



Newsletter of The River Valley Flyers

Club #948

November 2017

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From The President and Editor: Somehow I knew that the long string of nice fall weather would not continue forever, and well, it did not. This was just wishful thinking on my part, and I should remember that the seasons are changing and we live in Wisconsin. Anytime we can shorten the winter up a bit it is a benefit, and the warm days were a nice change from the normal. Maybe we can still get a few more good outdoor flying days in the months ahead.

The indoor flying season started again in October and will continue on most Friday evenings through April of 2018, so come down to the East Junior High field house on Friday evenings to enjoy this event. I have found the winter flying to be a good way to keep the piloting skill level up over the winter season. It can also be a lot of fun too.

The winter building season is here again, so I hope that everyone has a nice project lined up for the winter season. It can be enjoyable to sit in your workshop during the winter days and tinker with a new project. I also like to sit down and go through all my aircraft to do an "inspect and repair" after the outdoor flying season ends, so that my fleet is good and ready for next spring

when I head back outdoors to fly. Parts do wear out and vibrate loose in our aircraft, and this is a good time to repair those little things from becoming a big disaster when you take them out next. Last month at the meeting, we discussed holding the winter RVF club meetings at the indoor flying on the first Friday of the month instead of the normal first Wednesday of the month, starting in January of 2018. This will combine the two events that take place the first week of every month, and save some "driving in the dark" from those who attend the monthly meetings. This will start after January 1st and will not apply to the next two monthly meetings. Officer elections for 2018 will take place at the November meeting. See you there.

Don

Indoor Flying 2017-2018

The Indoor Flying is here again for 2017-2018. 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 remaining dates for the 2017-2018 seasons.

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, 2018

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Pictures from the Flying Field



Some mid October Flying



On the flight line



Dons Helicopters ready for flight



Ralphs Glider in flight

2018 RVF Club Membership Renewal

It's not too early to start thinking about renewing your club membership for 2018. Club membership runs from January 1st through December 31st of each year, and getting your renewal in early will avoid a lapse in membership. Memberships may be renewed at our monthly meetings or mailed to our club treasurer.

A Bit From Our Safety Officer

Hi fellow flyers,

You haven't seen much of me these days as I've been busy with a full scale jet till the end of the year but here I sit in Duluth in a snowstorm in October! Yep, surprised me too and the worse part of it was the drive to the airport this morning. Pretty obvious the weather caught a lot of people off guard too. Lots of cars in the ditch and, of course, semi trucks oblivious to the conditions as they blew past us. Why don't people slow down and learn to drive again as the first snow hits? We had 4 inches of snow here overnight and most everybody (well, those who weren't already in the ditch) were passing cars as though the road was dry. My point to all this is to think about Winter being just around the corner and to prepare for it now instead of waiting for the wrecker to pull you out of the ditch as you pass the time trying to stay warm. A little bit of common sense goes a long way when the snow flies. Please slow down a bit knowing that it will take you maybe twice as far to stop unless you are planning to use the car ahead of you as a blocking devise! Maybe we'll think a bit next month about survival items to carry in your vehicle in the winter. My first recommendation is to avoid winter and go to Florida for the first quarter of the year, HA! That's my plan guys but please be careful on the slippery roads as I want to see everybody flying in the spring!

Fly safe, drive safe,

Larry Chamberlin
Safety Officer

Airplane Gyros for Stable Flight

After trying a lot of different trimming on one of my aircraft to get rid of drift in aerobatics, I finally settled on trying out a three axis airplane gyro to do it for me. The airplane would lose heading due to crosswind very easy, and I had to fight it through the maneuvers to get them to look smooth and straight. After doing countless trim adjustments, I decided to install a gyro. I opted for the Hitec HG3XA as the gyro I would use, as it had a normal gyro mode, a gyro off mode, and a 3-D gyro mode as well as adjustable gain settings for each control surface.

After installing the gyro, one of the first things needed is to make sure the gyro correction is going in the right direction. I was lucky that they were all working properly for my aircraft, but had they been backward, they can be reversed in the gyro program menu. I also wanted to have the gyro off on the first flight and switch it on at a safe altitude just to be sure that I didn't miss one of the control surfaces correcting the wrong direction.

After trimming the aircraft and climbing to a safe height, I turned on the gyro with a switch on my radio, and the aircraft became instantly "locked in" to flight. It really tracked through a loop nicely and did not drift like before.

I was happy about the performance in the normal gyro mode, so I tried switching into the 3-D gyro mode to see what would happen. Right after switching into the 3-D mode, the aircraft started rolling left and pitching up. The 3-D mode is supposed to keep the aircraft flying in the last flight position, which was straight and level flight but was not. I could not figure this out at first and thought that maybe there was a problem with the gyro.

After having heading lock gyros around for my helicopters for many years, I started to think about how these are pretty much the

same type of gyro in the 3-D mode as the heading lock are for the helicopter stability control. The heading lock gyros in the helicopters do not understand any trim correction from your transmitter, and will drift if trim is applied. The trims always need to be centered to get those gyros to work correctly.

Looking at my airplane gyro and the trim settings on the radio to get the airplane to fly correctly, I noticed that I had about four clicks of left aileron and two clicks of up elevator dialed in to get the airplane trimmed out.

After thinking about this for a while, I decided to mechanically adjust the control surfaces, left aileron and up elevator to get the airplane to fly straight and level with the trim tabs centered. It took several flying sessions to get it correct, but eventually I was able to get the airplane trimmed out to where no trim was needed on the transmitter to fly straight.

I then took the airplane up again and switched on the 3-D mode. The first thing I noticed was that there was no more left and up drift when switching into the 3-D mode with the radio trims centered. My first maneuver was to try a knife edge, and the gyro took control of the maneuver to keep the airplane flying across the sky in the knife edge, with no input needed from the radio. That is exactly what it was designed to do in the 3-D mode.

Another thing I like with that particular gyro is that you can adjust the gain settings for the three aircraft control surfaces, elevator, rudder, and ailerons by turning the small set screws on the gyro gain pots. I decided to play around with these also as wanted to fine tune the gyro settings a bit more. All the settings were set at a fifty percent setting from the factory.

I increased the rudder gain a little to see if it would feel more locked in on the knife edge maneuver, but I have not flown it enough to

determine if it is better, worse, or the same as it was before I adjusted the gain setting at this time. I will say I did notice a different feel from the setting after I increased it. I am very pleased at the way that this gyro improved the flying capability of this particular aircraft. I always fly the airplane now with the gyro on, and switch it into 3-D mode to learn certain aerobatics. Landings with the gyro in the on position are a lot easier to do than with the gyro off too, as the gyro holds the nose of the aircraft up on the final approach as well as steady's it from cross wind. Another neat feature I can now do with little effort is the flaps down takeoff. The aircraft does a much shorter takeoff with the flaps down, and the gyro keeps it from popping straight up after takeoff. What a nice feature to use for that.

There are several different manufacturers that supply these gyros now, and even though they all are a little bit different, they all work along the same line of aircraft correction. Some will have more features than others, so be careful to select one that will do what you need done in your particular situation. The Hitec HG3XA gyro is about \$29, and there are other comparable brands in that price range also. I may try another gyro on one of my other aircraft in the future that has a big rudder that likes to catch crosswind also.

Summing it all up, I will say that in my situation, the gyro made a difficult flying aircraft more reliable and steady to fly. I am pleased with my purchase of this fairly inexpensive electronic gizmo to perform such a noticeable improvement in the flying ability of the aircraft. There is a bit of understanding needed to learn about the set up, but they are really not that difficult to understand and get flying.

Don

Upcoming Area Events

January 2018

1/1/2018 -- Green Bay, WI (E) ALL R/C SWAP MEET & AUCTION. Site: 3002 Bay Settlement Rd. Paul Meyers CD PH: 920.866.9194 Email: flyboy42victor@yahoo.com. Visit: gbmac.com. 8 am - 12 pm. Admission \$5, 12 & under FREE. Free tables, acutions throughout the morning. Food & refreshments available. Incredible raffle prizes & 50/50. Bad Brad accessories & more. Sponsor: GREEN BAY MODEL AIRPLANE CLUB

1/28/2018 -- West Bend, WI (E) R/C AUCTION & SWAP. Site: 3000 Pleasant Valley Rd. Scott Jones CD PH: 414/446-5809 Email: onehobby@happyhobby.com. 9am-2pm. Washington County Fair Park Pavilion. Entry \$5. All tables \$20 each. For table reservations call Laurie at 414-461-6013. Sponsor: MILWAUKEE ASSOCIATION OF R/C CLUBS

River Valley Flyer November Meeting Notice

**When: Wednesday, November
1st, 2017**

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