

Rio Grande R/C Flyers



The Fly Paper

March 2008
A.M.A. Chapter # 3723

News Letter
I.M.A.A. Chapter # 480

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The March 2008 meeting of the Rio Grande Flyers was called to order promptly at 7:00 PM by our club president, Bill Robinson. There were approximately 32 members in attendance.

A motion was made and seconded to accept the minutes of the February meeting as published in the news letter. The motion carried unanimously.

A Roger Bell handed out tickets to those members present, and explained that they were for a drawing to be held later in the year. The drawing is for a Spectrum radio. Members should fill out the information on the back of the ticket and return that ticket to him. Keep the other ticket. You do not have to be present to win. Remember, the more meetings you attend, the better your chances are to win.

Roger reported that the current balance in the treasury is \$3750.00 A motion to accept the report was made, seconded and approved by all.

There were no safety issues to report.

Bill reported that the white starting stand at the field has been donated to the Tejas RC club. They will pick it up

Bill also reported that the Fun fly and BBQ held on Feb. 10th was a great success. There were ten pilots competing in three classes for the pylon races.

In the giant scale Roger Bell came in first with Kurt Yondt close behind. In the other class there were four heats with Phil Johnson the overall winner and Rick Martinez a close second place.

Bill advised us that most past members have paid their 2008 membership dues. Currently we have 70 paid up members. If you have not paid, you may pay your dues via the club web page using Pay Pal. or by filling out a membership card, which can be downloaded from the web site, or you can get a copy from some of the officers. Fill it out and turn it in to one of the club officers along with \$50.00. If you need to pay by check, make the check payable to Roger Bell.

APRIL **Meeting Notice**

The April meeting will be held on Wednesday April 2nd at 7:00 PM. The meeting will be at the New York Deli, located next to Broadway hardware on Dove avenue in McAllen .

The club usually arrives at 6 PM for dinner with the meeting beginning at 7 PM.



Thanks to Fred Mentzer for repainting the pit lines at the field. It looks really good.

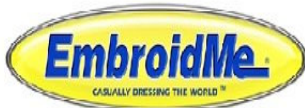
This coming Sunday, March 9th, will be another fun fly and more pylon events. The sign up sheet was passed around for the members to register for the Prime Rib dinner on this same date. Members and one guest are free. Cost for extra guests will be \$10.00 per person. Food should be ready at 4:00 P.M. Don't forget to set your clocks forward one hour at 2:00 A.M. on Sunday morning March 9th. or you might miss the meal. If you did not get signed up for this dinner, you will not get fed because Roger will be buying the meat, beans and sodas based on the numbers on the sign up sheet.

Club Shirts & Custom Items

The club has contracted with EmbroidMe for club related graphics and Logos. You can take your shirts to the store and they will embroider them for you. It takes about a week.

Price List :

- Option 1 Large logo on back Name on right chest \$23.00
- Option 2 Opt1 + Small logo on Left Chest \$30.00
- Option 3 Opt 1 & 2 + American & Texas flags 1 on each sleeve \$40.00



EmbroidMe-McAllen
Phone: 956-683-8006 Fax: 956-683-8306
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Website: www.embroidme-mcallentx.com
2706 N. 10th St. McAllen, TX 78501

Another fun fly is planned for May 11, 2008.

Bill also mentioned that he has two styles of hats still available. One style sells for \$11.00 and the other \$13.00. If you need a hat, see Bill.

On February 29th. through March 2nd. the annual Tejas Big Bird fly in was held at the Wesleco airport. This was an IMAA sanctioned fly in and only airplanes meeting the IMAA rules were allowed to fly. The Friday and Saturday portion went really good with lots of flying and lots of guest watching. Sundays event was pretty much of a bust with winds gusting to around 45 mph. For more information visit their web site at www.tejasrcassociation.org.

The club approved a \$300.00 gift certificate to the Bell family to show our appreciation for the use of the field.

Bill is gathering information for a Brunch get together on Easter Sunday, which is March 23rd. He will have information later on the time

and place.

There was one visitor at the meeting. His name is Gene Horr and is in the middle of moving to the Valley. He is not currently a flyer but has been interested in the hobby for some time. Welcome to the valley and we hope to see you at the field.

A big round of applause was given to the staff of the New York Deli for the excellent service they gave us during the meeting.

A motion to adjourn was made and the meeting ended at 7:17p.m.

A boiled egg is hard to beat

Overheard on an Air Traffic Control Center Frequency

"TWA 2341, for noise abatement turn right 45 Degrees."

"Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"



From the Flying Cardinals of Northern Kentucky, Inc., Hebron, Kentucky

Trimming an Airplane

The following chart may be used to systematically set up and trim a model for straight flight and aerobatic maneuvers. Please note that for best results, trimming should be done in near-calm conditions. Before you decide to make a change, be sure to try the test several times before making adjustments. If any changes are made, go back through the previous steps and verify that they are not also affected. If they are, make further adjustments as necessary.

To Test for...	Test Procedure	Observations	Adjustments
1. Control neutrals	Fly the model straight and level.	Use the transmitter trims for hands-off straight-and-level flight.	Change the electronic subtrims or adjust clevises to center transmitter trims.
2. Control throws	Fly the model and apply full deflection of each control in turn.	Check the response of each control: —Aileron high rate: 3 rolls in 4 seconds; low rate: 3 rolls in 6 seconds —Elevator high rate: to give a smooth square corner; low rate gives approximately 130 foot diameter loop —Rudder: high rate 30-35° for stall turns; low rate maintains knife-edge	Change ATV (for high rates) to achieve desired responses.
3. Decalage	Power off vertical dive (crosswind if any). Release controls when model is vertical (elevator trim must be neutral).	a) Model continues straight down b) Model starts to pull out (nose up)? c) Model starts to tuck in (nose down)?	a) No adjustment b) Reduce incidence c) Increase incidence
4. Center of Gravity	Method 1: roll into near vertically banked turn. Method 2: roll model inverted	1a) Nose drops 1b) Tail drops 2a) Lots of forward stick (down elevator) required to maintain level flight 2b) No forward stick (down elevator) required to maintain level flight, or model climbs	a) Add weight to tail b) Add weight to nose
5. Tip weight (coarse adjustment)	Fly model straight and level upright. Check aileron trim, maintain level wings. Roll model inverted, wings level. Release aileron stick.	a) Model does not drop a wing b) Left wing drops c) Right wing drops	a) No adjustment b) Add weight to right tip c) Add weight to left tip
6. Side thrust and warped wing	Fly model away from you into any wind. Pull it into a vertical climb, watch; for deviations as it slows down.	a) Model continues straight up b) Model veers left c) Model veers right d) Model rolls right	a) No adjustment b) Add right thrust c) Reduce right thrust d) Put trim tab under left wing tip
7. Up/down thrust	Fly the model on normal path into any wind, parallel to strip; at a distance of around 100 meters from you (elevator trim should be neutral as per test 3). Pull it into a vertical climb and neutralize elevator.	a) Model continues to straighten up b) Model pitches up (goes toward top of model). c) Model pitches down (goes toward bottom of model).	a) No adjustment b) Add down thrust c) Reduce down thrust

8. Aileron differential	<p>Method 1: fly model toward you and pull into a vertical climb before it reaches you. Neutralize controls, then half roll the model.</p> <p>Method 2: fly model on normal pass and do three or more rolls.</p> <p>Method 3: fly the model straight and level and gently rock the aileron stick back and forth.</p>	<p>1a) No heading changes. 1b) Heading change opposite to roll command (i.e. heading veers left after right roll). 1c) Heading change in direction of roll command.</p> <p>2a) Roll axis on model centerline. 2b) Roll axis off to same side of model as roll command (i.e. right roll, roll axis off right wing tip). 2c) Roll axis off to opposite side of model as roll command.</p> <p>3a) Model flies straight ahead without yawing. 3b) Model yaws away from roll command (i.e. right roll, yaw left). 3c) Model yaws toward roll command (i.e. right roll, yaw right).</p>	<p>a) Differential settings okay. b) Increase differential. c) Decrease differential.</p>
9. Dihedral	<p>Method 1: fly the model on normal pass and roll into knife-edge flight; maintain flight with top rudder (do this test in both left and right knife-edge flight).</p> <p>Method 2: apply rudder in level flight.</p>	<p>a) Model had no tendency to roll. b) Model rolls in direction of applied rudder. c) Model rolls in opposite direction in both tests.</p>	<p>a) Dihedral okay. b1) Reduce dihedral. b2) Use mixed to produce aileron opposing rudder travel (start with 10%). c1) Increase dihedral. c2) Mix ailerons with rudder direction 10%.</p>
10. Elevator alignment (for models with independent elevator halves)	<p>Fly the model as in Test 6 and pull up into an inside loop. Roll inverted and repeat the above by pushing up into an outside loop.</p>	<p>a) No rolling tendency when elevator applied. b) Model rolls in the same direction in both tests—halves misaligned. c) Model rolls in opposite directions in both tests. One elevator half had more throw than the other (model rolls to side with most throw).</p>	<p>a) Elevators are in correct alignment. b) Either raise one half, or lower the other. c) Reduce throw on one side, or increase throw on the other.</p>
11. Pitching in knife-edge flight	<p>Fly the model as in test 9.</p>	<p>a) There is no pitch up or down. b) The nose pitches up (the model climbs laterally). c) Nose pitches down (model dives laterally).</p>	<p>a) No adjustment needed. b) Alternate cures: 1) move CG aft 2) increase incidence 3) droop ailerons 4) mix down elevator with Rudder c) Reverse “b” above.</p>

