are electric warbird advocates and have published countless articles on this rewarding and expanding arena in the hobby. People who have read Frank Tiano over the years understand that he has a certain dry humor. He described some of the standard expenses and requirements associated with turbine jets and then said that given this background, you have some decisions to make. "... You must decide if this jet thing is for you.*



*decision is...." He then joked that if you found a turbine jet that you liked but it was completely undocumented, "... would you rush to buy it? Assuming your answer is 'no,' continue to the next paragraph. If yes, flip back to the e-warbird article." This is*

*vintage Tiano wit intended to make the read more entertaining.*

—the editors

### EL SALVADOR RC

Good day, Scott, and greetings from El Salvador! Yep, you read right; I am an RC enthusiast here in El Salvador, Central America. I receive my *Fly RC* magazine every month through a P.O. box in Miami. I was wondering if you have any tips on a first model airplane with flaps? I have just finished assembling the Hangar 9 P-51D Blue Nose Mustang. I have been flying for three years now, but this Mustang will be my first plane with flaps and retracts. I would appreciate any advice you might have. Also, do you have any thoughts on what could be the right "flap-elevator mix" on this.

Regards, Fernando

*Hi Fernando, great to hear from you! It's very exciting that you'll soon be flying an airplane with flaps and retracts. Although I don't have experience with that specific model, I have flown several P-51s and other warbirds with flaps. I recommend that you initially activate the flaps at a relatively high altitude to ensure you have plenty of time to get any performance changes sorted out. Also make sure that the flap switch or dial is easy to reach. In addition to significant drag—which will require more power to maintain a specific airspeed—you should also expect a moderate pitch-up with the flap extension. Rather than setting up a mix ahead of time, I prefer to test the flaps up high and adjust any flap/elevator mixing on the ground between flights. Although it may take a few tries to get the mix set up, there really is no substitute for the scale look and feel of a warbird with func-*

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