

The Wright Flyer



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Newsletter of the WRIGHT FLYERS R/C Club

Website: www.joeld.net/wfrc

Meeting Highlights

by *Leo Davids, WFRC Secretary*

On Tuesday, July 13th, the Wright Flyers held the monthly membership meeting at the Montissippi Park flying field. It was the third of five meeting that will be held at he field to afford and opportunity to mix some flying with club business.

The meeting was called to order by VP Tom Springer at 7:10 PM. There were 11 members present including three out of five club officers.

Leo Davids reviewed the minutes of the June meeting as published in the July issue of the club newsletter. The minutes were approved as published without any additions or corrections.

Perry Dziuk gave a treasurer's report. Recent expenses included \$90 for club shirts, two months of portable toilet rental at \$75.34 per month, \$54.96 for newsletter publishing. \$100 of dues payments were deposited. The standing balance in the treasury is \$4195.33

Latest update on the field mowing is five mowings total, one by Garth Landefeld, three by Tom Springer and the most recent one by Chris Conigliaro.

Jeff Nelson paid the Monticello Community Ed program \$42 to cover the meeting room fee at the school last winter. He will put in a reservation for a meeting room at the school starting again this fall.

Tom Springer updated his progress on the weather station for the field. His traveling this summer has slowed the assembly and testing but he still is shooting to get it installed at the field and running before the winter.

The meeting was adjourned at 7:47 PM.

The next meeting is scheduled for
7:00 PM on Tuesday, **August 10th**,
2010. It will be held at the Montissippi
Flying Field.

Paynesville Blue Sky Fun Fly Report

by *Leo Davids, WFRC Secretary*

It was another interesting and fun day for the WFRC club contingent who journeyed to Paynesville on Saturday, July 17th, to participate in that annual fun fly. John and Joyce Kossieck were the lead ambassadors who discovered this event a number of years back. They were joined this year by Joel Dirinberger, Tom Springer, Leo Davids and Nate Ewing.

Although strong thunderstorms skirted the area most of the day, there were only a couple sprinkles and a short burst of wind to suspend flying momentarily. The field conditions were great, as usual, with good food available for both lunch and dinner.

There was a wide variety of aircraft flown, from micros (courtesy of Nate Ewing) to the gas powered giant scales that many of the host club members favor. The WFRC club attendees put up a large selection of electric powered aircraft. There were more electrics from the host club than we recall seeing last year.

A couple of guys with glow powered pylon racers were vying to break the century mark with a radar gun for verification and after succeeding in straight level flight went for the all speed mark from a dive going

with the wind and registered nearly 150 mph.

So whether you want to fly at a first rate facility or just watch plenty of air action, this event is a must for anyone in the central Minnesota area.

Upcoming Events

WFRC Club Fun Fly - The annual family picnic and fun fly will be held on Saturday, August 7th, at the club field in Montissippi Park. Setup and flying will start at 10 AM. Lunch will be served at noon. Rain date is Sunday, August 8th.

Anoka County Electric Fly - ACRC club is holding their annual electric aircraft fly on Saturday, September 4th, at their club field on Highway 65 in East Bethel. Flying opens up at 8 AM.

Waverly Fun Fly - The Crow River RC club is scheduled to have their annual fun fly on September 18th at their club field north of Waverly. More info should be available as the date approaches.

A lesson in How to Crash

From the newsletter of the Silent Electric Flyers, San Diego

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermark 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra

throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and ziggged when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.
4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control.

Tips & Tricks

Don't cut that wire!

When your cell count gets too high for your speed control's BEC and you want to disable it, cut the positive (red) wire that runs from the speed control to the receiver. If you cringe at the thought of cutting the wire on your expensive speed control, here is a simple solution: buy a short servo extension and cut its positive wire. Plug the servo extension between the speed control and the receiver; now, if you want to use the BEC in another installation, just omit the extension!

Plugged CA Applicators

The long, thin CA applicator tips work great, except when they're clogged or gummed up with dried glue. After you've finished using them, soak them in acetone; they will be clean and will last forever. This will even work for tips that have dried CA on them,

and it works great on spray-can nozzles too.

Prop Balancing

I just read in a post about how a propeller was balanced by removing some of the tip of a blade. The better way to balance a propeller is by sanding the back (flat side) of the heavy side near the tip. You can also balance by applying clear dope, colored dope, or CA to the lighter blade. The CA can be sanding for smoothness.

Quick First Aid

If you cut yourself in the workshop with an X-Acto or a razor blade, use CA to close the cut. (You should have a first-aid kit in the shop anyway.)

Tech Ed writes: As an explanation, model lore has this bit about “invented for medical use;” not so. It was invented in 1942 (Eastman 910) in the Kodak labs when they were looking for a new, clear, and stable substance for gun sights (WW II ref.) Medical use came later. It is dangerous to use this for cuts, rather use it as a cover to seal tissue.

—*the above tips are from the newsletter of the Rogue Eagles R.C. Club, Medford, Oregon*

A Repair Tip for Over-sized Control Horns

I have an interesting idea, at least to me. A few years ago I purchased a Bridi Big Bee at an auction. Set it up, flew it and had a great time with it. During the winter months I was inspecting the control horns and found excessive clearance at the clevis pin through holes. The horns (large style) were not the standard variety and needed to be replaced or repaired. I opted to repair.

This is so easy a caveman can do it. I drilled a 1/8-inch hole through the sloppy hole and inserted a piece of a plastic ink pen refill tube. CA glue and some minor trimming and the problem was solved. Works for me.

I hope this info has some value to others who may find the same issue.

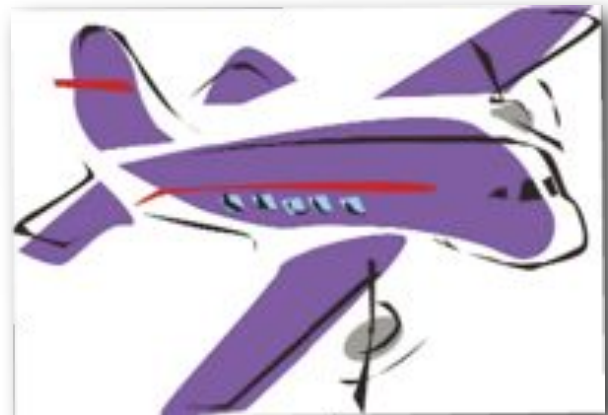
—*Mike DaBiere, Front Line Flyers, York, Maine*

Aviation Wisdom

From the newsletter of the Silent Electric Flyers of San Diego

1. Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.
2. Rule One: No matter what else happens, fly the airplane.
3. Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.
4. The propeller is just a big fan in the front of the airplane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

5. If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
6. A check ride should be like a skirt, short enough to be interesting but still long enough to cover everything.
7. Speed is life; altitude is life insurance.
8. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
9. Don't drop the aircraft in order to fly the microphone.
10. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller.
11. Hovering is for pilots who love to fly but have no place to go.
12. The only time you have too much fuel is when you're on fire.
13. Flying is the second greatest thrill known to man; landing is the first!
14. You know you've landed with the wheels up when it takes full power to taxi.
15. Those who hoot with the owls by night should not fly with the eagles by day.
16. Young man, was that a landing or were we shot down?
17. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
18. Fighter pilots believe in clean living. They never drink whiskey from a dirty glass.
19. Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the trunk. A navigator. Half a second ago. The airspeed you don't have.
20. If God meant man to fly, He'd have given him more money.
21. Flying is not dangerous; crashing is dangerous.
22. Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.





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Landings: Touch-and-Go or Bounce-and-Go?

By Glynn Mount, from the Cam Journal, Central Arizona Modelers, Inc.

“Touch-and-go” is a great way to practice landings. It’s a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn’t break your propeller, you might be lucky enough to dribble to a stop before running off of the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain “full back pressure” on the

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<http://www.cafepress.com/wrightflyersrc>.

If you have news or ideas for articles you would like to see, you can email me at jedweb@charter.net or call me at 763-263-3577. Jean Davids

stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed skip, this method works well.

The second method is to immediately apply power and return to level flight.

I’ve tried both methods, and a “bounce-and-go” with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try “not to land.” The airplane will slow and “sink in” in spite of you, giving you a smooth transition from air to ground.