

Newsletter of The River Valley Flyers

Club #948

May 2018

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Vice President/Secretary.....	Bob Barclay
Treasurer.....	Bob O'Connor
Safety Officer.....	Larry Chamberlin
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**From the President and Editor:** Up till now, the spring of 2018 has been very slow in coming. I had hoped to get out early this year and do some early spring flying in March when the snow from winter disappeared, but I missed my window of opportunity that month so I waited for some warm days in April. The days of April turned snowy and cold as we all know, so that did not work out well either for me. After the copious amounts of snow finally started to melt in late April, I finally made it out for the first time. This is an all-time late record in getting out to the flying

field in the spring for me. I guess it will go along with the record amount of snow and cold weather that this spring has seen, and let's hope that is all over with now.

The indoor flying season is now officially over for the 2017-2018 season and will resume in the fall. Thank You Roger D. for coordinating this event for us this past season. We normally have less interest in the indoor flying as the weather warms in the spring, but this year, it was the only flying available with the snowy weather. I think we all had a great time at this winter event.

We will probably do our spring field maintenance in early May the way this spring is going. That will involve cutting the grass runways low and removing the thick thatch that winter always leaves us each spring. We originally had scheduled that for late April but with the snow still on

the ground, we will move that back a bit. We can also take a look at the flight tables and other equipment out there and devise a plan of maintenance when we do have a spring maintenance day. Let's get that going as soon as the weather allows.

Late May and Early June are a busy time for our club, as we have lined up our Brat Fry fundraiser on May 26<sup>th</sup> in Wisconsin Rapids, and an early June Open Fly at our field. These dates will come up fast and are only about a month away. These are annual events that we do, but this year the Open Fly on June 2<sup>nd</sup> will be for anyone who are AMA members to come fly with us. This will be a nice relaxed event and club members are encouraged to come out and fly that day along with any guests we have come out that day also. Let's hope for some decent weather, but if it is windy or rainy that day, we can still have a picnic under the canopies.

Monday evenings will be our club night again this summer and will start after our June Open Flying event. This is a night where club members can get together and help each other, and flight training will be available to anyone who needs help with getting in the air. This will happen on most Monday evenings this summer, weather permitting of course. As in the past, I will offer my services as a flight instructor that evening to any club member who wants help with it. The official time of club night is 5:30 p.m. until dark.

We will hold our summer RVF club meetings at the field on the first Wednesday of the month, and that will start with the June meeting. The May meeting however, will still be held indoors at Hardees in Wisconsin Rapids. We need to get our two summer events in order as well as talk about other club issues this summer. So, I hope to see you at the meeting on May 2<sup>nd</sup>.

Don

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### **2018 RVF Club Membership Renewal**

It's spring now and time to renew your club membership for 2018 if you have not yet done that yet. Club membership runs from January 1<sup>st</sup> through December 31<sup>st</sup> 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. Please see attached membership form in this newsletter.

### **River Valley Flyers May Meeting Notice: When: May 2<sup>nd</sup> 2018**

**Where:  
Hardees at 1821 Eighth Street  
in Wisconsin Rapids. Meeting  
starts at 6:30 P.M.  
We need to make final  
preparations for our two events  
coming up soon.**

## Mastering the Landing Approach

Written by Dave Scott.

As featured on page 31 in the April 2013 issue of Model Aviation.

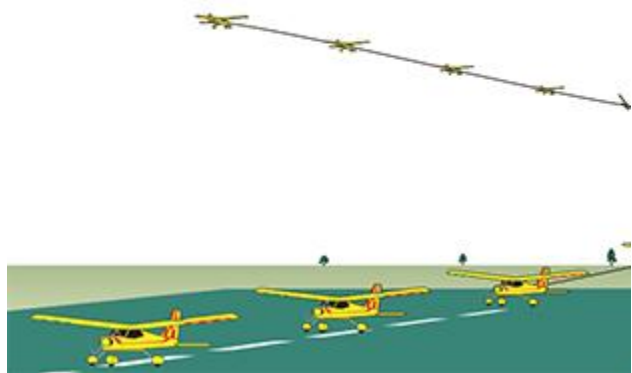
It has long been said that the key to a good landing is a good approach to the runway, in other words, one that requires few corrections. Landing is not hard when the pilot can get the airplane to the runway without having to make many corrections.

Approaching the runway without having to make a number of corrections hinges on coming out of the final turn aligned with the runway. Consistently coming out of the final turn already lined up with the runway requires that you keep your turns consistent and start them in the right spot. In short, a successful landing is accomplished through a singular focus on the setup to landing.

### Good Landings Are No Accident

If you have ever watched a proficient pilot land, you probably noticed how easily he or she made it look. One reason is that proficient pilots tend to use a 180° turn to set up their landings because—compared to two 90° turns—a 180° turn requires fewer inputs and takes up less space, thereby making it easier to see and to position, especially in a crosswind.

**Figure 1: A simpler 180° final turn takes less space. Keeping the final turn nearly level prevents excess landing.**



The first step to achieving great landings is learning to perform consistent turns. Second, the final turn must be kept mostly level to

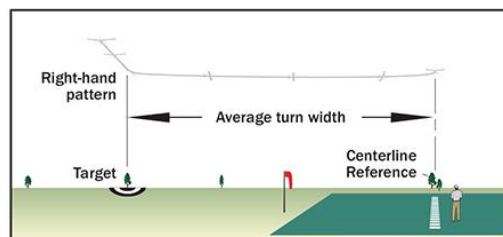
avoid the anxiety and excess speed that tends to build up during a descending turn (Figure 1).

After you've mastered consistent turn inputs and level turns, you can start figuring out where to place your turn to consistently come out of it aligned with the runway.

### Ground Targets: The Six Ps

There is an old saying, "Prudent prior planning prevents poor performance."

Proficient pilots don't strive to make good adjustments to come out of the final turn aligned with the runway. Proficient pilots anticipate where to start the turn so that few, if any, adjustments are needed altogether. Half of the battle is already won by locating a good target area from which to start the final turn and to come out on the centerline without having to make many adjustments.



**Figure 2:** With consideration for the wind's effect on the average turn, estimate where you will need to start the final turn to come out over the extended centerline reference. Choose a ground reference to mark that turning point.

After determining the direction in which you will be landing, walk out to the centerline of your runway and identify a ground reference on the horizon in line with the centerline. Estimate where you think you should start the final turn to come out near the centerline reference and choose a ground reference "target" (tree, hill, etc.) to mark that turning point (Figure 2).

If there's a crosswind, consider the effect that the wind will have on the turn and adjust the target (where you start the turn from) accordingly. Turning with a crosswind will result in a wider turn, and therefore you'll need to widen your target (Figure 3). How much will depend on the strength of the crosswind.

Turning into (against) a crosswind will tighten the turn, so you'll need to choose a target slightly closer to the centerline. Plan to initiate the turn when the airplane intersects your line of sight with the target, and if the turn doesn't come out exactly over the centerline reference, adjust your target accordingly (Figure 4).

Figure 3: When turning *with* a crosswind, plan to start the final approach wide to accommodate a wider turn.

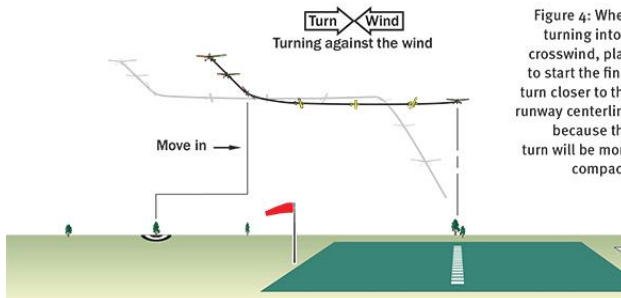
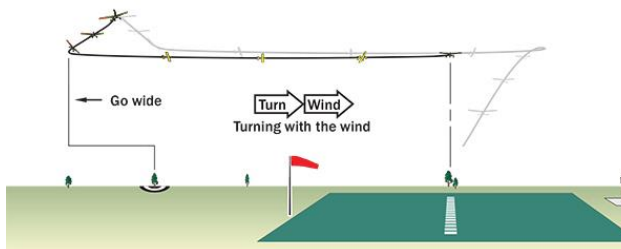
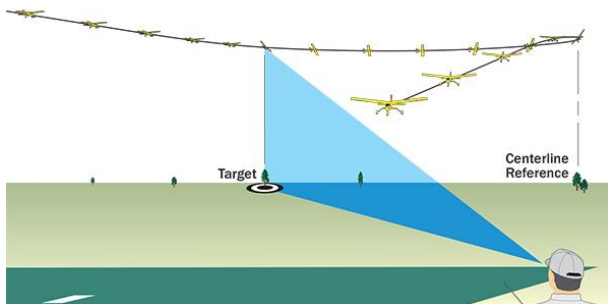


Figure 4: When turning *into* a crosswind, plan to start the final turn closer to the runway centerline because the turn will be more compact.

Start the final turn when the airplane intersects your line of site with the target. If the aircraft does not exit the turn above the centerline reference, change where you start the turn the next time.



Finding good targets will greatly reduce the number of corrections needed to align with the runway and afford you the opportunity to start thinking about the proper time to idle the engine and land. Of course, to realize the benefits of using "targets," your turns must all be similar, which is the result of consistent control inputs.

## Staying Ahead of the Wind

Although wind is often blamed for causing deviations, the principle effect of wind is helping to exaggerate the deviations and mistakes that pilots can otherwise get away with in calmer conditions.

When a crosswind exists, inexperienced pilots often make the mistake of completing the final

turn when the fuselage points at the runway and then try to input a crab into the wind in response to seeing the airplane get blown off of the centerline. The result is a much more challenging approach.

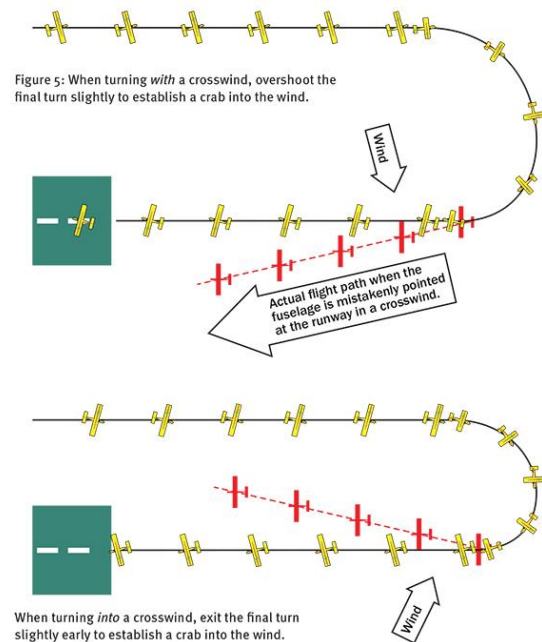


Figure 5: When turning *with* a crosswind, overshoot the final turn slightly to establish a crab into the wind.

The correct method is to anticipate the crosswind and overshoot or undershoot the turn slightly so that the required crab angle into the wind is already in place (Figure 5). How much will depend on the strength of the crosswind.

## Final Approach

Even the best RC pilots can only approximate the airplane's position above the ground at a distance, and yet they consistently end up landing on the runway centerline. That's because proficient pilots perceive how far the runway centerline is from where they are standing and then fly the airplane to that point in front of them. Rather than making hit-or-miss estimates of where the airplane is above the ground, proficient pilots keep track of where the airplane is heading in reference to themselves (Figure 6).

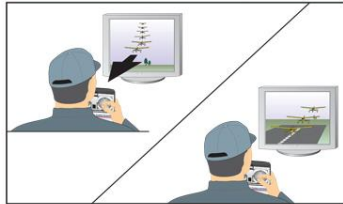
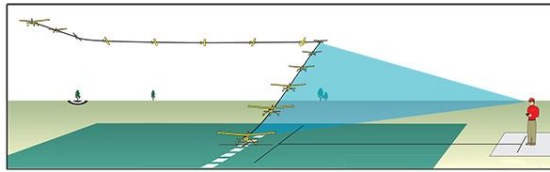


Figure 7: Because the runway does not typically come into view until the last moment when practicing on a simulator, the pilot must guide the airplane toward himself or herself, remembering that the runway was directly in front of his or her virtual position when he or she took off.

above Figure 6: Rather than trying to estimate the airplane's position above the ground, proficient fliers observe how far the runway centerline is in front of their position. Standing at 75 feet, the pilot should maintain an approach that brings the airplane 75 feet in front of his or her position.

In most flying environments, the runway centerline is approximately 75 feet in front of where the pilot stands. The objective is to maintain an approach that will bring the airplane 75 feet in front of you.

Compare this approach with how a person lands on the runway when flying a simulator. Because the runway does not come into view until the last moment, the pilot needs to guide the airplane nearly at his or her virtual position, remembering that the runway was directly in front of his or her virtual feet when taking off. As a result, the airplane is always close to the runway, and the tiny corrections to perfect the centerline when it comes into view are barely noticeable (Figure 7).

## Controlling the Touchdown Location

Wind, model type, etc., all influence the angle and length of the landing-glide slope, making it difficult to judge when to idle the engine to consistently land near the front end of the runway. The solution is to reduce the throttle and begin a gradual descent before the final turn and by doing so, set up a lower approach. A lower approach will take the guesswork out of when to fully idle the engine since the airplane will not have far to go before touching down (Figure 8).

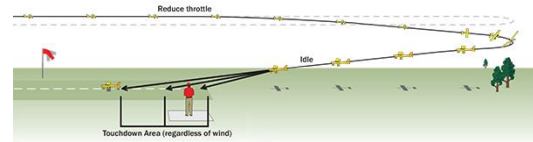
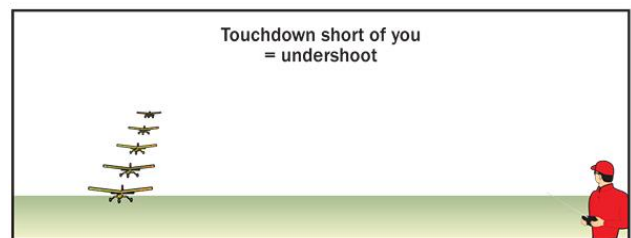


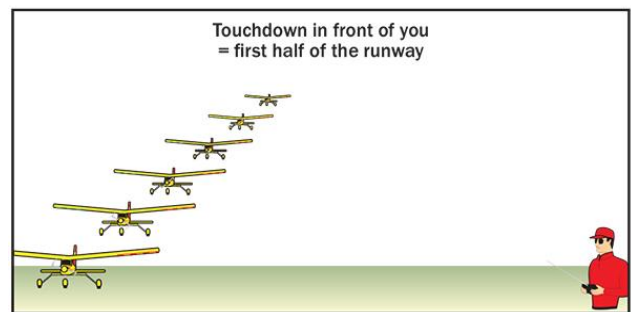
Figure 8: Reducing power and altitude before the final turn sets up a lower approach, which makes judging when to idle the engine easier.

Determining the touchdown location on the runway is easier when standing near the approach end. When you see that the projected touchdown is going to be short of your position, you'll know that you need to extend the approach (Figure 9). A projected touchdown in front of yourself will obviously be near the front of the runway, whereas you can predict a touchdown well past you and will likely overshoot the runway.

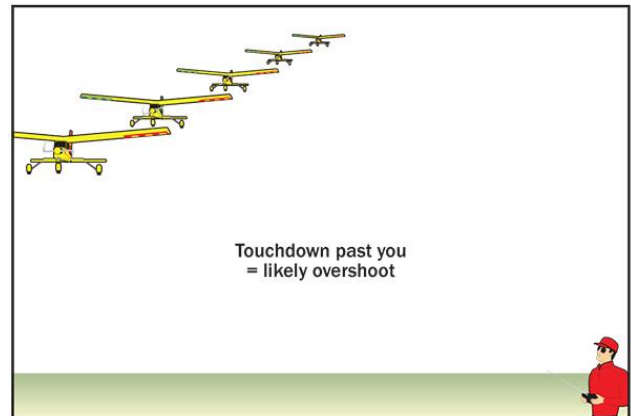
Figure 9: Determine when and if you should idle the engine by comparing the airplane's projected touchdown location relative to your position standing near the front end of the runway.



Touchdown short of you  
= undershoot



Touchdown in front of you  
= first half of the runway



Touchdown past you  
= likely overshoot



Besides not using ground targets and performing a diving final turn to lose altitude, the most common error made during landing is failing to establish a good alignment before becoming distracted with throttle and altitude, leading to an angled approach and a much more difficult landing.

On the other hand, those who hold off from thinking about the throttle until after they get aligned, end up having more time to properly manage the throttle because of a less-demanding approach, and the landing flare/touchdown will be much easier when everything leading up to it was more relaxed.

### Summary

The ease of your landings will tend to reflect the quality and consistency of the turns that set them up. How close you come to the centerline will reflect how consistently you line up the airplane in front of yourself.

Keep the final turn nearly level and make sure you're aligned with the centerline before you think about idling the engine. Not only will things seem like they're happening slower, but don't be surprised if landing starts becoming a lot of fun as well!

**Take a look at the new  
River Valley Flyer Website online  
[www.rivervalleyflyers.org](http://www.rivervalleyflyers.org)**

**It has a whole new look and it is full  
of good information about club  
activities.**

### !!!Wanted!!!

**Used RC equipment.**  
If anyone has surplus RC equipment,  
planes and accessories please contact  
Harvey @ 715-570-8857

## Upcoming Area Events

### May

**5/5/2018** Wausau Wisconsin  
International Drone Day-RC Fly In.  
@ Sunnyvale RC Field.  
Registration at 9 am.  
Fixed Wing and Heli Flying also.  
Contact Bill Becker 715-355-8621  
**Directions:** From Wausau take  
St. Hwy 29 west 3 miles to  
72nd Ave., 72nd Avenue south  
½ mile to park.

### June

**6/2/2018** Wisconsin Rapids Wisconsin  
River Valley Flyers Open Fly In @ RVF  
Club Field. A day of flying, food, and fun.  
Go to [www.rivervalleyflyers.org](http://www.rivervalleyflyers.org) for more  
information on this event.

**6/16/2018** -- Fond Du Lac, WI (C)  
ROBERT WELLNITZ MEMORIAL  
AIRSHOW. Site: Wellnitz Field. Douglas  
Yaroch CD PH: 920.484.6022  
Email: [adaero540@gmail.com](mailto:adaero540@gmail.com).  
Visit: [fdlaa.com](http://fdlaa.com). Sanction #18/810.  
Sponsor: FOND DU LAC  
AEROMODELERS ASSOCIATION

**6/17/2018** -- Hilbert, WI (C) FATHERS  
DAY FUN FLY. Site: W 2324 Otte Rd.  
Kelly Sweetman CD PH: 920-726-4374  
Email: [sweetke62@gmail.com](mailto:sweetke62@gmail.com).  
Visit: [calumetflyers.com](http://calumetflyers.com). Sanction #18/883.  
Open to all aircraft. Over 950' of smooth  
grass runway. AMA membership required.  
\$5 landing fee. Ample parking for large  
vehicles and trailers. Food & refreshments  
available. 9am to 3pm. Sponsor:  
CALUMET FLYERS INC

# River Valley Flyers Model Aircraft Club

## 2018 Membership Form

The "River Valley Flyers" are a model aircraft flying group interested in all aspects of Model Aviation and are located in Central Wisconsin. We are a chartered Academy of Model Aeronautics [AMA] club. All club members must also be AMA Members. We maintain a flying site in southern Portage County in the Township of Grant in the Central Wisconsin area.

### Membership Categories and Dues

#### **Full Adult Membership....\$40**

Age eighteen years and older by January 1<sup>st</sup> of the year of application. Includes voting rights and club field usage rights.

#### **Family/Group Membership....\$45**

All members covered by a Family/Group Membership must have a direct spouse or offspring relationship, Father-Son, Husband –Wife and or Junior Member. Includes voting rights [except for junior members] and club field usage rights.

#### **Junior Membership....\$15**

Under age eighteen years old by January 1<sup>st</sup> of year of application. All junior members need to be sponsored by a Full Adult Member even though they are not related by an offspring relationship. Includes field usage rights but no voting rights.

**Guest Membership:....\$20** For someone who belongs to another local club but wishes to access our field for flying as well. Includes field usage rights but no voting rights. Must send a copy of current AMA and Local Club Membership Cards with application.

### **MEMBERSHIP APPLICATION (PLEASE PRINT CLEARLY)**

Please bring completed application form below with proof of AMA to RVF meeting or mail to:

**Bob O'Connor 2220 Lovewood Drive Wisconsin Rapids Wisconsin 54494**

Make checks payable to **River Valley Flyers**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail \_\_\_\_\_

AMA# \_\_\_\_\_ Membership Category: \_\_\_\_\_

Dues Enclosed: \_\_\_\_\_

# River Valley Flyers 2018 Open Fly

**Saturday, June 2nd 2018**

**All Aircraft Types are Welcome-Gas, Glow and Electric  
AMA and Club Safety Rules Apply-----AMA Membership  
Required To Fly-----Spectators Are Welcome**



**Directions: From I-39**, get off at the Bancroft exit #143 [Cty W] and head west 7 miles, the field will be on the north side of the road [Watch for signs].

**From Hwy 54**, take Cty F south to Cty W. Then take Cty W east about  $\frac{3}{4}$  of a mile. The field will be on your left, north side of the road. [Watch for signs.]



**NEW THIS YEAR-NO PILOT FEE    Flying on Saturday Dawn till ????**  
**FREE PRIMITIVE CAMPING ON SITE FRIDAY AND SATURDAY NIGHT**  
**FOOD AND REFRESHMENTS AVAILABLE ON SATURDAY**  
**FREE FLYING ALLOWED ON FRIDAY AFTERNOON WITH REQUIRED**  
**AMA MEMBERSHIP**

**Field Coordinates N44 20 25    W89 37 59**

**E-Mail [dancz823@charter.net](mailto:dancz823@charter.net) or visit our new website @  
[www.rivervalleyflyers.org](http://www.rivervalleyflyers.org) for more information on this event.**