

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, October 11th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School. This was the first indoor meeting of the season.

The meeting was called to order at 7:05 PM by club president Wayne VanDenBoom. There were 3 officers and 6 members present.

The Secretary read meeting minutes for the September meeting as published in the October newsletter and they were approved as read.

There was no treasury report available.

Garth Landefeld proposed an event committee be formed and work over the winter to plan the club events for the flying season next year. Garth was appointed the chairman of this event committee and will begin in January to pick dates for at least three of next year's events: the spring float fly, the summer picnic fly and the summer fun fly competition. Anyone wishing to help on this committee should contact Garth, or he may be contacting you!

It was reported that the club field weather station has been operating intermittently since mid summer and quit altogether a week or two ago. Garth will see if Tom Springer can be contacted and find out what the problems might be.

This year the field was in the best condition it has ever been in. In recognition of Tom Springer's efforts manicuring the field at Montissippi Park, it was moved that Tom be granted a complementary membership for the 2012 year. The motion was seconded and approved.

The next meeting is scheduled for **7:00 PM** on Tuesday, **November 8th, 2011**. It will be held in **Room 29** of the **Monticello Middle School**.

The portable toilet rental service will be notified to remove their unit on the Montissippi Park field at the end of October for the winter.

A discussion was started to come up with some presentations to schedule at the winter meetings to make them more interesting to the general membership. Formal club business is not meant to be the entire content of the monthly meetings. Some ideas for presentations include an aircraft build session for foam combat planes like the one John Kossieck has built and promoted. Another could be a session on how to use strip LED lighting for equipping a plane for night flying as Joel Dirnberger has done this past season. Another topic could be the choosing the proper components to put together an electric power system for an aircraft, since many veteran fliers in the club feel like they are still on the "outside" when it comes to getting and confidently setting up an electric aircraft. We have 6 meetings left for the winter season. If volunteers could be found for these three topics and as many as three more topics we could have informative sessions for many of the winter's meetings. Contact Wayne or Leo if you would like to present, or we may be contacting you!

The meeting was adjourned at at 7:58 PM.

Meeting Show & Tell

by Leo Davids, WFRC Secretary

After a few quick lessons from Joel Dirnberger, Alex Stang was able to get some LED light strips from Joel and outfit Alex's trusty old ParkZone Cub for some rewarding night flying. Alex started out with the light module that ParkZone has for that series of planes but it wasn't adequate for illuminating the plane for true night flight. When Alex added LED strips to the wing and fuselage, he now has a plane that is "easy" to fly in the dark. So if you see UFO reports from the neighborhood where Alex lives, you can just ignore them!



Leo Davids brought in his Model Aero Aqua Jet which was the subject of an article in the September club newsletter. Since that article, the plane has had a half dozen more flights before the lake season ended in late September. Look for the Aqua Jet at the club float fly in the Spring.



Negotiating Landings at Montissippi Park Field

by Leo Davids, WFRC Secretary

Our flying field at the park is nominally a 300 foot by 650 foot rectangle of smooth grass surface. However, the edge of the field on the north and east ends is bordered quite imposingly by pine trees standing 40-50 feet in height. With the parking lot, pit area and flight line along the 650 foot long south side, all landings have to be made on near easterly or westerly headings depending on the wind.

Landing from the east has two perils that occasionally cause pilots to subject their aircraft to off-field landings. On a long final from the east, the pilot has to descend over the pine trees and judge when the aircraft has gotten beyond the trees. If you play it conservative, you may have so much altitude to lose that you can sail long off the west end of the field into tall weeds. It doesn't help that the pilot flight station placements favor the west end of the field which challenges your depth perception from a long straight final from the east.

Even landings from the west which seem to be much easier because there is only low brush and weeds leading to the threshold can be a problem. Pilots tend to fly their downwind farther out over the trees on the north so that their left turns to come back to the field still have them descending over those pesky pine trees on the north into that clearing that is the west approach. And occasionally, someone will misjudge the threshold and catch the weeds on approach.

Over the twenty some years our club has operated from this field, I'm sure these pine trees have added some height so that they are ever more imposing on

pilots who have either fast planes or floaters that use up a lot of runway on landing. Without a technique to accommodate the trees, pilots are often working with only 300-400 feet of the over 600 feet available.

Generally, the key to arriving on the runway at the right point is a well managed rectangular landing pattern which includes downwind, base and final legs to the threshold of the runway. I think that our field, in particular, penalizes pilots who don't want to or aren't able to fly this pattern. There are two aspects to this pattern that must be executed correctly to take the pine trees out of play. First, the downwind leg over the north side should be kept over the trees tight to the north edge of the field. Then when you turn to base leg, a reduced power descent can begin immediately without having to estimate when you clear the trees. Also, your depth perception from that vantage gives you a more accurate feel for where the threshold of the runway will be when you do your next turn on to final approach.

Actually, things are a little more complicated when headed downwind to the east. The only way to take the trees out of play here is to make the turn to base as you reach the east end of the field. Then you can descend and come to final in one sweeping turn and be over the threshold. But you need to begin reducing flying speed sooner in the downwind leg so that you get some descent started right away. When you turn from downwind right as you reach the east end of the field, your depth perception is not degraded nearly as much as when the plane is coming straight on to you so those east end trees aren't as challenging.

One thing which is basic to the good execution of these patterns is a low power, shallow bank, descending turn toward you. This is not a very showy maneuver but when you can do it with precision and confidence, landings will become easier and satisfying to do. So start practicing a turn into you up high so that you can come to a heading dead center on the field going east/west. Then progress to reducing power before the turn so that you get a smooth descent throughout the turn.

Don't let those pine trees intimidate you. Wear some grass out shooting landings!

Improve Your Flying Skills at Home:

Part I

John Burdin, Imperial Radio Control Club, Lakeland, FL

For years, most of our friends who have learned to

fly RC aircraft did all their training at the local flying site. Each day was a new adventure, and if something happened to preclude them from flying on their selected day (weather, mechanical or otherwise), it was wait until next time. Not only is this frustrating, in today's world it's wasting time. Occasionally a new student won't connect with an instructor, and numerous other things can cause delays.

Regardless of each person's skill level, we are always learning, and to use an old adage, "the day you stop learning you are finished." One great thing in today's RC world is the availability of very high quality, computer-generated flight simulator flying.

RC flight training has evolved over the years. From someone telling you what to buy, how to put it together, and some basic flight instruction and then wishing you luck, today one can literally go from the hobby shop (or UPS delivery) to the flightline with a brand new model in a matter of days, and in some cases, hours. So why not speed up the learning process as well?

I remember discussing the RealFlight R/C Flight Simulator product with Bruce Holleck (founder of Tower Hobbies) many years ago as it was about to go to market. The goal was to produce a product that could dramatically shorten the learning curve for new RC pilots, get more people interested in RC, and save time and money with the process of learning to fly RC. His focus group consisted of all ages, and as he made clear at the time, it was working well.

Think about the capacity and functionality of computers then versus now. I remember the early versions of RealFlight, and as well as they performed then, the latest version is spectacular. In the early days of RealFlight, many hobby shops kept one running so patrons of a particular shop could stop by and try it out. Not too many different airplanes to choose from in the menu back then, but it was fairly realistic. Other manufactures have come into the marketplace over the years with their versions of RC flight simulators, and some are really terrific.

I am now on my third or fourth version of RealFlight combined with the upgrade/service packs there is an almost unlimited number of different aircraft and airframe types to choose from. Just about everything that is flying RC is in the menu: trainers, electrics, giant scale, multiengine, sailplanes, jets, helicopters—you name it, and it's available.

There are also many different flying sites to choose from. The operator/pilot can also change the weather



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at each flying site. If you don't like the wind, you can change the direction or eliminate it all together. If the sun is in the wrong place you can change that. You can even fly at night if you wish. There are also many variables on each aircraft that can be changed if you prefer a different setup. As technology has improved so has the realism of each flight. Engine noise related to power settings, flaps and landing, retractable gear, canopies, and smoke are all part of the program.

If you are offered an RC flight simulator with an option to buy an interlink controller (transmitter) I strongly suggest that you take this route. You will be glad you did.

For beginner, novice, or experienced pilots, there are added benefits. If you are trying to learn or perfect a maneuver such as a slow or four-point roll, an RC flight simulator is the place to do it. And, an RC flight simulator crash won't cost you a dime! If you are having trouble with your confidence during a specific maneuver, the "sim" is the place to practice.

Sometimes we never learn some of the basic

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Café Express

Want club logo apparel & other items? Shop here:
<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

maneuvers needed to do such things as land properly. These may include doing a figure eight in both directions in front of you, or a left- and right-hand circle in front of you. Possibly something as common as a right- or left-hand traffic pattern approach is giving you a problem. The sim is the place to improve your skills, regardless of your level.

A couple of additional things one can work on using the sim are learning to fly with your fingers instead of your thumbs, and using slightly longer stick settings. Both of these will greatly improve feel with each and every flight as you get comfortable with them and your confidence increases.

The use of an RC flight simulator won't guarantee anything, but my guess is that your confidence and skill level will increase. It's certainly great training and a lot of fun anytime.