

Some Power VIT Observations

By Mike Roberts

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The following are my observations about flying VIT power models and some of the necessary maintenance tricks you learn by screwing up. Remember, I am not an engineer nor the brightest bulb on the string, therefore have made many mistakes that more knowledgeable flyers couldn't believe I did. We will assume that the model is trimmed and has the correct bunt timing and that a tach RPM has been established.

Launch: Everything is speed related, so to work correctly the model must be launched to climb absolutely vertically and the motor must be at the correct RPM. If launched flat there will be too much speed causing an over bunt, which will be down if the model goes to the right or out in front and generally up if the model goes to the left and on its back. If the motor is not up to RPM an under bunt will occur.

Set up: The bunt mechanism must be lubed and work freely. Line tensions must keep glide posts in the proper positions resisting the up force of the stab rubber bands. The rudder line must have enough tension to hold it to the stop for the power phase. The stab rubber bands must have enough pull to raise the stab up to the glide position smartly after it is pulled down in bunt. Hot sun can change the stab band and line tensions so they must be checked and adjusted before each flight. Changing bands is cheap and if they don't pull the stab up to glide you have a dive bomber that makes a mess. Ensure there are no line hang ups on the timer and that the timer arms come clear and cannot jump back to jam the timer.

It is very important to start each contest with a fresh flood-off fuel line. When old they like to stick together and do not release the flood on time, causing both an overrun and an overbunt as the engine runs on the brake wire, wrecking both the wire and the brake shoe.

Summary: Once again, model performance is speed and time related. F1Cs and F1Js are accelerating to the top of their power phase, so to achieve proper adjustments of the model, use its entire motor run.

I really enjoy flying with VIT and will not go back to locked down except where mandatory by rule. I have found that I must resist the urge to push the model up as the tendency is to push out in front causing a flatter launch and resulting down bunt so I try to aim straight up and just release. When everything works on time and the launch is dead vertical, a VIT model is something to behold, not to mention way the heck up there on a zip motor run.

Hope this helps others. -- Mike