

# Plane Talk News

## Warbirds Over Elkhart



This past weekend was one of the nicest weekends that we have had in some time. The Warbirds Over Elkhart event was held on Saturday, June 19th.

Other than the wind in the morning, the day was perfect. With a great number of pilots and a wide assortment of warbirds, this event was a great success. Thanks to Rick Konopka for the great photos.

*More photos on page 4*



### Tech Tips:

This month, I learned some useful information about balancing a prop. APC or manufactured props are relatively easy due to the uniform density in the material, it typically only requires a little sanding on one blade to have it balance at any angle. However, wood props due to the natural density differences in the wood can easily be unbalanced. I've typically used light coats of gloss polyurethane as a good way to balance the blade, even clear finger nail polish can be used sparingly. However I discovered a video that showed that it can be more than just the blade portions of the prop. The center hub of the prop can easily cause significant unbalanced issues. The video gave a great description to determine the unbalanced side of the hub and how to correct it. While the hub is closer to the center of the mass and should not cause significant vibrations, every little reduction in vibration will be helpful and the larger props will be more prone to display vibrations from the hub. To view the video, go to [www.redwingrc.com](http://www.redwingrc.com) and click on the VIDEO link, then go to the bottom of the page.

Tyler Riley

### UP COMING EVENTS

July Club Meeting  
7:30PM  
Aug Club Meeting  
7:30PM

July 6th  
West Field  
Aug. 3rd  
EPJ Field

Incredible Pizza Demo	No Date
Family Fun Fly	No Date
Electric Fun Fly	No Date
Giant Scale Fly	No Date

## BOARD MEETING

The general meeting was rolled into the Director's Meeting due to limited number of persons attending: 11 total

Old Business: Some of the old business includes subjects from the meeting of May 4th as well as this meeting due to limited minutes from the last meeting.

Please contact Jerry Proudfit for Westfield, and Jim Lewis for EPJ Field if you would like to volunteer for mowing duties.

The swap meet of April brought \$300.00 profit for the club.

Approval was gained for a load of rock and weed killer for Westfield for under the shelter and the road.

The club agreed to volunteer a static display for the SE Polk Cancer Walk.

Space will be made to be able to hang the 2.4 ghz membership cards on or about the channel board.

Each member is expected to hang their membership cards to that channel board, even 2.4 ghz flyers.

New business: The Warbird fun fly for June 19th is confirmed at EPJ. Duane has the flyer, and it has been advertised through the AMA. Prizes will be awarded, and food will be supplied, paid for by donations for the lunch.

Primer and paint is needed for the new utility shed at EPJ. Also discussed was a workbench for the main building for club planes and equipment. We had 3 new students last Thursday at the New Pilot's Training Program. Incredible Pizza, a business in Urbandale, has asked us for static display and flying at a grand opening of their business. Date to be determined. Several members have expressed support for this, and if you want to volunteer for it, contact an officer or board member. The Woodward family day is scheduled for June and several of our members have volunteered to provide static and flying display.

The subject of alcoholic beverage at the filed was brought up. All members are reminded that club rules forbid alcoholic beverages at the airfields.

---

GENERAL MEETING

---

CLUB TRAINING NIGHTS

Every Thursday night for the past five weeks, we have have been holding training nights at EPJ field.

We have had a good hand full of students learning to fly. It has not always been the best of weather, however each night we have had students in the air. Two of our student have since joined the club and are continuing to learn.

If you are interested in learning to fly just come out to the EPJ field and give it a try.



## PRESIDENTS HANGER

Summer is here, but why aren't we all flying? Oh that's right, it's been raining almost everyday. This past Saturday was great for our Warbirds Over Elkhart fun fly. I was able to sneak out just before the event kicked off and get a few flights in. Due to all of the rain that we have been having, both fields are very soft. West field was completely under water this past week. The field has been closed due to the road and field being very soft. I will be sending out emails when this field reopens or if it has to be closed again. Now let's hope this weather turns around and we can get some good flying in.

We are still needing some volunteers to head up some upcoming events: Family Fun Fly, Electric Fun Fly, and Giant Scale Fly. If there is any other event you would like to do, just let any of the board know and we will get those rolling.

A few weeks ago I got an email from David Miles, the owner of Paul Knapp's old farm. David invited the club out to fly a demo and help David Maxwell get his plane flying that Paul Knapp had built for him. It was a great event and we had a great showing of club members. A big thanks to Dave for having us out.

As you can see, we are working to update the news letter and get more content here. If you have any ideas or you would like to contribute, please let me know.

Duane

---

## MAYDAY, MAYDAY...

Ok, the title of this article is not something that we want to ever feel like yelling out on the flight line, but it is something that most of us have experienced but no one answered the call. We often learn the most from our failures, and I recently had that occur to me. A couple of weeks ago I had a student on the buddy box who had the plane in an inverted downward angle attitude heading towards the flight line. I took control and moved the stick back to loop it down and away from the flight line as we had the height to perform it. Unfortunately, the response was so quick and strong that it snapped the plane and it began a downward snapping spiral. I didn't have the stick buried, it was only pulled back about half way, but the snap was severe. Well, terra firma was met quickly but luckily somewhat mercifully.

The damage was not significant and I had it repaired in a couple of nights. At first I thought that we had some glitching in the electronics due to the severity of the snap and an earlier control blip. However, during my post-crash evaluation, I couldn't get it to do it again. Since I had never experienced that kind of snapping downward spiral before (luckily), it was still a bit of a mystery. I jumped on my computer that same night and downloaded the Avistar into my Realflight from the Knifeedge swap pages. If you haven't been there, there are hundreds of other models of aircraft that you can download and some additional airports. Needless to say, the Avistar that I downloaded wouldn't perform the snap spirals I had experienced. So I edited the elevator throw an extra five degrees at a time, since it was the only control I activated upon taking control. It didn't take much and lo and behold, it was snapping like crazy. I looked at the actual aircraft controls while I was repairing it and found that the angle to the surface was quite extreme, quite a bit more than what Realflight needed to make it snap. That meant that even if the elevator was only pulled back half way, it was reaching that critical angle to make it snap and stall. While we had flown it in the past for training nights, it was recently bound to the new Tx that was donated and we didn't double check that the controls weren't too extreme based on that Tx.

So I learned a few things through one extreme act. First, if having problems, neutralize the sticks immediately and see how it reacts and then make some stick movements. Secondly, I had never repaired a plane before so I learned quite a bit on repairing and making a new firewall, which was actually very rewarding. Third, a simulator is a good way to test crash scenarios to help determine possible causes, or to rule them out. When binding an aircraft to a new Tx, even though the percentages may be the same from the previous Tx, always double check that the control surfaces look appropriate. And finally that I'm not ashamed to admit that the crash was avoidable and it was all pilot error.

I wrote this article for a couple of reasons, to remind everyone that we can learn a lot from our mistakes and it is worth the effort to figure it out. A flight simulator is great for crash/control evaluations. I've now been modifying some favorite aircraft and forcing the surfaces to malfunction, just to practice controlling the aircraft with limited surface controls. It has actually proved to be quite a bit of fun and very educational and will helpfully never be needed in a real flight scenario, but at least I'm a little bit more prepared. And lastly I thought it would be nice to help everyone learn from my mistake so that hopefully they can avoid repeating it. While I hope that I can continue this article in each newsletter, I hope that I'm not writing about another crash and hopefully writing about repair techniques, shop mishaps, or some other tidbit of information that can make everyone more successful and safe.

Tyler Riley

---

## Warbirds Over Elkhart



**Club Officers**

<b>President</b>	Duane Vierling	367-0126
	dwwierling@gmail.com	
<b>Vice Pres.</b>	Tyler Riley	979-4195
	tylerr@fehdm.com	
<b>Secretary</b>	Keith Page	210-8953
	Pathfinder_Page@msn.com	
<b>Treasurer</b>	Jim Lewis	289-1144
	Clone2tb@mchsi.com	
<b>Board:</b>		
	Bruce Parmelee	221-9274
	Tim Nissen	964-9307
	Dar Chapman	964-8872
	Joe Kirk	229-3698
	Jerry Proudfit	987-1937
	Ed Niles	276-9058

**Safety Officer/ Field Marshall**

Ed Niles 276-9058

**Public Relations**

Dan Olson 494-6002

**Newsletter Editor**

Duane Vierling 367-0126  
dwwierling@gmail.com

**Membership**

Jim Lewis 289-1144  
1479 NW 71<sup>st</sup> PL  
Ankeny, IA. 50021

**July Birthdays**

Richard	Crivello	Jul 27, 1953
Phillip	Hartman	Jul 6, 1934
Andy	Hulse	Jul 7, 1991
Thomas	Kenworthy	Jul 15, 1933
Jim	Lewis	Jul 16, 1948
John D.	Mertz	Jul 7, 1928
Matt	Morrill	Jul 21, 1976
Carl	Noble	Jul 11, 1959
Tyler	Riley	Jul 20, 1974
Matthew	Woods	Jul 18, 1978

**Instructors****Plane**

Mode 2	Don Mckenna	707-9016
Mode 2	Matt Morrill	707-9027
Mode 2	Jerry Proudfit	987-1937
Mode 2	Joe Pitts	276-0096
Mode 2	Jim Lewis	289-1144
Mode 2	Darwin Chapman	964-8872
Mode 2	Duane Vierling	367-0126
Mode 2	Tim Nissen	964-9307

**Helicopter**

Mode 2	Nick Crego	603-953-0666
--------	------------	--------------

*Please call the instructor  
to make an appointment.*



# Want to learn to fly RC?



**Free Lessons**

**Thursday Evenings**

**6PM-9PM**

**EPJ Feild**



**[www.DesMoinesModelaires.com](http://www.DesMoinesModelaires.com)**

•

•

---

---

II

•

•

1

2

D

C1

E

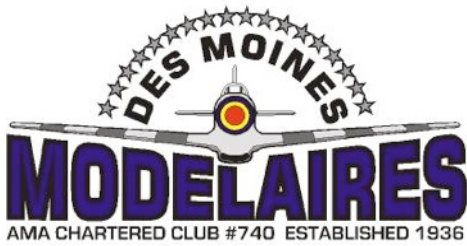
M

**A**

---

# Modelaires

- We fly radio controlled model airplanes at two private flying fields.
- Our meetings are the first Tuesday of each month and there is a program of flying interest plus show and tell at each meeting.
- Members are mailed a monthly newsletter.
- We have a club Christmas and Awards dinner.
- The club sponsors Fun Flys and Summer Club Family Picnic Flys.
- We help run the SIG Fun Fly at Montezuma Iowa.
- The Modelaires will demonstrate R/C flying anywhere that we have room to safely fly.
- Members present model building and flying programs to groups in this area.
- We hold a spring swap meet and a large fall R/C auction.
- We have a pilot training program with booklet and award a solo certificate to members that we train (FREE) to fly. There are instructors to help you learn to fly Radio Control!
- We are one of the top clubs in America. You must join AMA before you can join the Modelaires.
- For more information contact: Jim Lewis at 515-289-1144.



1479 NW 71<sup>st</sup> Pl. Ankeny, Iowa 50023



TO