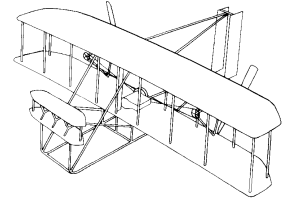


# The Wright Flyer

WEBSITE: [WWW.JOELD.NET/WFRC](http://WWW.JOELD.NET/WFRC)



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MARCH 2007

NEWSLETTER OF THE WRIGHT FLYERS R/C CLUB

## Meeting Highlights

On Tuesday, February 13th, the Wright Flyers held the monthly membership meeting at the Monticello Middle School. This was the fifth monthly indoor meeting of the winter season.

The business meeting was called to order at 7:13 PM by President Scott Leiferman. There were 10 members present including three club officers. The secretary presented the minutes of the January meeting and they were accepted as read. There was no treasurer's report given at this meeting.

Joel Dirnberger estimated he would be receiving the club logo stickers in 1-2 weeks. He is expecting the order to have 1500 stickers because of the special that was on during the time he placed the order.

Discussion was started on when to have the annual spring cleanup of the flying field at Montissippi Park. Because recent apparent global warming has spawned nicer early spring weather, it was suggested to set the cleanup to the second Saturday in April instead of the traditional 3<sup>rd</sup> Saturday. So the date is tentatively set for Saturday April 14<sup>th</sup>. It was noted that the portable toilet has been set up for mid-April so it might not be there for the field cleanup day unless we can prevail on the vendor to deliver it a couple days early. Garth Landefeld will be contacted to see if he can arrange this.

The meeting was adjourned at 7:38 PM.

## Show and Tell

During the business meeting, Buzz Plante and Gary Dahlheim presented a rundown of the recent TCRC auction they attended. Buzz bought a couple aircraft and won a merchandize raffle at the auction.

The next meeting is scheduled for **7:00 PM** on Tuesday, March 13th, 2007. It will be held in Room 30 of the Monticello Middle School.

Each of them brought in purchases they made at the auction for show & tell at our meeting.

Gary's purchase was a ready to fly giant sized scratch built sport/aerobatics plane that came with servos and a Quadra 52 engine. The previous owner told Gary that he had flown it a lot but Gary seemed doubtful. Also Gary was puzzled by how much up-thrust the engine is set for. He feels it was a good price for the plane based on what the engine and radio gear alone are worth.

Buzz Plante brought in one of his purchases at the auction, a Great Planes 20 sized J-3 Cub . It came with four servos, an OS 30 Surpass 4-cycle engine, as well as both floats and wheel landing gear. The plane was covered with fabric material and has had about a gallon of fuel run through the engine. The plane is also equipped with a sub fin and water rudder for float operation. The float set appeared to be the Great Planes float kit designed for this plane. The floats were very well constructed and finished so it was hard to determine their construction material [according to Great Planes, they are balsa & ply die-cut]. The water rudder was bungee loaded to augment its retraction mechanism and metal splash strips had been added along the inside of the floats

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to cut down the water spray into the prop. This entire aircraft seemed well setup for water operation.



Gary D.—Auction buy



Buzz P.—Auction buy

# Flight Trimming

## Proper Center of Gravity (CG): Method A

Roll model inverted.

- A. Slight down elevator required for level flight—no adjustments.
- B. Significant down-elevator required to sustain level flight—move battery pack backward.
- C. No down-elevator required to sustain level flight

move battery pack forward.

## Proper CG: Method B

From level flight, roll model to a knife-edge.

- A. Model falls without dropping nose or tail—no adjustments.
- B. Nose drops—move battery pack backward.
- C. Tail drops—move battery pack forward.

## Engine thrust up/down

From level flight out around 100 yards, pull to a vertical climb directly in front of you, release sticks and observe deviations.

- A. Model continues straight up—no adjustments.
- B. Model pitches toward wheels—decrease down thrust.
- C. Model pitches toward canopy—increase down thrust.

## Engine thrust- left/right

Fly model straight and level into the wind and pull vertical.

- A. Model continues straight up—no adjustments.
- B. Model veers left—increase right thrust.
- C. Model veers right—decrease right thrust.

## Knife-edge flight—pitch

Fly model into wind, maintaining knife-edge flight with minimal rudder. Do this from each direction.

- A. Model continues on knife edge without deviation—no adjustments.
- B. Model pitches toward landing gear—mix in up elevator with rudder.
- C. Model pitches toward canopy—mix in down elevator with rudder.

## Knife edge flight—roll

Fly model into wind. Do this from each direction, maintaining knife-edge flight with minimal rudder.

- A. Model continues on knife edge without deviation—no adjustments.
- B. Model tries to roll—mix in opposite aileron with rudder.

## Aileron differential

Fly model level heading into the wind or downwind. Pull to a 45-degree climb, and roll with aileron.

- A. Model rolls without yaw—no adjustments.
- B. Model exits yawed in opposite direction of roll—increase differential. Increase up throw on aileron.
- C. Model exits yawed in direction of roll—decrease differential. Decrease up throw on aileron.

*From The Eagle's Nest, St. Clair County, Michigan  
Submitted by Jack De Lisle*

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## What Really Happened?

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Safety is mostly about crashes and avoiding them or ensuring they occur in safe places. There is a lot more about safety but for this safety note, I want to talk about crashes.

When it comes to safety, it is always you first and your airplane is a long way back in second. Try your best to save the airplane and keep it in a safe area but put it in the ground, trees, or water before you endanger someone—including yourself—or someone's property.

As I have said before, there are roughly 1,000 things that can kill an airplane and I have 750 covered, but that doesn't mean that I am rolling over and letting it happen to me. Every time I crash or am present when a crash occurs, I try to do a thorough accident investigation (post mortem if you will) to find out what happened so I (we) can avoid recurrence.

I would say in my experience and observation, well more than 70% of all RC aircraft crashes are caused by the pilot, not the airplane or the radio failing. On the other hand, less than 50% of the crashes are acknowledged to be dumb thumbs (careful investigation shows that 43.2% of all statistics are made up ... LOL).

The first thing you have to do in your investigation is determine if it was you or not. You don't have to tell me or anyone else the truth but if you want to stop the next crash, be honest with yourself about this one. You can tell me you don't know what happened when you know you pulled when you should have pushed.

I may know the truth but I am not the one who has to stop your next crash—you are! So if you are the culprit, relive the incident and determine what exactly was going on and what you did to get into trouble or to make trouble worse. Once you figure out what you did, get on a simulator and try to recreate the same scenario and do it until you survive repeatedly. If you don't have a simulator, find a friend with one or go to the field and get to a safe altitude then go higher before you try to recreate.

Now if you have been honest and it really wasn't you, then gather all of the pieces you can and see what or who the real culprit is. You will want to inspect glue joints, wires, and connectors, switches, batteries, receivers etc. If you can put it all together at the field and try it, other people will help you troubleshoot and think through it and it will be fresh on your mind. Careful, it might be too fresh (that is why I don't wear a neck strap with my radio. When I get mad I can't throw it as far ... LOL).

The last crash I helped investigate was a result of a previous crash that had not been completely repaired. In flight, the wing suffered a failure at an old fracture that

had not been noticed or repaired.

If anything was observed departing the aircraft before the crash, try to figure out what it was and locate it if you can. It may well be the cause and it would be good to inspect it to discover the reason for its failure.

Stay on the case until you know what happened or you just can't explain it. If you figure out what caused it, your number of covered items may go above my 750. If you share the information, everyone's number of covered items will improve.

Fly safely and have fun!

*by Jim Rice, District VIII Vice President and former Safety Coordinator*



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## Coming Events

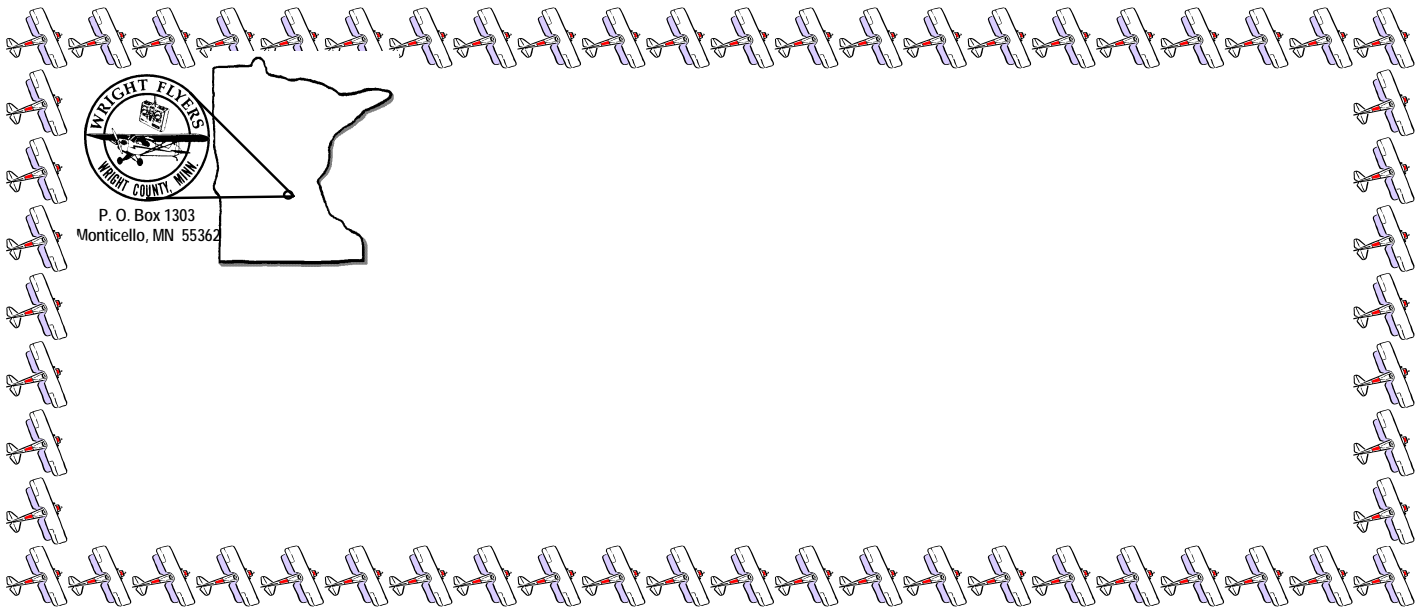
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**WFRC Annual Field cleanup day** - We are scheduling a general cleanup for Saturday April 14<sup>th</sup>. Any club member that can help should come out with tools and equipment to help with the various projects. As of now we know that the old white wooden bleachers need to be demolished and cut up so they can be hauled away. We tentatively plan to try to replace the bleachers with a less elaborate bench like the one already located on the west side of the shelter.

Any gopher mounds that are noticeable need to be raked out and stones that the gophers kick out collected and hauled off the field. Any ruts on the field may need raking out and/or filling with dirt from the bank on the south side of the parking lot. If there is sufficient moisture in the ground, we will run the concrete roller over the entire field to smooth out the surface. There is a need to do some staining on the shelter and the picnic tables. Particular details will be discussed at the March and April meetings on March 13<sup>th</sup> & April 10<sup>th</sup>. We hope to have the portable toilet in place and may again arrange to serve a simple lunch to the volunteer workers. If you see any projects that would fit into this

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cleanup day, please make them known at one of the next two meetings. It would also be helpful if a coordinator or small cleanup committee could be formed to orchestrate the day's activity so that we have people, equipment and supplies brought together at the same time for a successful effort.

# For Sale

**For Sale by Leo Davids, Ph: 763-263-3577**

**E-Flite Tensor 4D** - Year old aircraft, flat foam biplane, flown indoors and out. Currently has no un-repaired damage and was flying before radio and power system removed. Flies on a 100 watt outrunner brushless motor and 3 Hitec HS-55 servos. Check Horizon Hobby web site link for specs and features:

### 2007 Club Officers

**Pres** ..... Scott Leiferman.....763-682-2707  
**VP** ..... Wayne Van Den Boom...763-428-2360  
**Treasurer** .. Perry Dzuik .....763-477-6865  
**Secretary** ... Leo Davids .....763-263-3577  
**Safety Off.**.. Garth Landefeld.....763-497-5828  
**News Ed.**.. Jean Davids.....763-263-3577

If you have news or ideas for articles you would like to see, you can email me at  
**[jedavids@charter.net](mailto:jedavids@charter.net)**  
 Or call me at 763-263-3577.

### *Café Express*

Want club logo apparel & other items? Shop here:  
<http://www.cafepress.com/wrightflyersrc>.

<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFL2100> Bare bones plane for \$20.

**Top Flite Sierra 40-sized glow engine trainer airplane** - This is a mid-1990's high wing balsa constructed tricycle gear kit aircraft. It has 62 inch wingspan with 675 sq. in. of area. The airfoil is flat bottomed with strip ailerons. The plane is covered in white and metallic red Monokote. This plane is both cosmetically and structurally in very good condition. The motor included is an Enya 45BB. Servos included are Tower Hobby and Cirrus brands. Currently the plane is flying with a 6-channel Airtronics radio of mid-1990's vintage. Price complete with radio is \$180, without radio but including servos is \$120.