

## 18 FLYING TIPS

There is really nothing tricky about flying the Super Flyin' King. If you've flown its smaller brother, then you already have a good idea what it's going to fly like. Compared to the Flyin' King, The Super FK is more stately and realistic in the air. There really is something to the old saying, "bigger flies better". Another type of plane it could be compared to is a J-3 Cub. The SFK is similar, but not exactly like a Cub in flight. The SFK is more comfortable with aerobatics, probably because of its semi-symmetrical airfoil and lower wing aspect ratio. Like a Cub, turns should be coordinated with rudder using either your thumb or the coupling feature in your radio.

To me, the part of the flight that requires the most concentration and skill is the takeoff roll. The SFK, like most high-wing taildraggers can have a tendency to wander, particularly on a hard surface. I've never come close to a ground loop, but holding the runway heading requires a light touch on the rudder. It will take a few takeoffs to get used to the feel. One nice thing about the takeoff roll, at least with a 3W-75 in the nose, it's ready to liftoff in less than fifty feet. With the flaps half down, it's more like twenty feet!

On your maiden flight, you should take her up fairly high and try some stalls with the flaps up and with the flaps down. The stalls should be "non-events", but it's good practice and it will show you how slow the SFK will actually fly. It's pretty amazing! If you're anything like me, you'll spend considerable portions of your flights just loafing around at 1/4-throttle, just watching it chug around effortlessly. There is something very serene and satisfying about watching your creation casually float past with airframe, engine, and radio all working in unison. Ahhhh, but I digress...

Of course, there are other times when you'll want to pour the coals to it and see what it can do. Understandable for sure, but as the designer I must issue the standard warning to fly with common sense. This is not an unlimited aerobatic machine and proper throttle management is a necessity. Full throttle should be reserved for takeoffs, climbing, and the nose-up portions of maneuvers. If the nose is pointed down, throttle back. The prototype has lots of power and I've pushed it pretty hard during testing, but not as hard as possible. Following full-scale practice, you should probably refrain from aerobatics if you add weight to your SFK with a payload. Having said all that, there is no reason why you can't enjoy typical stunts like loops, rolls, Cuban Eights, inverted flight, and stall turns. It's even been known to do a fairly decent tailslide.

Landing the SFK is a treat. I suggest using your flaps just as they do with full-scale aircraft. Reduce throttle and slow the model down on the downwind leg of the approach, then deploy the flaps about halfway. Go to full flaps on the base or final leg, depending on your altitude. Remember, putting the flaps down halfway adds lots of lift, but the second half of flap deployment primarily adds drag. With full flaps, you can point the nose down fairly steep at the runway without building up excess speed. As you near the end of the runway, begin your flare. You will find with full flaps that you'll need to use almost full UP elevator to flare out for a three-point landing. If your CG is at the forward limit, you may need to increase the elevator throw (or use high rate) to allow full-stall landings. If you do a touch-and-go, be sure to raise the flaps before takeoff.

Well, that's it. I sincerely hope you enjoy the Super Flyin' King, both at the building board and in the air. Please send me a photo of your bird and let me know if you have any questions, comments, or suggestions along the way. Thank you!

