

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

President: Steve Mesker - 209-595-2002
Vice President: Dave Vickers 209-929-4161
Safety Officer: Gregg Bixel—209-838-1241

IMAA Charter# 623

Secretary: Steven Howie - 209-957-5088
Treasurer: Joel Marriam - 209-595-2634
Membership Chair - Greg Mariani - 209-848-4828

Volume 15, Issue 2

February 2016



www.rcflyersunlimited.com

Current News

A couple of new changes are going into effect this year. First, the newsletter will be issued up to a week after the scheduled club meeting. Therefore, the newsletter will be out every 3rd week of each month.

Next, the club meeting will be moved to the second Thursday of each month. And the meeting will start at 6:00pm instead of 7:00 pm. It will be still at Casa de Modesto site. As weather permits, we will be having the monthly club meetings at the flying field. When the meetings are held at the field, we will also be having lunch served.

We will be having a work clean up day at the field on February 6th starting at 8:00am. Please bring any gardening equipment you can (Shovels, rakes, weed-eaters, brooms, blowers, etc). The last cleanup, removed all of the debris where the storage shed was. The portable toilet was then secured with a fence around it to help it from flying away during a strong wind.

The club swap meet will be held March 26, 2016. Contact Paul Klahn at 209-962-6404 for information.

May 7, 2016, there will be fun fly at the field. This will also include the monthly club meeting, pilots safety meeting, and lunch.

The pylon races have been scheduled for May 14-15, 2016 and September 17-18,

2016. This event requires a few volunteers for both days. I have volunteered at the last pylon race as a judge and was actually fun to do. Please plan to help out during this and all other events at the field.

As you may know, the AMA has requested that all flyers register with the FAA. I have registered, and they only want your name and address, they you get a number that must be in all of your flying models. Please visit the FAA.GOV site for more information.

The front gate combination will be changing on or about February 11, 2016. You can get the combination at that time at the field, or call a club officer for the combination. It will not be distributed using email, or newsletter, etc, but will only be available by calling a club office or meet with one of them at the field.

The club roster will be going out about the first of February. Along with the phone numbers, the email address will be put on each name. Also as this year gets further along, we will be cutting cost by having all club members have an email address. This will help with the billing and cut down on some of the cost for the stamps. Plus we can reach all of the membership easier and faster for any updates or information not presented in the newsletter. For those that do not have, or have elected not to list their email address, will eventually stop getting mailed newsletters and other information. The only thing that will be mailed out are the membership cards at the end of the year.

PILOTS CORNER

How to Do RC Helicopter Tricks

By Matthew Cote

While most enthusiasts consider the radio-controlled (RC) helicopter the most difficult vehicle to navigate with precision, many pilots soon find the task of flight a rather bland challenge. As you gain experience piloting your RC helicopter through the skies, you may want to learn tricks or stunts to measure your growing skills. Learning how to do RC helicopter tricks correctly will minimize the risk of damaging your vehicle and injuring yourself or members

Hover

Raise the throttle on your helicopter to gain some altitude. Usually, a few feet off the ground is a good place to practice.

Reduce the throttle to decrease the upward thrust gradually. Watch closely as the helicopter begins to settle at a steady altitude. Continue to reduce the thrust until the aircraft hangs in the air.

Maintain the hover by either decreasing the throttle to prevent the helicopter from climbing higher or increasing the throttle to stop a gradual descent.

Increase the throttle to lift the helicopter out of the hover, or decrease it to land the helicopter.

Death Spiral

Raise the throttle to increase altitude to about 30 feet. That height gives you enough time to "bail out" in case something goes wrong.

Apply either right or left aileron 1/4 in either direction to position the helicopter in knife-edge position. In that position, the tip of the helicopter's rotor blade points vertically, rather than the normal horizontal orientation of standard flight.

Apply full forward or back elevator to commence the spiraling motion of the maneuver.

Watch as the helicopter descends, and then apply the opposite aileron that you applied earlier to start the maneuver. If you applied 1/4 aileron right to start the stunt, then apply left aileron to complete the trick.

Roll

Fly your helicopter to a comfortable altitude, about 30 to 50 feet, and then gradually move the cyclic control to the right. Make this a gentle, fluid movement to prevent catapulting the aircraft forward or backward.

Release the cyclic control to reduce the risk of applying unwanted elevator. Watch as the helicopter roll approaches "knife edge," meaning that it is on its side with the rotors oriented in a vertical position. Reduce the collective pitch to change the direction of thrust from down to up because the helicopter will fly upside down soon.

Move the collective pitch slowly to negative 3 degrees while the helicopter is upside down. As it again approaches knife edge, slowly move the collective pitch back into positive degrees to continue the full roll, returning the helicopter to its upright position.

RC Jets

Best Models to Start With

RC jets are very fast. For this reason, a novice flyer should not get into the sport without first acquiring some experience flying propeller driven rc planes, or using an instructor. This especially applies to the beginner just getting started in the hobby.

Usually the first plane that a beginner will lean towards is a sleek fighter or WW II jet but, take it from me, you will crash and burn on your first flight, especially if you're going it alone, without an instructor. So stick with the proven and best method of learning to fly, and that is something along the lines of a Cessna trainer or a GWS Slow Stick ARF Park Flyer.

It's a sad Occasion when a beginning rc pilot flies his ducted fan plane into the ground com-

pletely demolishing it on the first flight because it got away from him. It can really get expensive. This is the reason beginners should only learn to fly using the proper trainer. They should master the basics of flying using a much slower propeller driven rc plane.

Which Type of RC Jet?

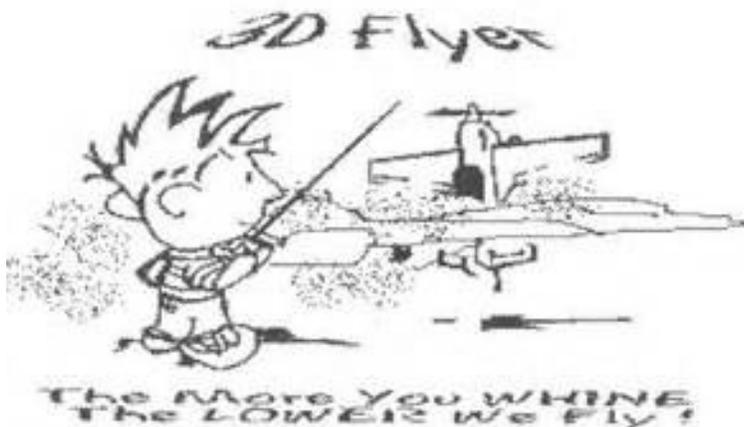
There are three types of rc jets. Ducted fan rc jets, pusher jets (they use a propeller on the rear to drive the jet) and, something that's been making waves recently in the rc world, turbine powered planes, the latter being at the top end of the hobby.

Ducted fan rc jets such as the F16 Fighting Falcon Ducted Fan electric RC jet uses a small high rpm multi-bladed fan engine that operates in an internal duct, and can deliver tremendous power (20,000 RPM or more) to drive the jet. They're really fast. You might also want to check out the F-86F Sabre jet.

Pusher jets such as the E-Flite ElectraJet EP Super Combo or the Megatech

Megastealth have a propeller in the rear of the plane which pushes it through the air. It's much slower than the ducted fan jet.

Turbine powered rc jets are at the top end and can go very very fast (some as fast as 300+ MPH). These jets are actually scale versions of the real thing and burn jet fuel. They are also much more expensive.



**The February Club meeting is scheduled for:
Thursday, February 11, 2015 at 6:00 pm
at Casa De Modesto, 1745 Eldena Way, Modesto**