



Freeborn / Mower Radio Control Flyers

July 2005

AMA Charter 1202



The Prez Sez Jack Bena

Hello club members. The idiots seemed to have gotten the message from the sheriff's dept. about our field. I have not noticed anymore damage since he went around the neighborhood. The field seems to be in pretty good shape now. I've flown a few times with no trouble, but there are a few small rough spots. I didn't find any ruts when I mowed last time.

I forgot to give Dale A. credit for putting up a new wind sock that his wife, Ann made. She has made all of our wind socks since 1990, I believe. Didn't know that, did ya ????

Dale A., Ron M., and I went to Dexter the Fri. before John's auction to organize John's R/C stuff. Jim N. seemed to want a good share of it at Sat. auction. Have fun Jim !!!!!!! I only bought John's small winter ski plane and radio. Dale A. has enough plans now to rival Bob S's collection. (smaller planes, of course)

Now that there is more flying, there must be some aircraft that will be going to that "Great Hanger in the Sky". Don't keep the crashes to yourself-- share with others. Tell or E-Mail Gary about them. The rest of the club can learn something or just share the laugh. We ALL crash sometime if we fly. If not a crash, but maybe have something unusual happen, (ex.-- Orvis Rake landing on TOP of a round hay bale- TWICE in one day), hitting the out house, Landing on top of the tallest tree. Help Gary find stuff for our newsletter. It's a damn tough job putting the newsletter together all by himself.

Don't forget Lake Mills fly-in July 10. I still don't have anything on Owatonna or Claremont's upcoming events.

Happy Flying, Jack

Field Happenings



Picture of Rick Karge after his solo flight. Picture taken by Kieth Eilertson about June 15 2005.

Let's go on vacation.....

These are some photos of St Marten Airport. The planes impress most people on the beach, flying over just seconds before touching down at Princess Juliana airport. Paradise for the beach lovers, having a lovely tropical beach, and for the aviation fanatics that spends hours on end observing the very low flying skills of giant commercial plane pilots.

Photos on facing page.



Please see the add below which gives information about our upcoming annual Aviation Extravaganza being held at the Tri-Valley R/C club in Rosemount, Minnesota on Saturday July 30th and Sunday July 31st. This 2 day event will run from 9:00am till 4:00pm each day and all pilots and all types of R/C planes or helicopters are welcome to join us.

Please contact the CD for this event for any questions, or additional information, Dave Schwantz at: p47dman@comcast.net

Where extending this open invitation to all MN, WI and IA R/C clubs. Tri-Valley R/C club just recently completed work on our new 600 foot asphalt runway, and we also have a 800 foot grass strip that runs parallel to the asphalt runway. For additional information on our club, please visit our club website at: <http://trivalley.mitesites.com>

We have always had a very good public turnout to watch this event and need to make sure that we have enough pilots both days for the entire time period (9:00am to 4:00pm). Camping sites with electricity (limited power outlets) and bathrooms are onsite. Local Boy scout club will be providing food and beverage both days. No need to register before the event as this can be done the day of the event.

Look forward to seeing those pilots that wish to make the trip to our wonderful flying field (I think the best in the Midwest!)

Brandt Jasper,

Tri-Valley R/C Club President

Aviation Extravaganza



July 30th & 31st

This is an AMA Sanctioned event featuring all types of Radio Controlled Aircraft. Including Giant Scale, Military Scale, Turbine Jets, Helicopters, Sport, Fun Fly, and Electric powered Aircraft.

Location: Tri Valley RC Club Field
County Road 42 and County 71
(1 mile west of Hwy 52)
Rosemount, MN



Learn about Radio control by trying out the Trainer Demo's..
See some of the areas best pilots putting on displays..
Bring the whole family out for a day of flying fun..

Admission:

\$2.00 parking fee

\$5.00 landing fee for pilots, includes lunch



For more info contact: Dave Schwantz 952-736-0816
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Other Stuff



Guidelines for a good spotter

A good model aircraft spotter does not have to be a flier. They can be a spouse, boyfriend, girlfriend, or an interested friend. They should, however, have some training that goes along with their responsibility.

Good spotters:

1. Begin their duties as they approach the pilot's aircraft. They observe the fueling ports for security, backed out screws, hatch security, proper frequency pin etc. and alert the pilot to anything out of the ordinary. They also observe the type and number of aircraft flying in the pattern.
2. Spotters should get a good grasp on the aircraft, even if there is a mechanical restraint. Proper hearing protection may be required. They clear downwind of the propeller prop wash, and warn any people standing in the propeller arc to stand back. They observe the position of the throttle stick on the transmitter—always keep their eyes on the pilots left thumb, and watch for a fast full throttle.
3. After the aircraft is started, they observe the functional check on the control surfaces for proper deflections. Is the antenna extended, etc.?
4. They check the runway, departure end, crosswind, downwind, and base legs for traffic prior to calling taxing out and takeoff.
5. After take off the pilot will feed them information on their intentions, i.e., do a loop, roll, stall turn etc. The spotters will stay ahead of the aircraft, feeding the pilot traffic information.
6. Before landing, they call out "landing," and make sure the runway is clear. After landing the spotters' job is not done. They check the final leg as the pilot taxis off or is on the field recovering his/her airplane, alerting other pilots of landing aircraft or aircraft taxing out.
7. From the time the spotters are on the flightline until the engine is shut down and the aircraft is removed from the flight line, the spotters must have situational awareness to their surroundings.

from the Ocala Flying Model Club, Ocala FL
by Jim Malek
Don Zepp, editor

How to prevent crooked takeoffs

In airplanes with tricycle landing gears it's fairly easy to control the straightness of take off with the front wheel and rudder. During takeoff, you guide the airplane with the front wheel down the runway until the speed gets to about 10-20 mph, and then the rudder takes over and guides the airplane the rest of the way—hopefully straight down the runway to a smooth takeoff. Other factors that affect takeoffs are obviously the pilot, wind direction, and model dynamics.

Toe-in is when the front wheels are slightly angled inward. Typically 1 or 2° of toe-in will do the trick.

Tail-dragger airplanes are slightly different animals and require a little toe-in in order to guide the airplane down the runway as straight as possible during takeoff and landing. Front wheel toe-in plays a very important role, much more so than in an airplane with tricycle landing gear.

An airplane with tricycle gear's center of gravity (CG) is in front of the main gear. This helps straighten out an airplane that has developed a yaw angle between where it is pointed and where it is actually going.

A tail dragger's CG is behind the main gear, and a slight yaw angle is not automatically corrected but is made worse and can result in ground looping.

Toe-in of the wheels can help both types of airplane. A model rolling straight ahead has equal drag from each of the wheels. When the airplane takes an unwanted turn to the left, the drag from the left wheel is reduced to near zero, while the drag at the right wheel increases. The net effect is an unbalanced drag on the wheels. This exerts a retarding force and tends to turn the airplane back to the desired direction. This wouldn't happen without toe-in.

A slight toe-in on float models also works well for maintaining a straight takeoff into the wind. The most important thing I've learned about float flying is to keep the airplane directed straight into the wind during takeoff and landing.

from the Simi Valley Flyers, Simi Valley CA
by Ron Scott
Alan Hoff, editor

Fun Flies

16th Annual - Lake Mills, Iowa

July Jubilee - RC Fly In

Sunday - July 10th - 10 AM - 5 PM

At the Lake Mills Airport - 1 Mile East of Lake Mills Care Center on South 10th Avenue East

All Airplanes and Helis Welcome - No Landing Fees, No Contests, Just Fun - Spectators Welcome - Food Available
Contact Delane Behr for more Info - 641-592-4195

Field Location



Once you are on Highway 251 turn north on Highway 34. The field is about a half mile north. Turn East before you cross the bridge. You will see the wind sock.

Next Mtg ???

No meetings until this fall
But let's gather Sunday afternoons and also Wednesday Evenings.

Oh yeah, don't forget to bring a plane, or just some expert advice.

<http://webpages.charter.net/flyers/>
Check it out! Our web site!!!

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<http://webpages.charter.net/flyers/>

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