

# R/C Sportflyer September, 2005

**Next Meeting at First Baptist Church of Grandview – Thursday, September 1 at 6:45 p.m.**

## **Club Officers**

### **President**

Dave Klaus  
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### **Vice President**

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### **Treasurer**

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### **Secretary and Newsletter Editor**

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Send newsletter information and items for sale or wanted to the newsletter editor. He's almost always home after 9:00 PM or call his work number,

**Club Web Site:** [www.rcsportflyers.com](http://www.rcsportflyers.com)

The Radio Control Sport Flyers fly from Stamm Field, located near the south-east corner of Longview Park, operated by the Jackson County Parks Department. For information about the Parks department, visit their web site at: <http://www.jacksongov.org/rec.shtml> For the calendar of parks events: [http://www.jacksongov.org/rec\\_ce.shtml](http://www.jacksongov.org/rec_ce.shtml)

## **Minutes of the August 4, 2005 Meeting**

There were at least 16 members at the meeting. I say “at least” because I’m not sure the signup sheet made it around to everyone. A “new” member joining this month was Tom Schafer. Tom was a member some years ago and served as club president. Nice to see Tom back and flying again.

The minutes of the last meeting were approved.

George Wright gave a report of our finances. With the results of our fun fly our treasury is in reasonably good order and we have sufficient to fund our fall picnic.

**Safety:** Mike reported all going well and no missing parts of anyone’s anatomy. It is good to keep in mind that not all clubs and/or their members are not so fortunate. Recently, in the KC area, a flyer had a problem with a large model that left him with over 100 stitches. Once more, a large gas model was started at a high power setting. The model wasn’t anchored well enough and it went into his hand/arm.

**Newsletter Quiz:** Tom Stein (Tuba Tom) correctly answered that an Airbus A-380 weighs 1,235,000 lbs.

**Club Shirts & Jackets:** Dave Klaus will try to get additional club shirts at the same time as he does the show team shirts. That way he will only have to pay one setup fee. As for jackets, Dave will arrange to get jackets for everyone that had asked for one. If anyone else is interested in a jacket, be sure and tell Dave or Dennis Tschirhart.

**Field:** Looking great! Thanks to everyone that works on it, you have done a great job.

**Club Picnic:** Don’t forget the club picnic on September 24<sup>th</sup>. Bernie volunteered to smoke meat again. General consensus was to do about 20% more meat than last year, there won’t be any problem with leftovers! For those who don’t know, Bernie is a competitor at the American Royal BBQ contest. Come to the picnic and you’ll understand. More details at the next club meeting.

**Web Page:** Tuba Tom has volunteered to take over the web page. Gerard and Scott have been doing it, but they’ve run into other demands on their time (things like jobs, etc.) that keep them from being able to keep on. Thanks to Gerard and Scott for the work they have done in the past.

**Raffle Prize:** Wayne Sabatka won the \$20 gift certificate for Hobby Haven.

This has nothing to do with airplanes, but sometimes you’re hard up for something to fill a little space. I picked this up when I was in Colorado last month with my mountain climbing buddies – Walt:

Question: Why do mountain climbers rope themselves together?

Answer: It keeps the sane ones from escaping!

## **Calendar of Events – Models**

## R/C Sportflyer – September, 2005

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<b>Sept 1</b>	RCSF Club Meeting – at First Baptist Church of Grandview
<b>Sept 3</b>	RCSF Informal Fun Fly
<b>Sept 3&amp;4</b>	Taylor, MO, 18 <sup>th</sup> Annual Fun Fly
<b>Sept 10</b>	KCRC Warbirds
<b>Sept 11</b>	Shawnee Mission KC Wide Fly In, Shawnee Mission Park, Mark Smith, ph: 913-248-9191
<b>Sept 16-18</b>	Smithville Fall Float Fly, Smithville Lake, Wes Parmanter, ph: 816-532-4350
<b>Sept 17&amp;18</b>	SLR/CFA – StLouis Clubs Fun Fly
<b>Sept 17&amp;18</b>	Jayhawk Modelers Fun Fly – Lawrence, Clinton Lake
<b>Sept 24</b>	RCSF Club Picnic
<b>Sept 30</b>	24 <sup>th</sup> Wichita Giant Scale Jumbo RC Airshow, Lake Afton Park RC Aerodrome, Don Pemberton, ifrc9djp@infionline.net
<b>Oct 1</b>	49 <sup>th</sup> Jumbo Fly What You Bring Fly-In
<b>Oct 2</b>	Clinton, MO Fun Fly
<b>Oct 6</b>	RCSF Club Meeting – at First Baptist Church of Grandview
<b>Oct 8</b>	RCSF Informal Fun Fly

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### Calendar of Events – Full Scale

**Sept 1-5** EAA Ford Tri-Motor at Lee's Summit Airport, rides for \$??

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You would think maybe the pilot would have wondered about his cruise speed? Or maybe why it took so much right rudder trim? From AVweb, (AVflash - Volume 11, Number 34a -- August 22, 2005):

#### **Plane Flies Two Hours Missing Five Feet Of Wing**

Homebuilders rejoice -- your mistakes probably aren't that bad. British officials are wondering how the pilot and passengers (including two aircraft mechanics) on board a Cessna 210 could fly the plane for two hours without realizing -- or expressing particular care -- that a five-foot section of one wing was missing. The unnamed pilot, from a community called Dozy (we couldn't make that up), apparently hit a tree on takeoff from an airport in Ireland on his way to deliver the mechanics to a broken Boeing 767 in Portugal. The collision took off more than a third of the wing, including a fuel tank. It wasn't until the plane ran low on fuel over the English Channel that the pilot realized something was wrong and made an emergency landing at Jersey International Airport. He recalled the takeoff collision but said he thought the plane had been "struck by a little bird."



Following is an article from the June 2002 AMA National Newsletter which, in turn, took the article from the Sarasota RC club.

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From SRQ Flightline Sarasota RC Squadron George Jenkins, editor Sarasota FL  
Landing Errors  
by Ed Moorman

1. Landing every time. Don't tell yourself to touch down every time you make a landing approach. Force yourself to go around if the approach isn't a good one. A bad approach results in a bad landing 99% of the time. You should actually be practicing approaches, not landings. When you make a bad approach, go around, set up, and try it again. When you make a really good approach, then throttle back all the way to idle and land. Unless you are an expert, the approach determines the landing. When you have a good approach the landing will just about do itself.

2. Touching down before you pass in front of yourself. Have you ever done this? You become nervous to land because of wind or maybe it's just not one of your "good" days. To hopefully make the landing easier, you make a big pattern, dragging it out. You end up touching down way before you get back in front of yourself. Is this how the landing went? BAM, the main gear spreads out. BAM, the nose gear bends. BAM, the prop breaks. Sound familiar? It's a very common landing error. Let's analyze the touch down location. There are three places you can touch down, before yourself, right in front and past yourself. Right out in front is best. You have the best view of fuselage angle and the descent rate. Past yourself is okay until you get way past. The airplane is directional-right is right and left is left. The further away you get, the harder it is to tell the descent rate, but you can still set the airplane up slightly nose high and let it touch. Now, let's look at landing before you get to yourself. The airplane is coming toward you so steering is reversed. Being tense makes this worse. From a nose-on position, it's hard to tell the fuselage angle and the descent rate. This is the worst case for making a good landing. Even experts can't consistently make good landings far away from a nose-on position. When you are having a bad day, give yourself an even chance. You should be turning early, not late. Land a little past yourself. You can see everything better and judge the touchdown better.

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3. Seeing the bottom of the airplane. If you can see the bottom of the airplane during a landing approach, the nose is too high. If you are set up on a final approach, the nose of the airplane should be down in a glide position. When you can see the bottom of the airplane, you are approaching a stall. You need to either add power and go around or use the elevator stick to lower the nose. Stand with a couple of good fliers and watch the airplane on landing. You won't see the bottom of the airplane.

4. Undershooting the runway. When you make a landing approach, you normally set up parallel to the runway on a downwind leg, throttle back, and turn to final approach. You can either make one big, sweeping base-to-final turn or you can square the pattern off with a base leg, then turn to final. Most beginners set up wide like they are going to make a square off pattern, then turn too tightly and angle in to the runway. There are three ways to line up for final approach. One, the right one, is exactly in line with the runway. The other is to overshoot a little past the runway and angle back. The third is to undershoot and angle toward the runway. The last one is the most common and the worst. When you undershoot, the airplane ends up aimed right at you. Nose on is the worst position for control. It is hard to see small movements and to get the correct attitude for landing. Nose on is also the least safe direction. You are aimed at yourself and must make a turn or go around. Next, undershooting can put you high on final. Normally this wouldn't be too bad since most beginners land short, but it can put you in a position where you have to make a turn to keep from going over your head. This is a bad position for turning. You are low to the ground and staring at the nose of the airplane. All of these make undershooting the runway the worst position to land. Overshooting, while not perfect, is not that bad. If you overshoot, you will be angling across the runway away from yourself-a safe direction to be going. You can usually see the side of the airplane so making a turn isn't that hard. The solution, if you like to make one sweeping turn, is to set up closer to the runway and vary your bank to roll out in line with the runway. Or, you can make a definite base leg and not turn until you are in line with runway.

5. Bouncing and porpoising. If a bounce isn't caused by a very hard landing where the springiness of the gear flings you back up into the air, it is caused by touching down on the nose gear first. Nose gear first landings guarantee a bounce or a series of bounces called "porpoising" for the sea mammal who seems to continuously leap up into the air and splash back down. Lack of concentration and inattention can cause you to let the nose gear touch first. When you get to a couple of feet from the runway, you should concentrate on getting the nose slightly high. If the nose wheel is higher than the main wheels, you can freeze on the controls and just let the airplane land itself. From a couple of feet altitude, you can't hurt it.

6. The "Slow Curve Error." I coined the name "Slow Curve Error" in a book I wrote on Radio Control back in 1980. You see this error all the time and normally don't recognize it. The airplane makes a slow, shallow curve away from the pilot usually ending up on the far side of the runway, maybe in the grass. Here's what causes it. Lack of experience and natural tenseness as you get low and close to the runway cause the pilot to make very small errors. You make a steering correction, but it is in the wrong direction. You can already land so the correction is small and you immediately notice the airplane is turning the wrong way so you level the wings. Now you make the steering correction again, and again it is in the wrong direction. This continues and the airplane nibbles away at a slow, curving path away from the pilot. Watch for this and you'll see it at every field. To cure the Slow Curve Error, you need to practice some low approaches, flying the airplane low and slow past yourself while trying to keep it in the center of the runway.

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For some general weird stuff, from "Chuck Shepherd's News of the Weird" web site:  
<http://www.newsoftheweird.com/index.html>

#### Recurring Themes

Among the more astonishing repeat stories in News of the Weird are reports of people who had somehow managed to swallow their toothbrushes. The Saudi Press Association reported in January that doctors at King Abdul Aziz Hospital in Taif had removed a toothbrush from the stomach of a 70-year-old man (who claimed to have accidentally swallowed it 22 years ago). And in July, the Associated Press reported that a Taiwan surgeon had removed an eight-tooth, accidentally swallowed lower denture from the bronchial tube of a 45-year-old man. The man said he had misplaced the denture three years ago and had been looking everywhere for it. [Agence France-Presse, 1-18-05] [Newsday-AP, 8-1-05]