



PLANE TALK NEWS

The Des Moines Modelaires Newsletter

President's Message

***Talk about cold, the Penguin Fly was miserable, at least at first. By the time we left the field it was LOTS warmer, maybe to -10°F. The floor was so cold that spilled coffee froze instantly. Your head was toasty and your feet were frosty, no more though. The next time we're out there in cold weather the new ceiling fan, courtesy of Alan Annear and Scott Leonard should make things a lot more comfortable.**

***The indoor fly-ins have been well attended and the most recent one seemed to go a bit better as the air was shared by all. Many thanks to Denis Roy for his time and efforts to get everything set up in the morning and cleaned up when the flying was done.**

***After LOTS of discussion about the runways at EPJ, both at board and general membership meetings, the board had decided that at this time the best course of action is to do nothing. The consensus was that when it is time to replace the petromat that we will reopen the subject of what we can do, if anything, to improve the runway situation. However, there is perhaps one thing we can do after the frost is gone and the ground firmed up, and that is to roll or compact the runway. Unfortunately this is far from a permanent solution as the first time the ground is soft from rain and someone walks on the runway this effort is lost. We'll discuss this at the next membership meeting to see when and how this can/should be done.**

**Jim Porter
President, Des Moines Modelaires**



Penguin Fly January 1, 2017

The Penguin fly was very well attended this year, especially considering that first thing in the morning the temperature was 20 degrees below zero. Several members came prepared with propane torches to get the gate lock open, the gas heater going, and with

enough time next to the heater to warm up the engine oil, the generator running for coffee and lights. It took several hours with the heater running to warm up the club house, with a significant temperature difference from ceiling to floor. A number of cold weather pilots put themselves at risk for frost bite but most did at least one flight that morning. Jack flew several flights with his Icon and had fun on the snow covered runways. Thanks to all who worked on the equipment, and brought goodies and got caught up, and did some flying. See a few photos below.







March Indoor Fun Fly Ankeny

Airplanes, helicopters, and quad copters were plentiful at the February and March indoor fun flies. A variety of club members, from the very young to the highly experienced enjoyed flying in the warmth of the church gym. Thanks Denis for making the arrangements and getting the gym ready for flying.





.60 size Spitfire

Scott bought in his .60 size Spitfire which is almost

ready for it's maiden flight. The aircraft will be powered by the installed Sato 82. After a successful flight Scott plans to install a more scale like set of retractable landing gear. The covering and detail of the model were admired by the indoor fun fly pilots.

Upcoming Club Events

- March 17 – Coffee Social (West Field 10am)
- April 3 - Club Meeting (West Field 7pm)
- April 14 - Coffee Social and High-wing Fly (John Faust) (West Field 10am – 2pm)
- May 1 - Club Meeting (EPJ 7pm)
- May 12 – Coffee Social (West Field 10 am) & Multi-wing Fun Fly (Alan Annear – West Field 10am – 2pm)
- June 4 - Training Program (West Field 6pm)
- June 5 - Club Meeting (West Field 7pm)



Have you ever wanted to learn to fly Radio Controlled (RC) Aircraft? If so, come to our West Field (just west of Grimes) on Monday evenings

We hold **free** public training at our West Field every Monday beginning Monday June 4th 2018 through Monday August 27th. If you are over 14 years old you are welcome to attend this program for up to three evenings. Club instructors and equipment will be available from 6pm until dark on days conducive for flying. You will be able to actually fly our training aircraft and learn about our club and the best equipment options if you do decide to continue flying. Flying RC aircraft often turns into a lifelong hobby and is a wonderful way to meet new people who also love to fly.

Our West Field Instructors are:

Denis Roy	DenisRoy81@gmail.com	249-1617
Dave Beecher	db500_1999@yahoo.com	661-2456
Pat Nestvedt	plnest@hotmail.com	201-8112
Scott Leonard	scott@sjleonard.com	494-2011

Our EPJ Instructors are (by Appointment):

Jim Lewis	clone2tb@gmail.com	289-1144
Tim Nissen	nissentimothy@mchsi.com	975-1091
Doug Griffith	duggriff@yahoo.com	480-1585
Kelly Brown	kbrown@dwx.com	494-4884
Matt Coleman	colemn615@gmail.com	782-9499

Newsletter and Events

If you are an event coordinator I would be happy to run a poster or other advertisement for your event, just email it to me. If you would like to add an event check with the board, and let me know when it is approved. If you would like to provide possible content for the newsletter, email to: DB500_1999@yahoo.com I am happy to include links to flight videos you may have posted, description of club events, photos of your projects, for sale and wanted ads, or technical articles and reviews you have written. Let me know if any corrections in dates or contact information are needed. *Dave Beecher*

The Importance of a Preflight and Not Just the Aircraft! By Dave K.

January 20th was the first flying day of the year for me. I picked up my E-Flight Corsair from the hangar and headed for the model field.

I got four batteries charged and after a preflight of the plane I took off. I felt the neck strap was caught up on the buckle where it attaches to the transmitter. (This happened last year during the third flight of my Spitfire and while trying to straighten it out I pushed full down elevator and into the corn she went. The damage was repairable and that plane is flying again.) Anyway last year's neck strap incident was on my mind and I decided not to mess with it with the Corsair in the air.

I made a few passes down the runway and while in a left turn the plane rolled itself wings level with a little nose down and idle power. The plane would not respond! I looked down and the transmitter was OFF; somehow the neck strap and my movements caused this to happen. I turned the transmitter back on but it didn't have enough time to boot up and reestablish a connection to the plane. We watched it in a shallow descent go across the road and plow straight into a guard rail, the aluminum sounding thud was distinct.



The picture on the road is how we found it, the left wing was separated but the two spars were not broken. The underside of the fuselage at the nose sustained damage, the wing bolt attachments are loose, I won't know how repairable that is until I remove the wing. The replacement fuselage and wing are \$72 each so if the repairs don't come out to my satisfaction I'll replace them with new parts.

You can see how the neck strap got twisted, somehow this happens more often than it should and I generally catch this before I take off, I

don't know what I'm doing to cause this but it's my fault. This is a great example of me not preflighting myself and my flying stance once I was at the flight line. I was excited to get in the air after months of being on the ground and this bit me because of my carelessness.

As the weather gets warmer we're going to start getting out to the fields so please keep in mind that when you preflight the plane making sure the flying surfaces move in the direction that are supposed to and not just that they move but also check yourself out and make sure you're in the right frame of mind to fly and your equipment is ready to go like transmitter batteries are charged and if you fly with a neck strap make sure it doesn't interfere with anything.

If you fly models long enough you will have mishaps, it happens; you pick up the pieces and move on.



Successful Landings, from an article by Rich of RLT Fasteners

Over the years of flying and teaching people to fly, I have ended up with two ways of more consistently landing a plane with calm winds and crosswind.



I recognize that there are many ways to "approach" the subject, so here are just a few methods that have helped at my flying field.

One of the biggest things I have found is that many people "stop flying" the airplane once it's approaching or over the threshold. There seems to be a tendency that once the plane is over the runway, you want to leave well enough alone and not keep flying the plane towards the center line. The fact is that, as is the case with full-scale planes, you should never stop flying towards the center line. The closer you can get the plane to the center line, the greater the chance that the landing will be successful; your margin of safety is greater than if you let the plane land too far off. You probably don't have an actual center line, so you will have to imagine one.

In addition to the plane flying over the center line, the nose of the plane has to be lined up with the runway (the plane has to be longitudinally lined up), otherwise you are going to have a very hard landing with a lot of side load on the landing gear. I have found that this is the biggest challenge both for me and students. Of course, this is where the rudder comes in.

Here are two ways to deal with putting in the required rudder input. I have personally found that it's too hard to see what the airplane is doing if it's too far from the runway. Maybe it's my eyesight.

The method that has worked best for me and my students is to fly the plane toward the center line but don't worry about lining up the nose until you can

clearly see the airplane. Usually this will be when the plane is over the threshold or even closer to you in the pilot box. Depending on one's eyesight, you may even have to wait until the plane is almost ready to touchdown before you kick the nose around with the rudder to line up with the runway

Another thing that has worked is really a little bit of a trick, but it seems to work for most people, and that is to actually put in rudder **trim** (actual trim, not the main stick) well before landing. I'll teach folks to put in a decent amount of rudder trim on the downwind leg of the approach.

One thing that can be useful in this regard is to do a slow flyby over the runway and see how much rudder trim it takes to keep the nose lined up with the runway. Now you will know how many clicks of rudder trim it will take to get to nose lined up with the runway when you are landing, and you can add the trim on the downwind leg.



course, this is not an exact science; the wind is going to change as you are landing, but if you can get the nose reasonably lined up you have a better chance of the landing being a success.

The next time you're out flying give it a shot. Just remember the basics: keep flying the airplane towards the center line even after you're over the runway, and get that nose lined up with the runway using rudder.

Happy landings! And best regards,
Rich

Back to Kit Building (by Dave K)

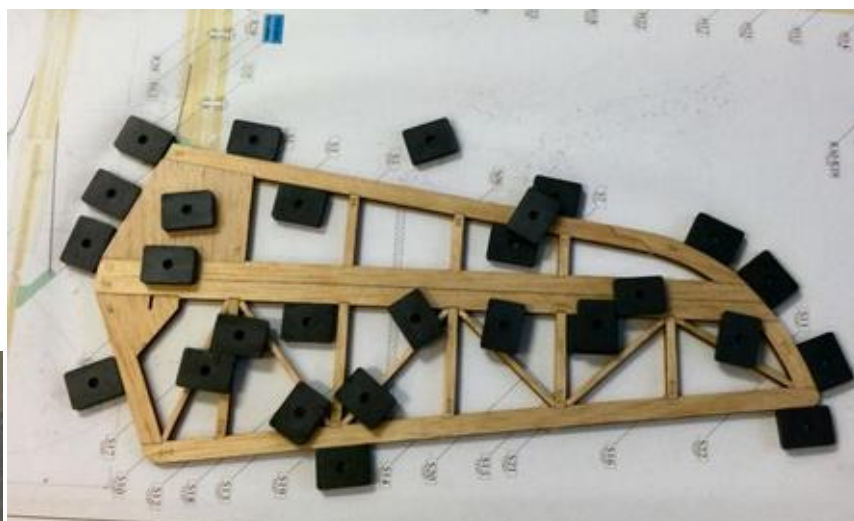


It's been 30 years since I've built a plane from a kit. When I got back into the hobby four years ago I started assembling ARFs and I've enjoyed that. I flew a few different sailplanes in my youth, my Marks Models Wanderer 72 was my favorite. I saw some of Jim Porters

planes and fell in love with sailplanes again, of course having a Radian XL for two flying seasons hasn't hurt either.

I purchased two kits from Jim, an F5J Introduction and F5J Inside. They are both German kits. The only difference between the two gliders is one has ailerons and one does not.

I got the vertical stabilizer and rudder built in one night, it didn't take but 15 minutes. This kit is amazing with its



laser cut parts that fall out of the balsa sheets and the laser cut stringers. Everything you see in the pictures was precut, I didn't have to do anything to the parts.

I'm using a magnetic building board for no real reason other than I can. When it comes time to build the wing panels (all 9.3 feet of them) I may go to a more traditional building surface that I can push T pins into. Hopefully I'll have an update for the next newsletter on my progress.

2018 Calendar of Events

(Dates and locations are subject to change)

- **Club Meetings are generally the 1st Tuesday of the month at alternating flying fields during the flying season**
- **Fun Flies are generally the Saturday after a club meetings during the flying season**
- **Coffee Socials are generally the 2nd Saturday of the month**
- **January 1, 2018** Penguin fly and Club Meeting (West Field 9 am, Meeting at 11 am)
- January 13 – Coffee Social (West Field 10am)
- February 10 – Coffee Social (West Field 10am)
- February 17 - Indoor Flying and Club Meeting (Catholic Church Flying 9am, Club Meeting 1pm)
- March 10 - Indoor Flying (Catholic Church Flying 9am, Club Meeting 1pm)
- March 17 – Coffee Social (West Field 10am)
- April 3 - Club Meeting (West Field 7pm)
- April 14 - Coffee Social and High-wing Fly (John Faust) (West Field 10am – 2pm)
- May 1 - Club Meeting (EPJ 7pm)
- May 12 – Coffee Social (West Field 10 am) & Multi-wing Fun Fly (Alan Annear – West Field 10am – 2pm)
- June 4 - Training Program (West Field 6pm)
- June 5 - Club Meeting (West Field 7pm)
- June 11 - Training Program (West Field 6pm)
- June 9 – Flylow Jet Fly (Dave K and Connor J – EPJ 9 AM -6 PM)
- June 16 – Coffee Social (West Field 10 am) & Little Plane Day Fun Fly 10 – 2 (Denis Roy, West Field)
- June 18 - Training Program (West Field 6pm)
- June 25 - Training Program (West Field 6pm)
- July 2 - Training Program (West Field 6pm)
- July 7 – Warbird Fun Fly (Ray Pick – EPJ)
- July 9 - Training Program (West Field 6pm)
- July 10 - Club Meeting (EPJ 7pm)
- July 14 – Coffee (West Field 10am)
- July 16 - Training Program (West Field 6pm)
- July 23 - Training Program (West Field 6pm)
- July 30 - Training Program (West Field 6pm)
- August 6 - Training Program (West Field 6pm)
- August 7 - Club Meeting (West Field 7pm)
- August 11 - Summer Fun Fly (Jim Porter – West Field 10am – 2pm)
- August 18 – Coffee Social (West Field 10am)
- August TBD – National Model Aviation Day (Alan Annear – West Field 9am – 2pm)
- August 13 - Training Program (West Field 6pm)
- August 20 - Training Program (West Field)
- August 24,25,26 – Mid West Chopper, (Matt Coleman - EPJ)
- August 27 - Training Program (West Field 6pm)
- September 4 - Club Meeting (EPJ 7pm)
- September 8 – Coffee Social (West Field 10am) Sailplane Fun Fly (Dave Beecher - West Field 10am – 1pm)
- September 22 - Any Size Warbird Fun Fly (Ray Pick – EPJ)
- September 29 – Work Day (West Field 9 AM)
- October 2 - Club Meeting (West Field 7pm)
- October 6 – Club Auction
- October 13 – Coffee/Pot Luck / Fun Fly & Speed Day (Alan Annear / Denis Roy – West Field 10am – 2pm)
- November 6 - Club Meeting (Weiss-Merkle Financial 7pm)
- November 10 – Coffee Social (West Field 10am)
- December 4 - Club Meeting and Elections (Weiss-Merkle Financial - 7pm)
- December 8 – Coffee Social (West Field 10am)
- **January 1, 2019** Penguin fly and Club Meeting (EPJ 9 am, Meeting at 11 am)
- February TBD, **2019** - Indoor Flying and Club Meeting (Catholic Church Flying 9am, Club Meeting 1pm)
- March TBD, **2019** - Indoor Flying and Club Meeting (Catholic Church Flying 9am, Club Meeting 1pm)
- **Fun Fly Information:**
- April 14 – High-wing Fly (John Faust - West Field 10am – 2pm)
- May 12 - Multi-Wing Fun Fly (Alan Annear – West Field 10am – 2pm)
- June 9 – Flylow Jet Fly (Dave K & Connor J)
- June 16 – Little Plane Day (Denis Roy – West Field 10 am – 2 pm)
- July 7 – Warbird Fun Fly (Ray Pick – EPJ)
- August 11 - Summer Fun Fly (Jim Porter – West Field 10am – 2pm)
- August 24,25,26 – Mid West Chopper, (Matt Coleman - EPJ)
- September 8 – Sailplane Fun Fly (Dave Beecher - West Field 10am – 1pm)
- September 22 - Any Size Warbird Fun Fly (Ray Pick – EPJ)
- October 13 – Coffee/Pot Luck / Fun Fly & Speed Day (Alan Annear / Denis Roy – West Field 10am – 2pm)

2018 Des Moines Modelaires Membership Application

(Please Print Clearly)

You must be a member of the Academy of Model Aeronautics (AMA) and registered with the FAA before joining the Des Moines Modelaires

New Member _____ **Renewal** _____ **Adult** _____ **Youth** _____ **Spouse** _____

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____ Birth Day: Mo _____ Day _____ Year _____

AMA #: _____ AMA Expiration Date: _____

FAA #: _____ FAA Expiration Date: _____

Email Address: _____

(Used for club newsletters and club informational emails)

You must have a current AMA membership and FAA Registration valid through the year of membership to be a Des Moines Modelaires club member. If you are flying an aircraft weighing more than 0.55 lbs., it must have an FAA sUAS registration number affixed to it.

Membership Dues (Dues are in effect through December 31, 2018):

New Member – Adult: \$100, after July 31st \$60

Youth \$15

Spousal \$50

Renewal - Adult \$100, after March 31st, \$120

Youth \$15

Spousal \$50, after March 31st, \$60

Adult - 19 & over at any time during 2018

Youth - 18 & under through December 31, 2018

Send this membership application, a copy of your AMA membership card, FAA registration, and check to:

Dave Kalwishky

4224 Grandview Ave.

Des Moines, IA 50317

(515) 314-7060 Email: dave@kalwishky.com

Please make checks payable to: Des Moines Modelaires

Club Officers

President	Jim Porter *	(515) 986-0512
	airporter96@gmail.com	
Vice President	Dave Kalwishky **	(515) 314-7060
	dave@kalwishky.com	
Secretary	John Faust**	(515) 771-3866
	faustj@q.com	
Treasurer	Denis Roy *	(515) 249-1617
	DenisRoy81@gmail.com	

Board Members	Alan Annear *	raannear@gmail.com	(515) 491-9039
	Dave Heuton *	dcheuton@aol.com	(515) 971-1677
	Jack Kamerick**	jdkamerick@gmail.com	(515) 971-0347
	Scott Leonard**	scott@sjleonard.com	(515) 494-2011
	Jim Myklestad **	jimary69@mediacombb.net	(641) 430 8481
	Tim Nissen *	nissentimothy@mchsi.com	(515) 975-1091

* Term expires on December 31, 2018

** Term expires on December 31, 2019

Safety Officers

EPJ – Tim Nissen

West Field – John Faust

Membership Dave Kalwishky
4224 Grandview Ave.
Des Moines, IA 50317
(515) 314-7060
Email: dave@kalwishky.com

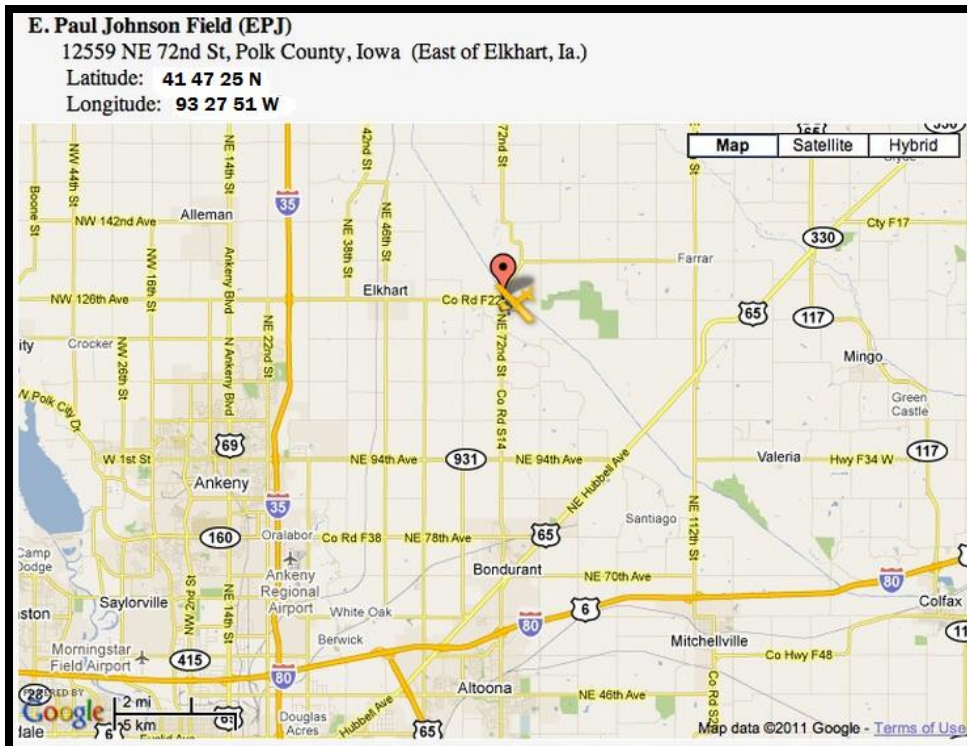
Newsletter Dave Beecher
db500_1999@yahoo.com

Club Training Team

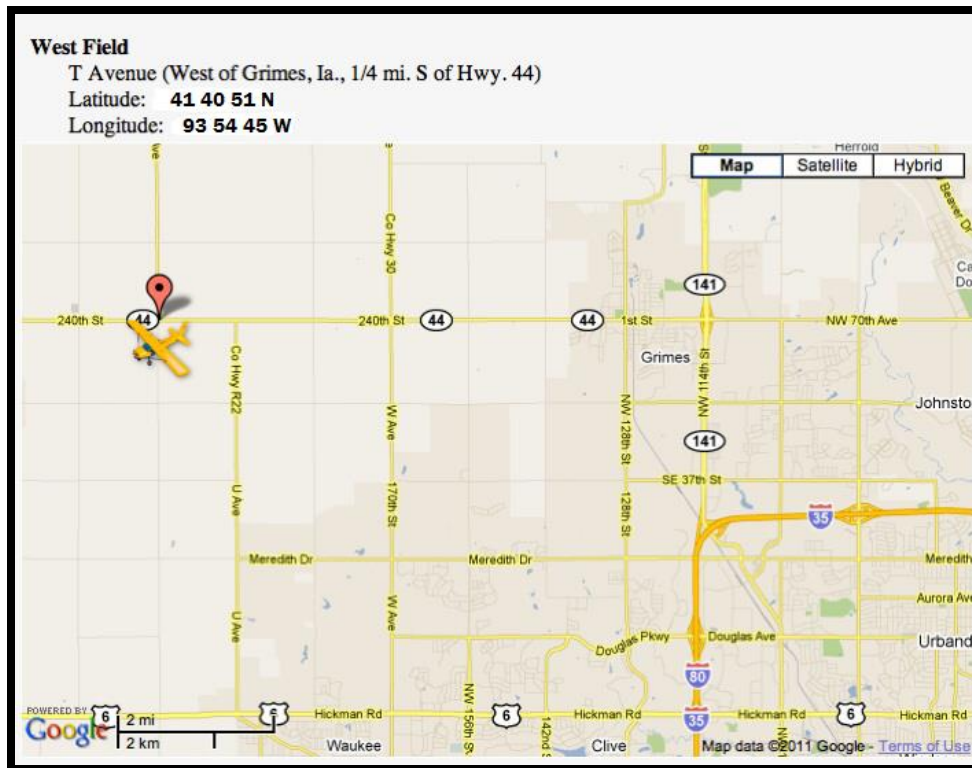
If you are interested in learning to fly please contact any one of these fine instructors

Denis Roy	249-1617	DenisRoy81@gmail.com	Airplane (West Field)
Dave Beecher	777-1665	db500_1999@yahoo.com	Airplane (West Field)
Pat Nestvedt	201-8112	plnest@hotmail.com	Airplane (West Field)
Jim Lewis	289-1144	clone2tb@gmail.com	Airplane (EPJ)
Tim Nissen	975-1091	nissentimothy@mchsi.com	Airplane (EPJ)
Doug Griffith	480-1585	duggriff@yahoo.com	Airplane (EPJ)
Kelly Brown	494-4884	kbrown@dwx.com	Helicopter
Matt Coleman	782-9499	colemn615@gmail.com	Airplane & Helicopter (EPJ)

Our Field Locations:
EPJ



West Field



The Des Moines Modelaires

- We fly radio controlled model airplanes, helicopters, and quad-copters at our two private flying fields
- We hold monthly meetings generally the first Tuesday of each month
- We produce a newsletter for our members and the general public
- We sponsor several fun flies during the year
- We will demonstrate our hobby at events when safety can be maintained and there is adequate room to fly
- We sponsor several swap meets during the year
- We conduct free pilot training programs and have volunteer trainer pilots