

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

Larry got a bit tied up with work so we have a great piece from our new AMA president to our club:

PRESIDENT TO PRESIDENT

Involve the Community: Protect Your Flying Site
by Dave Mathewson, AMA President

When I was a district vice president, hardly a month went by when I didn't get at least a couple of calls from club officers saying that their club flying site was in jeopardy of being lost and asking for help and advice on what to do to save it.

The first thing I would do is to ask the officer to tell me what the club has done over the years to be involved in its community. Do the members run an event and donate some of the proceeds to a local charity? Do they hold "try model aviation days" to attract their neighbors to their fields? Do they participate in events that introduce model aviation to groups like the Scouts, Civil Air Patrol, or 4-H groups? Or do they maybe become involved in their community's parks and recreation programs, or make visits to senior citizen centers?

If the answer was no, or "we've been thinking about doing some of that," it's almost always too late. If a club can point out several instances of where it has become involved in giving back to its local community then, there's almost always a chance something can be worked out.

As you might expect, charities appreciate all the financial support they can get. In return for a club's generosity they will almost always stand up for the club when issues arise.

Parents appreciate the fact that groups such as model airplane clubs take an interest in introducing their children to a new recreational activity. Parents who think you've done something nice for their kids can be some of the most vocal in support of what we do. When you need it, ask for their help. Town boards and town councils will stand beside you if they feel that your group has had a positive influence in offering some type of benefit to the constituents

that they represent.

If a club has chosen not to do any of this, more often than not it is left standing alone in a fight to save a flying field. There's much more to running club events than the prospect of making a few dollars for the club treasury. There are several intangible benefits that may not be evident the weekend of your event, or maybe not even in the near future. But by becoming involved in your community, what you're banking is "good will" and you can't put a price on that. Q

See you at the meeting!!

New Members

Proposed at the July Meeting
Mike Brahy
Nick Ruys

This Budd's for You

Provided by: Gary Snyder

Noted aviation personality Budd Davisson has developed a series of audio podcasts on the internet which describe in detail what it's like to fly some of the worlds greatest airplanes. These audio files cover airplanes like the P-38, P-51, B-25, Jenny, the J-3 Cub and many more.

Just go to www.flightjournal.com, click on the podcast section, select your favorite airplane, then download and open the file.

Budd describes in detail the sounds, ground handling, and flight characteristics of these famous planes. These very interesting descriptions last about 15 – 20 minutes each.

Most of us won't get a chance to fly the real ones so Budd tells us what it's like. Try it . . . I think you'll like it.

**Our next club meeting is:
Thursday August 7th at FTE.
Plan now to attend.**

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*Courtesy and
common sense keep
R/C modeling fun
for everyone.*

From the **Anoka County Radio Control Club, Inc.**, Coon Rapids, Minnesota

Nail Those Landings

by: **Dan Stahn**

Hello fellow members. I was looking through my latest *Plane & Pilot* magazine. Hang with me for a minute. It had an article about getting set up for landings. It was titled "101 Secrets for Super Landings." I picked out 22 that would apply to RC.

Now you're thinking, 101 secrets, that's a lot. How many things do I need to do or think about to land my airplane?

Landings are when you need to concentrate the most on what the airplane is doing and making the airplane go where you want it to go. I'm not going to use all 101 secrets here mainly because they don't all apply. Such as landing on a slope, and using the runway numbers through the windshield to control your glide slope, or even about warning your passengers about moving around during the landing. Or having your radios tuned to the correct ATC frequency before getting in the pattern. You know; stuff like that.

What I have done is to apply those that would help you to place your airplane in the pattern at our RC field as if it were the real, full-scale pattern. Over the years I have used these helpful articles to better myself and to help me make the landing to look much better and hit the runway as many times as I can. Give these a try and see if there aren't any of these secrets that can help you.

1. Have a plan: Don't let the airplane determine your approach. Plan out your landing well in advance. Maybe two or three circuits around the pattern before you make the landing.

2. Visualize the flight path: Think ahead of the airplane and imagine your flight path as a narrow rectangular tunnel with the runway at the end.

3. Keep your downward approach consistent: Put your airplane in the same place every time.

4. Fluctuations in speed are wasting precious altitude and energy.

5. Deploying flaps at too fast of a speed only messes up your trim and you can't keep steady throttle settings.

6. Don't wrestle with it; you make the airplane land.

7. Think centerline: Form a routine where

you put the airplane on the centerline of the runway every time.

8. Don't chase the airspeed: Wind gusts can cause air speed fluctuations. Don't chase them; average out the fluctuations by holding the nose attitude steady.

9. Have a go-around point selected: Designate a place on the runway as your touchdown area. If you don't make it, go around. Don't make a bad situation worse.

10. Don't forget to flare: When you are short on final, be thinking of the flare before you touchdown.

11. Make small power changes: It's always best to make small power changes when needed rather than being behind a change and then having to play catch up.

12. Correct flight-path changes immediately: Either speed or position or whatever—if it isn't right, fix it. Don't let needed corrections pile up.

13. Plan ahead: This is very important. Compare where the airplane will go if you don't change anything to where it will go if you do. If they don't match, make it match.

14. Don't fly the pattern too fast: If you fly at a reduced speed, you lessen the chance of missing the runway.

15. Practice approaches: Spend a couple of flights just doing touch-and-gos or complete landings and then take off again. This will help you to get the "feel" for the runway.

16. Think about the rudder as centerline control: Use the rudder to keep the nose ahead of the tail, independent of the ailerons.

17. Adjust for the crosswind before the flare: Use the rudder to keep the nose and tail on the centerline and use ailerons to kill the crosswind.

18. Adjust the landing pattern for the size of the airplane: Small airplanes need smaller patterns. Big and fast airplanes need more room.

19. Don't let the nose land first: If you have tri-gear, hold the flare so you land on the mains first.

20. Don't try to save a bad bounce: Go around and try again.

21. Break the glide then set up the flare: On approach, don't fly into the runway and flare, it will bounce.

22. After a crosswind landing, don't relax the ailerons: Keep the ailerons into the wind until you stop. And use the

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday August 7th and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

rudder to stay on the centerline of the runway.

You might be thinking that these hints are not needed when you go out to fly that Pizzazz or FunTiger or Ultrastik and that's okay. These airplanes are designed to do tight maneuvers and fly radically and fly slow with small amounts of wind, that's why we like them. But they too can be landed on the runway every time using these hints. It surely helps when you fly the scale or heavy wing loaded airplanes. You might even be able to step up to the next level of airplane with these hints.

IRCC Meeting Minutes

July 10th, 2008

Minutes recorded by:
George Nauck, Secretary

Several members arrived about 25 minutes early before the door was open. Rick Ruede was all hyper about a new Yak 54 (78.5" span) he had just received, and Scott Smith was hyped up about the prospects of conducting a 424 pylon racer clinic for newbies. George Nauck was hyped up about leaving town Saturday for a week on Lake Winnepesaukee. David Dewitt arrived and opened the door.

Attendance was up by 7 from last meeting at 18.

Larry Loucks called to order somewhere around 7:30. Minutes from last meeting were not approved because last meeting had no quorum and skimpy minutes.

Treasurer Rick Ruede reported and the report was approved.

A new member, Mike Brahy, joined and was introduced at the meeting. Another new member, Nick Ruys, was announced. George Nauck has been working with Nick using an Extra 330 generously donated by Mike Zellars. Nick is working on a Carden Yak from Horizon Hobbies. Nick has more than 4,000 hours as command pilot in all types of airplanes including a Yak.

Briefly discussed the Giant Scale event in Lake Wales on Oct 17-19, promoted by Frank Tiano. Not many details released yet, but planes will be 35# minimum and some are expected to exceed 200#. We will provide gate, impound, and flight line coverage. Will not do an airplane raffle at this event. Maybe Wally will do a 50:50!

Boy Scouts day is still tentative for sometime in late August. No firm plans yet.

Fall Pylon Race set for Oct 10-12. Will again have 3 classes: 422, 424, 428. The club nets about \$**** profit from the 2 races each year.

Scott Smith has obtained quotes from 2 sources for enlarging the launch area to accommodate 4 plane heats and comply with the National association of pylon racing. With this improvement, we could:

- Race 4 planes/heat instead of 3, reducing number of heats for a given number of pilots (shortening work day)
- Allow for more contestants without lengthening the work day (thus more profits)
- Allow us to host one of a few National pylon events. In the National events, the fuel and trophies are paid for by the national association, which will increase our net profits by \$***-\$*** per event.

Allen Sale made a motion that Scott be authorized to commit up to \$***** to contract the launch site improvements necessary to host a National pylon event. This would replace one of the two regional events we do each year. David DeWitt seconded and the motion Passed.

Scott Smith made a motion that he be allowed to hold a 424 pylon racer clinic on a Sunday afternoon in August (Aug 24th) at the field. This would help new people interested in pylon racing to learn how to get started, and will increase our net profits from events. Motion seconded by Bob Curry and passed. It will limit the use of the field somewhat on that Sunday afternoon.

Bunk announced that he is retiring from the faithful service he has performed for some 20 years, maintaining our tractor and mowing our field. Wally made motion that the club give Bunk a \$50 gift certificate in recognition of his many years service. Motion passed.

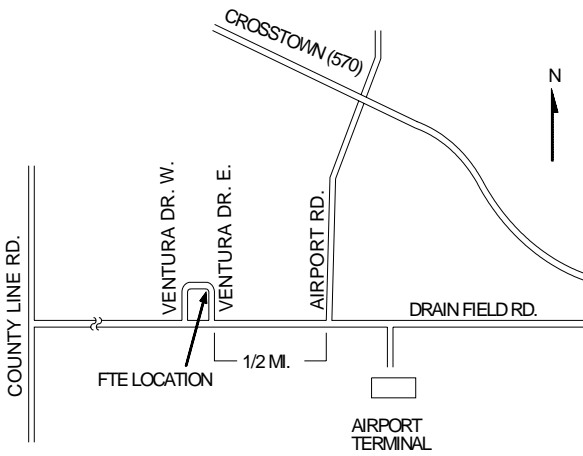
Another family day will be held on Saturday, Oct 4th, a week prior to the pylon race.

The sportsmanship award was given Larry Minott for the volunteer field work he has provided.

(Sorry, I fell asleep on the keyboard)

Roger Pilkenton won Wally's 50:50 for about half a million dollars.

Meeting adjourned at 8:30 PM.



Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

Coming Area Events

IRCC Fall Pylon Race "Mulberry 500"

October 11 – 12

Rick Ruede:

Richard.Ruede@lakelandgov.net

Scott Smith:

ssmith@hansonwalter.com

29th U.S. Scale Masters

Sarasota R/C Squadron

October 9 - 12

www.sarasotarc.com

Monster Planes USA

Lake Wales Airport

October 17 – 19

www.franktiano.com

15th Florida International Jet Rally

Lake Wales Airport

October 30 – November 2

www.floridajetflyers.com

IRCC "Heli Spectacular"

Mulberry, Florida

November 7 - 9

David Dewitt, CD

Benz425@aol.com

863-838-4459

IRCC IMAA Winter Rally

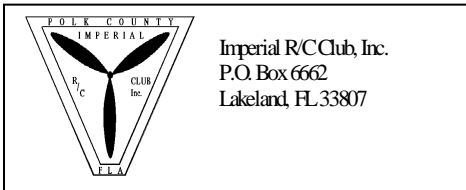
Mulberry, Florida

December 6 - 7

David Dewitt, CD

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Don't
forget the
stamp

OUR NEXT MEETING IS: August 7th

Check out the directions to our meeting place.