

R/C Sportflyer February, 2004

Next Meeting at First Baptist Church of Grandview – Thursday, February 5 @ 7:00 p.m.

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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, 913-624-2570, it has a recorder, or send via Internet.

Club Web Site: www.rcsportflyers.com

Minutes of January 8, 2004 Meeting

We had 20 members at the December meeting.
The minutes of the last meeting was approved.
The treasurer's report was approved.

Old Business:

Helicopters Committee: The committee wasn't able to meet, so they will be definitely getting together before the next club meeting and will report then.

Parks: Nothing new from the parks department.

Mower: Bob Armstrong took the mower in for a check, I believe it was at Raytown Mower, and they wouldn't even check it out. They didn't consider that it had any trade-in value. George Wright suggested that it was time to get a new mower. After some discussion it seemed that everyone was in favor of spending the money for a new mower and being done with the matter. Thus the following motions were passed:

A motion was made, seconded and passed to buy a new mower using the mower fund, supplemented with the regular club account.

A motion was made, seconded and passed to authorize the mower committee to sell the old mower once a new one was bought.

A motion was made, seconded and passed to authorize the mower committee to use up to the amount in the mower fund for a new mower.

A motion was made, seconded and passed to authorize the mower committee to spend up to \$1,200.00 to buy a new mower from Lowes.

New Business:

Events : The new method of handling events by the parks department is for us to schedule and buy permits at the beginning of the year. Not only does this allow them to manage events better, but also means they can publicize the events in the park's publications. To that end, we need to buy our park permits at the first of the year. Therefore:

A motion was made, seconded and passed to buy the permits for the club fun fly, club picnic and the Harvesters event, for a total of \$75.00.

Committees: The following are the committee chairmen for 2004:

Parks Affiliate Representative: Mike Krass will coordinate with Bernie Drummond

Training: Dennis Tschirhart

Safety: Cliff Miller and Dave Walter

Events: Larry Smith

Other victims will be selected as the need arises. On a serious note, I believe it was Dennis that gave some good words about volunteering. Most of the jobs don't require that much effort or talent (take the newsletter editor's job, for example!). So guys, don't be so shy when these things come up. In fact, it's a good chance to get better acquainted with other members. From my perspective (Walt), I really don't work that hard or spend that much time at it, and I've got two officer positions (Secretary and Newsletter Editor)! So much for the preaching.

Next meeting we'll be discussing club hats, shirts and jackets.

Raffle Prize: Mike Krass won the \$25.00 gift certificate for Hobby Haven.

Show and Tell: Mike Krogh had a number of electric products to show. First on the docket was a F-5 electric jet by Vasa Models. With that was the electric ducted fan unit (carbon fiber blades), a 7.5 v., 3270 mah Liploy battery and a Triton charger for the battery. The jet is capable of nearly 100 mph. Will this be taking combat to a whole new realm?

Calendar of Events – Models

Feb 5	RCSF Club Meeting – At the First Baptist Church of Grandview
Feb 7	RCSF Club Fun Fly
Mar 4	RCSF Club Meeting – At the First Baptist Church of Grandview
Mar 6	RCSF Club Fun Fly
Apr 1	RCSF Club Meeting – At the First Baptist Church of Grandview
Apr 3	RCSF Club Fun Fly
Jun 5	RCSF Open Fun Fly
Jun 18-20	KCRC Annual Pattern Contest
Sept 10-12	KCRC 50 th Anniversary Fly-in
Sept 23-26	US Scale Masters Championship – Gardner Airport
Sept 25	RCSF Club BBQ
Oct 2	Harvesters Fun-Fly Benefit

Calendar of Events – Full Scale

June 19-20	WWI Replica Fighters Fly-in, Gardner Kansas
June 26	Vintage/Antique aircraft fly-in, Gardner, Kansas
July 27 - Aug 2	EAA annual bash, Oshkosh
Sept 4	National antique aircraft fly-in, Blakesburg, Iowa

Following are various items from the AMA National Newsletter, September 2003, which, in turn, were published in various club newsletters. Credit for each is at the end of the individual article. Walt

ARE YOU WASTING TIME AND MONEY?

By KEN REED

“Why am I wasting my time and money with this hobby? This is a big joke.”

A friend of mine said this to me as we drove back to his house following his first major crash at the flying field. He has never flown again! Frankly, at that time, I didn't know what to say, but since then, I have thought about why some give up when they are just getting started.

In my experience, I had a mentor who helped me get over the learning curve to the point where I began to feel confident. I finally reached a place where I felt more positive when I left for the field, believing that this would be a good experience, and I would probably bring my airplane home in good shape.

No one feels competent when learning a new skill. Our first level is when we are totally unskilled, so in our club we begin with an instructor and a buddy box.

The second level is when we are flying our trainer, but we still feel awkward and we have to be very deliberate and intentional.

The third level occurs when we become more competent, but we are still intentional while we try to relax and enjoy the experience.

Finally, we reach level four because we have practiced doing basic maneuvers plus taking off and landing so many times that our subconscious takes over and everything become automatic. In other words, we “have a feel for it.” It's like driving a car with a stick shift. You go through all four levels until you can drive without saying to yourself, “Now I must push in the clutch and slowly let it out again while gently stepping on the gas pedal” and so forth.

My friend crashed when he was still in the awkward phase of learning a new skill, and that's why he asked, “Why am I wasting my time and money with this hobby?”

No one will say this is an easy hobby to learn, but I would encourage all you new people to hang in there and build on your strength as you move from level to level. The key is to practice. Do it over and over and over until you can go out and truly enjoy a great hobby.

from Hi-Flyer
Arvada Associated Modelers
Eric Gropp, editor
Golden CO

TEACHING RADIO CONTROL FLYING: BEFORE INSTRUCTION
By MIKE LYNCH

This is the third in a series on teaching Radio Control (RC) flying. Watch for additional information in future newsletters.

Instructors tend to get the brunt of questions from people just thinking about getting into the hobby. Once someone has started learning to fly, instructors are bombarded with questions related to all facets of the hobby. Even after the person has learned to fly, if he or she has questions (especially about aerobatics), the instructor is the first one approached.

This section is devoted to handling common questions and problems a beginner has. Even though as an experienced pilot you already know much of what is presented in this section, the information should help with your ability to relate what you know to beginners. Also, much of this section can be copied and given to beginners with questions.

In this section, I do mention some brand names and actual models, but keep in mind I do so for the sole purpose of offering comparisons. I am not endorsing nor criticizing any of the products mentioned. There are many radios, airplane kits, Almost-Ready-to-Fly aircraft, engines, and flying accessories of excellent quality. In fact, you really have to go out of your way to find a poor product in this hobby.

Common RC questions

It has been my experience that most beginners in the hobby tend to have the same set of questions as they enter into the Radio Control airplane hobby. I'll begin by giving a summary of these questions and supplying brief answers.

How does the radio-control system work? As with any kind of radio, a transmitter (held by the flier) is used to send signals to the receiver in the airplane. Both are powered by (usually rechargeable) batteries. The radio system can have several channels. Each channel is used to control one airplane function. Servos (one for each channel) are used to cause the actual motion within the airplane to make control surfaces move.

A good beginner's radio configuration has four channels. These channels control ailerons, elevator, rudder, and throttle. Two sticks (like computer game joysticks) on the transmitter allow the flier to manage these four controls. With the most common radio setup mode, the right stick is used to control aileron (left/right) and elevator (up/down). The left stick is used to control rudder (left/right) and throttle (idle through full throttle). Like a computer game joystick, the aileron, elevator, and rudder sticks are spring loaded. When you let go, these sticks spring back to the middle of the control. The throttle stick stays where you place it, from idle to full throttle.

Keep in mind that radio-control systems can have more than four channels. Other controls for these channels include retractable landing gear, flaps, and even smoke systems. For now, you should concentrate on the four basic controls. Leave the fancy stuff for when you have mastered the hobby.

Within the airplane, servos receive signals from the radio's receiver whenever either of the transmitter sticks is moved. The servos respond according to the motions of the transmitter sticks and cause the control surfaces of the airplane to move in sync with stick movements (through mechanical linkages). Instructors: If an interested person at the flying field has questions about radio systems, be sure to demonstrate with your own airplane.

Other radio terminology

Trim controls: It is not possible to perfectly set each servo and control surface. Say, for example, the airplane tends to climb in a hands-off condition. The elevator trim control gives the flier the ability to trim in some down elevator without affecting the joystick for the elevator. In essence, trim controls allow the flyer to set the radio so the aircraft will fly straight and level with hands off the radio. All radios come with trim controls for the four basic channels.

By the way, this is another reason beginners should seek help. It is highly unlikely that a new airplane will behave perfectly with regard to trim settings. An airplane that is not trimmed properly can be difficult to fly (even for an experienced flier). For a beginner, it will be impossible to fly. During a new airplane's first flight, the instructor should trim the airplane, causing the centered or neutral position of each channel to be centrally positioned.

Servo reversing: Sometimes it's inconvenient (if not impossible) to mount the servos in a way to properly control the control surface. In many cases, the servo will come out backwards (left aileron comes out to be right aileron, for example). The feature servo reversing allows you to mount the servos in the most convenient manner, and if one or the other comes out backwards, the servo reversing switch for that servo (in the transmitter) can be turned on. Servo reversing is a standard feature on almost all radios sold today.

Dual rates: Though not included on every radio, this feature allows you to change the responsiveness of your airplane's control surfaces. (Usually this feature only applies to ailerons and elevator.) On high rates, your servos will move full travel and the airplane will be quite responsive. On low rates, your servos may only move about 40 to 60 percent of their total travels. This is a nice feature for beginners, since you can reduce the responsiveness of your airplane, making it easier to fly.

Mixing: This feature allows you to have one control automatically invoke another. For example, as you give left aileron, the radio can be adjusted to automatically give some right rudder (to make for a smoother turn). While this is a nice feature for experienced fliers, it doesn't help beginners learn to fly. Don't go out of your way to find a radio with this feature for your first radio.

Radio styles: AM versus FM versus PCM—generally speaking, the most reliable, and most expensive, radio style is Pulse Coded Modulation (PCM). Next in reliability and price comes Frequency Modulation (FM). Finally, comes Amplitude Modulation (AM). Although almost all of these radio styles are highly reliable, I recommend that beginners purchase an FM radio.

Trainer system: This feature allows the safest manner of flight instruction. You will see more information about trainer systems later. Remember a beginner should not buy a radio without the trainer system!

TIDBITS

- If Wal-Mart is lowering prices every day, how come nothing is free yet?
- Some mistakes are too much fun to make only once.
- Don't cry because it's over; smile because it happened.
- We could learn a lot from crayons ... some are sharp, some are pretty, some are dull, some have weird names, and all are different colors, but they all manage to live in the same box.
- A truly happy person is one who can enjoy the scenery on a detour.
- Once over the hill, you pick up speed.
- If it weren't for stress, I'd have no energy at all.
- Whatever hits the fan will not be evenly distributed.
- Everyone has a photographic memory—some just don't have film.
- The easiest way to find something lost is to buy a replacement.
- If you can smile when things go wrong, you can obviously find someone to blame.
- The sole purpose of a child's middle name is so he can tell when he's really in trouble.
- Living on earth is expensive, but it does include a free trip around the sun.
- Birthdays are good for you; the more you have, the longer you live.
- How long a minute is depends on which side of the bathroom door you're on.
- Ever notice that the people who are late are often much jollier than the people who have to wait for them?
- If ignorance is bliss, why aren't more people happy?

from The BARF Rag
Beresford Area Radio Flyers
David Larsen and Dennis Johnson, editors
Alcester SD

GET SOME SUPERIOR PILOT SKILLS By GARY THOMPSON

Superior Pilot: Def. "A pilot who uses superior judgment to keep out of situations that might cause him to have to use his superior flying skills."

Get some skills

It just doesn't happen without some effort. Many new pilots are happy to be able to fly a trainer after they solo, but after spending some effort to learn to fly by yourself, you should continue to develop the additional skills needed to become a superior pilot. These skills are not simply acquired. It takes a plan to continue mastering the fine points of Radio Control (RC) flying. Acquiring the judgment to know your own limits is not easy. Here are some tools:

- Read. Spend time with the RC information available in magazines, books, on the Internet, etc. Look for common sense approaches to construction, safety, and flying tips.
- Participate. Attend RC activities where there are experienced fliers. Get involved as an observer, judge, recorder, or official. You'll be surprised at what you learn. As you acquire skills, increase your participation.
- Practice. As you learn new skills, do more than just file them away. Practice them. This is the key to extending your RC abilities. Don't just continue to do the same thing every time you fly. To acquire a new skill, you must try it.
- Ask for help. This an overlooked way to acquire skill. Identify someone with the skill and ask for help. Even in competitive events, almost all RC fliers are willing to share their experience. You can save yourself many mistakes by learning about the mistakes of others.
- Master new skills. Learn at your own pace. Don't overextend your ability. Give yourself plenty of margin for error and gain absolute confidence through practice. Each person has different talents, so things that are easy for others may not be easy for you and vice versa. By practicing, you can avoid making major mistakes (and the coincident expense and embarrassment). Continued practice brings confidence and mastery.

Have you tried anything new lately? Now go fly right!

from Transmitter
Palomar RC Flyer
San Marcos CA

MAKE SURE YOUR AIRCRAFT IS READY FOR FLIGHT

This check list is based on one found at members.tripod.com/rcav8or/pflight.htm.

Before leaving the house

- Do you have the transmitter with the correct channel, your airplane, wing, rubber bands or wing bolts, glow starter, electric starter, proper fuel, and your flight box?
- Do you have cold drinks, a hat, sun block, sunglasses, insect repellent, and long pants for walking in the woods?
- Check your airplane and transmitter batteries. Is there any damage to the airplane, wing, or covering? Turn your transmitter and receiver off.

Before a new model's first flight

- Is the model too heavy? Is the center of gravity within the range shown on the plans? Is the model balanced side to side?
- Are all flying surfaces at the proper angle relevant to each other? Are the control surfaces securely attached with all snap-links closed? Are the control throws in the proper direction and amount?
- Have all screws been attached to servo horns? Are all engine screws tight?
- Is the fuel tank level with the flying altitude of the airplane? Is the carburetor at the same height (not above) as the fuel tank? Is the fuel tank clunk in the proper position and moving freely?
- Has a full range check been performed on the radio? Has the flight pack been checked with a voltmeter? Have the receiver and battery been protected from vibration and shock? Is the receiver's antenna fully extended and not placed near a fuselage with any sort of metallic covering?

Before the first flight of the day

- When you remove the transmitter from the car, make sure it is off. Put your AMA card in the slot and the transmitter in the impound if someone already has the frequency.
- Before putting on the wing, check all servo mounts for loose or missing screws. Check all wiring to make sure there are tight connections and no broken wires. Check for broken antenna wire. Check wing mounting blocks to make sure they have not broken loose, or if using rubber bands, check rubber band pegs for tightness. Check the vertical and horizontal stabilizers for damage. Make sure the fuel tank is not loose in the airplane and the clunk (fuel pickup) is in the back of the tank.
- Check landing gear for loose wheel collars or bent materials. Check for holes in the covering. Make sure the muffler is attached and the engine mounts are tight on the firewall.
- Is the propeller tight? Check the throttle linkage. Pull on the ailerons to check hinges. Check the aileron servo and linkages. Check rubber bands for cracks or oil. Make sure the wing is on straight and is square with the fuselage. Make

sure the wing is on tight if using bolts, and that both bolts are in the proper holes. Check the balance before filling the fuel tank, and after filling the tank, check for leaks.

- Get your transmitter from the impound. Make sure you tag your frequency. Turn on the receiver in your airplane and transmitter. Stand behind the airplane and check that all control surfaces work properly and move in the correct direction.
- Do a range check. Make sure the antenna is down all the way and both the transmitter and receiver are turned on. Walk about 25 yards and try all the controls. Someone should be near the airplane to make sure everything is working. Put your antenna up now. Check all trims on the transmitter. Are they where they should be?
- Before starting the engine, make sure throttle is in the idle position. Start your engine. Idle okay? High speed okay? Will it run if it's at a 45° angle at high speed? Will it transition from low to high to low to high without stalling? The engine will shut off from the transmitter. Start the engine (if applicable) and test the entire throttle range. Run it at full throttle with its nose in the air for at least 15 seconds.

Before each flight

- Always refuel, even after short flights.
- Check the operation of all control surfaces.
- Make sure the wing is tight and the rubber bands are okay.
- Check the landing gear.
- Check for any damage or holes in the covering.
- Make sure the antenna is up.
- Start and check the engine. Always run the engine at least to full power before takeoff. An engine that just ran perfectly may never run right again.
- After a hard landing: Basically do the “before first flight check” again. Pay extra attention to dirt in the engine, bent landing gear, control surfaces, the propeller, clunk in the tank, and internal damage to the wing or fuselage.

from The Beam
Eglin Aero Modellers
Dale Palmer, editor
Niceville FL

