

Newsletter of The River Valley Flyers

Club #948-----August 2021

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From the Club President: I hope everyone is having a great summer so far this year. It's hard to believe that we are at the midway point of summer, but here we are going into August.

I've been trying to get out to the field more this year than last year, but have only averaged getting out once or twice during the week so far this summer. Whenever

I go out though, I've noticed a few more members out flying than last summer. It's great to see more people out again this year.

The flying field is looking really good this summer so far thanks to the plentiful rains we have had up till this point. The field mowing and maintenance crews have done a great job keeping it looking neat and well groomed with the weekly mowings.

We are trying to keep the grass as short as possible for flying but also not cutting it too short in the hot part of summer to prevent die back in the hot weather. If we let the grass gets too long though, it makes it difficult to get the smaller aircraft off the

ground. Also, the added drag from the turf tend to make the taildragger aircraft nose over on takeoffs and landings. As a helicopter flyer, I have no problems with the soft grass on the field, as it cushions those not so perfect landings that I still tend to make. Thanks to all of the members involved with the field mowing and maintaince this year.

In case you haven't noticed it, the old Frequency Board at the field has now been removed and updated to an information board and holder for the windsock and weathervane. Before the 2.4 ghz spread spectrum radios came about, it was necessary to monitor the radio frequencies in the 72,000 mhz band when the radio sets were being used to avoid radio interference to other radio sets of the same frequency.

Over time and with the influx of 2.4 ghz radios, the need to monitor that band has diminished. We no longer used the board for that purpose, and it was mainly a collection point for anything left at the field. It was getting weathered over the years and needed to be repaired, so this was a good time to get it replaced.

Our club is thankful for all the work that club member John Frank has put into designing and then updating that board for us. Even though there are still a handful of the 72,000 mhz radios in the club being used, they will need to be self monitored when they come out to fly with them to make sure that no one else is on the frequency before they switch on.

The 2.4 ghz radios these days do not require any type of frequency monitoring as they automatically find an open frequency in their band and do not interfere with other radios. In the new information board, we will be able to post club related material behind the glass front to keep it out of the weather, and update that material as needed.

It might be a good place to post our AMA Safety Rules and Field Safety Rules that were originally posted inside of the old frequency board on the inside of the doors.

That's all I have this to share this month, let's try to have the August club meeting at the field on Wednesday August 4th at 6:30 P.M. If the weather turns rainy and misty like last month, we will not have it at the field but will hold it on Google Meet.

If we do get a nice evening on that day, lets plan to get together for some flying before the meeting. Hope to see everyone then.

Don

Upcoming Area Events

If anyone hears about any up coming events, please let me know. (Rick Ida)

Also, check out our Facebook page at <https://www.facebook.com/groups/124394500927324>

River Valley Flyers Monthly Meeting Notice:

The monthly meeting at the field unless rain. Stay tuned for email updates!

Website: www.RiverValleyFlyers.org

Spice Up Your Loops–Fly the Avalanche



The Avalanche will cause spectators to gasp, especially when performed close to the ground. The surprise is that both maneuvers date back to a time long before 3D was even an aerobatic style. We enlisted the help of our good friend, aerobatic pilot and designer Mike McConville, to guide you through this maneuver and offer some tips on execution.

THE PLANE

Many models from 40-percent gassers to small foamies are able to do the avalanche. A model needs only the four basic functions: rudder, elevator, aileron and throttle. Typically, a low- or mid-wing design that doesn't have much dihedral but has enough elevator authority to do an inverted flat spin and snaps is perfect for these maneuvers.

THE AVALANCHE

The name suggests that it must be a wild 3D maneuver, right? Well, not really. In the world of aerobatics, the avalanche was around long before 3D aerobatics were ever dreamt of. It has appeared in various forms and has been a maneuver in the precision schedules of many F3A, IMAC and TOC competitions.

I've often said that even if your interest in aerobatics is only in the 3D arena, learning the fundamentals of flying precision maneuvers will improve your 3D flying immensely. The discipline you gain from flying precision will help make your 3D flying more deliberate; it will have a much more planned and well-executed presentation. Of course, if you do compete or aspire to do so, read on; I'll describe how to execute the avalanche properly.

WHAT IS THE AVALANCHE?

In simplest terms, the avalanche is a loop with a snap roll at the top. Although this sounds easy, it can be difficult at first, but once you understand the elements of the maneuver and what should be done and when, it becomes quite easy.

THE LOOP

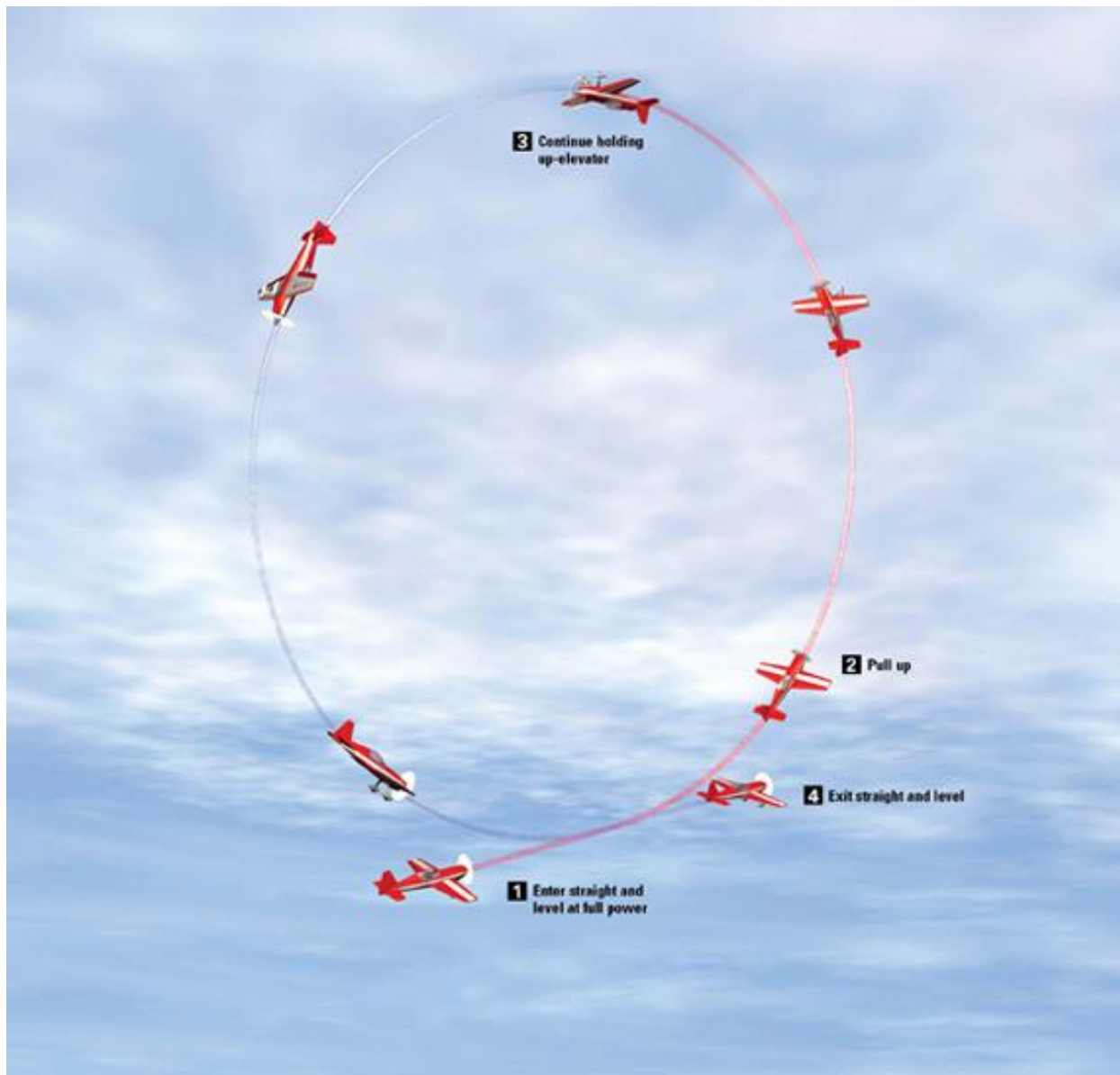


FIGURE 4 Ordinary Loop.

In addition to making the loop perfectly round and properly positioned, you have to make it the right size.

To start, you have to learn how to do the loop properly. A loop is simply a circle done vertically in the sky in the pitch axis of the model. That just means that starting from level flight, pull up-elevator and hold on until the model loops through 360 degrees and returns to level flight.

The Precision Loop

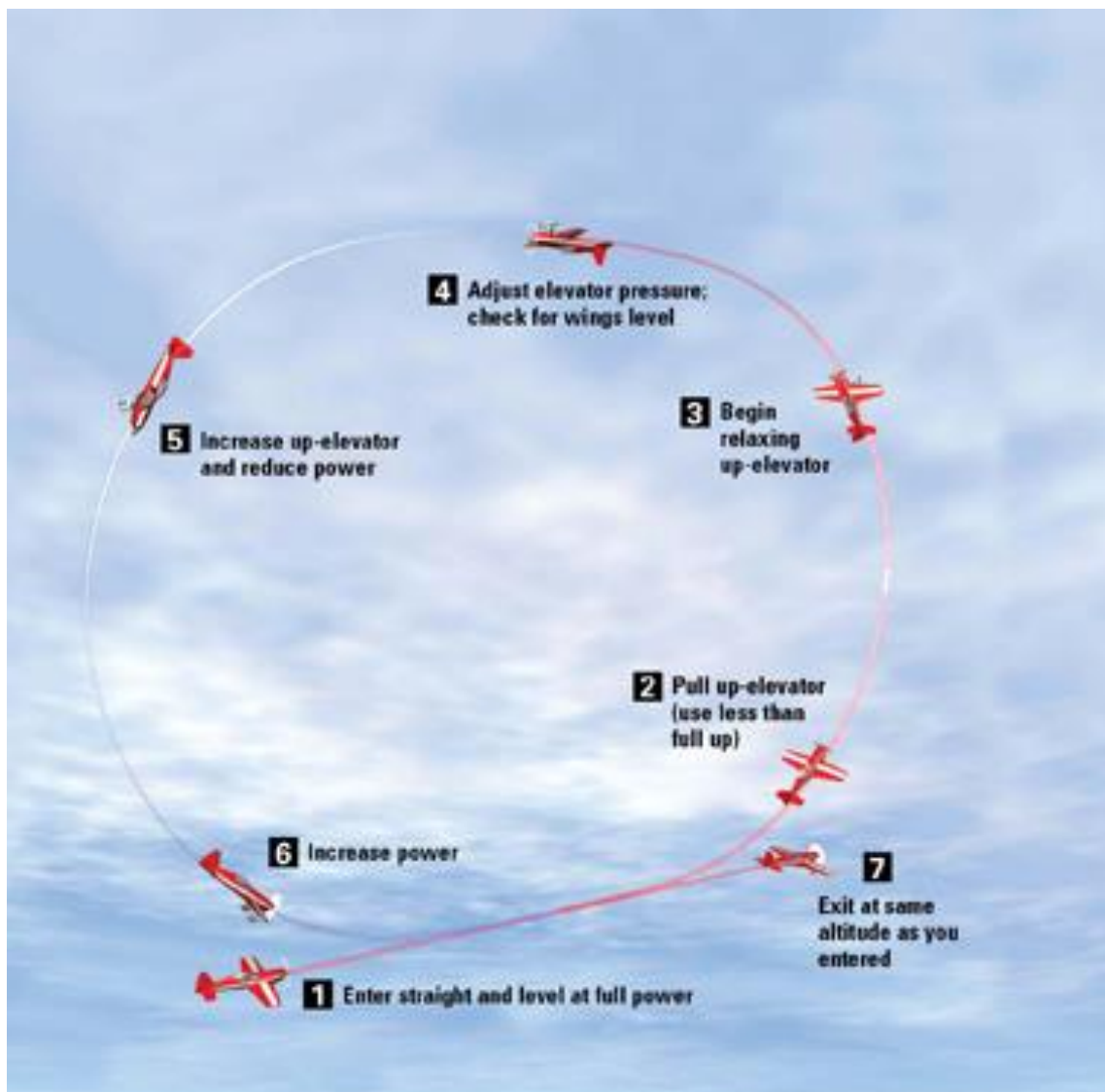


FIGURE 2 Precision Loop

Now let's take the ordinary loop and turn it into a well-presented precision loop:

- **Step 1.** Put it in the right place. When starting the loop, the model should be flying parallel to the runway in front of you. Don't start the loop if the model is flying at an angle toward or away from you. If you do, it will be impossible to see the symmetry of the loop.
- **Step 2.** Center the loop on yourself. The loop should start just as the model reaches center or is exactly in front of you. Just as it reaches that point, pull back on the elevator.
- **Step 3.** Shape it right. The loop should be a perfect circle drawn in the sky, not an oval. It should start and end at the same altitude, and when done correctly, it should actually start and end at exactly the same point in the sky, no closer to or farther away from you. Trying to do this may bring some trimming issues to light.

In addition to making the loop perfectly round at the proper location, you also have to make it the proper size, not too small and not too large.

If it's too small, it looks rushed and leaves you little room and time to place the snap at the top. If it's too large, it becomes more difficult to make the loop round and to hold it in the proper heading. You may also start to run out of power at the top, and that will make the snap roll impossible to do.

The correct size of a loop is determined by the hardware you are flying. A larger airplane with a lot of power will be more natural doing a larger loop than a smaller airplane or one with

less power. Experiment with your model until you arrive at the loop that is the correct size for your airplane.

The loop is a simple maneuver, but it is one that you fly through. Don't pull full up-elevator and watch it go. In fact, you should never be at full up-elevator. Pull back a little, and vary the amount of elevator to make the loop the correct size and shape.

Since gravity is at work, you have to pull more elevator at the beginning of the loop than when the model passes through vertical. When the plane goes through the inverted point of the loop, relax the elevator to keep the loop round. As the model starts down the back side of the loop, increase elevator again to overcome gravity and keep the loop round. It's also a good idea to reduce power as the model starts to come over the top of the loop and down the back side.

Full power makes the loop appear rushed, and with larger airplanes, full power in a dive is a big no-no. This could even cause problems such as control-surface flutter and structural failure. Practice doing the "perfect" loop several times until you're comfortable with it.

ADD THE SNAP

Once you have mastered the loop, work on turning it into an avalanche. Do the same loop, but just as the model reaches the top of the loop, do one snap roll. Stop the snap at exactly one turn, so the model is in the same attitude as it was before the snap. Now reduce power, and complete the loop just as before.

The technique you use to do the snap roll will affect the attitude with which the model exits the snap. The art of the snap roll is a topic that I could easily write an entire article about, but since I don't have room to go into detail on snap-roll techniques here, I'll just go into some basics.

For now, do the snap simply by cornering both sticks, i.e., full up-elevator, full aileron and full rudder in the same direction as the aileron. Here are some tips for doing a snap roll on an avalanche:

- **Don't throttle back** before the snap. This will cause the model to drop its nose through the snap, and it will exit the snap nose down, making it impossible to keep the loop round. Keep the power up until the snap is complete.
- **Don't snap too early or too late.** When done properly, the snap should be at the top of the loop. Don't get trigger-happy and snap while the model is still climbing or wait too long and snap after the model is on its way back down.
- **Don't over- or under-snap.** Be sure to stop at one snap. If you over- or under-snap, the wings won't be level. As you start to pull through the back side of the loop, the model will start to corkscrew unless you first level the wings.

To make the avalanche look its best, here's a pro tip: always snap away from the flightline. If you enter the avalanche from your right, do the snap roll to the right (right aileron and rudder); if you enter from the left, roll to the left. This makes

the model stay in line better and not step in the direction of the snap. The only exception to this rule is if you are flying in a strong cross-wind blowing out (away from the flightline). The crosswind requires you to learn to snap roll equally well to both the left and right, and that's an important part of becoming a well-rounded aerobatic or 3D pilot anyway.

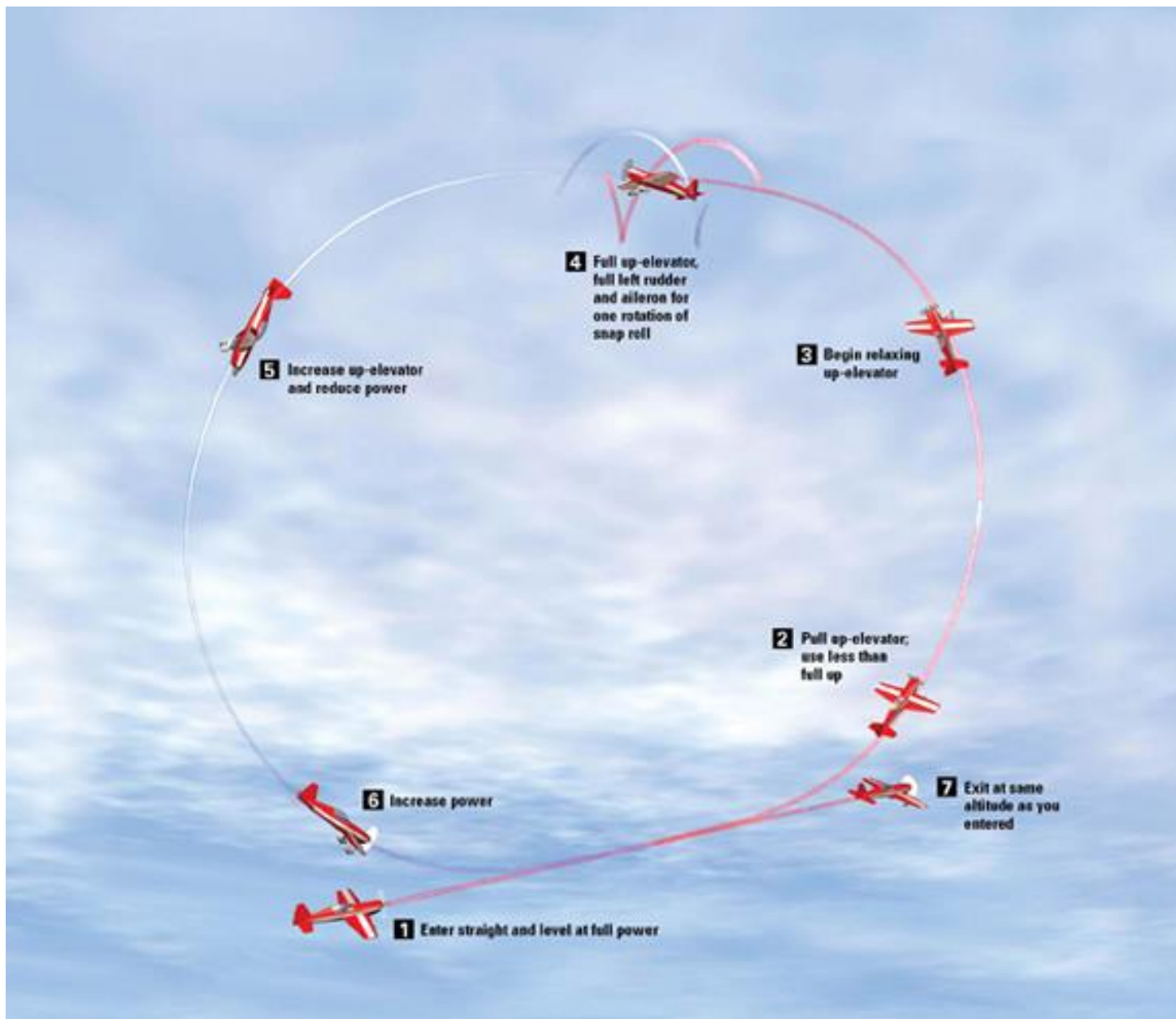


FIGURE 4 Avalanche

Master the avalanche, and you'll become a more disciplined pilot who's in better control of his model.

VARIATIONS

An almost infinite number of variations on the Avalanche can make it much more challenging to do. Through years of aerobatic competition, I've had the opportunity to tackle a lot of them. If you want to try more challenging variations on the Avalanche, here are a few good ones:

- Do the same maneuver but start inverted. Make the loop an outside loop, and at the top, do a negative snap (full down-elevator, full aileron and full opposite rudder).
- Do the Avalanche normally but do only two complete snap rolls at the top, or try it inverted with two complete negative snaps at the top.
- Start inverted, and do an outside loop. At the top, do 1 1/2 positive snap rolls so the model stops inverted at the top; then immediately do 1 1/2 negative snap rolls in the opposite direction back to upright, and complete the outside loop. When you do one like that, you need to start the first snap before the airplane reaches the top because the snaps take up so much space. After the last snap, the plane should be over the top of the loop and at the same point past the top as it was before when the first snap was done.
- One of the most difficult variations requires you to start high and do a loop starting from the top; then, at the bottom of the loop, do the snap, and continue back up to finish at the top.

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SAFETY REPORT

Hi guys,

Well here we are approaching the middle of summer and the high temperatures are creating problems for all you dedicated flyers. What I'm talking about is dehydration! The few times I have been to the field I haven't seen any empty water bottles sitting around.

Com'on guys, we all need to bring water to the field anytime you leave the house. Bringing a few bottles to share with others is even better and is the equivalent of bringing a few gallons of gas for the club mower when you are detailed with cutting the field.

I know that a few brats and a beer sounds better than water but realistically the water is more in line with what your body needs with the sun beating down and potentially causing sun stroke. What would really bother me is to arrive at the field to fly and finding someone passed out with a really bad sunburn totally ruining my afternoon and now detailed with getting said flyer to the ER.

Don't think that could happen, think again. We have had record setting high temperatures lately with highs in the low to mid 90's creating heat indexes in the 100's.

The good news is of us being on the down side of this and the upcoming low to mid 80's sounds great! That should get a few more flyers out to the field, I know I will as I prefer the cooler weather and my battery packs seem to be working better now too.

Even the weather is cooperating with us as the forecast for the meeting has mid 70's on August 4.

See you at the field and don't forget that water!

Larry Chamberlin
Safety Officer
RVFRC

FOR SALE (let me know when sold - Rick)

FOR SALE

Spad advanced trainer made from Coroplast-almost indestructible. YS45 for power, dual aileron servos, ski setup for winter flying also.



\$125.00

Tom Marty

715-340-1708

ysrcflyer@yahoo.com

GREMLIN flying wing combat plane. wings are fully sheeted.
YS45 for power.



\$100.00

Tom Marty

715-340-1708

ysrcflyer@yahoo.com



I have 2 brand new still in the package 1100kv motors complete with motor mount and prop adapter. I ordered them and then found out I didn't need them.

Asking \$8 each.

Thanks.

Don Horne



Hobby Eagle A3-L Stabilizer,
basic 2D, 3D style. New, decided
to use a different brand. Cost
about \$19.00, asking \$10.00

Thanks
Rick Ida

For Sale Continued...



FlightLine F7F-3 Tigercat 1600mm (63" wingspan)

It comes with the upgrade landing gear-not installed

I fly it with 2-4000mAh 4s batteries. It flies great. Batteries not included

I also have some spare prop blades

It has Callie Graphics "King of the Cats" graphics

It is in excellent condition.

\$300 with Admiral Receiver(RX600SP) which has gyro and recovery

Bob O'Connor oconnorfam1@gmail.com



River Valley Flyers Model Aircraft Club

2021 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.... \$50

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

Family/Group Membership.... \$55

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 1st 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.... \$30 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** (Only Cash or Check Accepted)

Name: _____

Address: _____

City: _____ Zip: _____

Phone: _____ E-Mail _____

AMA# _____ Membership Category: _____

Dues Enclosed: _____ (Cash or Check Only)