



Newsletter of The River Valley Flyers

Club #948

October 2017

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Vice President/Secretary.....	Bob Barclay
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Safety Officer.....	Larry Chamberlin
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From The President and Editor: I hope the fall weather hangs on for a while yet this year, so we can still get a few more months of flying outdoors before the snow flies.

Every year, I work on trying to learn and perfect one new maneuver with my helicopters, and this year it is the stationary flip. I am comfortable flipping the machine to inverted and back again, but I seem to use up a lot of sky getting it there. I have been working on trying to contain

that maneuver into a smaller space, which really requires a lot of management of the pitch and cyclic sticks on the radio. Without proper timing, it is amazing how much distance the machine will move during this maneuver. I am hoping that the outdoor flying will continue for a while so I can perfect this with my bigger helicopters, before trying it indoors with my little Blade 180 helicopter. There just isn't a whole lot of extra sky to bail out into when you fly indoors.

The Indoor Flying will begin this year on Friday, October 6th in the East Junior High Gym. It's in the same place and at the same time as previous years, so please see the indoor flying schedule in this newsletter for dates. This year; I believe we have twenty six nights of flying lined up from

October 2017, through April of 2018. This is coming up fast, so dust off those indoor aircraft and get them ready for the winter season ahead.

The flying field is in pretty good shape this year; and I want to thank all who helped keep it mowed and trimmed this summer. We had a field maintenance day on September 25th and except for a few more mowing yet this fall, we should be done with the field work for 2017. Thanks to all who contributed time, equipment, and effort to keeping our flying site in such good condition for the 2017 season.

It is now the fall and Club Officer Elections are coming up again for 2018 season. The people in these positions are doing an awesome job at keeping the club running smoothly, but could use some new members to step into these positions for the 2018 season. Please consider taking on one of these positions for next year.

With the fall weather here, our monthly meetings will now be indoors until next spring.

In October and after, we have both indoor and outdoor flying available through the fall and winter. So keep something flying this season!

Don

Indoor Flying 2017-2018

The Indoor Flying is here again for 2017-2018. It starts next week Friday October 6th. It will be at the same place as in the past, The East Jr. High School Fieldhouse, 311 Lincoln Street, Wisconsin Rapids. 54494. Enter in on the East side of the field house. Time will be from 7PM to 10:30PM. To fly, you have to be an AMA member, but not a member of "River Valley Flyers Airplane & Helicopter" Club. **Cost is \$5.00 per pilot or \$10.00 for flying family, Spectators free.**

For those of you that flew last year, nothing has really changed. This flying season is the last season that we will have at this field house, as the school will be closing down. Here are the dates for the 2017-2018 seasons.

October 6, 13, 20, 27, 2017
November 3, 10, 17, 2017
December 1, 8, 15, 22, 2017
January 5, 12, 19, 26, 2018
February 2, 9, 23, 2018
March 2, 9, 16, 23, 2018
April 6, 13, 20, 27, 2018

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From Our Safety Officer

Hello fellow flyers,

This Friday, October 6, 2017 is our first scheduled indoor fly for this season and I thought it is a good time to remind everyone of the rules.

Flying will be held at the "East Junior High School" field house in Wisconsin Rapids, WI from 7-10:30 P.M. The doors however will be open to get in at 6:30 P.M.

(occasionally as early as 6:30 P.M.)

depending on whether or not any earlier school activities are being held.

All pilots must be a current member of the **AMA**, but do not need to belong to the River Valley Flyers R/C club. Your **2017 AMA cards must be shown to fly**. There is a \$5 charge per pilot to help pay for the use of the gym, or \$10 per flying family.

GETTING THERE--Directions to Wisconsin Rapids "East Junior High School", the junior high school is two blocks west of 8th Street and two blocks south of

East Grand Ave on 6th Street S. (the school is actually on Lincoln St. But we enter in the back off of 6th Street South). If you use MapQuest, type in for directions to 341 6th Street South, Wisconsin Rapids WI 54494.

There is also a map on the River Valley Flyers web site, www.rivervalleyflyers.com, under indoor flying.

Indoor aircraft can be powered by electric motors, CO2 motors, rubber band or free flight. **No internal combustion engines!**

Rubber nose spinners should be installed on all planes to protect the gym floor. Electrical outlets are available.

Airplanes were limited to 20 ounces, but now will be limited to 16 ounces. I see in the Milwaukee Indoor flying they are limited to 13 ounces & 2.4 ghz only for safety concerns. We have not imposed that restriction but maybe it should be discussed. As far as helicopters are concerned, 450's will be the largest one's for **very** low key flying. For 3d flying, no larger than 250 size helicopters. And as far as multi rotor aircraft, they will **ALL** be flown at the south end of the gym, except when they want to fly left hand pattern with the airplanes. All of the above is plagiarized from several articles over the past few years and I didn't think I could write it any better than Roger! See you at the gym!

Larry

Radio Switch Assigning and Stick Adjustments

As with all the modern technology, there just seems to be too many choices that we can use on them to get ourselves in trouble. Sometime, we just have too many selections to choose from. This is certainly the case with the modern RC radio sets that we use in our model aircraft today. In years past, the

radios were not capable of the many functions that we have today. With the invention of programmable mixing, one is able to mix aileron and rudder, add in dual rates, set up different flight modes, and assign switches to turn these functions on and off. This can certainly add to the quality of how the aircraft flies, but turning on or turning off one of these functions accidentally during flight can lead to a few surprises.

Dual rates are a really nice feature to have on any aircraft. In each rate you can set the amount of throw you want at the control surface, as well as the amount of exponential that you want with that control surface. Depending on which switch on the radio you assign this to, you may be able to set two or three different rates to a given switch [two or three position switches]. This may sound like a great idea, but make sure you know which rate you need to be in before you take off. As silly as this may sound, I have taken off and wondered why the aircraft felt so sluggish, only to then realize that I was in a lower rate than where I normally fly. Somehow the switch got bumped and moved to the wrong position. This is why it is necessary to check all the switch positions before you take off to confirm they are always in the correct positions. With my radios, all sticks are in the forward position before takeoff, meaning flaps up, dual rates set, and no mixes on. An even better idea yet, is after you find which rate you really want to fly in, assign that rate to an "on" position so it can't be switched out accidentally. Another thing that I might caution you about is the fact that you need to make your switch selection consistent for every model that you fly on your transmitter. This means no second guessing where the dual rate or any function switch is from one model to another. Every model you have programmed in your radio should use the same switches for dual rates, flaps, flight

modes, etc. This means do not have one model dual rate on switch "A" and the next model dual rates on switch "C". This can lead to some confusion when you get used to one switch doing the task, and then have to relearn which switch to flip, especially in a panic situation.

One of the nicest features the modern radio sets have is "throttle cut" or "throttle off" feature for stopping or disarming your motor. This is a feature where the radio holds the throttle in the lowest position to either stop the motor if it is an internal combustion engine, or disarm the motor so it cannot accidentally start if it is electric. The throttle cut is mainly used to shut down a glow or gas engine, and the throttle off feature is used in an electric motored aircraft. The throttle cut feature only needs to be assigned to a one position switch with a spring load, as it only needs to pull the carburetor barrel back long enough to stop the engine from idle. The throttle off feature needs a two position switch to either be armed or off. When armed, the throttle stick will work correctly, and when off, it locks the motor in an off position so no matter where the throttle stick is positioned, it will not run. This is to prevent an accidental "hot start" on your electric aircraft.

Another problem can arise if two features are accidentally programmed on the same switch accidentally. Whenever I set up a new model on any radio, I make sure to either create a new model in the menu, or delete and reset an old model before I use that menu. Then assign your switches for the features you want switchable. Do not try to use an existing model slot before clearing out the menu, as you may have some mix turned on in the old model menu that will stay in the new model memory, which your new model will not like. Since any switch can assign any given mix, it is always best to start with a clean menu when setting up a

new aircraft to be sure you do not have an old mix in there from a previous model. The last thing I want to cover is how the radio feels to you when you are flying it. Stick tension and stick length are very important issues that need to be addressed. Some pilots like a tighter spring tension on the gimbals than others, for different reasons, as some feel the stick will center better with the spring tension higher. I personally prefer the stick tension about normal for helicopter flying, but I prefer a longer stick on my radio gimbals to get a finer feel to it for finer control inputs. When flying a fixed wing aircraft, the stick length can be shorter, but I fly both fixed wing and rotary wing aircraft with all my transmitters, so I tend to leave the sticks long. I also do not like the ratcheting feature in the throttle stick, so I tend to make that feature as nonexistent as possible. The reason for this is when I fly helicopters; the ratcheting tends to hinder the throttle stick movement enough that I can't find an exact throttle-pitch setting quick enough to steady the machine, and it feels jerky. Without the ratcheting, it has a very smooth stick movement throughout the pitch and throttle range.

These are just a few suggestions that may help you fine tune your flying ability, and I hope you can experiment with them a bit to improve your flying style. Fly smart, fly safe, and always have fun!

Don

Upcoming Area Events

October

10/1/2017 -- Oshkosh, WI (E) ANNUAL SWAP MEET. Site: Eaa Nature Pavilion. Dave Hable CD PH: 920-235-1920 Email: dhable@new.rr.com. Visit: wrcf1269.com. Location; EAA Museum, then follow signs. Admission \$5. Food available on site. No table fees. Sponsor: WINNEBAGO RC FLYERS

10/29/2017 -- Manitowoc, WI (E) SWAP MEET AND AUCTION. Site: 4601 Calumet Ave-Holiday Inn. Eric Schultz CD PH: 920-901-6837 Email: calumetflyers@gmail.com. Visit: calumetflyers.com. Swap & Auction 8:30am-11:30am. Admission \$5, age 12 and under free. Notable fees 1st come 1st serce. 90 Tables available, vendor tables available for a donation. Sponsor: CALUMET FLYERS INC

10/29/2017 -- Wausau, WI (E) WAUSAU RC SWAP & AUCTION. Site: 228 S 28th Ave. Ronald Ernhardt CD PH: 715.536.3928 Email: renhardt@airnetisp.com. Visit: wausaursportsmen.org. 23rd Annual Swap and Auction at St. Matt/Faith Academy's School gym. Doors open at 8am-Noon. Auction 9am-11:15am. Vendors, sales, swap, food & refreshments. Raffle at 11:45am. \$5 Admission, 12 or under free. No table fees. Sponsor: WAUSAU RC SPORTSMEN CLUB

River Valley Flyer September Meeting Notice

**When: Wednesday, October 4th,
2017**

**Where: Hardees at 1821 Eighth
Street in Wisconsin Rapids
Monthly Meeting begins @ 6:30
P.M**