

PLANE TALK NEWS

5.2012



With flying season in full swing, we need to remember that safety comes first. We all need to look out for our fellow modelers. Already this year we have had a few close calls, but luckily no major incidents. This hobby is not only about flying, but helping and hanging out with our friends. If you see someone who is having troubles, we all need to be willing to help out. If you are just starting or need a little help, don't be afraid to ask any of our club

members. We are very lucky to have a great group of guys who are willing to help us all enjoy flying. Here are a few things to keep in mind at the fields. Call out when you are approaching the runway, taking off, landing, and running out on to the field. Always fly on the far side of the runways, never over the pits.

We will be kicking off training night at the end of this month. If you are

wanting to help out please contact any of the board members. Training nights are Thursday evenings and start May 31st at 6:30pm.

I don't know about you guys, but night flying has always interested me. I just picked up a set of lights for my 42" slick from Aurora RC. I can't wait to get out and try them out.

See you all at the field,
Duane

Meeting Minutes
 April 3, 2012

Bd of Dir's Meeting, 7:00 PM

The board discussed SAFETY OF FLIGHT TO INCLUDE SET-UPS.

Following discussion and input, the following summary is presented:

The first point of safety is "set-up" of the plane, to include: 1) Center of gravity properly identified, and balanced. 2) Proper amount of travel in the ailerons, rudder, and elevator. Also any other physical effects of the aircraft itself. 3) Do not start any engines or motors behind the flight line except at established engine run points. 4) Use the tail holding devices when starting engines.

4) Identifying the winds and current traffic oval (left or right). 5) Flying outside of the runway. 6) Using only the active runway. 7) Verbally announcing "takeoff" or "landing" every time. Other verbal reports, such as "engine out, deadstick landing", or other important factors. --- Every member must be aware of what other pilots are doing, both on the ground and in the air, and if they see or hear something unsafe, to say something to the involved persons. The violation may also be stated to the Safety Officer, or any Director or Officer, if necessary to advance the problem to a proper solution.

The President reminded all of us that it is a club rule that each flyer must post their membership card of the flying board. This is despite the fact that most us us are on the 2.4 systems and no longer use separate channels. Place your card on the cross bar or near the top of the board on any channel number. If a person comes out that need that 72 mhz channel, they can point that out and in doing so, reserve it. It is a club requirement and will be enforced to insure that only members are using our field. (To include AMA visiting guests). Jim Lewis presented the cross runway plans and budget (EPJ) for consideration. Also to be included in "work days" is the newer safety fencing and field cleanup. Saturday, April 14th



was agreed upon as a workday for both airfields. beginning at 10:00 am. A reminder was mentioned that April 7th is the date for our first Funfly, for our Electric Ducted Fan (EDF) fans, at EPJ. Hours will be 10:00 to 2:00.

General Meeting 7:30 PM 29 members present.

The President presented the above discussions to the members.

One member announced concern of adding two separate cross runways due to the expense. This was considered a viable concern. A motion was made to vote on the

Two cross-runway plan, with the understanding that if it failed, we would then vote on a one cross-runway plan. The vote was taken and the two cross-runway plan was approved.

Another member announced that this years Cuttys Resort fly day would be for July 7th at 2:00 PM. Members are asked to participate and demonstrate. More detail will be announced next month.

Upcoming Events:

May 3rd 7:30PM
 Club Meeting West Field

May 5th
 Multi-Wing FunFly West Field

June 29th
 SBFLMR Contest West Field

EPJ Field Work Day



The new crosswind runways and fences are installed. A BIG THANK YOU to the dedicated members who worked throughout the day Saturday and endured some light rain to complete this project. I had to leave early and I don't have a list of all involved but we had at least a dozen guys working together to get this done. The runway was installed this past Saturday. The fences were installed the previous Saturday. The club provided lunch. Rick Konopka was the chef. Dar Chapman and Tim Nissen directed the crew.

The new runways will provide us with the ability to takeoff and land more in line with the wind. The South runway is SW to NE. The North runway is NW to SE. They are 29' wide and 250' long.

You can help protect your investment in these improvements and the existing runway mats at both fields by flying over the grass not over the runways. This applies to both airplanes and helis. Accidents happen. A hole in the grass is much better than hole in the mats.

Please communicate with each other so that everyone is using the same runway and flying the same pattern. Failure to do so increases the probability of midairs. For North winds, we fly right hand (right turn patterns). For South winds, we fly left hand (left turn) patterns.

Jim

Mastering The Basics: Straight & Level Flight

You should practice straight and level as much as you do any other maneuver. It is also where new precision aerobatics pilots should begin. It may seem like the most boring thing to do, but in reality, straight and level flight is one of the most difficult maneuvers to master. Sure, rolling circles, tail slides and multiple snaps each have their own levels of difficulty, but think about what comes before and after each one of these: straight and level flight. One of the most difficult things to do after performing a rolling circle or a snap is to retain the same flight path. You must learn what “wings level” looks like at various flight altitudes and box positions. And for this, there is only one solution: practice.

exercise. If you find that you have to apply rudder immediately after you “pull” up-elevator, then you are not flying level. High-wing, mid-wing and low-wing planes will all look different in flight with respect to the ground. Your paint scheme can also “throw off” your perception of your plane’s attitude. Learn what wings-level looks like by

FIGURE 2. WINGS LEVEL

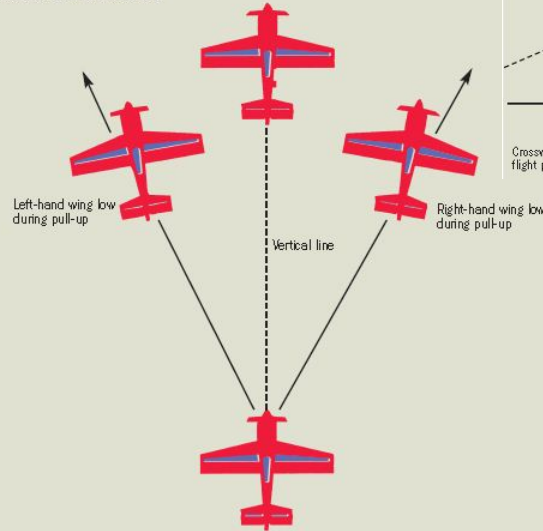
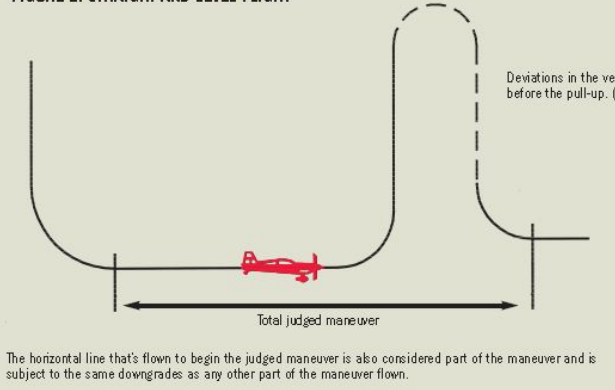


FIGURE 1. STRAIGHT AND LEVEL FLIGHT

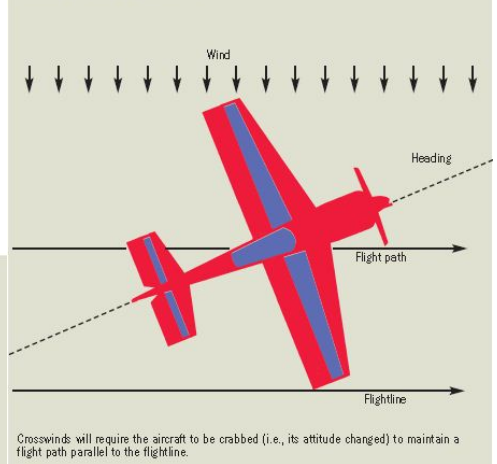


Begin by flying your plane parallel to the runway about 100 yards away from yourself. When you reach the end of the aerobatic box (1,800 feet wide maximum), pull the plane vertical. If your plane does not head straight up, you didn't have your wings level. Typically, most fliers hold their inboard wing too low during what looks to them like straight and level flight; when the plane is pulled into a vertical climb, it will start to come in toward the pilot. Continue doing this at various altitudes until you can achieve a vertical pullout. As the plane continues upward, other forces such as prop torque will affect your plane, but you need only concentrate on the initial pull up for this

practicing it over and over. Now let's take the wings-level exercise one step farther: inverted. Yep, throw out your previous sight picture and start again. In an aerobatic sequence, straight and level flight is not limited to upright flight only. In fact, you may spend as much as 30 percent

of your flight time inverted while in between maneuvers. You also need to know what inverted wings-level flight looks like. Push down-elevator to enter into a hammerhead at each end of the box, and notice which way the plane immediately leans. Fix the lean angle on the next try with your ailerons immediately before adding the elevator push from straight and level flight. Once the push begins, only rudder should be used. The same thing goes for upright flight. Use the ailerons before the pull, and then use the rudder to correct during and after the pull into the vertical.

FIGURE 3. WIND CORRECTION



Wind correction is another factor that will influence straight and level flight and your vertical lines. (Note: “wind correction” means that you must lean the plane’s heading slightly into the wind to keep the plane’s flight path parallel to the runway and perpendicular to the ground during a vertical climb.) If the plane is crabbed during a vertical entry, it will immediately lean toward the direction of crab. You may need to take some of the crab out of the plane with rudder

immediately before the pull. (I emphasized the word “some” to signify that there is no hard-and-fast rule concerning how much to remove.) A certain amount of crab-angle wind correction should be maintained to keep it parallel to the runway. Each plane will act differently depending on its weight, the length of its tail moment and the amount of crosswind velocity. The only way to find how much crab angle you’ll need to remove is by practicing. It may seem simple, but I can’t over-emphasize how important it is to master straight and level flight—for aspiring aerobatic pilots and seasoned veterans, as well. Think of it as the glue that holds your sequence of maneuvers together.

BY DAN WOLANSKI
Model Airplane News.

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 Mode 2 Duane Vierling 238-0924
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Please call the instructor
 to make an appointment.

MODELAIRES MEMBERSHIP 2012 APPLICATION

NAME _____ PHONE _____
 STREET ADDRESS _____
 CITY _____ STATE _____ ZIP _____ AMA NO. _____

IF YOU GO SOMEWHERE ELSE FOR PART OF THE YEAR, GIVE OTHER ADDRESS ON THE BACK AND MONTHS YOU WISH THE NEWSLETTER MAILED TO THAT ADDRESS.

DO YOU HAVE AN EMAIL ADDRESS? PLEASE PROVIDE TO GET YOUR NEWSLETTER AND CLUB ANNOUNCEMENTS _____
 IF YOU DO NOT HAVE EMAIL, WE WILL SEND YOUR NEWSLETTER LAND MAIL

YOUR AGE _____ YOUR BIRTH DATE, PLEASE MO. _____ DAY _____ YEAR _____

TWO TYPES OF MEMBERSHIPS ARE AVAILABLE :

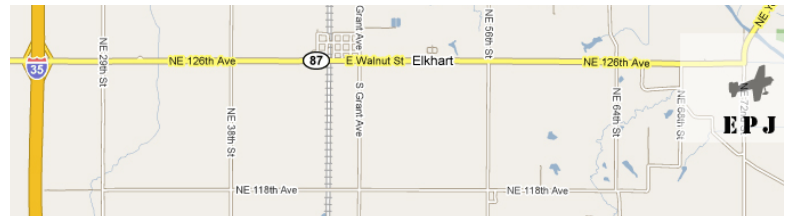
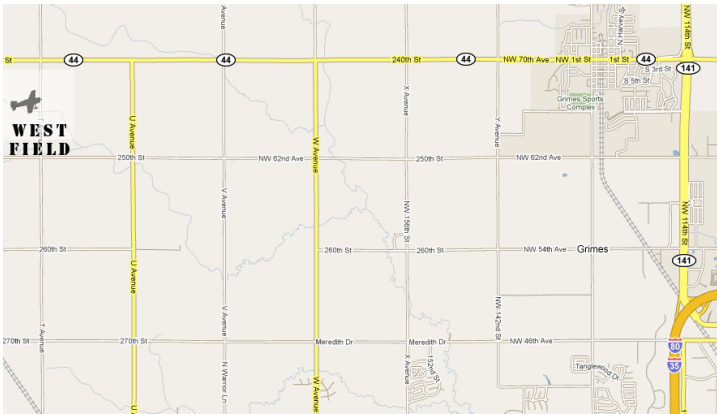
1. FLYING MEMBERS: NEED AN AMA MEMBERSHIP AND MODELAIRE MEMBERSHIP. CAN FLY AT OUR FIELDS, VOTE AND BE AN OFFICER, TAKE PART IN ALL OUR ACTIVITIES, RECEIVE OUR NEWSLETTER.

2. SUPPORTING MEMBERSHIP: (NON-FLYING, CAN VOTE, CANNOT BE AN OFFICER) NO AMA REQUIRED, NEED ONLY MODELAIRE MEMBERSHIP. MAY TAKE PART IN ALL OTHER ACTIVITIES, RECEIVE OUR NEWSLETTER.

DUES: ADULT (19 AND OVER) \$75, SPOUSE \$20. YOUTH (18 AND YOUNGER) \$5. BEGINNING AUGUST 1, DUES ARE \$40 FOR THE REMAINDER OF THE YEAR. DUES COVER JANUARY 1, 2012 TO DECEMBER 31, 2012.

SEND TO: Jim Lewis 1479 NW 71st Pl. Ankeny, Iowa 50023.
 EMAIL: CLONE2TB@GMAIL.COM PHONE: 515-289-1144

MAKE CHECKS TO: DES MOINES MODELAIRES
 *****YOU MUST SEND A PHOTOCOPY OF YOUR 2011 AMA CARD*****



Des Moines 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 Flies and Summer Club Family Picnic Flies.
- 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.



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